



### Step by step instructions and checklist:

Use the proper tools and safety equipment to perform all work. Torque all fasteners to proper specifications and double check work. Align your vehicle after installation.

## T40SL1

Park vehicle on a clean flat surface and block the rear wheels for safety. Engage the parking brake.

Raise the front of the vehicle and support with jack stands at each frame rail behind the lower control arms. Remove the front wheels.



Remove the cotter pin and outer tie rod end nut. Strike the tie rod end boss with a dead blow hammer to dislodge the taper. Remove the ABS sensor and harness from the knuckle and hang out of the way.



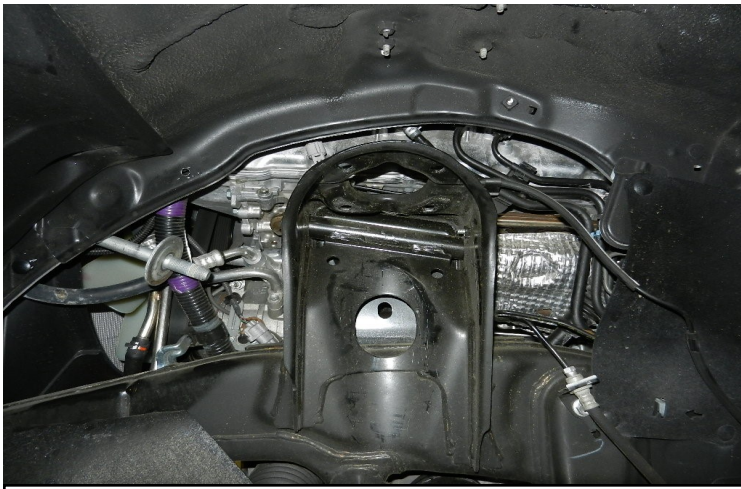
Remove the brake line bracket from the upper control arm. Remove the brake caliper and hang out of the way. Remove the brake rotor.



Remove the upper ball joint safety clip and nut. Strike the ball joint boss with a dead blow hammer to dislodge the taper.



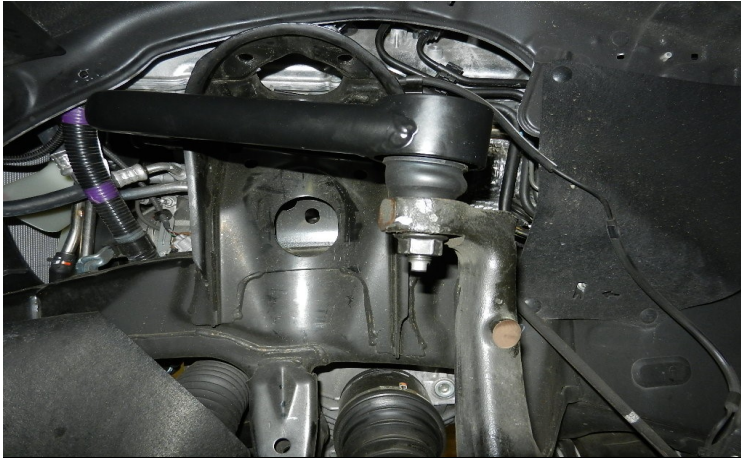
Remove the front splash guards from the frame for access to the upper control arm bolt.



Remove the upper control arm from the frame. (Strut shown removed for clarification. Will be removed in a later step.)



Install the upper control arm making sure to install the provided washers on the inside mounts. Reuse the factory washers on the outside of the arm.



Install the knuckle to the upper ball joint using the provided hardware.



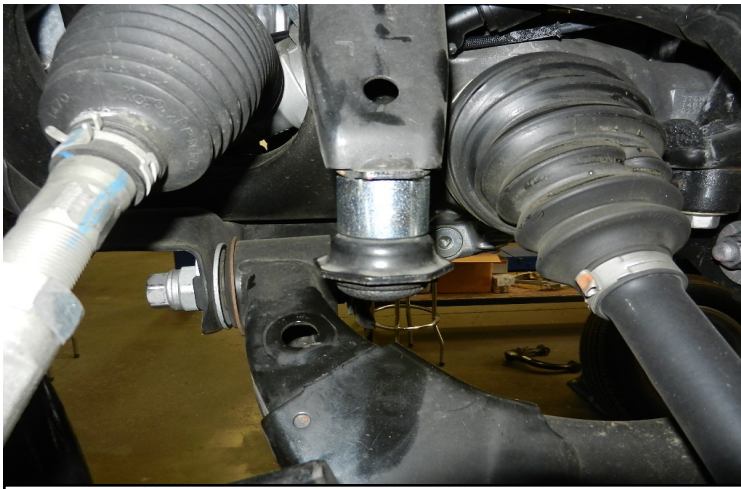
Remove the sway bar from the lower control arm. Loosen the lower control arm bolts.



Remove the lower strut bolt. Remove the ball joint cradle bolts and let lower control arm swing out of the way. Remove the strut from the vehicle.



Remove the lower control arm bump stops.



Install the provided bump stop extensions to the frame and the bump stops to the extensions.



Notch the lower control arm strut pocket as shown using a suitable cutting device. Sand any burrs off the cut edge. Paint the cut area with a quality rust preventative paint.



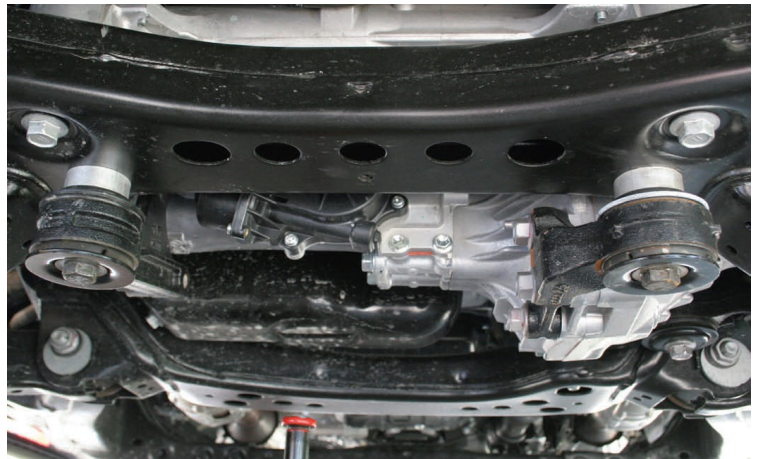
Install the strut extension to the strut using the factory hardware. Install the completed strut into the frame using the provided hardware. Raise the lower control arm to the strut and install the factory hardware. Install the lower ball joint cradle to the knuckle using the factory hardware.



Install the sway bar drops between the frame and the sway bar using the provided hardware. Install the rotors and brake calipers. Install the ABS and brake line to the knuckle and control arm using the provided and factory hardware. Install the tie rod ends.



4WD steps: Remove the factory skid plate.



Remove the front diff mount to frame bolts. Lower the diff low enough to insert the provided diff spacers. Install using the provided longer hardware.



Support the rear axle. Remove the rear shocks, brake line brackets, and parking brake cable brackets from the axle.



Remove the u bolts on the side you intend to work on first. Lower the axle low enough to insert the provided lift blocks. Install the provided u-bolts and axle cradle. Repeat for the other side of the vehicle.



Install the parking brake cable brackets to the axle and the factory mounts using the provided and factory hardware.



Install the provided shock extensions to the shock. Install the shock back to the vehicle using the factory hardware. Install the brake line brackets back to the axle. Make sure everything is torqued down and there is clearance for the tires against all moving parts. Have the alignment set.

### **Final Checks & Adjustments**

**Post Installation Warnings:** Once the vehicle is lowered to the ground, check all parts which have rubber or urethane components to ensure proper torque. Torque wheels to the manufacturers specs. Move the vehicle backwards and forwards a short distance to allow suspension components to adjust. Turn the front wheels from lock to lock and verify adequate tire, wheel, brake line, and ABS wire clearances. Test and inspect steering, brake and suspension components for tightness and proper operation. Inspect brake hoses and ABS lines for adequate slack at full extension. Failure to perform the post inspection checks may result in vehicle component damage and/or personal injury or death to driver and/or passengers. Test drive vehicle and re-check the torque of all fasteners.

### **Wheel Alignment/Headlamp Adjustment**

It is necessary to have a proper and professional wheel alignment performed by a certified alignment technician. Align the vehicle to factory or provided specifications. It is recommended that your vehicle alignment be checked after any off-road driving. In addition to your vehicle alignment, for your safety and others, it is necessary to check and adjust your vehicle headlamps for proper aim and alignment.

### **Vehicle Re-Torque and Safety Inspection**

Upon completion of all services and adjustments performed on your vehicle, and within 50 miles of driving, check to ensure that all fasteners and hardware are properly torqued to specification as noted in the vehicles factory service manual.