

INSTALLATION INSTRUCTIONS

1. Park the vehicle on an appropriate work surface. Ensure that the vehicle is in park for automatic transmission or in first gear for manual transmissions and the parking brake is applied. Block the wheels for added safety.

Front Installation

1. Remove the bolt mounting the front track bar to the passenger's side of the axle (Figure 1). Save track bar bolt and nut tab. Allow the track bar to hang free. Figure 1
2. Raise the front of vehicle with a hydraulic jack and place jack stands under the frame rails, just behind the lower control arm pockets.
3. Remove the wheels.
4. Support the front axle with a hydraulic jack. Remove lower shock bolts. Save hardware.
5. Remove the lower mounting bolt from the sway bar links.
6. Remove the driver's side coil spring retainer clip located on the back side of the axle coil seat (if equipped). Save clip and bolt.
7. Loosen the driver's and passenger's side lower control arm bolts at the axle. Completely remove the passenger's side bolt and leave the driver's side in place. This should allow the axle to lower enough to remove and install the coil springs.
8. Lower the axle with the hydraulic jack and remove the coil springs. Take care not to over extend the brake lines.
9. Remove the factory rubber bump stop from the upper coil mount. Large pliers can be used to pull it out. Remove the factory bump stop retainer cup by removing the bolt from the center.
10. Slide the new coil spring spacer onto the upper coil mount. You may leave the factory coil spacer in place, the new mount will be positioned above it. If you leave the factory spacer total lift will be 2.25". If you remove the factory spacer, total lift will be approximately 1.75". While holding the new spacer in place, install the factory bump stop retainer cup and the bump stop. Note: using some lubricating spray or grease on the bump stop makes installation much easier.
11. Reinstall the factory coil springs and rotate the ends so that they seat properly in the axle mounts.
12. Raise the axle until the coils seat against the new coil spacers and have a slight amount of pressure on them. Reinstall the driver's side coil retainer.
13. Reattach the passenger's side lower control arm bolt/nut/washers. Snug the bolt but do not tighten completely. Both lower control arm bolts will be tightened with the weight of the vehicle on the suspension.
14. Attach the shock to the axle with the original shock hardware.
15. Install the wheels and torque the lug nuts to the manufacturer's specs.
16. Remove the jack stands and lower the vehicle to the ground.
17. Bounce the front of the vehicle to settle the suspension.
18. Attach the sway bar links to the sway bar with the original hardware and torque control arms.
19. Reconnect the front track bar to the axle mount with the original hardware. Note: To aid in aligning the track bar hole have an assistant turn the steering wheel to shift the track bar in the correct direction.
20. Check all hardware for proper torque.

Rear Installation

1. Disconnect the rear track bar from the passenger's side frame mount. Save hardware.
2. Raise the rear of vehicle with a hydraulic jack and place jack stands under the frame rails, just ahead of the lower control arm pockets.
3. Remove the wheels.
4. Support the rear axle with a hydraulic jack. Remove the lower bolts from shocks. Save all shock hardware.
5. Disconnect the sway bar links from the sway bar. Save hardware.
6. Lower the axle with the hydraulic jack and remove the coil springs.
7. Remove the factory rubber bump stop from the upper coil mount. Large pliers can be used to pull it out. Remove the factory bump stop retainer cup by removing the bolt from the center.
8. Slide the new coil spring spacer onto the upper coil mount. Depending on how the front was installed, either remove the factory spacer or leave the factory coil spacer in place, the new mount will be positioned below it. While holding the new spacer in place, install the provided bump stop extension between the factory retainer cup and the coil mount. Fasten the extension and retainer cup with a provided 10mm x 80mm bolt.
9. With the factory retainer cup in place, reinstall the factory rubber bump stop. Note: using a little lubricating spray or grease will make this much easier.
10. Reinstall the factory coil springs in the upper and lower spring seats.
11. Raise the rear axle until the shocks can be fastened to the axle mounts with the original hardware.
12. Reattach the sway bar links to the sway bar with the original hardware.
13. Install the wheels and torque the lug nuts to the manufacturer's specs.
14. Remove the jack stands and lower the vehicle to the ground.
15. Bounce the rear of the vehicle to settle the suspension.
16. Reattach the rear track bar to the passenger's side frame mount with the original hardware. Have an assistant push on the side of the body to help align the track bar in the bracket.
17. Check all hardware for proper torque.

Post-Installation

1. A front end alignment is required to adjust toe-in setting as well as straighten the steering wheel. Caster can be adjusted on 97 models using the factory alignment cams bolts.