



CHEVY/GMC 2WD, 4WD

BODY LIFT

INSTALLATION INSTRUCTIONS

1982-1993 S-10/S-15 STANDARD CAB

2" KIT# 532

3" KIT# 533

1982-1993 S-10/S-15 EXTENDED CAB

2" KIT# 532X

3" KIT# 533X

1984-1994 S-10 BLAZER /

S-15 JIMMY

2" KIT# 542

3" KIT# 543

⚠WARNING

Installation of a body lift will change the center of gravity and the handling characteristics of the vehicle. Because of the higher center of gravity and larger tires, the vehicle will handle and react differently both on and off-road. You must drive it safely! Extreme care must be taken to prevent vehicle rollover or loss of control, which could result in serious injury or death. Avoid sudden sharp turns or abrupt maneuvers and always make sure all vehicle occupants have their seat belts fastened.

⚠WARNING

Read and understand all instructions, warnings, cautions, and notes in this sheet and in your owner's manual before you begin the installation of this body lift kit.

⚠CAUTION

Proper installation of a body lift kit requires knowledge of the factory recommended procedures for disassembly and assembly of original equipment components. We recommend that the factory shop manual and any special tools necessary to your vehicle be on hand during the installation. Installation of this body lift kit without proper knowledge of the factory recommended procedures may affect the performance of these components and the safety of your vehicle. We strongly recommend that a certified mechanic familiar with the installation of similar components install this body lift kit.

⚠WARNING

This body lift kit should only be installed on vehicles in good working condition. Before installation, the vehicle should be thoroughly inspected for evidence of corrosion or deformation of the sheet metal around the factory body mounts. This body lift kit should not be installed on any vehicle that is suspected to have been in a collision or misused. Off-road use of your vehicle with this body lift installed may increase the stress applied to the factory body mounts. We do not recommend that any vehicle with a body lift installed be involved in any extreme off-road maneuvers such as jumping. Failure to observe this warning may result in serious personal injury and/or severe damage to your vehicle.

⚠WARNING

Many states now have laws restricting bumper heights and vehicle lifts. Local laws should be consulted to determine if the changes you intend to make to your vehicle comply with state laws. Before combining a body lift with a suspension lift, consult an installation professional to see how this will affect your specific application.

⚠WARNING

The installation of larger wheel and tire combinations may reduce the effectiveness of the anti-lock braking system.

⚠WARNING

We will not warranty any damage to the A/C system.

⚠WARNING

Always wear eye protection when operating power tools.

⚠WARNING

Ensure that your vehicle tires are properly blocked and secured before you begin installation of this lift kit.

⚠NOTE

We recommend using the Loctite® supplied in the kit on all hardware unless noted in the instructions.

1. Read the instructions completely and carefully before you begin. Check kit for proper contents (refer to parts list and picture diagrams).

2. Park the vehicle on a clean, dry, flat (level) surface. Block the tires so the vehicle cannot roll in either direction. Automatic transmissions should be placed in park. Manual transmissions should be placed in neutral.

3. Remove both battery cables. Be sure to remove the negative cable first, then the positive cable.

4. Remove the front bumper. Check for any wires that may be connected to the bumper and disconnect as necessary. Make a diagram to ensure proper reconnection when the front bumper is reinstalled.

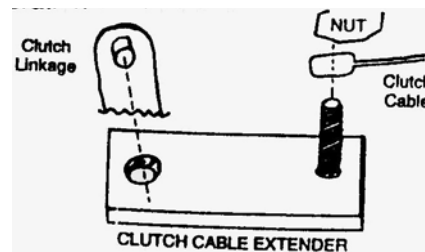
5. Drain the radiator into a clean container. Be sure that the vehicle has cooled sufficiently to allow the cooling system to be safely opened. The coolant will be reused after the lifting operation is complete. Remove the clamp that mounts the upper radiator hose to the radiator. Remove the hose from the radiator. Remove the clamp that mounts the lower radiator hose to the radiator. Remove the lower hose from the radiator. If the vehicle is equipped with an automatic transmission, disconnect the 2 transmission cooling lines from the radiator. Cap the ends of the lines to prevent loss of transmission fluid while completing the installation. Remove the bolts that mount the upper radiator cover to the core support. Remove the radiator and the fan shroud from the vehicle.

6. **4-Wheel drive only.** Remove the 2 bolts that mount the 4 wheel drive vacuum shift modulator to the fender well. install the 2 - 1 1/2" long spacer tubes between the modulator and the fender well. Reinstall the modulator using the 8mm x 50mm bolts provided. Tighten securely. *We recommend the use of Loctite® or similar adhesive on all mounting hardware.*

7. **Automatic transmission only.** Loosen the bolt that attaches the automatic transmission shift rod to the column shift lever. Loosen the

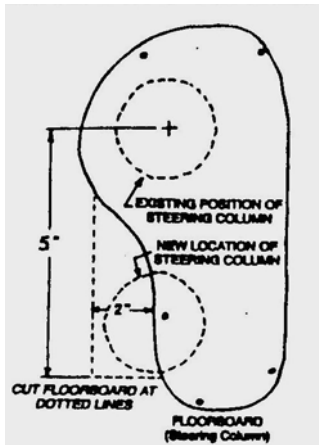
bolt that attaches the shift rod to the transmission shift lever. Remove the shift rod from the vehicle.

8. **Manual transmission only.** Check if the vehicle is equipped with a cable-operated clutch or a hydraulic clutch. If the vehicle is equipped with a hydraulic clutch, no modification to the clutch mechanism is required. If the vehicle is equipped with a cable-operated clutch, remove the cotter pin that attaches the clutch cable to the clutch linkage. Remove the clutch cable from the linkage. Install the clutch cable extension onto the linkage. Notch a hole in the floor board approximately 2" downward where the cable passes through. This will help prevent the cable from binding after the vehicle has been lifted. Attach the clutch cable to the stud on the linkage extension. Install a 1/4" washer and nylock nut on the stud. Tighten securely. The cable will hang loose until after the lifting operation is complete. The cable will also need to be adjusted after the lifting operation is complete.



9. Check the steering to see if it is equipped with a 2-piece steering shaft. Between the gearbox and the firewall, there should be a place on the steering shaft where a smaller shaft slides into a larger shaft. This style of shaft should extend while lifting. If it does have a 2-piece steering shaft, proceed to the next step. If the vehicle is equipped with a one-piece solid shaft, proceed as follows: Disconnect all wires and cables from the steering column (on automatic transmission models there is a shift indicator cable clipped to the steering column. Be sure that it is disconnected). If the steering is coupled at the firewall, disconnect the lower shaft from the upper shaft at the firewall. Be sure to mark the shafts for proper reconnection. If the steering isn't coupled at the firewall, disconnect it at the gearbox. Be sure to mark the shaft on the gearbox and the steering shaft before disconnecting. Remove the bolts that mount the steering column to the firewall. Remove the two

nuts that mount the steering column to the dash. Remove the steering column from the vehicle. Notch the floorboard according to the diagram. This will improve the angle to the gearbox, and will also allow the steering column to be moved closer to the gearbox.



10. **4.3-liter engine only.** If the vehicle is equipped with a 4.3-liter engine, check to see if there is ample slack in the lines running to the remote oil filter to allow for lifting the body 3 inches. If there is not, these lines may need to be replaced with longer lines that are not included in the kit.

11. Remove the screws that mount the fuel filler hose to the body. It will be lengthened after the lifting operation is complete.

12. Loosen, but do not remove all cab mounting bolts (on S-10 Blazer/S-15 Jimmy models, loosen all 10 body mounting bolts). On standard cab models there are 6 mounts. On extra cab models there are 8 mounts. They are located as follows: At the very front of the cab on each side of the radiator screwing from the top downward; under the front floorboard screwing up into the body; just behind the front seat under the cab also screwing up; into the body, and on extra cab models at the very rear of the cab also screwing up into the body. On Blazer models the body mounting bolts are located in the same place as the cab with 2 additional mounts. One is located just in front of the rear wheels and the other is at the very rear of the vehicle. Except for the front mount, all other mounts screw up into the body.

13. Remove the bolts from the passenger side of

the cab only. On Blazer models, remove the bolts from the passenger side of the vehicle only. Be sure that the vehicle doors are closed before lifting. Using a hydraulic jack and a wooden block, slowly raise the passenger side of the cab (vehicle) high enough to place the spacer blocks on the stock mounting pads. Be sure to continually check for any wires, cables, hoses, etc. that may be binding. Disconnect as necessary. Make a diagram for proper reconnection after lifting operation is complete. Check to be sure that the steering is extending. Place the spacer blocks on the mounting pads. Insert a new mounting bolt with a 7/16" washer through the spacer blocks into the stock nuts. All cab mounting positions use a 12mm x 160mm bolt (12mm x 140mm on 2" kits). Blazer models use 12mm x 160mm bolts at all mounting positions. Do not tighten at this time. Lower the body onto the spacer blocks.

14. Repeat step #13 for the driver's side of the cab. Realign the cab to the bed. Refer to the measurements recorded earlier. Tighten all cab mounting bolts securely. *We recommend the use of Loctite® or similar adhesive on all body mounting hardware.*

15. **Pick-up models only.** Loosen but do not remove all bed mounting bolts. There are 8 on standard cab models, and 6 on extra cab models. They all screw up into the bed and are located in the following positions: at the very front of the bed; just in front of the rear wheels; just behind the rear wheels; and at the rear of the bed.

16. Remove the bed mounting bolts from the passenger side of the bed only. Using a hydraulic jack and a wooden block, slowly raise the bed just high enough to place the spacer blocks on the mounting pads. The small spacers go on the mount just behind the rear wheels. On some vehicles, there is a rivet that sticks up and won't allow the use of a large spacer in this location. Insert the new bed mounting bolts with 3/8" washers through the spacer blocks into the stock nuts. The bed uses 10mm x 100mm bolts in all locations (10mm x 80mm on 2" kits). Lower the

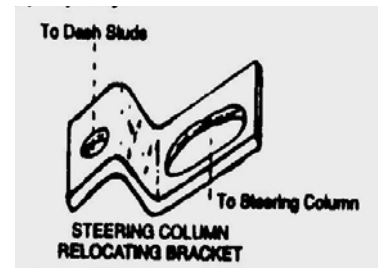
bed onto the spacer blocks.

17. Repeat step #16 for the driver's side of the bed. Realign the bed to the cab. Refer to the measurements recorded earlier. Tighten all bed mounting bolts securely. *We recommend the use of Loctite® or similar adhesive on all body mounting hardware.*

18. Remove the clamp that mounts the fuel filler hose to the fuel tank. Remove the filler hose from the vehicle. Cut the filler hose in half. Insert the fuel filler extension between the two halves. Install two #36 hose clamps on the hose over the extension. Tighten both hose clamps securely. Reinstall the filler hose to the fuel tank. Reinstall the filler neck to the body. Tighten the hose clamp at the fuel tank and tighten the screws at the body securely.

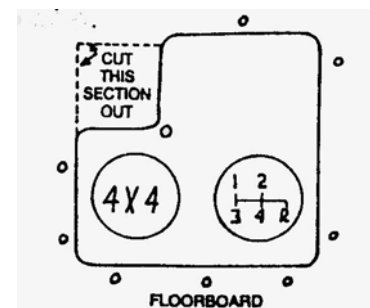
19. If the steering was removed earlier, reinstall it at this time. Mount the two steering column relocating brackets to the studs on which the steering column was originally mounted. Install the stock nuts on the studs. Do not tighten. Reinstall the steering column in the vehicle. Insert the steering column through the new hole in the firewall. If the steering was disconnected at the gearbox, reconnect the steering shaft to the splined shaft at the gearbox. Realign the marks made earlier. Install the mounting bolt but do not tighten. Hold the steering flange to the firewall. Mark the firewall where the bolts need to come through to screw into the stock nuts. Drill new mounting holes in these positions. Mount the steering column to the firewall using the stock hardware. Using the 5/16" x 1 3/4" bolts, mount the steering column to the relocating brackets under the dash. Use the 5/16" washers as shims to achieve the best possible angle to the gearbox. Install a 5/16" nylock nut on each bolt. Do not tighten. Adjust the steering column as necessary. Reconnect all wiring to the steering column. Reconnect the shift indicator cable. It may need to be adjusted to register in the proper positions. Tighten all steering column mounting hardware securely. *We recommend the use of Loctite® or similar adhesive on all steering hardware.* Remove the brake light switch from the bracket under the dash. Bend the bracket attached to the brake pedal down approximately

1". Reinstall the switch in the lower hole in the bracket using 2 1/2" nuts provided. Adjust until the brake light switch and bracket are aligned properly, and the brake light switch is working properly.



20. **Automatic transmission models only.** Lengthen the transmission shift rod. Scribe a line along the shift rod in a place where the shift rod goes straight up and down in the vehicle (usually toward the top). Cut the shift rod through the scribed line. Place the shift extension pin between the two pieces of the shift rod. Realign the scribed lines. Weld the extension in place. *We recommend that all welding be done by a certified welder only.* It may be desirable to paint the shift rod to help prevent rusting. Reinstall the shift lever in the vehicle. Mount the shift lever to the transmission shift arm. Mount the shift lever to the steering column shift arm. Tighten at mounting hardware securely.

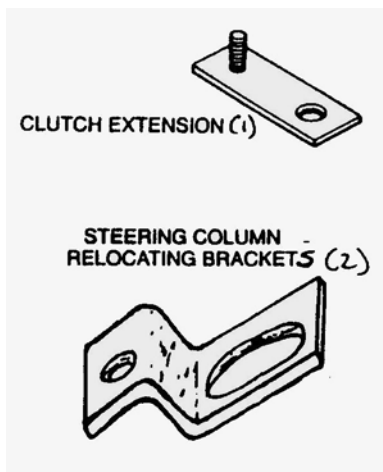
21. **4 wheel drive models only.** Remove the 4-wheel drive shift boot and housing. Check the operation of the 4 wheel drive shift lever. If the shift lever does not properly engage in all 4-wheel drive ranges, the floorboard may need to be notched according to the diagram. Notch the floorboard as necessary. If you do not want to notch the floorboard, you can remove the shift lever from the vehicle, heat and bend it to allow for proper engagement in all 4-wheel drive ranges. Reinstall the shift boot and housing.



22. **Manual transmission only.** Check the

operation of the transmission shift lever. If the transmission shift lever will not fully engage in all gears, remove the shift boot and housing. Check the shift lever operations again. Note where the shift lever contacts the floor. Notch the floorboard to allow for proper engagement in all gears. If you do not want to notch the floorboard, you may remove the shift lever from the vehicle, heat the shift lever and bend it so it will engage completely in all gears. Reinstall the shift boot and housing. If the vehicle is equipped with a cable-operated clutch, check to see that the cable is not binding and that the extension that was installed earlier is not binding. Adjust the cable until the original amount of free travel has returned to the clutch pedal. Be sure that there is ample clearance for the cable at the floorboard.

23. The radiator and fan shroud will be 3 inches higher. Consequently, the bottom of the fan shroud must be notched to allow for fan clearance. Notch the bottom of the fan shroud enough to allow the fan to clear without the possibility of contact between the two pieces. Reinstall the radiator and the fan shroud in the vehicle. Reconnect both radiator hoses and transmission cooling lines to the radiator. Tighten securely. Be sure that the fan does not contact the fan shroud. Install the top cover on the radiator. Tighten securely. Refill the radiator with the coolant that was drained earlier. It may not be possible to completely tilt the cooling system until the vehicle has been started.



24. Reinstall the front bumper. Because the front bumper is mounted directly over the frame horns, it is not possible to raise the front bumper. On some models it may be possible to adjust the

bumper up slightly. Reinstall the front bumper to the stock locations using the stock hardware.

25. **4.3 Liter engine only.** Double check the lines running from the engine to the remote oil filter. Be sure that there is ample slack in the lines.

26. Reconnect both battery cables. Be sure to connect the positive cable first, then the negative cable.

27. With the radiator cap removed, start the engine. Check fan-to-fan shroud clearance. Allow the vehicle to reach normal operating temperature. Top off the coolant level and install the radiator cap. Check the automatic transmission fluid level. Top off as necessary.

28. If the vehicle is equipped with a two-piece steering shaft, check to be sure that the steering did extend. Check the steering operation. Be sure that there is no binding. If there is a bind, it may be necessary to remove the steering column from the vehicle according to step #9. Notch the floorboard down and to the left approximately 3/4". Drill new mounting holes at the firewall and reinstall the steering column in the vehicle.

29. Double-check the vehicle. Check the steering again. Check fan-to-fan shroud clearance. Check again for any wires, hoses, cables, etc. that may be binding. Check clutch operation. Check brake light and turn signal operation. Test drive in all gears and 4 wheel drive ranges.

30. Place the vehicle warning sticker on the dash panel in plain sight of all vehicle occupants.

31. Double-check all mounting hardware in 500 miles, and as part of your regular maintenance schedule.

E. Parts List

Kit# 533 3" Parts List	
Quantity	Description
12 (Pick-up only)	3" large spacer blocks
10 (mini-Blazer)	3" large spacers
2 (Pick-up only)	3" small spacers
6 (Std. cab)	12mm x 160mm bolts
8 (extra. cab)	12mm x 160mm bolts
10 (mini-Blazer)	12mm x 160mm bolts
8 (pick-up only)	10mm x 100mm bolts
6 (Std. cab)	7/16" large washers
8 (Extra. cab)	7/16" large washers
10 (mini-Blazer)	7/16" washers
8 (pick-up only)	3/8" washers
1	shift extension pin
2	1/2" fine thread nuts
2	8mm x 50mm bolts
2	1 1/2" spacer tubes
2	5/16" x 1 3/4"
16	5/16" washers
2	5/16" nylock nuts
2	steering column relocating brackets
1	clutch cable extension
1	1/4" washer
1	1/4" nylock nut
1	fuel filler extension
2	#36 hose clamp

Kit# 532 2" Parts List	
Quantity	Description
12 (Pick-up only)	2" large spacer blocks
10 (mini-Blazer)	2" large spacers
2 (Pick-up only)	2" small spacers
6 (Std. cab)	12mm x 140mm bolts
8 (extra. cab)	12mm x 140mm bolts
10 (mini-Blazer)	12mm x 140mm bolts
8 (pick-up only)	10mm x 80mm bolts
6 (Std. cab)	7/16" large washers
8 (Extra. cab)	7/16" large washers
10 (mini-Blazer)	7/16" washers
8 (pick-up only)	3/8" washers
1	shift extension pin
2	1/2" fine thread nuts
2	8mm x 50mm bolts
2	1 1/2" spacer tubes
2	5/16" x 1 3/4"
16	5/16" washers
2	5/16" nylock nuts
2	steering column relocating brackets
1	clutch cable extension
1	1/4" washer
1	1/4" nylock nut
1	fuel filler extension
2	#36 hose clamp

Kit# 543 3" Parts List	
Quantity	Description
12 (Pick-up only)	3" large spacer blocks
10 (mini-Blazer)	3" large spacers
2 (Pick-up only)	3" small spacers
6 (Std. cab)	12mm x 160mm bolts
8 (extra. cab)	12mm x 160mm bolts
10 (mini-Blazer)	12mm x 160mm bolts
8 (pick-up only)	10mm x 100mm bolts
6 (Std. cab)	7/16" large washers
8 (Extra. cab)	7/16" large washers
10 (mini-Blazer)	7/16" washers
8 (pick-up only)	3/8" washers
1	shift extension pin
2	1/2" fine thread nuts
2	8mm x 50mm bolts
2	1 1/2" spacer tubes
2	5/16" x 1 3/4"
16	5/16" washers
2	5/16" nylock nuts
2	steering column relocating brackets
1	clutch cable extension
1	1/4" washer
1	1/4" nylock nut
1	fuel filler extension
2	#36 hose clamp

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6 (Std. cab)	7/16" large washers
8 (Extra. cab)	7/16" large washers
10 (mini-Blazer)	7/16" washers
8 (pick-up only)	3/8" washers
1	shift extension pin
2	1/2" fine thread nuts
2	8mm x 50mm bolts
2	1 1/2" spacer tubes
2	5/16" x 1 3/4"
16	5/16" washers
2	5/16" nylock nuts
2	steering column relocating brackets
1	clutch cable extension
1	1/4" washer
1	1/4" nylock nut
1	fuel filler extension
2	#36 hose clamp