



ADJUSTABLE DROPPED DRAG LINK FOR G.M. VEHICLES INSTALLATION INSTRUCTIONS

INTRODUCTION

Installation requires a professional mechanic. Prior to beginning, inspect the vehicles steering, driveline, and brake systems, paying close attention to the suspension link arms and bushings, anti-sway bars and bushings, tie rod ends, pitman arm, ball joints and wheel bearings. Also check the steering sector-to-frame and all suspension-to-frame attaching points for stress cracks. The overall vehicle must be in excellent working condition; repair or replace all worn parts.

Read instructions several times before starting. Be sure you have all needed parts and know where they install. Read each step completely as you go.

NOTES:

- Do not fabricate any components to gain additional suspension height.
- Prior to attaching components, be sure all mating surfaces are free of grit, grease, undercoating, etc.
- A factory service manual should be on hand for reference.
- Use the check-off box "☐" found at each step to help you keep your place. Two "☐☐" denotes that one check-off box is for the driver side and one is for the passenger side. Unless otherwise noted, always start with the driver side.

INSTALLATION PROCEDURE

1) PREPARE VEHICLE...

- ☐ Put the transmission in neutral. Position a floor jack under each side of the front axle and raise vehicle. Place jack stands under the frame, a few inches behind the front springs rear shackles. Ease jacks down until frame is resting on the stands. Keep a slight load on the jacks. Put vehicle in gear or park, set emergency brake and chock rear wheels to prevent any possibility of movement.

2) REMOVING THE FACTORY DRAG LINK...

- ☐ Remove drivers side tire. Remove the cotter pin and nut from each end of the stock drag link. Use a "pickle fork" to dislodge the ends from the arms. Discard the stock link

IMPORTANT NOTE: A problem sometimes encountered on vehicles that have been driven with excessive link angle is deformation and elongation of the pitman arm / steering arm tapered holes. Inspect the holes to be sure they are not "egg-shaped". If they are not perfectly round and true, replace the part. If not, link end failure may occur. Another problem, which occurs even on stock vehicles, is stress cracks in the frame rail where the steering sector attaches. If any of these problems exist, repair before proceeding.

3) CENTERING THE STEERING SECTOR...

- The turning radius stop bolts are located on the front axle knuckles. Adjust both stop bolts all of the way in. Turn the steering wheel all the way to the right. Then turn the wheel full left, counting the number of rotations. Turn the wheel back to the right 1/2 the number of total rotations. The pitman arm / steering sector should be centered and the steering wheel crossbars should be positioned properly. Scribe a line on pitman arm and sector to note its centered position.

4) CENTERING THE FRONT TIRES / WHEELS...

- The front tires need to be pointing straight ahead. One method of checking is: Position a straight edge, such as a level, horizontally and against the top of the brake rotor. Measure from the straight edge overhang to a stationary parallel point like the leaf spring. Even up this measurement from in front of the rotor compared to behind the rotor and the tires will be pointing straight forward.

5) ADJUSTING THE DRAG LINK...

- Raise the jacks so the full weight of the truck is on the suspension and the frame is barely off of the jack stands. Position the drop link in place (do not bolt it up) and adjust the length accordingly, without moving either the pitman arm or knuckles.

IMPORTANT NOTE: Adjust each end evenly; the more thread contact the better. **DO NOT EXCEED THESE SPECS:**

Minimum Thread Contact (check thru clamp slot in tube) - 1.20"

Maximum Thread Exposure - 1.061"

Reference - Overall Thread Length - 2.261"

6) INSTALLING THE DRAG LINK...

- Be sure the end studs and their mating holes are clean and free of grit.
- Bolt up the link, torque slotted nuts to 65 ft. lbs. and install cotter pins.

IMPORTANT: If the "finished product" link angle exceeds 1-1/2", check for end stud over-extension as follows: Each ends maximum in service pivot capability is 16° in any direction. This reading is taken at body and pivot stud centers. To achieve the greatest possible angle, have the truck frame resting on jack stands with the front axle hanging at full extension travel. With an angle gauge, check angles with the steering wheel turned full lock in both directions. **IF ANY READING EXCEEDS 16°, DO NOT USE THIS ARM** (without somehow decreasing this angle).

- Before tightening the tube clamps, be sure the tube body is positioned properly, not rotated. Center the clamps over the slots and torque the Nyloc nuts to 41 ft. lbs.
- Tighten the lug nuts using the procedure and torque specifications found in the factory service manual.

WARNING: When the tires / wheels are installed, always check for and remove any corrosion, dirt, or foreign material on the wheel mounting surface, or anything that contacts the wheel mounting surface (hub, rotor, etc.). Installing wheels without the proper metal-to-metal contact at the wheel mounting surfaces can cause the lug nuts to loosen and the wheel to come off while the vehicle is in motion.

WARNING: Retighten lug nuts at 500 miles after any wheel change, or anytime the lug nuts are loosened. Failure to do so could cause wheels to come off while vehicle is in motion.

7) FINAL PROCEDURES...

- Turn the steering wheel lock to lock and -be sure turning is not obstructed in any way.

8) Adjusting the Turning Radius Stops...

- These bolts were mentioned in Step 3. With the bolts adjusted all the way in, either the end of the sector's actual ability to turn or tire to leaf spring contact will limit turning. Adjust the stop bolt out until the bolt limits turning at least 1/2" before tire contact or end of sector radius. Use the same procedure to adjust the other side. The amount of adjustment may differ slightly. Longer grade 8 bolts may be needed.

IMPORTANT: If a tire makes contact with a radius arm, tire damage may occur. This can also increase the possibility of vehicle roll-over. If the steering sector is at full lock and receives a blow (rut, curb, etc.), steering linkage and/or steering sector main shaft failure may occur.

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Important Product Use and Safety Information / Warnings

As a general rule, the taller a vehicle is, the easier it will roll over. Offset, as much as possible, what is lost in rollover resistance by increasing tire track width. In other words, go "wide" as you go "tall". Many sportsmen remove their mud tires after hunting season and install ones more appropriate for street driving; always use as wide a tire and wheel combination as feasible to enhance vehicle stability. We strongly recommend, because of rollover possibility, that the vehicle be equipped with a functional roll bar and cage system. Seat belts and shoulder harnesses should be worn at all times. Avoid situations where a side rollover may occur.

Generally, braking performance and capabilities are decreased when significantly larger / heavier tires and wheels are used. Take this into consideration while driving. Also, changing axle gear ratios or using tires that are taller or shorter than factory height will cause an erroneous speedometer reading. On vehicles equipped with an electronic speedometer, the speed signal impacts other important functions as well. Speedometer recalibration for both mechanical and electronic types is highly recommended.

Do not add, alter, or fabricate any factory or aftermarket parts to increase vehicle height over the intended height of the Superlift product purchased. Mixing component brands is not recommended.

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