Front Installation

1. Park vehicle on clean, flat, and level surface. Block rear wheels for safety.
2. Disconnect the front sway bar links from the axle. Retain hardware. (18mm socket/wrench)
3. Automatic vehicles may need to remove transmission skid or disconnect front driveshaft to allow axle to fully lower. It is easiest to do this now.
4. Raise vehicle with hydraulic jack and support frame rails with jack stands.
5. Support front axle with hydraulic jack.
6. Disconnect lower shock mounting bolt. Retain hardware. (18mm socket/wrench)
7. Lower front axle enough to allow removal of coils and rubber isolator. Use caution to not overextend the brake lines or any wires. It may be necessary to temporarily remove the brake line bolt at the frame rail to allow for maximum droop.
8. Install new spacer with or without the original rubber isolator. The new spacer is 2.5" thick, but with the OE isolator removed this will yield approximately 2" of lift.
9. Raise axle back into position and reattach all previously removed parts with OE hardware.

Rear Installation

1. Park vehicle on clean, flat, and level surface. Block front wheels for safety.
2. Disconnect the rear sway bar links from the axle. Retain hardware. (18mm socket/wrench)
3. Disconnecting the rear track bar will help the axle fully lower (21mm).
4. Raise vehicle with hydraulic jack and support frame rails with jack stands.
5. Support rear axle with hydraulic jack.
6. Disconnect lower shock mounting bolt. Retain hardware. (18mm socket/wrench)
7. Lower rear axle enough to allow removal of coils and rubber isolator. Use caution to not overextend the brake lines or any wires. It may be necessary to temporarily remove the brake line bolt at the frame rail to allow for maximum droop.
8. Install new spacer with or without the original rubber isolator. The new spacer is 2.5" thick, but with the OE isolator removed this will yield approximately 2" of lift.
9. Raise axle back into position and reattach all previously removed parts with OE hardware.

Post-Installation

1. Adjust the steering wheel back to center if necessary (by adjusting sleeve on drag link). Do not drive the vehicle if the steering wheel is not centered. This WILL cause problems with the traction control.
2. Reattach any brake line brackets or ABS wire clips that were disconnected during the installation
3. Check all previously loosened bolts/nuts for proper torque and again after 500 miles. (We recommend using a paint pen to mark the bolt heads so you can easily tell when a bolt has rotated with a visual inspection.)