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# 2002 - 2005 Dodge 1500 4WD 6" Suspension Lift Installation Instructions

### REQUIRED TOOL LIST:

- \* Safety Glasses
- \* Metric / Standard Wrenches & Sockets
- \* Allen Wrenches
- \* Assorted Drill Bits
- \* Floor Jack
- \* Jack Stands
- \* Measuring Tape
- \* Torsion Bar Tool
- \* Torque Wrench
- \* Torx Sockets
- \* Transmission Jack




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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 index ring supplied with this kit fits models which have (6) bolts attaching the transmission to the transfer case. The index ring will not fit models which have (4) bolts attaching the transmission to the transfer case & a custom drive shaft will be required.
- The seal adapter supplied with this kit fits the most popular models which are equipped with the 4.7L or Hemi New Generation engines. If you do not have the 4.7L or New Generation engine, the seal adapter Part # DTSA10 must be ordered seperately. Skyjacker supplies a new seal with this kit which will fit either seal adapter.

- The OEM exhaust cross over pipe must be modified to allow for clearance of the front drive shaft.
- This lift is determined from the front 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 Dodge dealer or an authorized dealer for details.
- After installation, a qualified alignment facility is required to align the vehicle to the OEM specifications.

### **Component Box Breakdown:**

#### **Part #: D2601A-NSP**

Item #	Description	Qty	Item #	Description	Qty
D296L	LEFT STEERING KNUCKLE	1	HB-D260-SBL	HDWR BAG: SWAY BAR LINKS	1
D296R	RIGHT STEERING KNUCKLE	1	I-D260	INSTRUCTION SHEET: D260	1
SBE5069-L	SWAY BAR END LINK	2			

### **Hardware Bag Breakdown:**

#### **Part # HB-D260-SBL**

Item #	Description	Qty	Item #	Description	Qty
SBB2	UPPER SWAY BAR BRACKET	2	142121	ES24 SLEEVE, 1.38" LONG	4
D260-SBB	LOWER SWAY BAR BRACKET	2	12CTCLN	1/2 COARSE THRD LOCK NUT	4
12X212CTB	1/2 X 2 1/2 COARSE THRD BOLT	4	38FSFTN	3/8 FLANGE SERRATED NUT	4
38X114FTB	3/8 X 1 1/4 FINE THRD BOLT	4	38SAEW	3/8 SAE WASHER	4
HOURGLASS 5/8	HOURGLASS 5/8 BUSHING	4	12SAEW	1/2 SAE WASHER	4

### **Component Box Breakdown:**

#### **Part #: D2601B / D2601BS**

Item #	Description	Qty	Item #	Description	Qty
D260FCM-S	FRONT CROSS MEMBER	1	H-BOX D2601BS	HDWR BOX: D2601BS COM BOX	1
D260RCM-S	REAR CROSS MEMBER	1		<b>(Included With D2601BS)</b>	
H-BOX D2601B	HDWR BOX: D2601B COMP BOX	1			
	<b>(Included With D2601B)</b>				

## Hardware Box Breakdown:

### Part # H-BOX D2601B / H-BOX D2601BS

Item #	Description	Qty	Item #	Description	Qty
D260DDS-S	DIFF DRIVER BRACKET	1	916X358X8U	9/16 X 3 5/8 X 8 U-BOLT RD	4
D260DPS-S	DIFF PASS BRACKET	1		<b>(Included With D2601BS)</b>	
D260DRPS-S	DRV REAR PINION SUPPORT	1	IXR20	INDEX RING,6" DODGE 1500	1
D260TBD-S	TORSION BAR DROP BRKT	2	TCS2675	TRANSFER CASE SEAL	1
D260BSE-S	BUMP STOP BRACKET	2	DTSA269	2.69" OD TRANS SEAL ADAPTER	1
DRB45M	4.5" REAR BLOCK	2	HB-D260-CM	HDWR BAG: CROSS MEMBER	1
	<b>(Included With D2601B)</b>		HB-D260-DB	HDWR BAG: DIFF BRACKETS	1
916X358X1212U	9/16 X 3 5/8 X 12 1/2 U-BOLT RD	4	HB-D260-TBB	HDWR BAG: T/BAR BRACKETS	1
	<b>(Included With D2601B)</b>				

## Hardware Bag Breakdown:

### Part # HB-IXR10

Item #	Description	Qty	Item #	Description	Qty
38X158IRS	3/8 X 1 5/8 STUD	6	38X1SHB	3/8 X 1 SOCKET HEAD BOLT	6
38IRFN	3/8" FLANGED NUT	6	LT100	NUTS N' BOLTS 427 1 ML TUBE	1
38IRW	3/8" BLACK WASHER	6	S343-3	SILICONE, ULTRA BLACK, 3 OZ.	1

### Part # HB-D260-CM

Item #	Description	Qty	Item #	Description	Qty
58X512FTB	5/8 X 5 1/2 FINE THRD BOLT	4	58FTN	5/8 FINE THRD LOCK NUT	4
12X5FTB	1/2 X 5 FINE THRD BOLT	4	12FTN	1/2 FINE THRD LOCK NUT	4
SP3446	LOWER A-ARM BUSHING	4	58SAEW	5/8 SAE WASHER	8
D2-LAS3543	LOWER A-ARM SLEEVE	2	12SAEW	1/2 SAE WASHER	8
D260SRCM-4	SLEEVE REAR X-MEMBER	4	BPBN	BUMP STOP, BUTTON SHAPE	2
D260SRCM-8	SLEEVE REAR X-MEMBER	8	716X112FTB	7/16 X 1 1/2 FINE THRD BOLT	2
ZF316	3/16 ZERK FITTING / ALEMITE	2	516X34TCFB	5/16 X 3/4 THD CUT FLG BOLT	2

### Part # HB-D260-DB

Item #	Description	Qty	Item #	Description	Qty
916X212FTB	9/16 X 2 1/2 FINE THRD BOLT	3	12FTN	1/2 FINE THRD LOCK NUT	8
12X212FTB	1/2 X 2 1/2 FINE THRD BOLT	6	916SAEW	9/16 SAE WASHER	6
12X2FTB	1/2 X 2 FINE THRD BOLT	2	12SAEW	1/2 SAE WASHER	16
916FTN	9/16 FINE THRD LOCK NUT	3	D260PSS-S	PIN SUPPORT SLEEVE	3

### Part # HB-D260-TBB

Item #	Description	Qty	Item #	Description	Qty
12X4FTB	1/2 X 4 FINE THRD BOLT	2	12SAEW	1/2 SAE WASHER	4
12FTN	1/2 FINE THRDLOCK NUT	2	916FTN	9/16 FINE THRD LOCK NUT	8

## **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 onto the jack stands.
2. Remove the OEM skid plate & OEM exhaust cross over pipe. The cross over pipe must be modified to allow for drive shaft clearance after the installation of this suspension lift. (See Photo # 1)
3. Remove the OEM front drive shaft using a 15mm socket. (See Photo # 2)
4. Remove front tires / wheels using a 22mm socket.

**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 torsion bars. This special puller can be purchased from your local Dodge dealer or auto parts store.

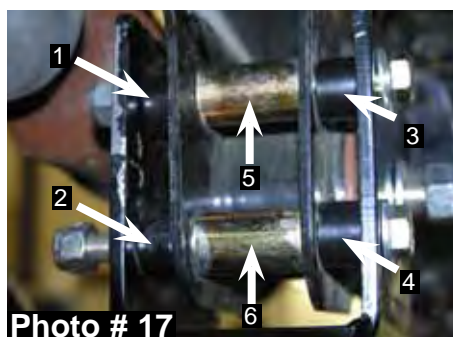
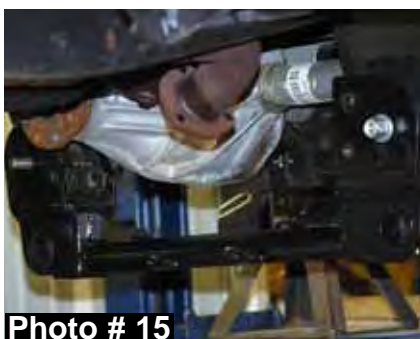
5. Locate the OEM torsion bar adjuster bolt on the bottom of the rear cross member, measure & record the length of the torsion bar adjusting bolt that is exposed below the nut & remove the torsion bar adjusting bolt. Apply a small amount of lubricating grease to the puller threads & the puller shaft-to-adjuster arm contact point. Position the puller & load the adjuster arm until the adjuster nut can be removed from the OEM cross member. With the OEM torsion bar unloaded, the torsion bar can be removed by sliding it toward the rear of the vehicle. (See Photos # 3 & # 4) Repeat this process on the opposite side.
6. With the torsion bars removed from the rear cross member, remove the OEM torsion bar cross member using a 18mm socket.



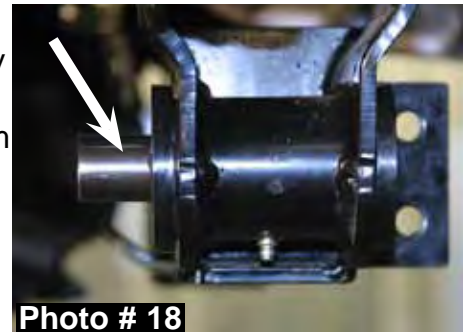
7. Remove the OEM outer tie rod from the OEM steering knuckle using a 21mm socket. It may be necessary to strike the side of the knuckle to dislodge the tie rod end. Be careful not to damage the tie rod end. (See Photo # 5)
8. Remove the OEM front sway bar end links using a 21mm socket. (See Photo # 6) Remove the OEM front shocks using a 18mm & 22mm socket.
9. Remove the OEM brake caliper using a 21mm socket. It will not be necessary to disconnect the actual brakeline from the brake caliper. Simply wire it out of the way until reassembly. Remove the OEM brake rotor. (See Photo # 7)
10. Remove the OEM cv-axle nut using a 1 7/16" socket. (See Photo # 8) Disconnect the OEM ABS line from the frame. Do **not** remove the cv-axles from the differential.
11. Remove the OEM upper & lower ball joints from the OEM steering knuckle using a 21mm & 24mm socket. It may be necessary to strike the side of the steering knuckle to dislodge the ball joints. Be careful not to damage the ball joints. Remove the OEM steering knuckle from the vehicle.
12. Once again, do not remove the cv-axles from the differential, simply wire them out of the way until reinstallation. (See Photo # 9)
13. Remove the OEM hub bearing assembly from the OEM steering knuckle using a 15mm socket. (See Photo # 10)



14. Remove the OEM rubber bump stop from the frame. The bump stop can be easily removed with the use of a flat head screw driver. (See Photo # 11)
15. Remove the OEM lower a-arm from the frame using a T-60 Torx head & 24mm socket. (See Photo # 12)
16. Remove the OEM rear cross member using a 15mm & 18mm socket. (See Photo # 13)
17. Install the new Skyjacker front cross member using the OEM hardware in the upper mounts. (See Photo # 14)
18. Install the supplied 3/16" zirc fittings into the bottom of the new Skyjacker rear cross member. They can easily be tapped in with the use of a small socket. Install the new Skyjacker rear cross member using the supplied 5/8" x 5 1/2" fine thread bolts, washers, & nuts in the upper mounts. Be sure to install the 5/8" bolt so it points towards the **rear** of the vehicle. (See Photo # 15) Install the supplied 1/2" x 5" fine thread bolts, washers, & nuts into the inner mounting holes. These bolts are to be installed so they point towards the **front** of the vehicle. (See Photo # 16)  
**Note:** Be sure to install the supplied 11/16" spacers between the bracket & the frame. Also, be sure to install the supplied 1 11/16" spacers between the frame mount itself. (See Photo # 17)  
 Arrows 1,2,3, & 4 show the placement of the new 11/16" spacers. Arrows 5 & 6 show the placement of the 1 11/16" spacers.



19. Apply a thin layer of grease to the supplied polyurethane bushings & install into the bottom of the lower control arm. Apply a thin layer of grease to the supplied steel sleeve & insert into the new polyurethane bushings. It may be necessary to tap them in with a hammer. (See Photo # 18) Arrow shows steel sleeve.



20. Support the bottom of the differential using a transmission jack. Remove the passenger side differential mount bolts using a 15 mm & 18mm socket. (See Photo # 19) Remove the front driver side differential mount bolts using a 15mm & 18mm socket. Remove the three rear driver side differential mount bolts using a 19mm socket. (See Photo # 20) With all differential mount bolts removed, lower the differential to allow for the installation of the new Skyjacker differential drop brackets.



21. Install new Skyjacker passenger side differential drop bracket using the supplied 1/2" x 2 1/2" fine thread bolts, washers, & nuts in the upper & lower bolt holes. Do not tighten at this time. (See Photo # 21)

22. Install the new Skyjacker driver side front differential drop bracket using the supplied 1/2" x 2" fine thread bolts, washers, & nuts in the upper bolt holes. Use the supplied 1/2" x 2 1/2" fine thread bolts, washers, & nuts in the lower bolt holes. Do not tighten at this time. (See Photo # 22)



23. Install the new Skyjacker driver side rear differential bracket using the OEM hardware in the upper holes. Be sure to install the supplied 15/16" spacers between the new bracket & the OEM mount. Use the supplied 9/16" x 2 1/2" fine thread bolts, washers, & nuts in the lower mount. (See Photo # 23) Arrow shows the new 15/16" spacers on the upper mount. Tighten all differential bolts at this time.



24. Install the OEM lower a-arms onto the new cross members using the supplied 5/8" x 5" fine thread bolts, washers, & nuts in the front & the OEM bolt in the rear. (See Photo # 24) **Note:** The steel sleeve at the rear cross member is designed to work with the OEM lower a-arm bolt. This sleeve is designed to fit the OEM bolt **extremely** tight. Therefore, it may be necessary to use an impact to push the OEM bolt through the new sleeve.



25. Attach OEM hub bearing assembly to the new Skyjacker steering knuckle using the OEM hardware. Be sure to use the supplied thread lock compound on the bolts. **Note:** Be sure to align the ABS line up with the notch that is made into the new Skyjacker steering knuckle. (See Photo # 25)



26. Install the new steering knuckles & attach to the upper & lower a-arms using the OEM hardware. Attach the OEM ABS line to the new steering knuckle using the OEM hardware.

27. Reinstall OEM brake rotor, brake caliper, & outer tie rod using the OEM hardware. Reattach the OEM ABS line at the frame. (See Photo # 26)



28. Install the new Skyjacker bump stop extension onto the OEM bump stop mount using the supplied 7/16" x 1 1/2" fine thread bolt. Install the new Skyjacker polyurethane bump stop onto the new bump stop extension. (See Photo # 27) **Note:** The new Skyjacker front sway bar end links are to be installed after the rear is lifted. See Page # 11 for the front sway bar end link installation.



29. Locate the front brakeline bracket on the frame. **Passenger Side:** At the bottom of the bracket there is a small hole where the support tab of the bracket sticks into the frame. This hole must be drilled to 9/32". Once drilled, reinstall the bracket at this point using the supplied 5/16" thread cutter bolt. (See Photo # 28) Arrows shows original mounting point. **Driver Side:** The driver side does not have a hole in the frame like the passenger side. Simply drill a new 9/32" hole in the frame same as the passenger side and install the bracket.

Passenger Side Shown

30. Install the new Skyjacker front shocks using the OEM hardware.

31. Install the new Skyjacker torsion bar drop brackets onto the frame rails. Use the OEM skid plate bolts on the bottom & the supplied 1/2" x 4" fine thread bolts, washers, & nuts in the upper mount. Install the OEM torsion bar cross member onto the new drop brackets using the OEM hardware. (See Photo # 29). Arrow shows the OEM skid plate bolts installed.



32. With the OEM cross member & new drop brackets installed, reinstall the OEM torsion bars. (See Photo # 30) With the OEM torsion bars installed, reinstall the front tires / wheels & lower the vehicle to the ground.





## Index Ring Installation:

33. Drain the fluid from the OEM transfer case. Remove the six OEM retaining nuts that hold the transmission to the transfer case. Remove the speedometer wire from the rear of the transfer case. Remove any vacuum lines, vent hoses, & etc from the top of the transfer case. Remove the transfer case shift linkage from the transfer case bracket (if equipped). The transfer case can now be removed with the use of a transmission jack.



34. With the transfer case out of the vehicle, remove the six OEM retaining studs on the front of the transfer case using a stud remover. **Note:** Now would be a good time to check the condition of your transfer case input seal & extension housing seal & replace if necessary.



35. Clean the outside edge of the transfer case with a bristle disc, being sure to remove all silicone. This surface should be clean & free of residue. (See Photo # 31)

36. Install the supplied 3/8" x 1 5/8" studs into the new Skyjacker index ring. The new studs will install into the counter sunk holes. The new studs should be pointing in the same direction of the inside lip of the new index ring. (See Photo # 32) The teeth on the head of the new studs will prevent spinning. To ensure that the studs are pulled down flush, thread on the new nuts & tighten. Then remove the new nuts for future installation.



37. Line the new index ring up on the transfer case. The new index ring will only install one way. Once the holes are lined up, mark the position with a marker so it can easily be lined up once the new silicone is installed. (See Photo # 33)

38. Apply a bead of the new silicone to the outside of the transfer case mounting surface. (See Photo # 34) Install the new index ring using the supplied 3/8" x 1" allen head bolts, washers, & thread locking compound.



39. Tighten each new bolt across from each other so the new index ring pulls up tight. Torque to 35 ft. lbs. (See Photo # 35)

40. Photo # 36 shows the new Skyjacker transmission seal adapter that is to be installed.

Seal Adapter Part # DTSA269



41. Remove the OEM inner transmission output seal located at the rear of the transmission. Install the new Skyjacker seal adapter into the rear of the transmission. It is recommended to apply a thin layer of silicone on the outside of the new seal adapter so it can slide in without binding. To install, tap the new seal in until it seats flush. It is recommended to use a block of wood or other flat surface when tapping the new seal adapter in. This will ensure that the new seal adapter is installed straight. Once the new seal adapter is installed, install the supplied seal Part # TCS2675 into the new seal adapter using the same process. Photo # 37 shows the new seal installed with the new seal adapter. Arrow # 1 shows the new seal adapter & arrow # 2 shows the new seal.



Photo # 37

42. Clean the backside of the transmission mounting surface using bristol disc & apply a bead of silicone around the rear outside edge of the transmission mounting surface. (See Photo # 38)



Photo # 38

43. Install the transfer case using the supplied 3/8" flange nuts & washers. (See Photo # 39)



Photo # 39

44. Reconnect the speedometer wire, vacuum lines, vent hoses, & shift linkage.

45. Refill the transfer case with the proper amount of fluid. Reinstall the front drive shaft.

### **Rear Installation:**

46. With the vehicle on flat level ground, block the front tires / wheels. Raise the rear of the vehicle & support the frame rails using jack stands. Remove the OEM rear shocks & OEM rear u-bolts using 21mm socket. (See Photo # 40) **If installing rear blocks, proceed to Step # 48.**



Photo # 40

### **Rear Spring Installation:** Part # DR250S

47. Remove the rear leaf spring eye bolts using a 21 mm socket & a torx socket T-55. Remove the OEM rear leaf spring. Install the new Skyjacker rear leaf spring using the OEM hardware, being sure to install with the longest end & the thickest part of the degree shim towards the rear of the vehicle. (See Photo # 41). Do not tighten the leaf spring eye bolts at this time. Proceed to Step # 49.



Photo # 41

## **Rear Block Installation:**

48. Place the new Skyjacker 4.5" rear block under the OEM rear block & install with the tallest portion towards the rear of the vehicle. (See Photo # 42)
49. Install the new Skyjacker u-bolts & torque to 85-90 Ft. Lbs. Let the weight of the vehicle down onto the leaf springs & tighten the leaf spring eye bolts. Install the new Skyjacker rear shocks using the OEM hardware
50. With the rear lifted, the new Skyjacker front sway bar end links can now be installed. Attach the new upper sway bar end link bracket to the OEM sway bar using the supplied 3/8" x 1 1/4" fine thread bolts, washers, & nuts. Use the supplied 3/8" flange serrated nut on the top. (Nut with washer made on). **Note:** The new upper bracket must be installed as shown to allow for clearance of the new front shock. (See Photo # 43)
51. Attach the new Skyjacker lower bracket to the a-arm using the same hardware as the upper bracket. The new bracket must be installed as shown in Photo # 44 to allow for clearance of the new front shock. Install the sway bar link using the supplied 5/8 hourglass bushings & steel sleeves. Attach to the new brackets using the supplied 1/2" x 2 1/2" coarse thread bolts, washers, & nuts. (See Photo # 45)



**Photo # 42**



**Photo # 43**



**Photo # 44**



**Photo # 45**

## **FINAL NOTES:**

- After the installation is complete, double check that all nuts & bolts are tight. Refer to the following chart 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 vehicle to the OEM specifications.
- Retorque all the bolts after the first 100 miles.

## TORQUE SPECIFICATIONS

<u>INCH SYSTEM</u>			<u>METRIC SYSTEM</u>		
<b>Bolt Size</b>	<b>Grade 5</b>	<b>Grade 8</b>	<b>Bolt Size</b>	<b>Class 8.8</b>	<b>Class 10.9</b>
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.**