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REQUIRED TOOL LIST:

- Safety Glasses
- Metric / Standard Wrenches & Sockets
- Floor Jack
- Jack Stands
- Hack Saw
- Ball Joint Separator
- Measuring Tape
- Torque Wrench
- Torsion Bar Tool



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:

- The amount of lift achieved will be less than stated if the OEM torsion bar keys have been previously torqued up. However, the differential & cv-axle angles will be decreased thus relieving the stress caused from the increased ride height.
- 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.

- This lift utilizes the stock torsion bars which normally provide the best ride quality. After the lift is installed, if the suspension seems too “soft” heavier rated bars can be installed. If the vehicle is equipped with light duty torsion bars, replacement them with heavier rated bars that can also increase the front lift if desired. Various torsion bar replacements (such as those from a Z71 model, or light 3/4 ton bars, if vehicle is a Z71) are available direct from a GM dealer.
- After installation a qualified alignment facility is required to align the vehicle to OEM specifications.
- 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. A speedometer recalibration guide is included with these instructions for assistance. (See Page # 8)

Component Box Breakdown:

Part #: C256 / C2567

Item #	Description	Qty	Item #	Description	Qty
C256-L	2" IFS GM DRVR SIDE A-ARM	1	C256-DDFL-97	2" IFS GM DIFF DRV FRT RT 97	1
C256-R	2" IFS GM PASS SIDE A-ARM	1		(Included With C2567 Box)	
C256-DP	2" IFS GM DIFF BRKT PASS	1	C256-DDFR-97	2" IFS GM DIFF PASS FRT LT 97	1
C256-DDR	2" IFS GM DIFF DRV SIDE REAR	1		(Included With C2567 Box)	
C256-DDFL	2" IFS GM DIFF DRVR FRT LEFT	1	FBL97	FRONT BRAKE LINES, GM	1
	(Included With C256 Box)			(Included With C2567 Box)	
C256-DDFR	2" IFS GM DIFF DRV FRT RIGHT	1	HB-C256	HDWR BAG FOR C256	1
	(Included With C256 Box)		I-C256	INSTR SHEET: C256/C2567	1

Part #: FBL97 (Included With C2567 Box)

Item #	Description	Qty	Item #	Description	Qty
BL21BS	3/8" BANJO,3/8-24 FEM,19"	2	10X12STS	#10 X 1/2" SELF TAPING SCRW	4
3CCW	COPPER CRUSH WASHER, 3/8"	4	I-BL	INSTRUCTIONS: BRAKE LINES	1
38CC	3/8" CABLE CLAMPS	4			

Hardware Bag Breakdown:

Part # HB-C256

Item #	Description	Qty	Item #	Description	Qty
2437	BUSHING FOR 2" IFS GM	12	516X1FTB	5/16 X 1 FINE THRD BOLT	8
GM2A	SLEEVE .75X .565X 1.88 2"GM	4	516FTN	5/16" FINE THRD N/I LOCKNUT	8
GM2C	SLEEVE .75X .565X 2.425 2"GM	2	516SAEW	5/16 SAE WASHER	8
GM2D	SLEEVE .69X .565X 2.155 2"GM	1	916X112FTB	9/16 X 1 1/2 FINE THRD BOLT	1
12X112FTB	1/2 X 1 1/2 FINE THRD BOLT	1	916X5FTB	9/16 X 5 FINE THRD BOLT	2
12FTN	1/2-20 FINE N/I LOCK NUT	1	916FTN	9/16-18 NYLON INSERT LOCKNU	3
12SAEW	1/2 SAE WASHER	2	916SAEW	9/16 SAE WASHERS	6
38X8FTB	3/8 X 8 FINE THRD BOLT	2	C256-SW	2" OD WASHER FOR C256 KIT	8
38FTN	3/8-24 FINE N/I LOCK NUT	2	18X112CP	1/8 X 1 1/2 COTTER PIN	2
38X114FW	3/8 X 1 1/4 FENDER WASHER	10	SPL100	SKID PLT LOWERING BLOCKS	2
10MMX70MMB	10 X 70 METRIC BOLT/10.9	2			

Front Installation:

1. With the vehicle on flat level ground, set the emergency brake & block the rear tires / wheels. 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 of the vehicle onto the jack stands.

WARNING: Be extremely careful when loading or unloading the torsion bars, there is a tremendous amount of stored energy (load pressure) in the torsion bars. Keep your hands & body clear of the adjuster arm assembly & puller tool in case anything slips or breaks.

Note: A special PULLER TOOL is required for the SAFE REMOVAL / INSTALLATION of the adjuster arms. This special puller can be purchased from a GM Dealer (Tool # J36202) or from Kent Moore Tool Group, Roseville, MI (800) 345-2233 or (313) 774-9500 (Part # J-22517-C).

2. Apply a small amount of lubricating grease to the puller threads & the puller shaft-to-adjuster arm contact point. Position the puller & load the adjuster arm until the adjuster bolt & block can be removed from the cross member. (See Diagrams # 1 & # 2)

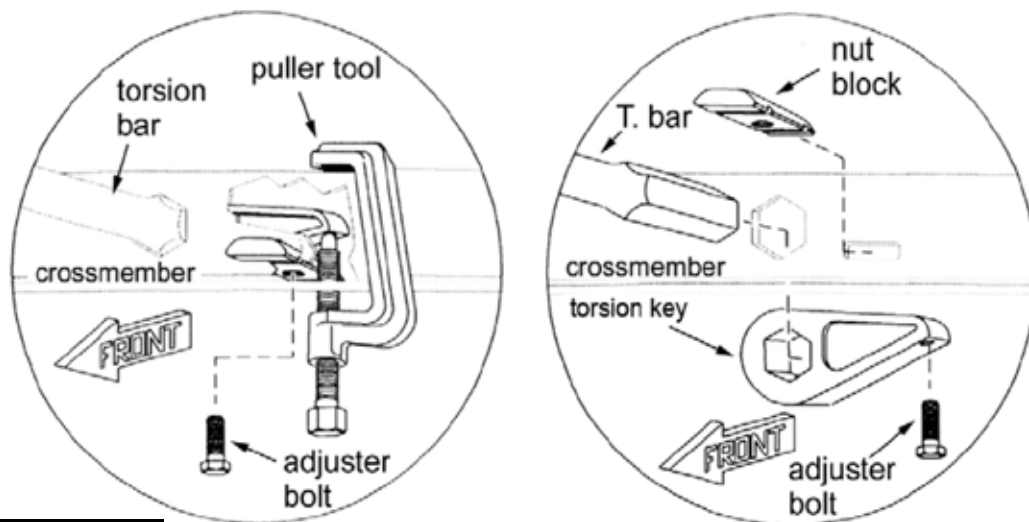


Diagram # 1

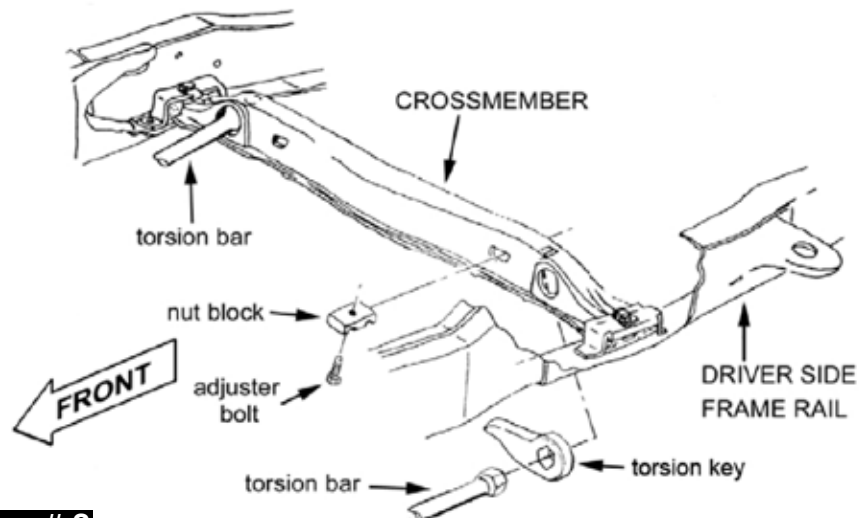
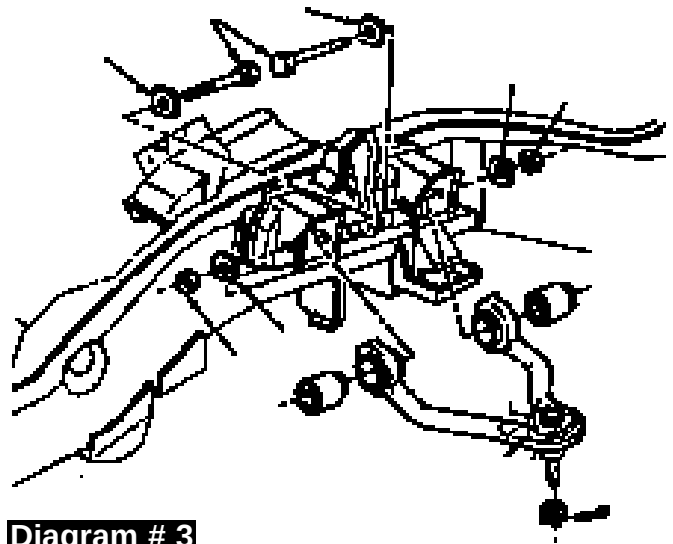


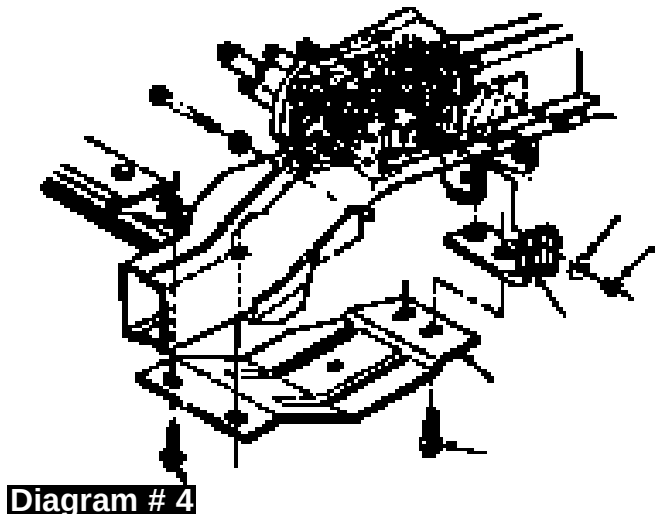
Diagram # 2

3. Place a floor jack under the lower control arm on one side of the vehicle. Raise the arm about 1" & leave the jack in place. Remove the cotter pin & loosen the nut on the upper ball joint approximately five turns. Lower the floor jack until it is no longer supporting the lower arm. Separate the ball joint from the spindle using a ball joint separator or similar tool. Raise the lower arm with the floor jack again & remove the ball joint nut. Carefully lower the floor jack until the arm is hanging freely. Repeat this procedure on the other side of the vehicle.



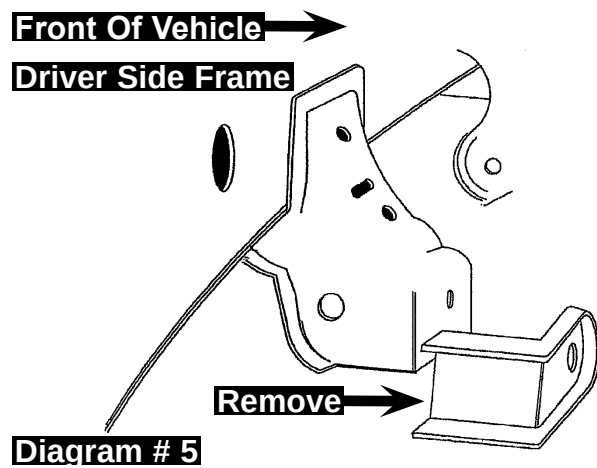
4. Remove the nuts & bolts that hold the upper control arms on the frame (they will be reused) & remove the upper control arms from the vehicle. (See Diagram # 3)

5. Clamp the control arm tightly in a vise. Carefully center punch the rivet heads & drill a 1/4" deep hole into the rivets using a 1/8" drill bit. Next use a 1/2" drill bit & very carefully drill through the rivet head until the head comes free of the rivet. Be very careful not to drill into the ball joint housing. Using a 5/16" drift punch & a hammer, drive the rivets out of the ball joint. (If the ball joints show signs of wear, replace them at this time.)

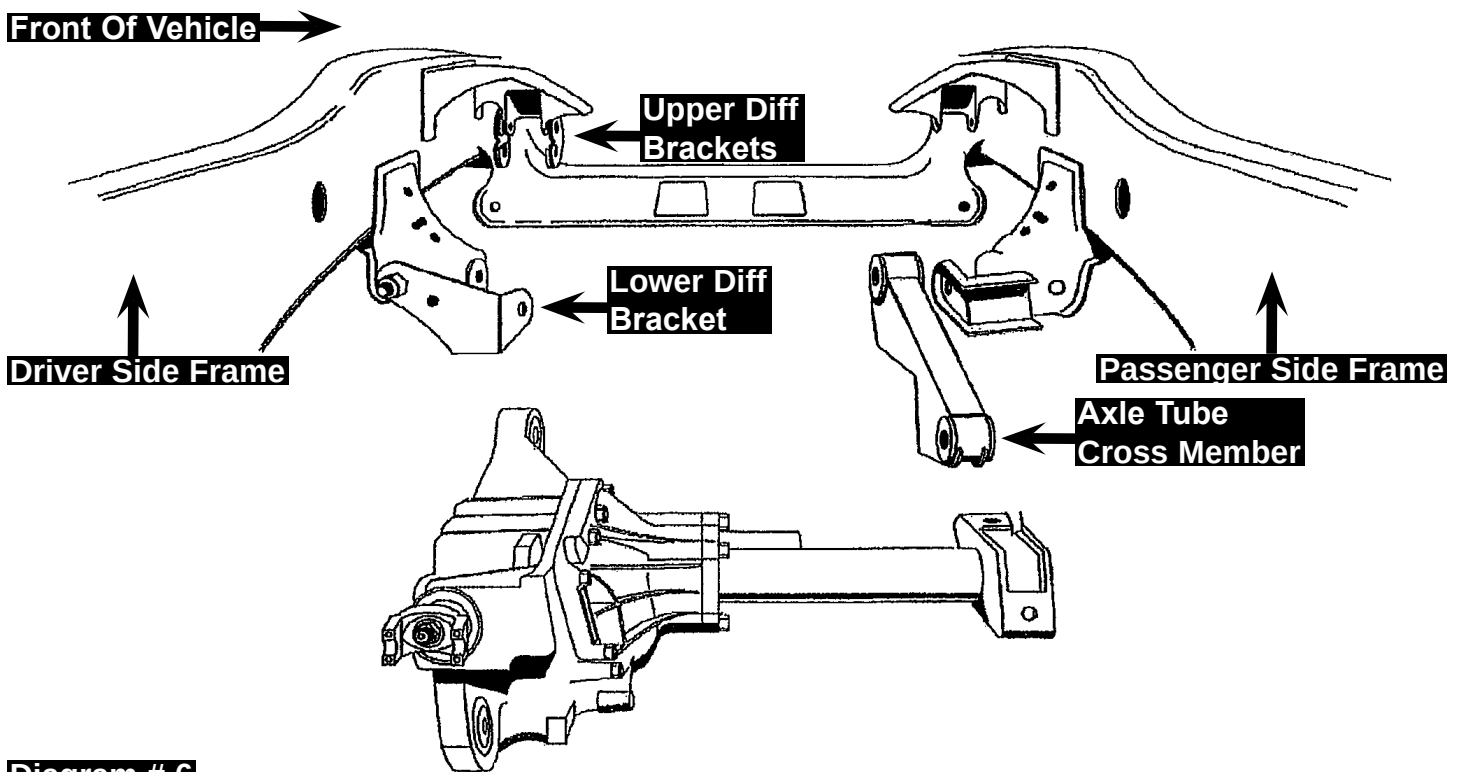


6. Attach the ball joints to the new Skyjacker control arms using the supplied 5/16" bolts, washers, & nuts.
7. Lubricate the new Skyjacker urethane bushings with a high quality waterproof grease. Install the new bushings into the new control arm tubes & install the new Skyjacker 1 7/8" long sleeves into the new bushings.
8. Install the new control arms using a supplied 1 7/8" large flat washer on each side of each control arm mount (Four washers per control arm). **NOTE: BE SURE TO INSTALL THE ARMS NEW CONTROL WITH THE GUSSETED TUBE (TUBE WITH A WELDED TAB) TOWARD THE FRONT OF THE VEHICLE.** Raise the lower control arm enough to reinstall the ball joint. Advance the nut to the next available slot for the cotter pin & install the supplied cotter pin.
9. If equipped, remove the skid plate from the differential carrier. Place a floor jack under the differential to support it. Remove the bolts & nuts retaining the axle tube & remove the bolts & nuts that retain the differential carrier. (See Diagram # 4)
10. Remove the bolts retaining the axle tube cross member & remove the cross member from the vehicle. Next remove the two remaining bolts holding the front differential to the chassis. (See Diagram # 6)

11. It will be necessary to remove the mounting tab from the driver's side lower control arm mount. Cut the tab off at the weld using a hack saw or similar tool. Grind or file the remaining weld flush with the surface. (See Diagram # 5)



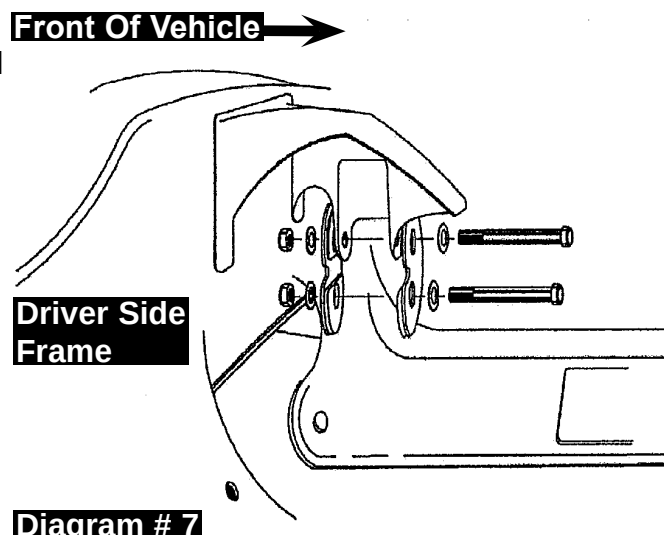
12. Lower the differential enough to install the new Skyjacker axle tube cross member. Install the new cross member using the supplied polyurethane bushings, sleeves, & OEM hardware. The short end of the cross member is installed toward the front of the vehicle. **Note:** Some models will require the short end of the new cross member to be installed toward the rear to allow for proper alignment of the differential. Do not tighten at this time. (See Diagram # 6)



13. Install the new Skyjacker upper differential lowering brackets using the supplied 9/16" x 5" bolt, washers, & nut. **Note:** Be sure to insert the supplied spacer tube between the two brackets, with a large flat washer on each end. **Do not tighten at this time.** (See Diagrams # 6 & # 7)

14. Install the new Skyjacker driver's side lower differential bracket using the supplied 9/16" x 1 1/2" bolt, washers, & nut to hold the bracket in the existing hole behind the lower A-arm mount. Carefully mark the remaining 1/2" hole to be drilled. Remove the bracket, then carefully center punch & drill the remaining hole & mount the new bracket. **Do not tighten at this time.** (See Diagram # 6)

15. Align the mounting bushings of the front differential housing with the new brackets & install the OEM bolts, washers, & nuts.



16. Install & load the torsion bars reversing the sequence of the instructions in Step # 2, again being very careful. If installing new torsion bars, do so at this time. (See Diagrams # 1 & # 2)
17. If equipped, reinstall the skid plate using the OEM hardware on the rear of the skid plate & in the front of the skid plate insert the new Skyjacker spacer blocks between the frame & skid plate & install using the supplied 10mm x 70mm bolts & washers. Tighten the bolts into the frame.

18. Shorten the sway bar end link sleeves 3/8" with a hack saw or similar tool. Reinstall the shortened sleeves using the supplied 3/8" x 8" bolts, washers, nuts, & OEM rubber grommets.

Note: If this install is for a '97 & Up model, install the new Skyjacker front brake lines at this time. Refer to the supplied brake line instructions.

19. Install the new Skyjacker shock absorbers, front tires / wheels, & lower the vehicle to the ground.

Rear Installation:

20. Block the front tires / wheels, place a floor jack under the rear axle, & raise the vehicle. Place jack stands under the frame to support the vehicle & remove the rear tires / wheels.
21. With the floor jack, raise the rear axle enough to relieve the tension on the shock absorbers & remove. Remove the U-bolts & lower the axle down a few inches. **Note:** Care should be taken because when U-bolts are removed, the axle can move freely.

IF INSTALLING A SKYJACKER SYSTEM WITH NEW REAR SPRINGS, SKIP TO STEP # 23.

22. **ADD-A-LEAF INSTALLATION:** Using C-clamps to hold the rear leaf spring together, remove the center tie bolt & disassemble the rear leaf springs. Using C-clamps to hold the rear leaf spring together reassemble the rear leaf springs while inserting the new Skyjacker add-a-leaf into the leaf spring pack so the leaves remain progressive longest to shortest. Re-mount the axle to the springs using the existing spring plates, U-bolts, & nuts. Tighten the nuts, install the rear tires / wheels, & lower the vehicle to the ground. Skip to Step # 24 .

23. **NEW LEAF SPRING INSTALLATION:** Remove the OEM springs & install the new Skyjacker leaf springs into the OEM mounts with the long end of the new leaf springs toward the rear of the vehicle. DO NOT TIGHTEN THE SPRING EYE BOLTS AT THIS TIME. Re-mount the axle to the leaf springs using the existing spring plates, U-bolts, & nuts. Tighten the nuts, install the rear tires / wheels, & lower the vehicle to the ground. Bounce the rear of the vehicle to seat in the unsprung bushings & springs, then tighten the spring eye bolts. Continue to Step # 24.
24. Once the rear lift is complete, a final ride height adjustment should be performed. Manually bounce the front & rear of the vehicle to settle in the torsion bars & springs. Evenly adjust the torsion bar bolts until the front of the vehicle is at the desired ride height. Each bar may require slightly different adjustment to level the vehicle side-to-side & the torsion bars may settle slightly after the vehicle is driven.

Final Notes:

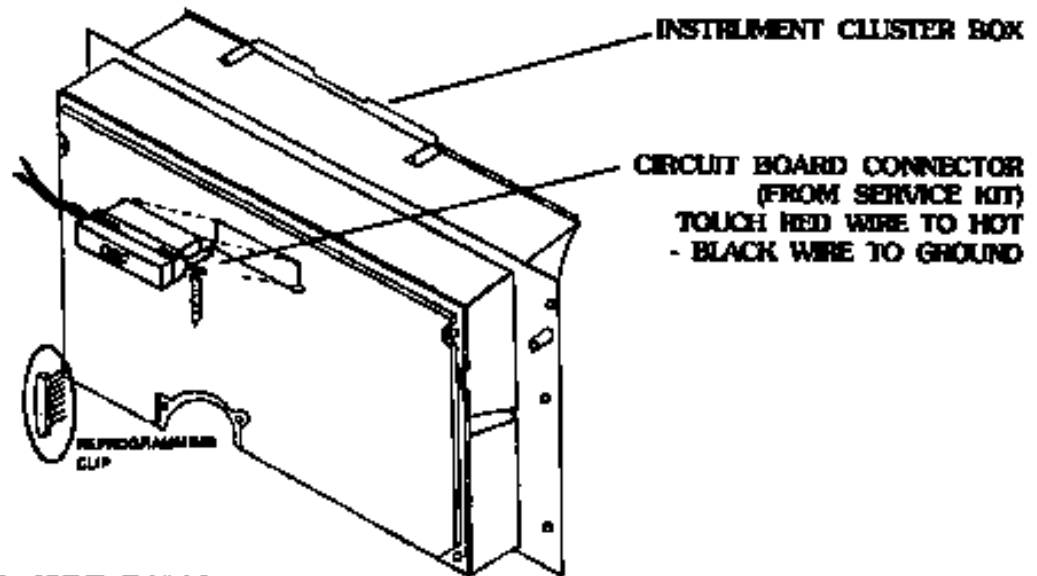
- After the installation is complete, double check that all nuts & bolts are tight. Refer to the following chart below for the proper torque specifications. (Do not retighten the nuts & bolts where thread lock compound was used.)
- With the vehicle placed on the ground, cycle the steering lock to lock & 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 factory specifications.
- Retorque all the bolts after the first 100 miles.

<u>TORQUE SPECIFICATIONS</u>					
<u>INCH SYSTEM</u>			<u>METRIC SYSTEM</u>		
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.

SPEEDOMETER RECALIBRATION GUIDE



DETERMINE REAR AXLE RATIO:

- Write down the three letter code found on the passenger side rear axle tube.
- Call your GM or Chevy truck dealer and give them the model information and three letter code. They can then tell you the rear axle ratio.

DETERMINE ACTUAL TIRE HEIGHT:

- Make sure the tires are inflated to the correct pressure.
- Measure from the ground to the top of the tire to find actual height.

RECALIBRATE SPEEDOMETER:

- Follow the guide (as to which pins are to be removed from the programming clip); pins noted with O are to be removed and pins noted with - are to be left alone.

Rear Axle Ratio	Actual Tire Diameter In Inches	Pins to remove = O						
		7	6	5	4	3	2	1
3.42	31	-	-	O	O	O	O	-
	32	-	-	O	O	O	-	-
	33	-	-	O	O	-	-	O
	34	-	-	O	-	O	O	-
	35	-	-	O	-	O	-	-
	36	-	-	O	-	-	-	O
3.73	31	-	O	-	-	O	O	-
	32	-	O	-	-	-	O	O
	33	-	O	-	-	-	-	O
	34	-	-	O	O	O	O	-
	35	-	-	O	O	-	O	O
	36	-	-	O	O	-	-	O
4.10	31	-	O	-	O	O	O	O
	32	-	O	-	O	O	-	-
	33	-	O	-	O	-	-	O
	34	-	O	-	-	O	O	-
	35	-	O	-	-	O	-	-
	36	-	O	-	-	-	-	O
4.56	31	-	O	O	O	-	-	-
	32	-	O	O	-	O	-	O
	33	-	O	O	-	-	O	O
	34	-	O	O	-	-	-	-
	35	-	O	-	O	O	O	-
	36	-	O	-	O	-	O	O