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2014 - 2017 GM 1500 Pick-Up 4WD 4" Suspension Lift Installation Instructions

REQUIRED TOOL LIST:

- * Safety Glasses
- * Metric / Standard Wrenches & Sockets
- * Floor Jack
- * Jack Stands
- * Measuring Tape
- * Torque Wrench
- * Reciprocating Saw / Cut Off Wheel
- * 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 or hardware 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:

- If larger tires (10% more than the OEM 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 the OEM specifications.

Component Box Breakdown:

Part #: C14461A / C14461AAL

Item #	Description	Qty	Item #	Description	Qty
C1446L-S	4" 14 GM 1500 DRV KNUCKLE (Included With C14461A Box)	1	C1446R-A	4" 14 GM 1500 PAS KNUCKLE (Included With C14461AAL Box)	1
C1446R-S	4" 14 GM 1500 PAS KNUCKLE (Included With C14461A Box)	1	C1446FCM-B	4" 14 GM 1500 FRT X-MEMBER	1
C1446L-A	4" 14 GM 1500 DRV KNUCKLE (Included With C14461AAL Box)	1	C1446RCM-B	4" 14 GM 1500 REAR X-MEMBER	1
			H-BOX C14461A	HDWR BOX: C14461A COM BOX	1

Hardware Box Breakdown:

Part # H-BOX C14461A

Item #	Description	Qty	Item #	Description	Qty
C736CVS-S	GM 1500 FRONT CV SPACER	2	HB-C736-CVS	HDWR BAG:GM 1500 CV SPCR	1
C766SBL-S	GM OE STYLE SWAY BAR LINK	2	HB-C736-DS	HDWR BAG:GM 1500 DIFF SPC	1
HB-C736-BL	HDWR BAG: ABS/BRK LINE BRK	1	HB-58XTFW-2	HDWR BAG:SWAY BAR END LK	1
HB-C736-CM	HDWR BAG:GM 1500 X-MEM	1			

Hardware Bag Breakdown:

Part # HB-C736-BL

Item #	Description	Qty	Item #	Description	Qty
C736ABS-B	GM 1500 FRONT ABS BRACKET	2	516SAEW	5/16 SAE WASHER	8
JKBE4D	GM 1500 BRAKE LINE BRACKET	2	516FTN	5/16 FINE THREAD LOCK NUT	4
516X1FTB	5/16 X 1 FINE THREAD BOLT	4			

Part # HB-C736-CM

Item #	Description	Qty	Item #	Description	Qty
C7FS58-S	GM 1500 FRT X-MEM SPACER	2	58SAEW	5/8 SAE WASHER	8
CS2720-S	UPPER CRUSH SLEEVE	2	58FTN	5/8 FINE THREAD LOCK NUT	4
58X512FTB	5/8 X 5 1/2 FINE THREAD BOLT	4			

Part # HB-C736-CVS

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

Part # HB-C736-DS

Item #	Description	Qty	Item #	Description	Qty
C736DF-S	GM 1500 FRONT DIFF SPACER	2	716SAEW	7/16 SAE WASHER	8
C736DR-S	GM 1500 REAR DIFF SPACER	2	12MMN	12MM LOCK NUT	4
12X120MMB	12MM X 120MM METRIC BOLT	4			

Part # HB-58XTFW-2

Item #	Description	Qty
58XTFW	5/8 EXTRA THICK WASHER	2

Component Box Breakdown:

Part #: C14460SP

Item #	Description	Qty	Item #	Description	Qty
C1440MS-S	4" GM 1500 FRONT SPACER	2	I-C1446SP	INST SHEET: 4" 14 GM 1500	1
HB-10MM/NFN	HDWR BAG:10MM FLANGE NUTS	1			

Hardware Bag Breakdown:

Part # HB-10MM/NFN

Item #	Description	Qty
10MMX1.5NFN	10MM X 1.5 NYLON FLG NUT	6

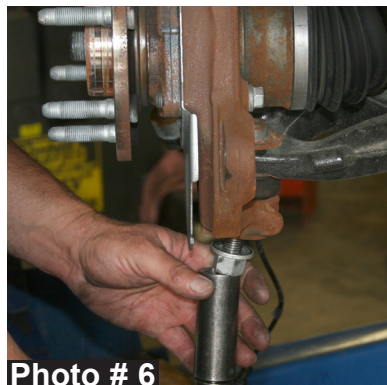
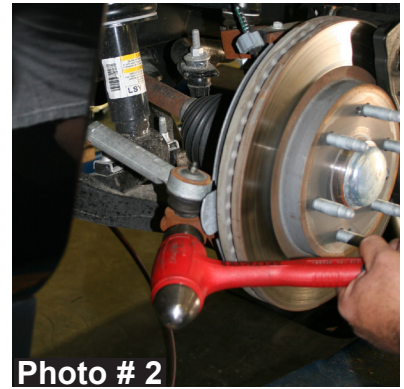
Component Box Breakdown:

Part #: C7361PR

Item #	Description	Qty	Item #	Description	Qty
RBF20	2" REAR BLOCK	2	916X212X1012	U-BOLT W/ 9/16 FINE THRD NUTS	4

Front Installation:

1. With the vehicle on a level concrete or asphalt surface, set the emergency brake & block the rear tires / wheels. Place a floor jack under the lower control arm front cross member & raise the front of 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 OEM outer tie rod end nuts from the OEM steering knuckles using a 18mm socket & disconnect the OEM outer tie rod ends from the OEM steering knuckles using a tie rod puller or similar tool. (See Photo # 2)
4. Disconnect the OEM brake calipers from the OEM brake rotors & disconnect the OEM brake lines from the OEM upper A-arms. (See Photo # 3) Simply wire the OEM brake calipers out of the way. It will not be necessary to disconnect the OEM brake lines from the OEM brake calipers.
5. Remove the OEM sway bar end links using a 15mm socket & remove the OEM sway bar. (See Photo # 4)
6. Remove the OEM strut assemblies by removing the lower mounting bolts & upper strut retaining nuts. (See Photo # 5)
7. Disconnect the OEM upper & lower A-arms from the OEM steering knuckles using a 18mm socket. It may be necessary to strike the side of the OEM steering knuckles to dislodge the OEM ball joints. Be careful not to damage the OEM ball joints. (See Photo # 6)



8. Remove the OEM CV axles using a 15mm socket. (See Photo # 7)

9. Remove the OEM front skid plates using a 15mm socket. Disconnect the OEM lower A-arms using a 18mm & 24mm socket.

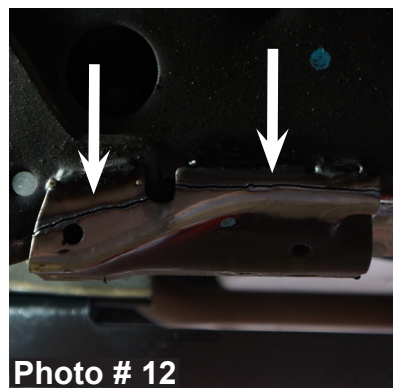
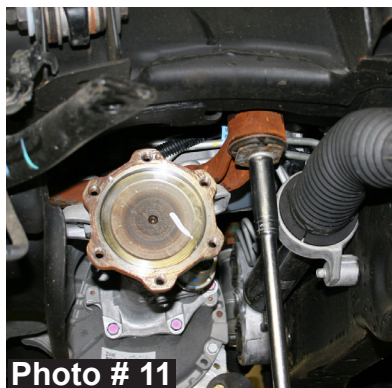
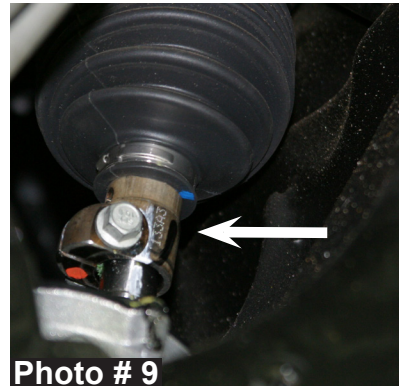
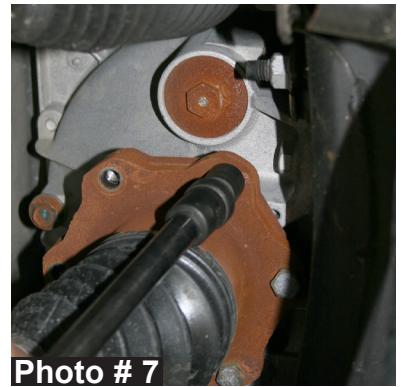
10. Remove the OEM rear cross member using a 18mm socket. (See Photo # 8)

11. Disconnect the OEM steering shaft & all electrical connections from the OEM rack & pinion. (See Arrow Photo # 9) Remove the OEM rack & pinion using a 18mm & 24mm socket. (See Photo # 10)

12. Disconnect the OEM front drive shaft from the front differential & support the front differential using a transmission jack. Remove the OEM front differential mounting bolts using a 15mm & 18mm socket & remove the front differential. (See Photo # 11)

13. It will be necessary to cut the OEM skid plate bracket from the passenger side of the OEM front cross member using a reciprocating saw, cut off wheel, or similar tool. **Note:** Be careful not to cut into the OEM front cross member. (See Photo # 12)

14. It will be necessary to cut the driver side frame rail where the OEM rear cross member was located. Measure toward the frame 3" at the top of the OEM rear cross member & make a mark. Measure toward the frame 1" at the bottom of the OEM rear cross member & make a mark. Draw a line connecting the two marks & cut using a reciprocating saw, cut off wheel, or similar tool. (See Photo # 13 / Before View & # 14 / After View)



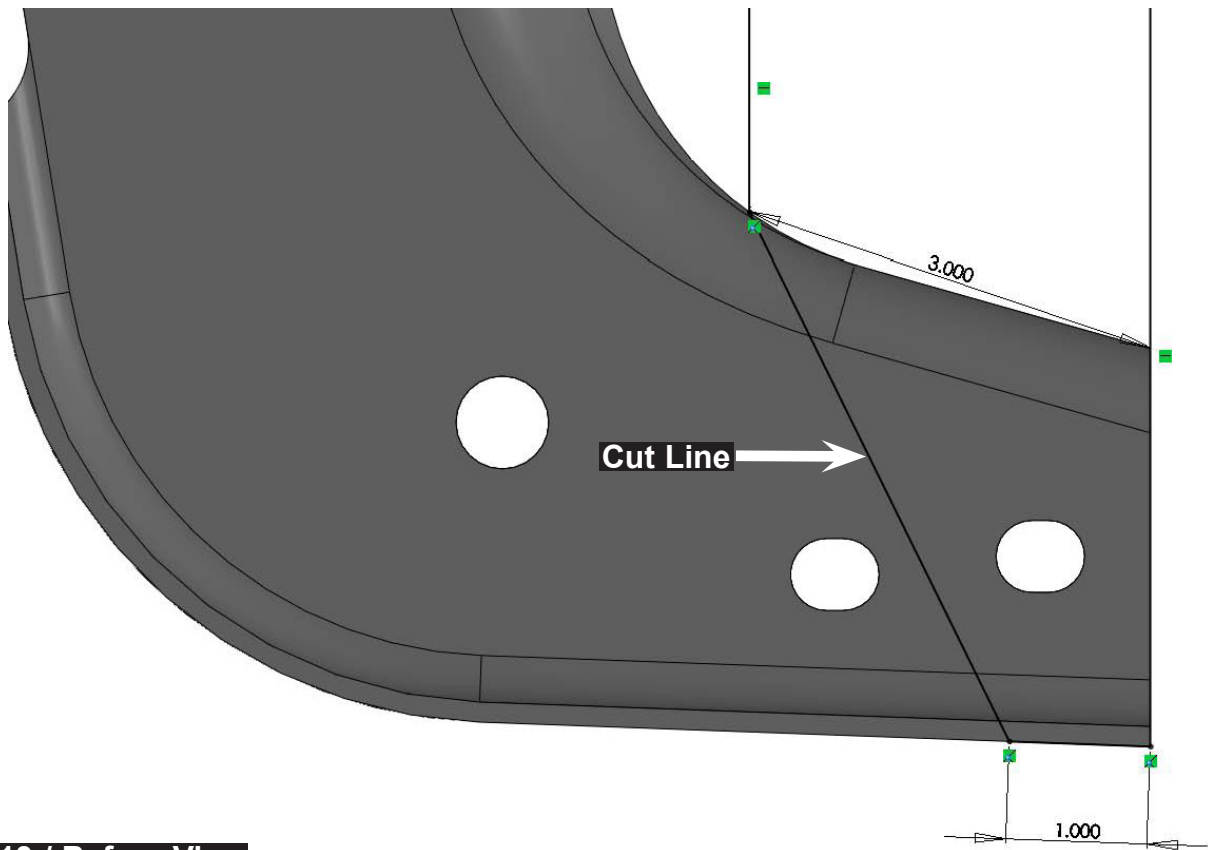


Photo # 13 / Before View

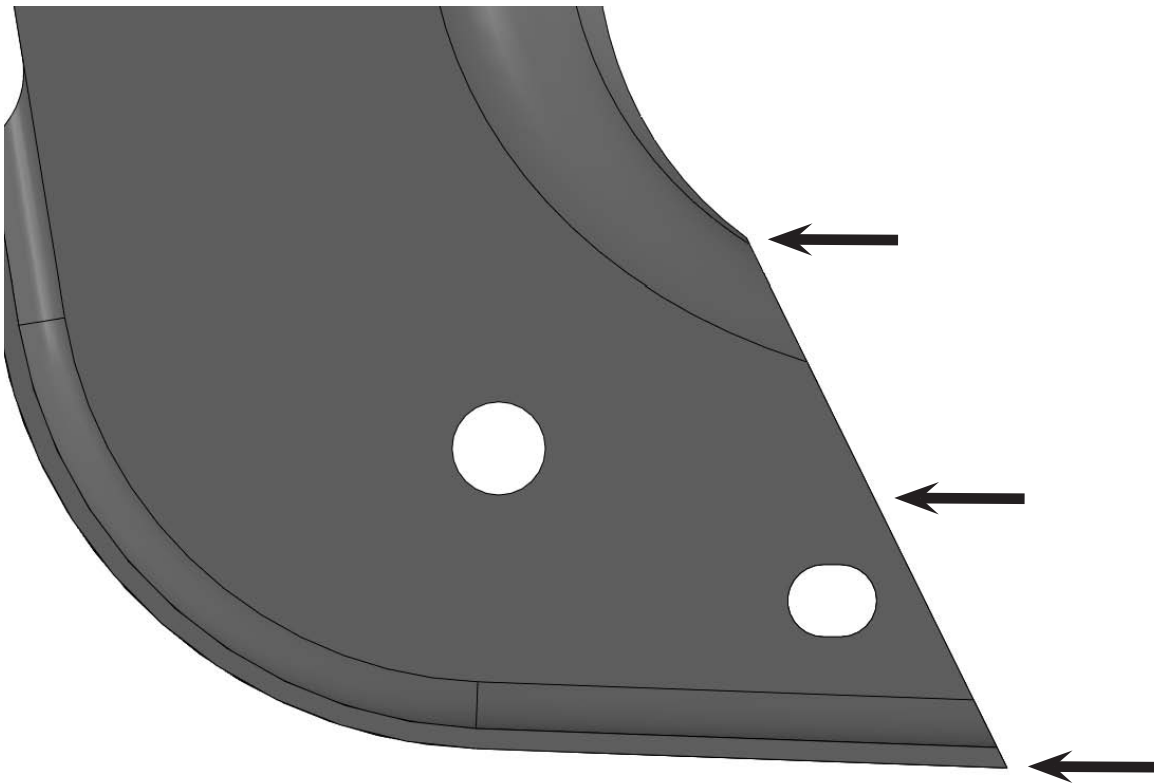
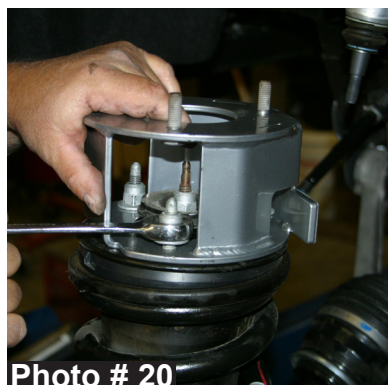
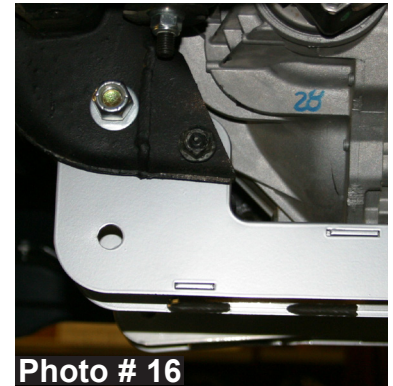


Photo # 14 / After View

15. To reinstall the OEM front differential, install the new Skyjacker aluminum front differential spacers between the OEM front differential mounts & the frame using the supplied 12mm x 120mm bolts, washers, & nuts. (See Arrow Photo # 15) **Note:** The thicker (1" thick) spacers are for the front mounts & the thinner (.875" thick) spacers are for the rear mounts.
16. Reconnect the OEM front drive shaft using the OEM hardware.
17. Install the OEM rack & pinion using a 18mm & 24mm socket. (See Photo # 10) Reconnect the OEM steering shaft & all electrical connections to the OEM rack & pinion. (See Arrow Photo # 9)
18. Install the new Skyjacker rear cross member using the OEM 12mm hardware & the supplied 5/8" x 5 1/2" fine thread bolts, washers, & nuts. (See Photo # 16)
19. Install the new Skyjacker aluminum front cross member spacers between the new Skyjacker front cross member & the frame. Install the new Skyjacker front cross member using the supplied crush sleeves, 5/8" x 5 1/2" fine thread bolts, washers, & nuts. (See Photo # 17)
20. Attach the OEM A-arms to the new Skyjacker front & rear cross members using the OEM hardware. (See Photo # 18)
21. Remove the OEM hub bearing assemblies from the OEM steering knuckles using a 15mm socket. Install the OEM hub bearing assemblies to the new Skyjacker steering knuckles using the OEM hardware. (See Photo # 19)
22. Install the new Skyjacker strut spacers on the top of each OEM strut assembly using the OEM hardware & 18mm wrench. (See Photo # 20)



23. Install the upper mount of the strut assemblies using the supplied 10mm nuts. (See Photo # 21) Install the lower mount of the strut assemblies using the OEM hardware. (See Photo # 22)



24. Attach the new Skyjacker steering knuckles to the upper & lower A-arms using the OEM hardware. Install the new Skyjacker CV axle spacers & OEM CV axles using the supplied 10mm x 50 mm bolts & thread locking compound. (See Photo # 23)

25. Install the new Skyjacker ABS line & brake line brackets to the frame using the supplied 5/16" x 1" fine thread bolts, washers, & nuts. (See Photo # 24)

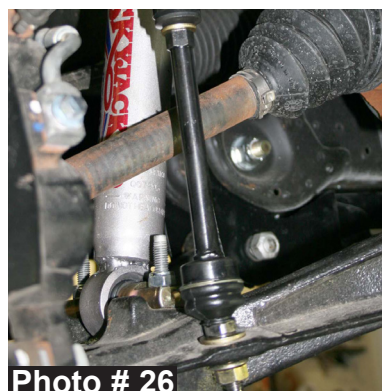
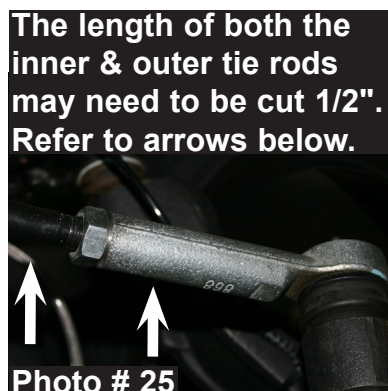
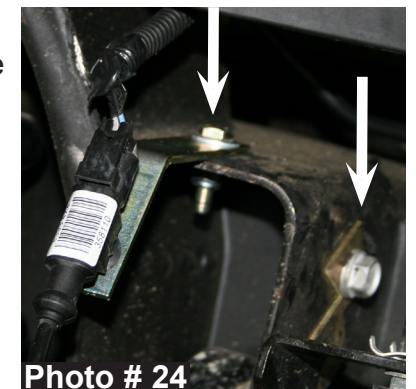


26. In order to maintain the OEM alignment specifications, the OEM inner & outer tie rods **"may"** need to be cut to obtain proper toe in. Remove the OEM outer tie rods from the OEM inner tie rods. Leaving the OEM jam nuts screwed onto the OEM inner tie rods, measure 1/2" from the end of the OEM inner tie rods & mark a line. Measure 1/2" from the end of the OEM outer tie rods & mark a line. Using a cut off wheel or similar tool, cut along the marked lines. Unscrew the OEM jam nuts to chase the threads of the OEM inner tie rods. Reinstall the OEM outer tie rods to the OEM inner tie rods. The OEM driver & passenger side tie rod ends must be cut & adjusted equally to allow for proper toe in adjustment. (See Photo # 25)



27. Attach the OEM outer tie rod ends to the new Skyjacker steering knuckles using the OEM hardware. Reinstall the OEM brake rotors & OEM brake calipers using the OEM hardware.

28. Reinstall the OEM sway bar using the new Skyjacker sway bar end links. Install the new Skyjacker sway bar end links with the supplied smaller 5/8" washer on top of the OEM A-arm & the supplied larger 5/8" washer & nut on the bottom of the OEM A-arm. **Note:** Install the new sway bar end links with the pivoting end at the A-arm. (See Photo # 26)



29. Install the front tires / wheels using a 22mm socket & lower the front of the vehicle to the ground.

Rear Installation:

30. Block the front tires / wheels, raise the rear of the vehicle, & properly support the frame rails using jack stands.

31. Remove the rear tires / wheels using a 22mm socket.

32. Support the rear differential & remove the OEM rear shocks & OEM U-bolts.

33. Install the new Skyjacker 2" rear lift blocks on top of the OEM rear blocks & install the new Skyjacker U-bolts. (See Photo # 27)

34. Install the new Skyjacker rear shocks.

35. Install the rear tires / wheels using a 22mm socket, & lower the rear of the vehicle to the ground.



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.
- After the first 100 miles, check all hardware for the proper torque & periodically thereafter.

<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.**