

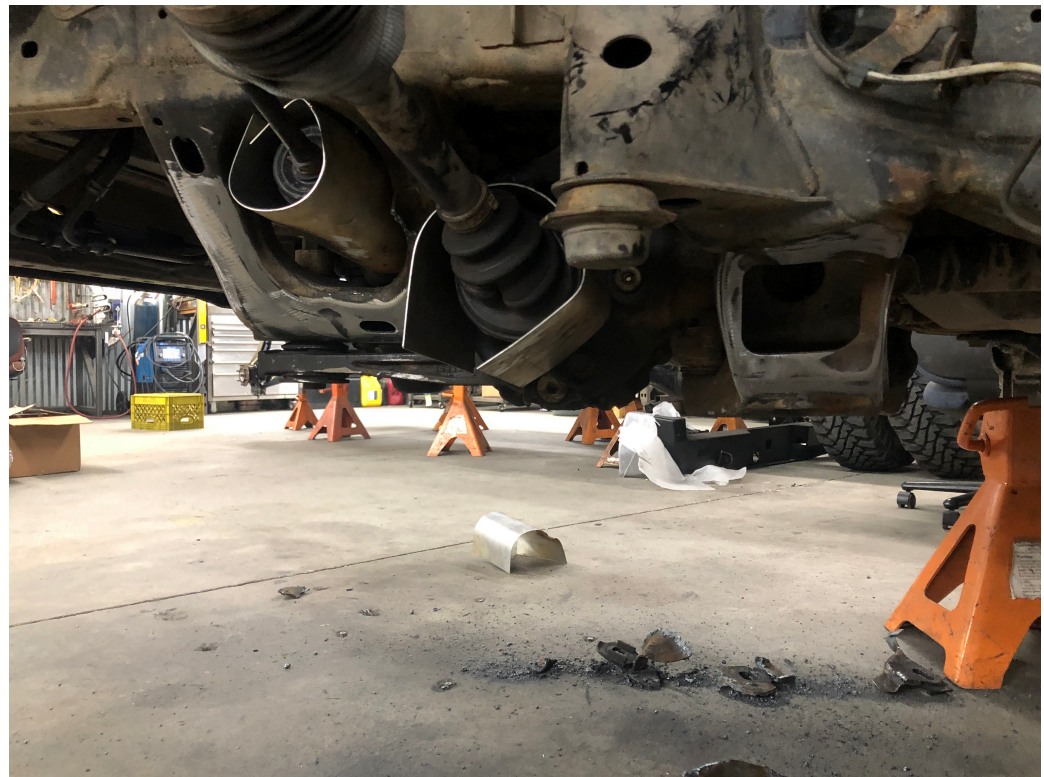


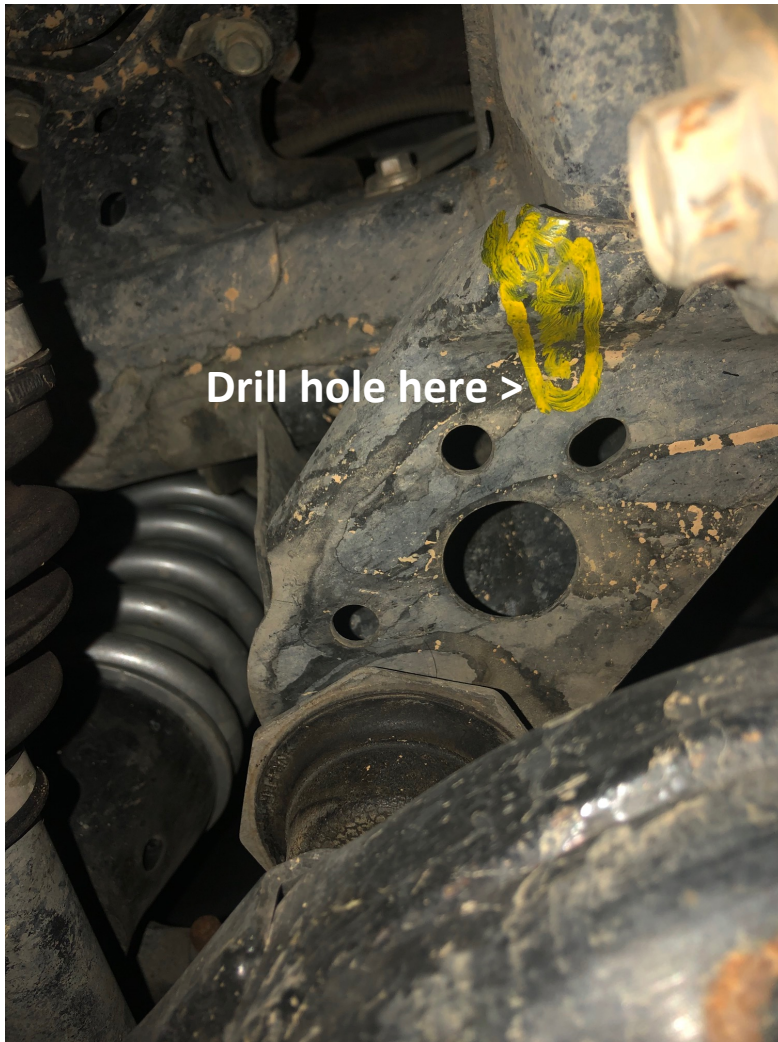
Step1

- Start by putting the truck up on jack stand. The ideal location for the jack stands is just behind the cab mounts, this will give you plenty of room to work on the front and the stands will not interfere with the install.
- Once the truck is up on the stands completely disassemble the front end. Leave the brake caliper attached to the lines and hang the caliper off of the cab mount with some tie wire. You do not need to remove the axles or inner tie rods to complete the install however doing so will make the job easier. If you do not remove the axle/tie rods make sure you cover the boots so the do not get damaged when cutting and welding. Thin sheet metal works well as a boot guard

Step 2

- Once the truck has been completely disassembled and the CV/tie rod boots are protected start cutting off the factory lower control arm mounts. If you have a plasma cutter this will make quick work of the job otherwise a cutting wheel will work just fine.
- Its important to note that the factory frames are very thin so take your time when cutting the factory mounts off. It is also important to completely sand the frame smooth so the new LCA pivots will slide into place
- This is the most time consuming part of the job so be patient and you will get there!





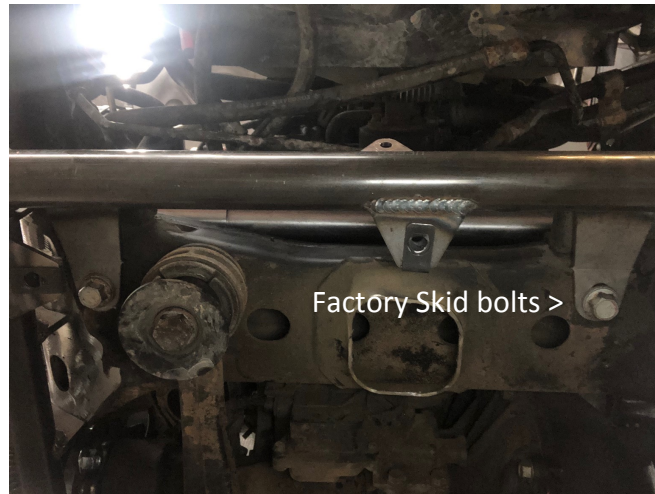
Step Three

- If you are keeping the factory bump stop mounts then you will need to cut a small notch into the underside of the factory mount.
- The picture to the left is marked out with a yellow pen to show the area that needs to be cut.
- The best way to make the cut is to start by drilling a 3/8" hole as specified in the picture.
- Once the hole is drilled use a sawsall or grinder to cut out the remaining material
- The reason for the notch is so the new LCA mounts can slide up into place. You want to make sure you do not cut out too much material as you will be welding the new LCA mount to the underside of the bump stop mount. If you remove too much material you will have large gaps to weld which is not ideal.



Step 4

- Step four is to start fitting the new LCA pivots to the frame
- The LCA kit is designed with locating tabs at the rear of the pivots to ensure the kit is aligned properly to the factory frame. Start by sliding the new LCA mount into position and use the supplied 8mm bolts to secure the LCA pivots to the frame.
- If the LCA mount is not sliding into position easily make sure you have the frame completely cleaned up and the bump stop mount notched correctly. Placing a floor jack under the connecting tube on the LCA mount will also be a big help in getting it up into position
- Once you have both sides into position you will install the connecting cross bar along with the tabs that weld to the front of the frame. The crossbar uses the factory skid plate bolts to align the front of the LCA pivots as seen in the picture below



Step 4 Continued



- Having installed a number of the LCA kits on vehicles there are some important things to note
- First off every truck is a little different and how the truck was used prior to the install will be the biggest variable. Trucks that have seen heavy off road abuse will most likely have bent frames to some degree. When positioning the LCA mounts its important to make sure the new tabs fit snug up against the factory frame. To ensure proper welding. In the case that the frame has some bending it may be necessary to grind some material out on the new LCA tabs. Once the kit is fit to the frame mark areas where some grinding is necessary and slowly remove material from the tabs until the entire LCA kit fits snugly against the frame. 1/8" gaps are acceptable and easily achievable on even the most used and abuse frames.
- Once the LCA kit is fit to the frame properly and the locating bolts are tightened up start by tack welding all the tabs to the frame.
- When welding the new tabs to the frame its important to move the heat around initially so the LCA mounts do not get pulled out of position.
- Again the factory frame is thin and the correct way to weld the tabs to the frame is by putting the majority of the heat into the new tabs and then whip the puddle into the factory frame. A heat setting of 18volts is a good starting place however you can adjust accordingly depending on your welder.



Step 5

- Once the LCA pivots are fully welded to the factory frame install the supplied 1/8" frame fill plates
- This is done by sliding the plates in from the backside of the LCA mount. The most rearward tab on the LCA kit is notched out so the plate will slip in from the backside. Once you slide the fill plates in fully weld everything up
- After everything is all welded up you can paint or under coat the LCA pivots and then reinstall all the suspension components

DO NOT WELD BETWEEN ARROWS

Make sure the rear cam is installed as seen in the picture. If it is installed the other way you will NOT be able to match drill the cam and lock out your alignment .

Also make sure you do not weld the middle section of the rear tab so the cam has its adjustment range

