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2007- 2012 GM 1500 4WD Pick-Up / SUV 3.5”- 4" Suspension Lift Installation Instructions

REQUIRED TOOL LIST:

* Safety Glasses
* Metric / Standard Wrenches & Sockets
* Allen Wrenches
* Drill / Assorted Drill Bits
* Floor Jack
* Jack Stands
* Measuring Tape
* Strut Spring Compressor
* Torque Wrench
* Reciprocating Saw
* Grinder

Before beginning the installation, thoroughly & completely read these instructions & the enclosed driver’s WARNING NOTICE. Affix the WARNING decal in the passenger compartment in clear view of all occupants. Please refer to the Parts List to insure that all parts & hardware are received prior to the disassembly of the vehicle. If any parts are found to be missing, contact SKYJACKER® Customer Service at 318-388-0816 to obtain the needed items. If you have any questions or reservations about installing this product, contact SKYJACKER® Technical Assistance at 318-388-0816.

Make sure you park the vehicle on a level concrete or asphalt surface. Many times a vehicle is not level (side-to-side) from the factory & is usually not noticed until a lift kit has been installed, which makes the difference more visible. Using a measuring tape, measure the front & rear (both sides) from the ground up to the center of the fender opening above the axle. Record this information below for future reference.

Driver Side Front: _____ Passenger Side Front: _____

Driver Side Rear: _____ Passenger Side Rear: _____

IMPORTANT NOTES:

• This lift is determined from the amount of lift to the front of the vehicle, while only lifting the rear to a position level with the front.

• If larger tires (10% more than the stock diameter) are installed, speedometer recalibration will be necessary. Contact your local GM dealer or an authorized dealer for details.

• After installation a qualified alignment facility is required to align the vehicle to OEM specifications.

Component Box Breakdown:

Part #: C7361A

Item #	Description	Qty
C736L	3" 07 GM 1500, DRVR KNUCKLE	1
C736R	3" 07 GM 1500, PASS KNUCKLE	1
C736FCM-B	3.5"07GM1500,FRONT X-MEMBR	1
C736RCM-B	3.5"07GM1500,REAR X-MEMBER	1
C736CVS-S	C736 FRONT CV SPACERS,2/KIT	2
C766SBL-S	OE STYLE SWAY BAR LK 3"GM	2

Item #	Description	Qty
HB-C736-CVS	HDWR BAG:3.5",C736 CV SPCR	1
HB-C736-CM	HDWR BAG:C736 X-MEMBERS	1
HB-C736-DS	HDWR BAG:C736 DIFF SPACERS	1
HB-C736-BL	HDWR BAG:C736 BRK LINE/ABS	1
I-C736	INST SHEET: 07 GM 3.5"	1

Hardware Bag Breakdown:

Part # HB-C736-CVS

Item #	Description	Qty
10MMX50MMB	10 X 50 METRIC BOLT/10.9	12
LT100	NUTS N' BOLTS 427 1 ML TUBE	1

Item #	Description	Qty
5MMX12SHB	5MM X 12MM.80 KNUCKLE BLTS	2

Part # HB-C736-CM

Item #	Description	Qty
C7FS58-S	07 GM FRT X-MEM SPACER	2
CS2720-S	C736 UPR CRUSH SLV,2.720"LG	2
58X512FTB	5/8 X 5 1/2 FINE THREAD BLT	4

Item #	Description	Qty
58SAEW	5/8 SAE WASHERS	8
58FTN	5/8-18 NYLON INSERT LOCKNUT	4

Part # HB-C736-DS

Item #	Description	Qty
C736DF-S	3.5"07>GM,FRT DIFF SPACER	2
C736DR-S	3.5"07>GM,REAR DIFF SPACER	2
12X120MMB	12MM X 120/10.9 ALL THREAD	4

Item #	Description	Qty
716SAEW	7/16 SAE WASHER	8
12MMN	12 MM NUT (METRIC)	4

Part # HB-C736-BL

Item #	Description	Qty
C736ABS-B	07 GM FRONT ABS BRACKET	2
JKBE4D	BRAKE LINE BRACKET	2
516X1FTB	5/16 X 1 FINE THRD BOLT	4

Item #	Description	Qty
516SAEW	5/16 SAE WASHER	8
516FTN	5/16" FINE THRD N/I LOCKNUT	4

Component Box Breakdown:

Part #: C7361AR

Item #	Description	Qty
C735MS-S	07 GM 3.5" ALUM FRT SPACER	2
HB-716X2DES	HDWR BAG/ALUM SPCR KITS	1
10MMN	10 MM N/I LOCKNUT	6
38SAEW	3/8 SAE WASHER	6

Item #	Description	Qty
C963RSE-D	3"GM/CAD,RR SHCK EXT,DRIVE	1
C963RSE-P	3"GM/CAD,RR SHCK EXT,PASSE	1
HB-C963-RSE	HDWR BG:C963 REAR SHC EXT	1
CRLL375-S	REAR LEVELING LK,AUTO-RIDE	2

Hardware Bag Breakdown:

Part # HB-716X2DES

Item #	Description	Qty
716X2DES	7/16 X 2" DOUBLE ENDED STUD	6
716SAEW	7/16 SAE WASHER	6

Item #	Description	Qty
716FTN	7/16-20 FINE N/I LOCK NUT	6
LT100	NUTS N' BOLTS 427 1 ML TUBE	1

Part # HB-C963-RSE

Item #	Description	Qty
916X312FTB	9/16 X 3 1/2 FINE THRD BOLT	4
916X112FTB	9/16 X 1 1/2 FINE THRD BOLT	2
916FTN	9/16-18 NYLON INSERT LOCKNU	6

Item #	Description	Qty
916SAEW	9/16 SAE WASHERS	12
CS1687	CRUSH SLV,GM/CAD,REAR SHK	2
916XTFW	9/16"EXTRA THICK WASHER	6

Component Box Breakdown:

Part #: C7361SR

Item #	Description	Qty
CLL963-L	3"GM/CAD, LOWER LINK, REAR	2
RBSB322-B	3"GM/CAD,REAR BUMP STP EXT	2
SBE506-L	REAR,SWAY BAR END LK,SGL	2

Item #	Description	Qty
C25RS	REAR COIL	2
HB-RSBL963	HDWR BG:REAR END LKS/C9631	1
HB-C963-RBS	HDWR BG:C963 REAR BMP EXT	1

Hardware Bag Breakdown:

Part # HB-RSBL963

Item #	Description	Qty
HOURGLASS 5/8	HOURGLASS 5/8 SHOCK BUSH	4
142121	ES24 SLEEVE, 1.38" LONG	4
12X3FTB	1/2 X 3 FINE THREAD BOLT	4
12FTN	1/2-20 FINE N/I LOCK NUT	4

Item #	Description	Qty
12SAEW	1/2 SAE WASHER	8
38X1FTB	3/8 X 1 FINE THREAD BOLT	2
38FTN	3/8-24 FINE N/I LOCK NUT	2
38SAEW	3/8 SAE WASHER	2

Part # HB-C963-RBS

Item #	Description	Qty
38X1FTB	3/8 X 1 FINE THREAD BOLT	2
38FTN	3/8-24 FINE N/I LOCK NUT	2

Item #	Description	Qty
38SAEW	3/8 SAE WASHER	2

Installation:

1. With the vehicle on flat level ground, set the emergency brake & block the rear tires. Place a floor jack under the lower control arm's front cross member & raise the vehicle. Place jack stands under the frame rails, behind the front wheel wells & lower the frame onto the jack stands.

2. Remove the front tires / wheels using a 22mm socket. (See Photo # 1)

3. Remove the tie rod end nut from the steering knuckle using a 18mm socket. Remove the tie rod end from the steering knuckle by striking the knuckle to dislodge the tie rod end. **Note:** Be careful not to damage the tie rod end. (See Photo # 2)

4. Disconnect the brake caliper from the rotor, disconnect the brake line from the upper A-arm. (See Photo # 3) Simply wire the caliper out of the way, it will not be necessary to disconnect the brake line from the brake caliper.

5. Disconnect the sway bar end links using a 15mm socket & remove the sway bar. (See Photo # 4) Disconnect the three upper strut retaining nuts using a 18mm socket. (See Photo # 5)

6. Disconnect the upper & lower A-arms from the steering knuckles using a 18mm socket. **Note:** It may be necessary to strike the side of the steering knuckle to dislodge the ball joint. Be careful not to damage the ball joint itself. (See Photo # 6)

Photo # 1

Photo # 2

Photo # 3

Photo # 4

Photo # 5

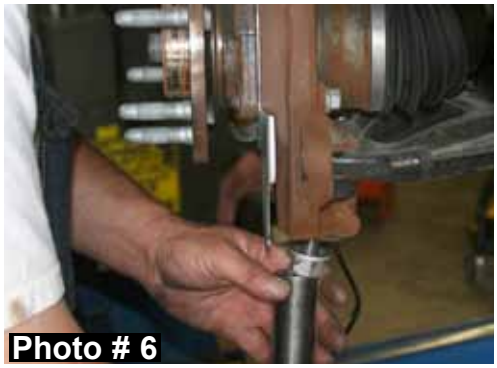
Photo # 6

7. Disconnect the CV shaft using a 15mm socket. (See Photo # 7)

8. Remove the front skid plates (If equipped) using a 15mm socket & disconnect the lower A-arm using 18mm & 24mm sockets.

9. Disconnect the rear cross member using a 18mm socket. (See Photo # 8)

10. Support the front differential using a transmission jack & remove the differential mounting bolts using 15mm & 18mm sockets. (See Photo # 9)

11. Remove the differential. **Note:** It will be necessary to grind the two fins as shown in Photo # 10. Remove the rearward fin completely and grind smooth. Grind the forward fin so that it is even with the rear fin.

12. Install the aluminum differential spacers between the OEM differential mount & the frame. (See Photo # 11) The larger spacers are for the front of the mount. Install using the 12mm x 120mm bolts.

13. Install the new Skyjacker rear cross member using the 5/8" x 5 1/2" fine thread bolts, washers, & nuts. (See Photo # 12)

Photo # 7

Photo # 8

Photo # 9

Photo # 10

Photo # 11

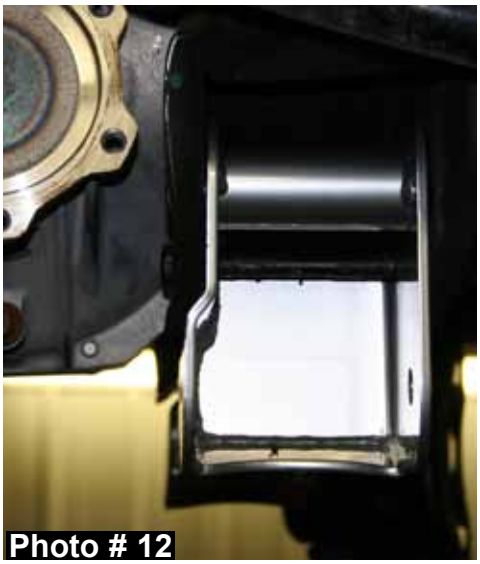
Photo # 12

14. Install the front cross member using the same hardware. **Note:** Be sure to use the supplied crush sleeve along the the 5/8" bolts & use the supplied aluminum spacer between the front of the cross member & the frame. (See Arrow in Photo # 13)

15. Attach the A-arms to the new Skyjacker cross members using the OEM hardware. (See Photo # 14)

16. Using a 15mm socket, remove the hub bearing assembly from the OEM steering knuckle. Re-install using the OEM bolts on the new Skyjacker steering knuckles. (See Photo # 15)

    Note: If installing the Autoride Kit with front Strut Spacers, see Page # 9 at this time.

17. Disassemble the OEM strut assembly using a strut spring compressor. Remove the OEM coil seat & spacer ring from the OEM Strut. (See Photo #16) Note: There are 3 Snap ring grooves located on the mew Skyjacker strut body. The ring is installed in the middle groove when shipped. This will yield 3.5" of lift. If 3" of lift is desired, move the snap ring to the lower groove. The Upper groove is only to be used when 3.5" of lift is desired, but aftermarket accessories have been added that weigh the front end down, ie. Winch, After Market Bumper, etc. At no point should more than 3.5" of lift be achieved using the components supplied. Install the spacer ring & coil seat on to the new Skyjacker strut. **Once the coil spring seat retaining ring has been installed check all suspension components for any contact or interference. If suspension component contact or interference is present, lower the coil spring seat by lowering the coil spring seat retaining ring until no contact or interference is present.**

18. Be sure the bump stop is installed with the wider portion towards the strut body. (See Photo # 17) Assemble the new Skyjacker strut using the OEM coil & upper mount. (See Photo # 18)

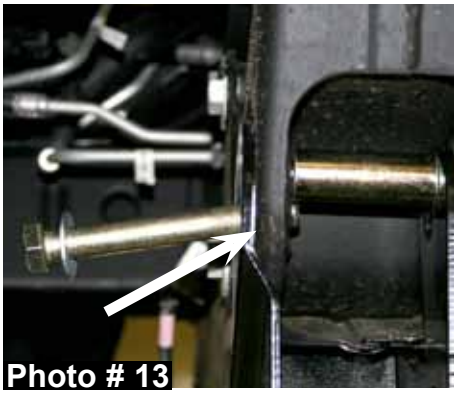
Photo # 13

Photo # 14

Photo # 15

Photo # 16

Photo # 17

Photo # 18

19. Install the new Skyjacker strut assembly using the OEM bolts & self-locking nuts supplied. (See Photo # 19) Attach at the top using the OEM hardware.

Photo # 19

20. Attach the new Skyjacker steering knuckle to the upper & lower A-arm using the OEM hardware. Install the CV shafts using the supplied aluminum CV Spacers. Install using the supplied 10mm x 50 mm bolts & thread locking compound. (See Photo # 20)

21. Attach the ABS line to the steering knuckle using the supplied 5mm x 12mm screws.

Photo # 20

22. Relocate the OEM brake line on the frame using the supplied brackets. Attach the OEM bracket to the new Skyjacker relocation bracket using the supplied 5/16" x 1" fine thread bolts, washers, & nuts. Relocate the ABS line using the supplied bracket. Attach new Skyjacker bracket using the 5/16" x 1 fine thread bolt, washers, & nut. (See Photo # 21)

23. Attach the outer tie rod to Steering Knuckles using the OEM hardware. Re-install the brake rotors, calipers, etc. (See Photo # 22)

Photo # 21

24. Reinstall the OEM sway bar using the new Skyjacker sway bar end links. **Note:** Be sure to install the end link with the pivoting end at the A-arm. The gold washer should be on top of the A-arm, with the nut on the bottom. (See Photo # 23)

Pick-Up Models:

25. Raise the rear of the vehicle & support using jack stands. Disconnect the rear shocks & U-bolts. Install the new blocks with the shorter end towards the front of the vehicle, along with the new Skyjacker U-bolts. (See Photo # 24) **Note:** The truck will be level if the OEM block is removed. If the OEM block is retained the truck will be 1" higher in the rear.

Photo # 22

Photo # 23

Photo # 24

26. Install the new Skyjacker shocks & lower the vehicle to the ground.

SUV Models:

27. Remove the rear shocks using a 21mm socket. Models equipped with Air Ride rear shocks must first disconnect the air supply line from the top of the shock, disconnect the sensor link from the frame, & the mount on top of the upper control arm.

28. Disconnect the rear sway bar end links. (See Photo # 25)

29. Disconnect the lower control arm (Only disconnect one side at a time so that the axle is not free to move). (See Photo # 26)

30. Locate the OEM bump stop pad on the axle & install the new Skyjacker bump stop bracket at this location. Install so the lip on the new bracket is towards the front & catches on the front of the OEM bracket. Attach using the 3/8" x 1” fine thread bolt, washers, & nut. The bolt will install from under the OEM bracket through the new bracket. (See Photo # 27)

31. Install the new Skyjacker rear lower control arms using the OEM hardware. (See Photo # 28)

32. Lower the axle enough to allow for installation of the new Skyjacker rear coil springs. Remove the OEM coil spring & replace with the new Softride® coil spring. Lower the vehicle to the ground with weight on the new coil springs.

33. Install new Skyjacker Shocks

    Auto & Air Ride Models: Locate the new Skyjacker rear shock relocation brackets. Attach the bracket to the OEM shock location using the 9/16" x 3 1/2” fine thread bolt, washers, & nuts. Attach to the bottom side of the OEM bracket using the 9/16" x 1 1/2” fine thread bolt, washers, & nut. Attach the OEM shock to the new bracket using the 9/16" x 3 1/2” fine thread bolt, washers, & nuts. **Note:** Be sure to install one 9/16" thick washer between the inside of the shock & new bracket. Install two 9/16" thick washers between the outside of the shock & new bracket. The arrow in Photo # 29 shows the location for the two 9/16" thick washers. Air ride models must also replace the OEM sensor link removed in Step # 27 with the new longer supplied link.

Photo #25

Photo #26

Photo #27

Photo #28

Photo #29

34. Locate the new Skyjacker rear sway bar end links. Insert the supplied 5/8" hourglass bushings & steel sleeves & attach to the OEM sway bar & frame using the supplied 1/2" x 3” fine thread bolts, washers, & nuts. (See Photo # 30)

Photo # 30

Autoride Front Aluminum Spacers:

35. Locate the supplied 7/16" studs & new Skyjacker aluminum front spacers. Apply thread locking compound to the coarse thread portion of the studs. Thread in the studs by hand until tight. (See Photo # 31)

36. With the studs installed, attach the aluminum spacer to the top of the OEM strut using the OEM studs & nuts. (See Photo # 32) Torque the OEM nuts to 45 Ft. Lbs.

37. Install the new strut assembly. (See Photo # 7) **Note:** Due to the way the bottom bar pin is made on the OEM shock, the driver side strut assembly will now go on the passenger side & the passenger side strut assembly will go on the driver side. Attach with the supplied upper 7/16" retaining nuts & washers. Only start the nuts at this time. Return to Step # 20.

Photo # 31

FINAL NOTES:

- After the installation is complete, double check that all nuts & bolts are tight. Refer to the following chart below for the proper torque specifications. (Do not retighten the nuts & bolts where thread lock compound was used.)

- With the vehicle placed on the ground, cycle the steering lock to lock & inspect the steering, suspension, brake lines, front & rear drivelines, fuel lines, & wiring harnesses for proper operation, tightness, & adequate clearance.

- Have the headlights readjusted to the proper settings.

- Have a qualified alignment center realign the front end to the OEM specifications.

- Retorque all the bolts after the first 100 miles.

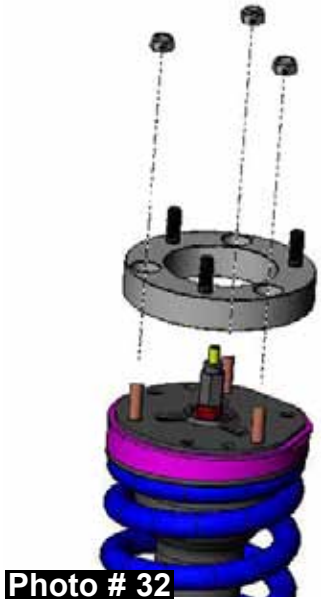
Photo # 32

TORQUE SPECIFICATIONS					
INCH SYSTEM			METRIC SYSTEM		
Bolt Size	**Grade 5**	**Grade 8**	**Bolt Size**	**Class 8.8**	**Class 10.9**
5/16	15 FT LB	20 FT LB	6MM	5 FT LB	9 FT LB
3/8	30 FT LB	35 FT LB	8MM	18 FT LB	23 FT LB
7/16	45 FT LB	60 FT LB	10MM	32 FT LB	45 FT LB
1/2	65 FT LB	90 FT LB	12MM	55 FT LB	75 FT LB
9/16	95 FT LB	130 FTLB	14MM	85 FT LB	120 FT LB
5/8	135 FT LB	175 FT LB	16MM	130 FT LB	165 FT LB
3/4	185 FT LB	280 FT LB	18MM	170 FT LB	240 FT LB

• **The above specifications are not to be used when the bolt is being installed with a bushing.**

Seat Belts Save Lives, Please Wear Your Seat Belt.