





INSTALLATION INSTRUCTIONS - 301360

8) Once the 3 rivets are removed, unbolt the remaining mounting bolt and remove the factory hanger.



1. Remove the 3 rivets from the factory hanger. (See Figure 1)

2. If installing the new hanger in its 2nd holes for maximum drop, the body section on the bottom of the hanger will need to be bent out of the way.

3. Install the new hanger with shackle pre-assembled in the downward position using 3 of the provided 7/16 bolts and re-using the 1 factory bolt. (See Figure 2) Located on your new hanger is four sets of holes: using the top hole and the 3rd hole from the top will lower the vehicle 5 inches, using the 2nd and 4th hole will lower the vehicle 6 inches.

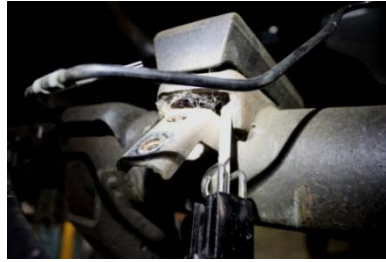


4. Unbolt the brake line guide and remove the abs wire guide from the mount on the axle. (See Figure 3) Once removed, cut the bracket off the axle. (See Figure 4)

5. The leaf spring centering pin will need to be removed and re-installed the opposite way it came out. While the pin is out, the small u-bolt plate will need to be removed and discarded. (See Figure 5)

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- 14) Install the leaf spring into the front mount, install bolt and nut, but don't tighten. Slightly jack up the rear axle, and with the axle relocater held on the center pin of the leaf spring, swing the leaf spring up under the axle, making sure the axle relocater aligns up under the original spring perch, and install the rear mounting bolt through the shackle. (make sure the 2 holed bracket on the axle relocater is facing the rear of the truck when completing this step) do not tighten front leaf spring or shackle hardware until the vehicle is on the ground.



- 15) Place the small spring plate on top of the original spring perch with the ears facing up. Now install the original u-bolts facing down and going through the new big spring plate which will be under the leaf pack. Tighten u-bolts and torque to factory specs.

- 16) Re-attach the brake line mount and abs wire mount to the axle relocater using the provided 8mm bolts.



- 17) The stock bump stop mount will need to be cut off even with the bottom of the frame using a cutting tool or reciprocating saw. Once this is done, clean up all sharp edges with a grinding tool or sanding disk. Then spray paint the exposed frame rail to protect the raw material. Now you will need to drill a pilot hole in the frame for the self tapping bolt. (drill size 7/32") the hole will need to be centered on the frame and located so that the bump stop will come into contact with the bump pad on the axle. (the factory bump stop will need to be cut down for a 7" drop)

- 18) Also included is two transmission mount spacer to correct drive line angles. \*The gold, 1/2" tall spacer is for 2007-2013 trucks with a 1 piece drive shaft;  
\* The silver, 3/4" tall spacer is for 2014-up trucks with a 1 piece drive shaft. Remove the two mounting bolts that hold the mount to the transmission, jack up the transmission, insert the appropriate spacer, then re-install using the provided 10MM bolts. (NOTE: IF YOU HAVE A TWO PIECE DRIVESHAFT ON A 2014-UP TRUCK, PART NUMBER 611500 WILL NEED TO BE PURCHASED)

