

### Parts Included

Quantity	Item Description	Part#
1	Driver Bypass Shock Hoop	DK-636710-A1300
1	Passenger Bypass Shock Hoop	DK-636710-A1400
2	1/2"-20x2.75" Grade 8 Bolt	G8-B160275-ZY
2	1/2"-20 Grade 8 Nyloc Nut	G8-NN1600-ZY
4	1/2" Thick SAE Washer	G8-W67TSAE-ZY
6	7/16"-20X1.5" Grade 8 Bolt	G8-B140150-ZY
6	7/16"-20 Nyloc Nut	G8-NN1400-ZY
12	7/16" SAE Washer	G8-W64SAE-ZY
4	1/2"x 57-83mm Hose Clamp	HC-044
2	Brake Line Tab Small	DK-041951
2	5/8"-18 x 4" Grade 8 Bolt	G8-B200400-ZY
2	5/8"-18 Grade 8 Nyloc Nut	G8-NN2000-ZY
4	5/8" SAE Washer	G8-W69SAE-ZY
2	2"ODx.625"ID X 2.33" Steel Slug	TBDK-193202330
4	Cross Brace Tabs	PLDK-636710-A1204
1	Driver Reservoir Mount	PLDK-636710-A1303
1	Passenger Reservoir Mount	PLDK-636710-A1403
1	Brake Line Bulkhead Tab	PLDK-636710-A1304

Please check that all items are present before installation. If for any reason, there is an item or items missing send an email to [sales@dirtking.com](mailto:sales@dirtking.com) with proof of purchase and a picture of parts received.



**Warning:** Welding can be hazardous. Ensure to follow all safety precautions. Failure to do so could result in serious injury or property damage. Vehicle should be supported by jack stands and wheel chocks any time you are performing work underneath. Dirt King highly recommends this installation be performed by a professional certified welding facility.

### Step 1 – Removal

Disconnect the battery's positive and negative terminals. Next locate the Engine Control Module (ECM) near the driver front wheel well (**Figure 1**), unbolt, unplug, and store in a safe area. Remove the upper shock mount hardware attaching the shock to the coil bucket. Place the Dirt King shock hoop on the chassis and loosely reinstall the coil bucket mounting hardware to secure the shock hoop to the chassis. **Note:** if longer hardware is needed ensure the correct hardware is used for final installation. In preparation for welding, identify and mark the chassis areas where the shock hoop makes contact. If building a cross brace, mock everything up now. Tack the cross-brace tabs (**Figure 2**) to the shock hoop. Remove shock hoop from vehicle to fully weld cross brace tabs. Next with the shock hoop removed clean the chassis areas previously identified and marked to bare metal. Reattach the shock hoop, make sure to align it properly to sit flush against the vehicle's frame, make minor modifications as needed for proper fitment. Once shock hoop fits properly, tack the base to the frame rail.

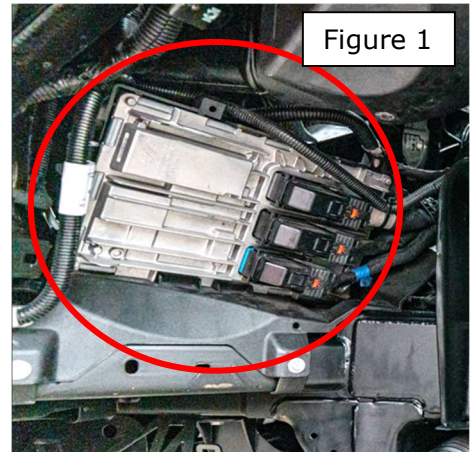


Figure 1

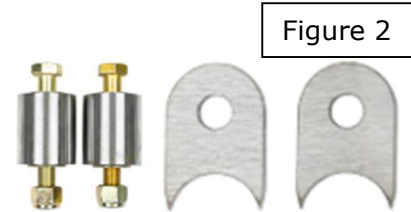


Figure 2

### Step 2 – Test Fit

Install the bypass shock and verify that there are no clearance issues. You may need to release some of the nitrogen pressure to install. Mount the reservoir with the provided reservoir tab ensuring that both the reservoir body and hose are unobstructed. After ensuring all components are properly positioned, tack the reservoir mount to the frame rail. Remove the factory brake line tab and weld the new brake line tab onto the chassis at the location shown in (**Figure 3**). Manipulate the hardlines to fit as shown in (**Figure 4**). Tack the tall brake line tab to the frame rail.

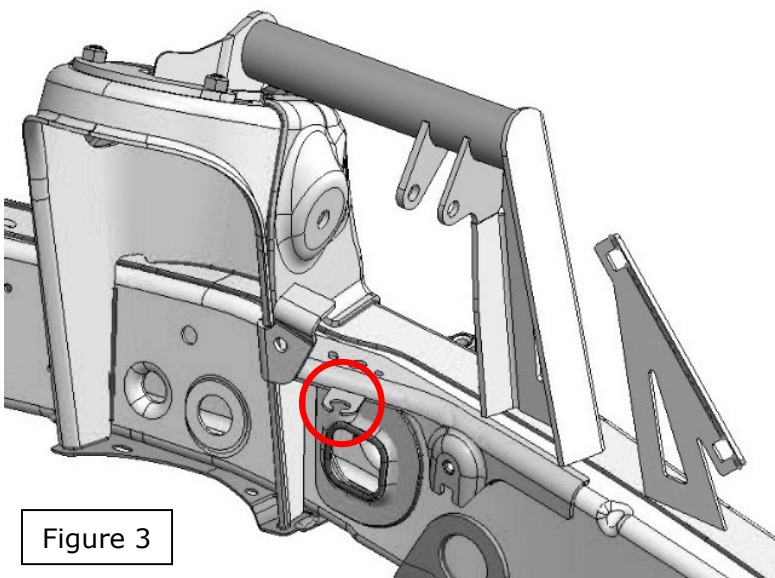


Figure 3

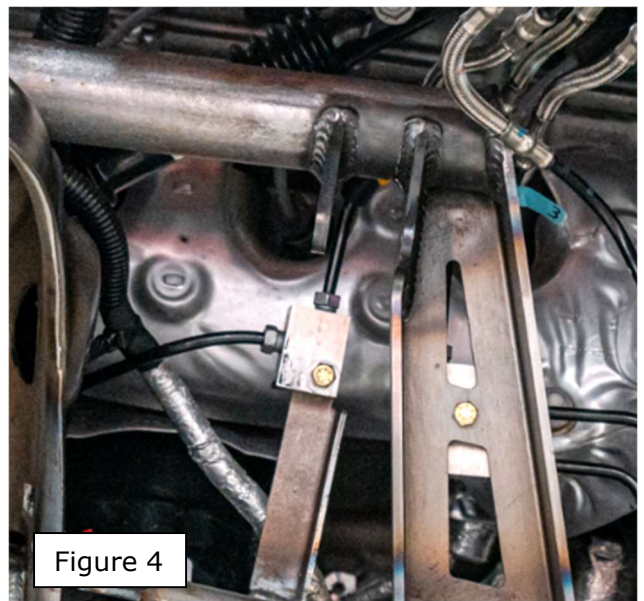


Figure 4

### Step 3 – Welding

Ensure all electrical components are protected from the welding sparks and heat. Always keep the welder grounded to the shock hoop or chassis near the welding area. Weld the shock hoop to the frame rail and coil bucket. When welding shock hoop to coil bucket weld three 1-1/2" sections equally spaced out, use an air hose to cool the area after welding to avoid damaging the shock bearing. Next weld the reservoir tab and brake line tabs. Once cool, wipe the frame down to prep for paint. Mask off the surrounding area and paint any bare metal.

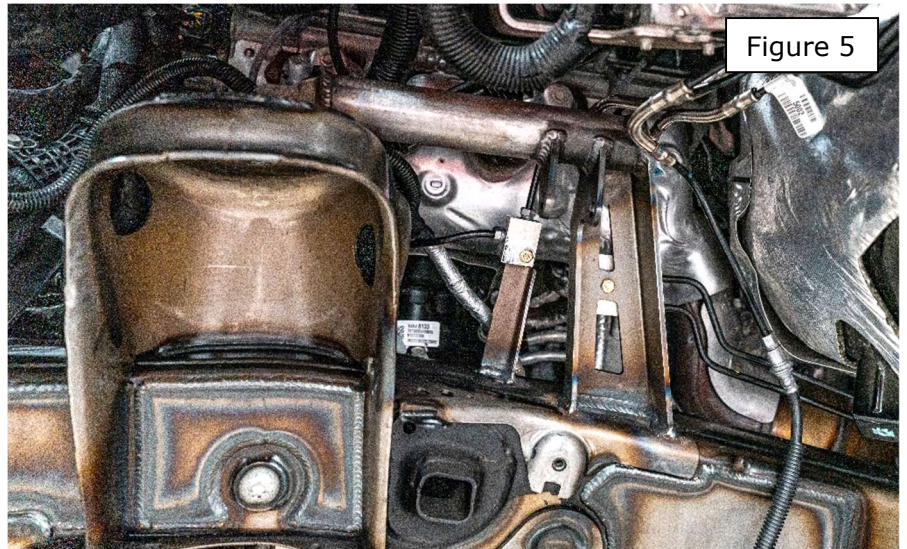


Figure 5

### Step 4 – Install Bypass Shock

Install the bypass shock using the supplied grade 8 hardware. Torque the 1/2" grade 8 nyloc nuts to 90ft lbs. Mount the reservoir to the mount using the supplied hose clamps. If you released some of the bypass shock's nitrogen pressure, then recharge the shock to the manufacture's specifications with the suspension at full droop. Once the bypasses are installed then bleed the brakes. After bleeding the brakes connect and reinstall the ECM. Now connect the positive and negative battery terminals.

**NOTE:** The brakes must be bled before plugging in ECM and battery. If not done in this order the truck will need to go to dealership to have ECM factory reset and brake system bled.

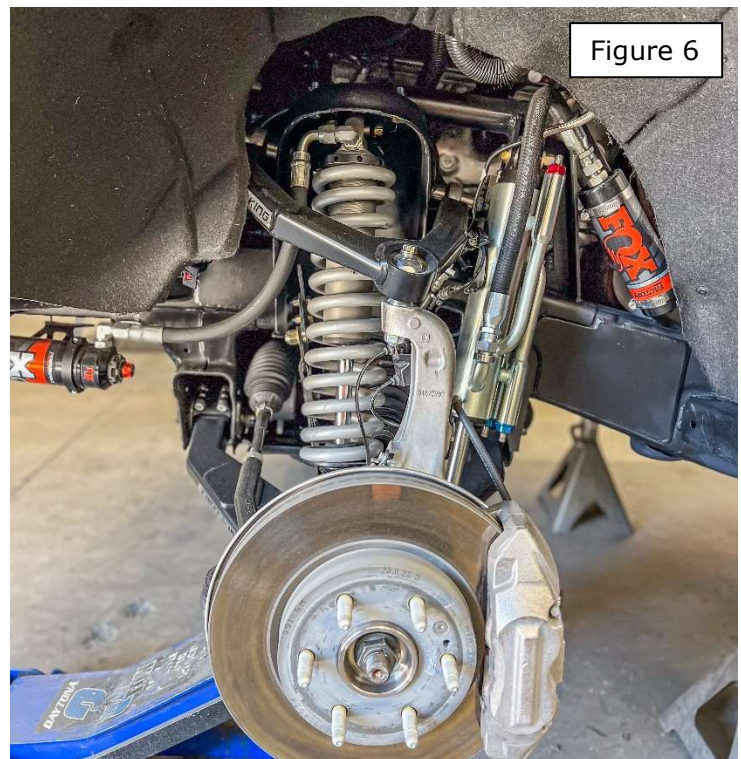


Figure 6