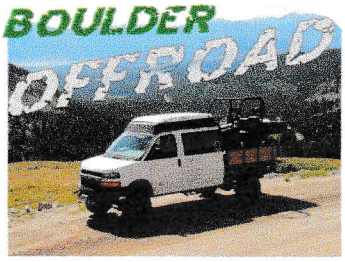


4x4 Van Conversion & Fabrication Experts
303-828-9398
www.BoulderOffRoadVans.com

1996-2002 Chevy/GMC 1500 2wd Van 3" Lift Kit

Parts List:

1 PASSENGER SIDE SPINDLE
1 DRIVER'S SIDE SPINDLE
2 FRONT SHOCKS
2 REAR BLOCK KIT (includes U-Bolts)
2 REAR SHOCKS
2 brake line relocation tabs
1/4 " hardware

ZIP TIES

TOOL LIST: (NOT INCLUDED)

Floor Jack
Jack Stands
Assorted Metric and S.A.E. Sockets, Ratchets and Allen Wrenches
Torque Wrench

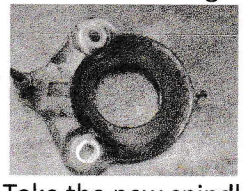
*READ ALL INSTRUCTIONS THOROUGHLY FROM START TO FINISH BEFORE BEGINNING INSTALLATION! IF THESE INSTRUCTIONS ARE NOT PROPERLY FOLLOWED, SEVERE FRAME OR UPPER CONTROL ARM DAMAGE MAY RESULT TO THE VEHICLE.

*IF AFTERMARKET WHEELS ARE GOING TO BE INSTALLED WE RECOMMEND THEY HAVE A MAXIMUM BACKSPACING OF 4 5/8".

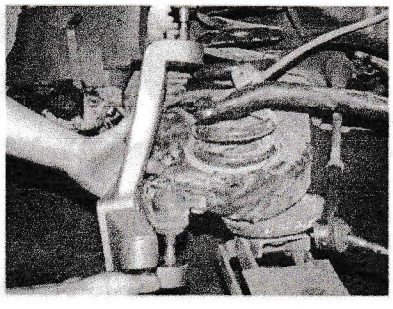
*VEHICLES THAT WILL RECEIVE OVERSIZED TIRES SHOULD CHECK BALL JOINTS, TIE ROD ENDS AND IDLER ARM EVERY 2500-5000 MILES FOR WEAR AND REPLACE AS NEEDED.

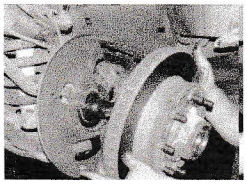
CHECK ALL PARTS INCLUDED IN THIS KIT TO THE PARTS LIST ABOVE BEFORE BEGINNING INSTALLATION OF THE KIT. IF ANY PIECES ARE MISSING, CONTACT BOULDER OFFROAD AT 303-828-9398.

1. Disconnect the negative terminal on the battery. Jack up the front end of the vehicle and support the frame rails with jack stands. **NEVER WORK UNDER AN UNSUPPORTED VEHICLE!** Remove front tires.
2. Starting on the passenger side of the vehicle, remove the bolt attaching the brake line tab to the spindle. Remove bolt securing brake line to upper frame rail. Attach the brake line relocation tab to the top of the frame rail using the original bolt. Attach the brake line to the relocation tab using the supplied ¼" hardware. Remove the two bolts securing the brake caliper bracket to the spindle, do not separate the brake caliper from the caliper bracket, and tie it up and out of the way. **DO NOT LET THE CALIPER HANG BY THE BRAKE LINE!**
3. Remove the nuts securing the tie rod end to the spindle.
4. Remove the dust cap from the rotor, followed by the cotter pin and wheel bearing nut. Slide the rotor off the spindle and set it aside. Check and see if the wheel bearing needs replaced or repacked at this time.
5. Locate the steering stop on the rear of the lower control arm. Grind the heads off of the rivets and using a punch remove the steering stop.
6. Remove dust shield with ABS sensor.
7. Separate ABS sensor from the dust shield. Remove tab from rear off ABS sensor. SEE PHOTO (you will not be reinstalling the dust shield.)

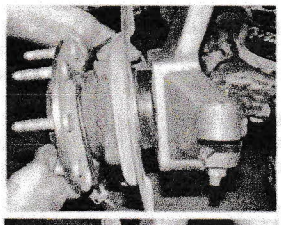


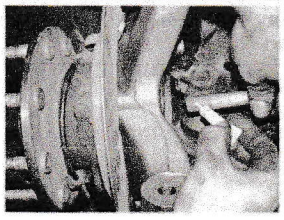
8. Take the new spindle and set it onto the lower ball joint and install nut. Insert upper ball joint into spindle and tighten the nuts to factory specs. SEE PHOTO.





9. Reinstall brake rotor hub assembly and torque to factory specs.
10. Slide the brake caliper mount assembly onto the new spindle. Apply several drops of the supplied thread locking compound to the two original bolts and torque to 129 ft/lbs. TAKE NOTE: The brake line should be routed behind the spindle.





11. Reattach the antilock sensor wire to the brake line, using supplied zip ties. Also reconnect the antilock sensor wire to the upper control arm and frame connector.
12. Repeat steps two through ten on the driver side of the vehicle.
13. Install shocks
14. Reinstall the front tires and torque the wheel lugs to factory specifications located in the owner's manual. Set the van back on the ground.

REAR LIFT INSTALLATION:

1. Raise the rear of the vehicle with a floor jack positioned under the rear axle.
2. Place jack stands under the frame rails, a few inches in front of the rear of the springs front hangers.
3. Ease the jack down until the frame is resting on the stands
4. Keep a slight load on the jack. Block the front tires to prevent any possibility of movement.
5. Remove tires, U-bolts, and shocks. (For easier block alignment loosen u-bolts on one side and remove on the other. Then do the same for the other side.)
6. Lower the axle by easing down the jack. Do not overextend the brake and axle vent hoses: both may need re-routing or replacing.
7. Position blocks, with tall end of taper facing rearward, in between leaf springs and perches. All contact surfaces must be clean.
8. Install U-bolts , torque to 120ft/lbs. Tighten using an "X" pattern
9. Install new shocks, tires, and lower the vehicle to the floor.

WHILE TURNING THE STEERING WHEEL FULLY IN EACH DIRECTION, MAKE SURE THERE IS AMPLE CLEARANCE BETWEEN THE WHEELS, TIRES, CONTROL ARMS, BRAKE LINES AND ABS WIRES. DRIVE THE TRUCK FOR 50 MILES AND HAVE IT ALIGNED TO FACTORY SPECIFICATIONS.

WARNING!

This vehicle has been modified to enhance its performance. The steering, braking, and handling of this vehicle will differ from standard passenger cars and trucks. This vehicle handles differently from an ordinary vehicle in driving conditions which may occur on streets, highways, and off road. Avoid unnecessary abrupt maneuvers, sudden tops, sharp turns and other driving conditions that could cause loss of control, possibly leading to a roll over or other accident that could result in serious injury or death to driver and passengers. If larger tires are installed the speedometer will read lower than the vehicles actual speed.

DRIVE WITH CARE, REDUCE SPEED AND WEAR SEAT BELTS AT ALL TIMES.