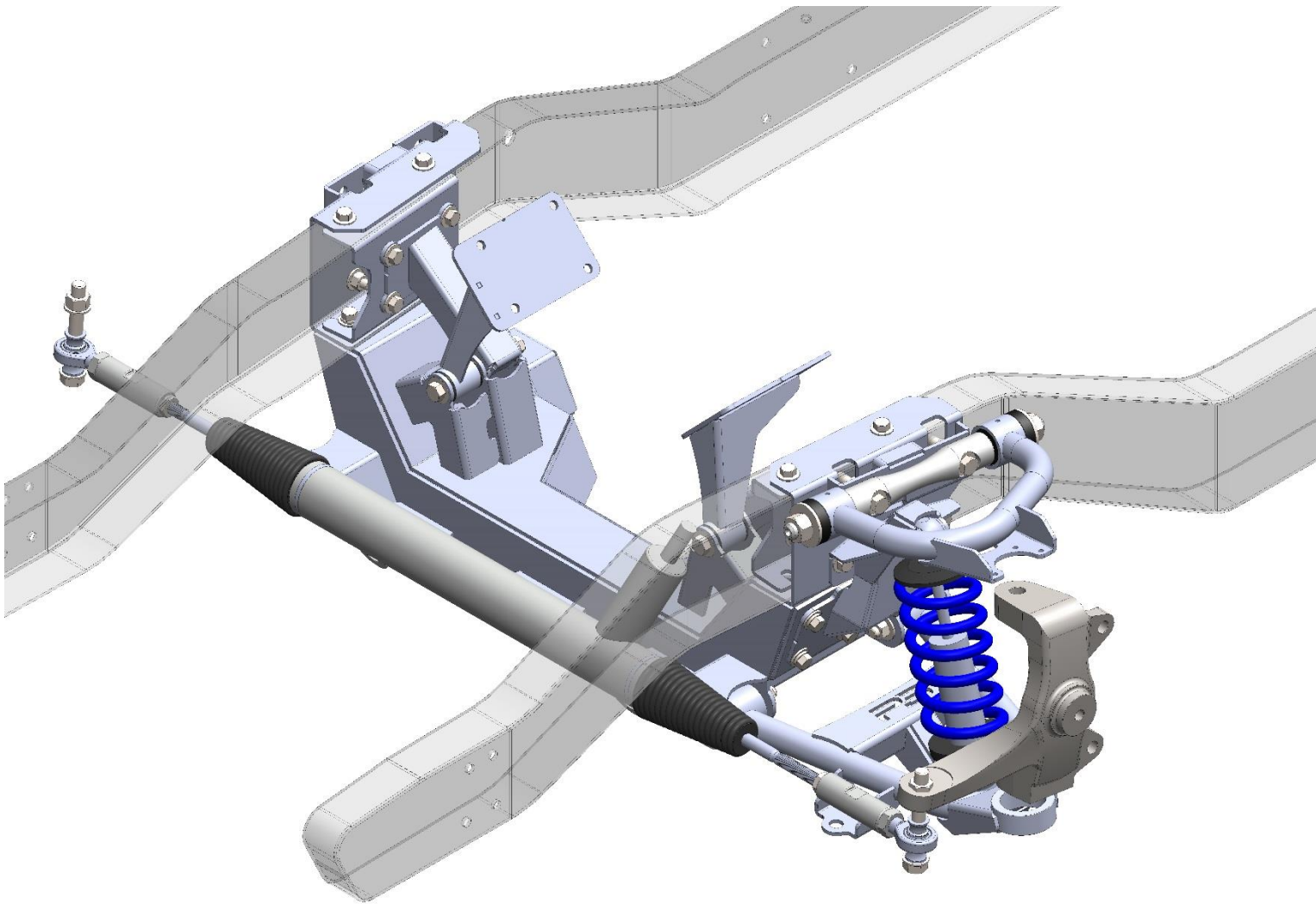


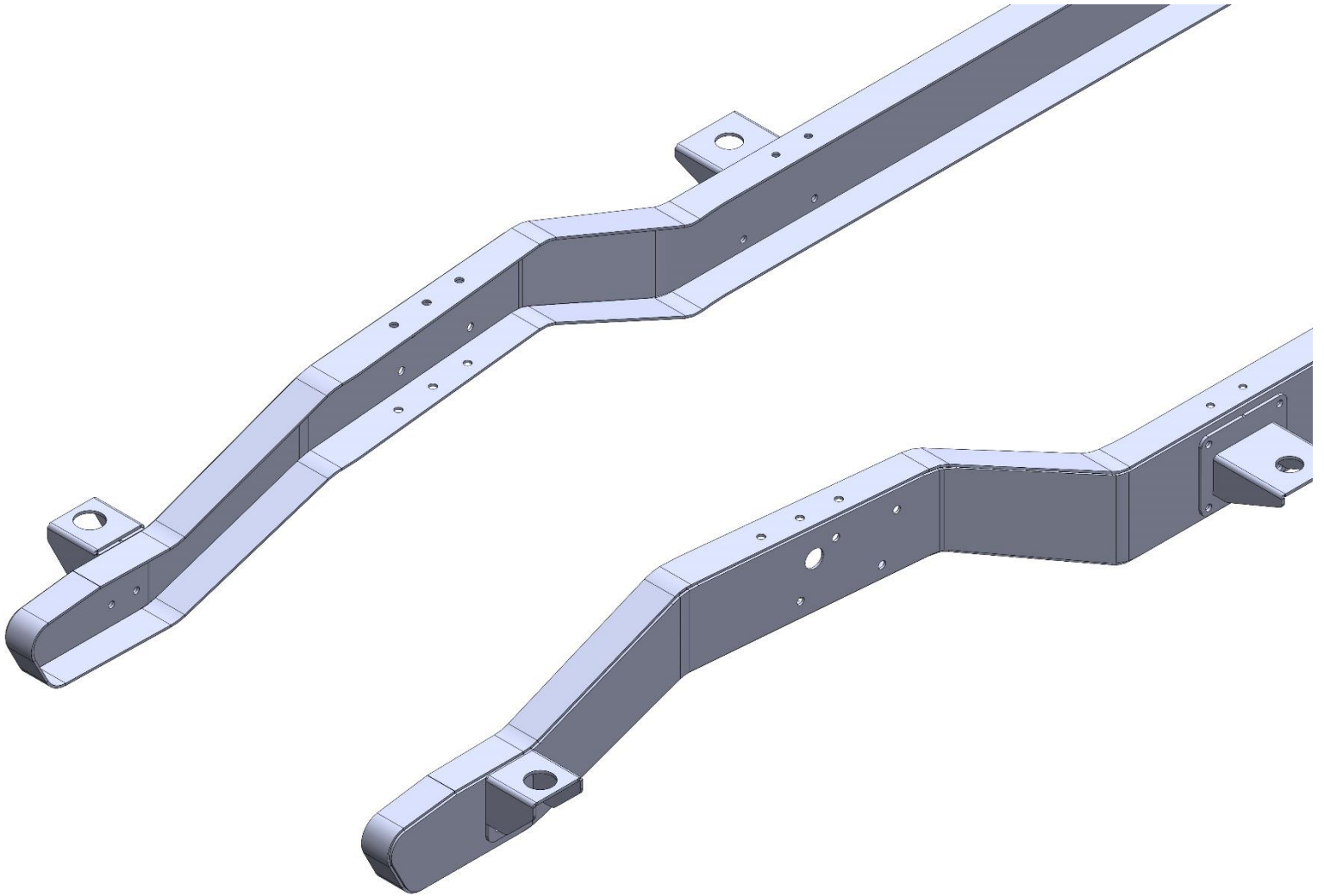
PBFAB DROPMEMBER V7

LEVEL 1 COILOVER

INSTALLATION GUIDE

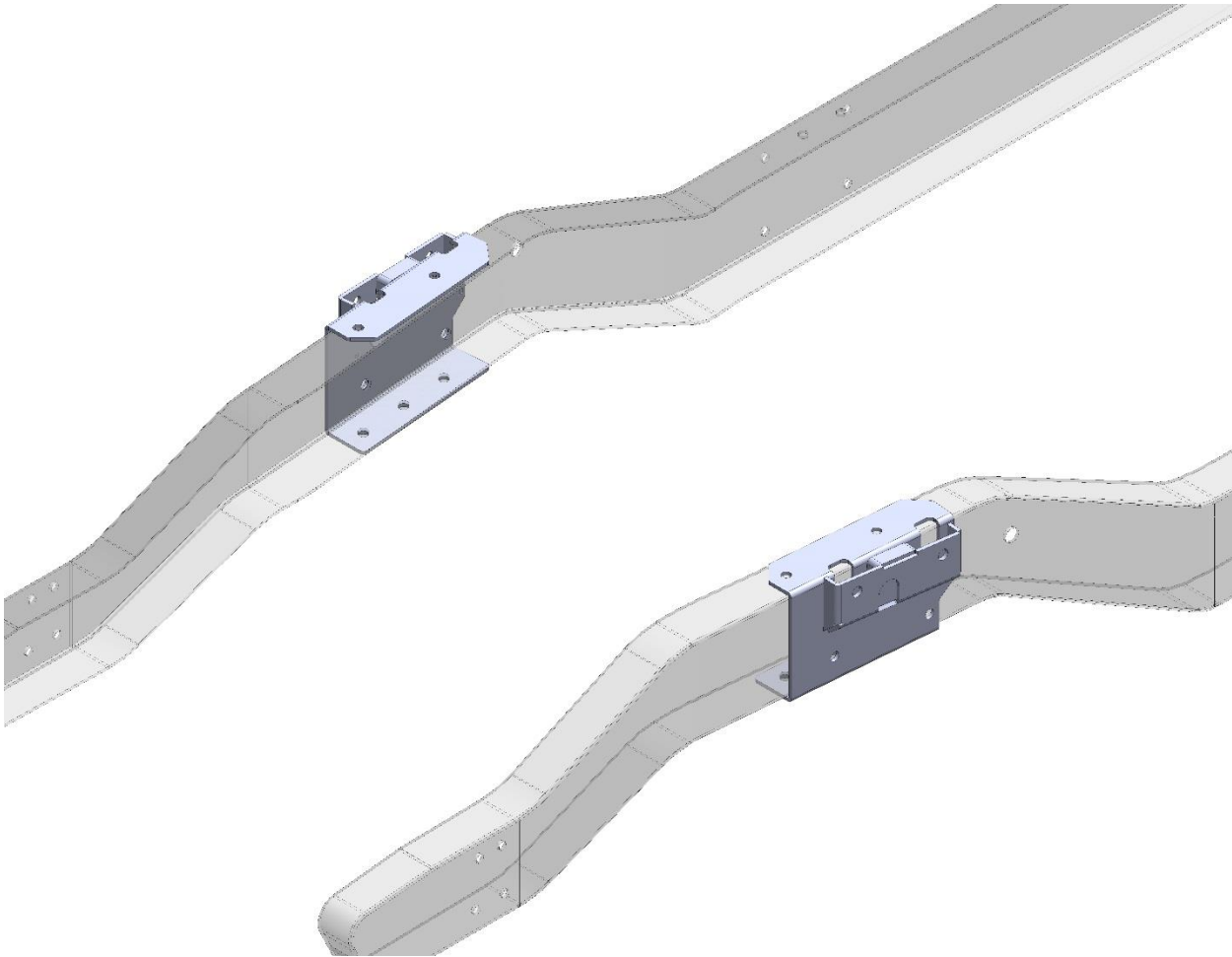


STEP 1: REMOVAL OF FACTORY SUSPENSION/STEERING
COMPONENTS



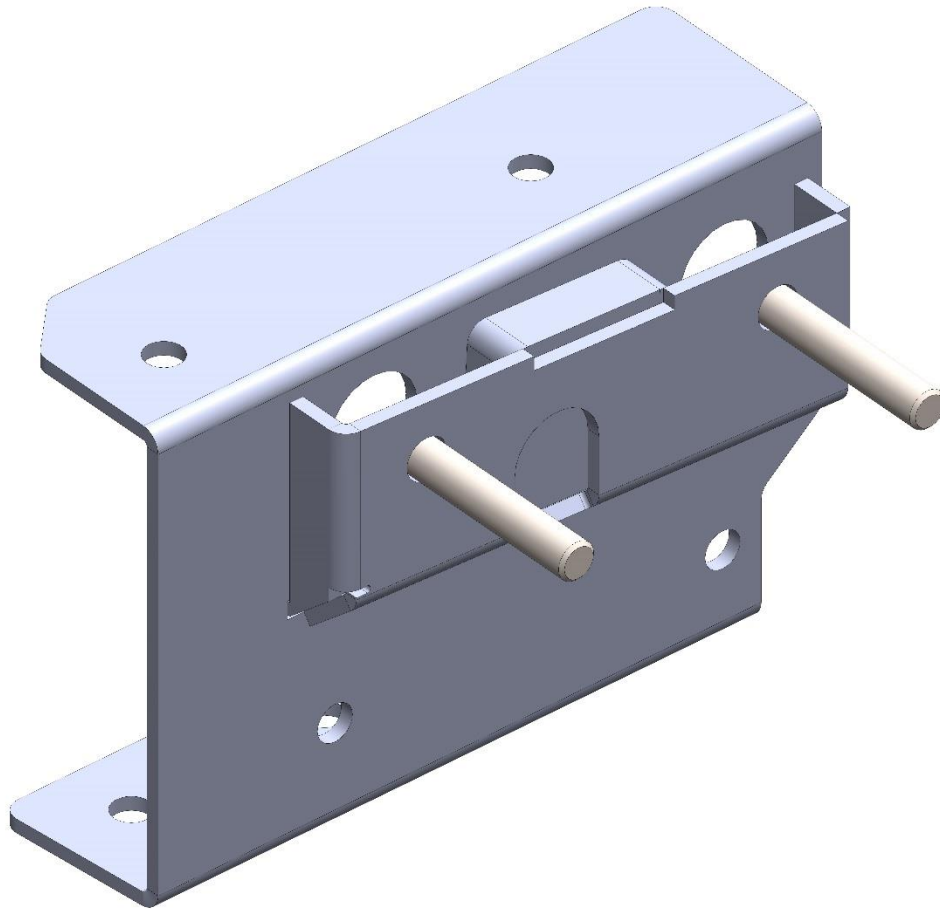
-REMOVE FACTORY FRONT SUSPENSION AND STEERING COMPONENTS.

STEP 2: UPPER HAT INSTALLATION



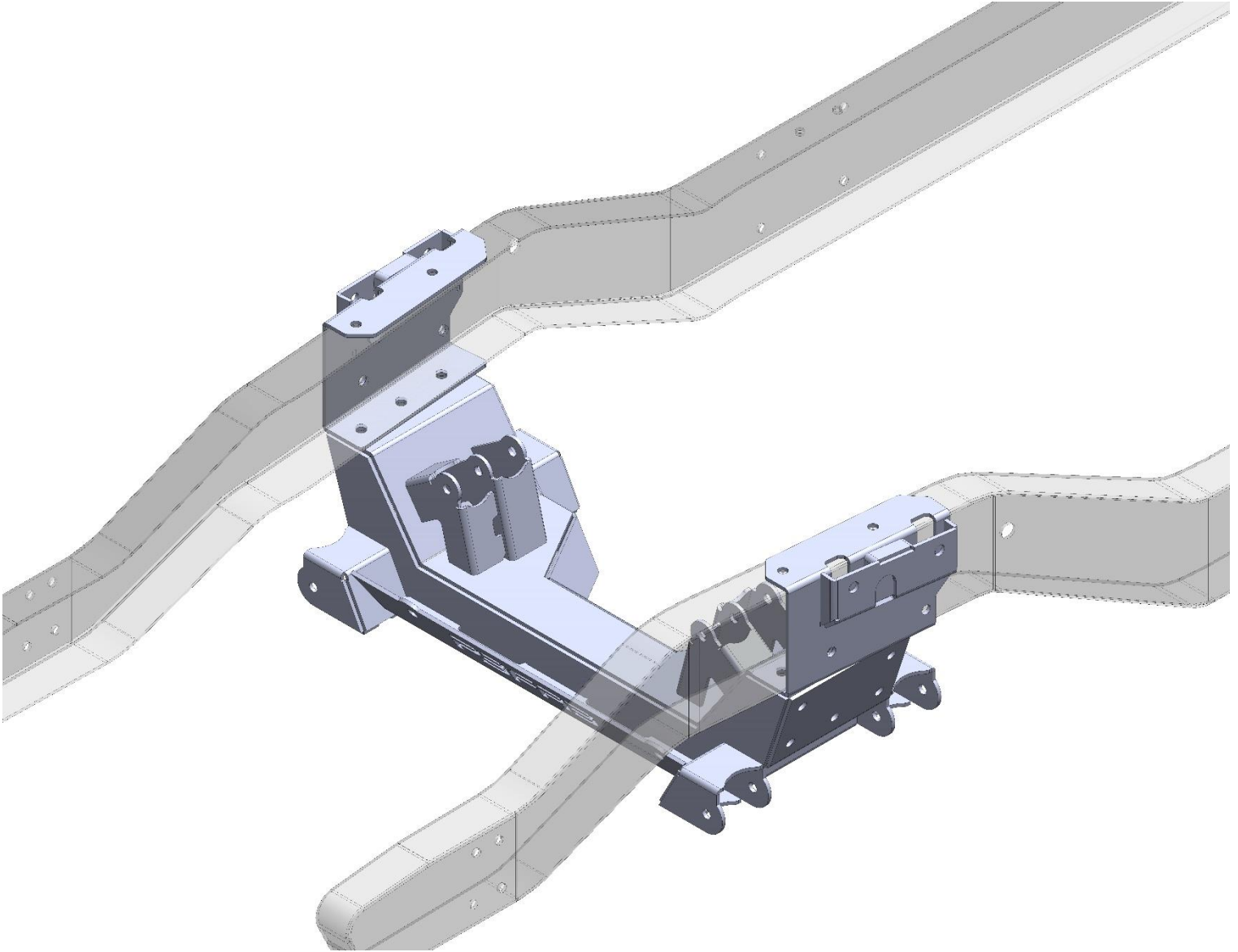
- SLIDE DRIVER AND PASSENGER SIDE UPPER HATS OVER FACTORY FRAME RAILS.
- FACTORY CROSS-MEMBER MOUNTING HOLES IN SIDE BOTTOM OF FRAME WILL ALIGN WITH MOUNTING HOLES IN UPPER HATS.
- IT MAY BE NECESSARY TO ENLARGE MOUNTING HOLES IN FACTORY FRAME-RAILS.
- IT MAY BE NECESSARY TO DRILL ADDITIONAL MOUNTING HOLES, USING UPPER HAT BRACKET AS TEMPLATE.
- DO NOT INSTALL MOUNTING HARDWARE AT THIS TIME.

STEP 2: UPPER HAT INSTALLATION



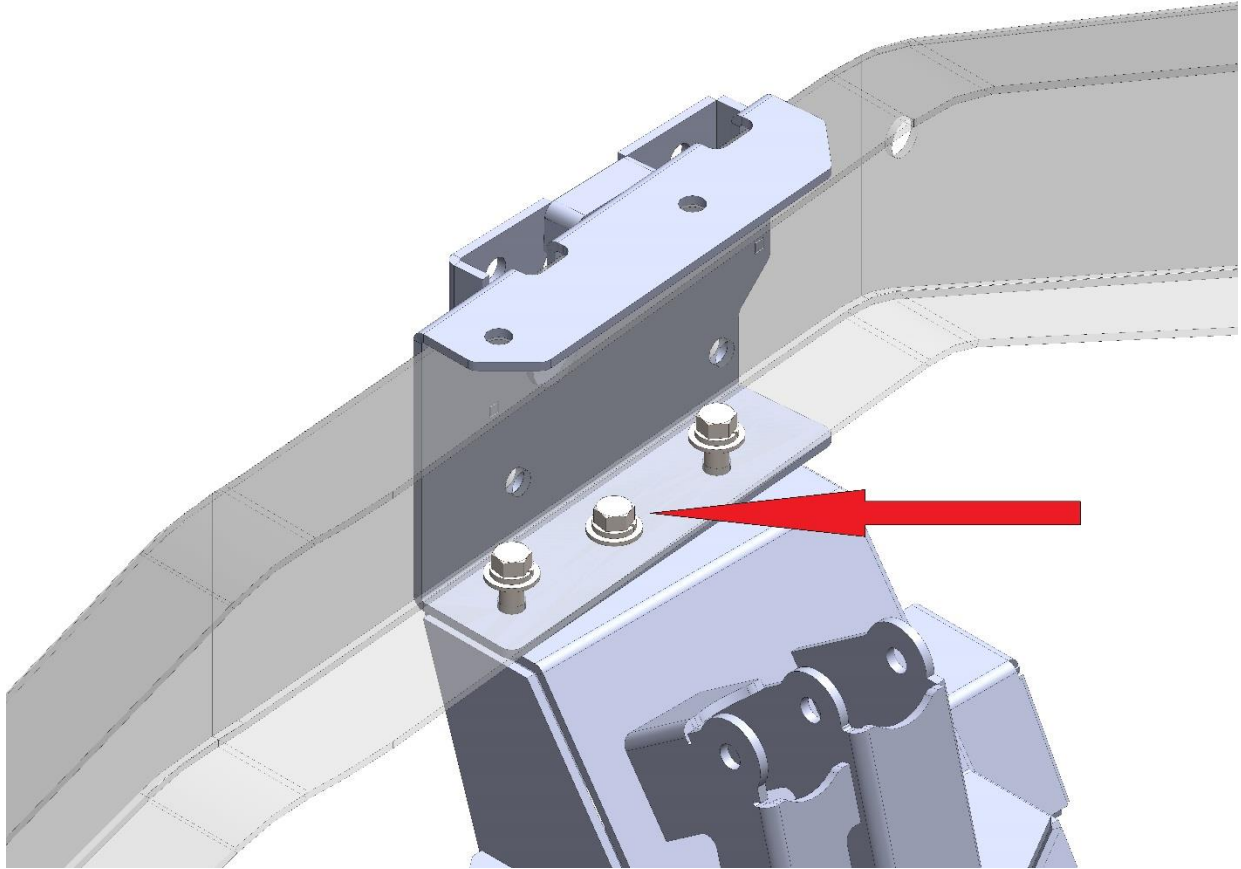
***** MAKE SURE TO INSTALL UPPER CONTROL ARM MOUNTING BOLTS BEFORE INSTALLING UPPER HATS ON FRAME RAILS*****

STEP 3: DROPMEMBER MAIN CROSS-MEMBER INSTALLATION



- INSTALL DROPMEMBER MAIN CROSS-MEMBER ASSEMBLY.
 - DROPMEMBER TO FRAME MOUNTING HOLES WILL ALIGN WITH FACTORY CROSS-MEMBER TO FRAME MOUNTING HOLES.
 - IT MAY BE NECESSARY TO SLIGHTLY ENLARGE FACTORY CROSS-MEMBER TO FRAME MOUNTING HOLES FOR AN EASIER INSTALLATION.
- ***CONTINUED ON NEXT PAGE***

STEP 3.1: DROPMEMBER MAIN CROSS-MEMBER ASSEMBLY INSTALLATION CONTINUED



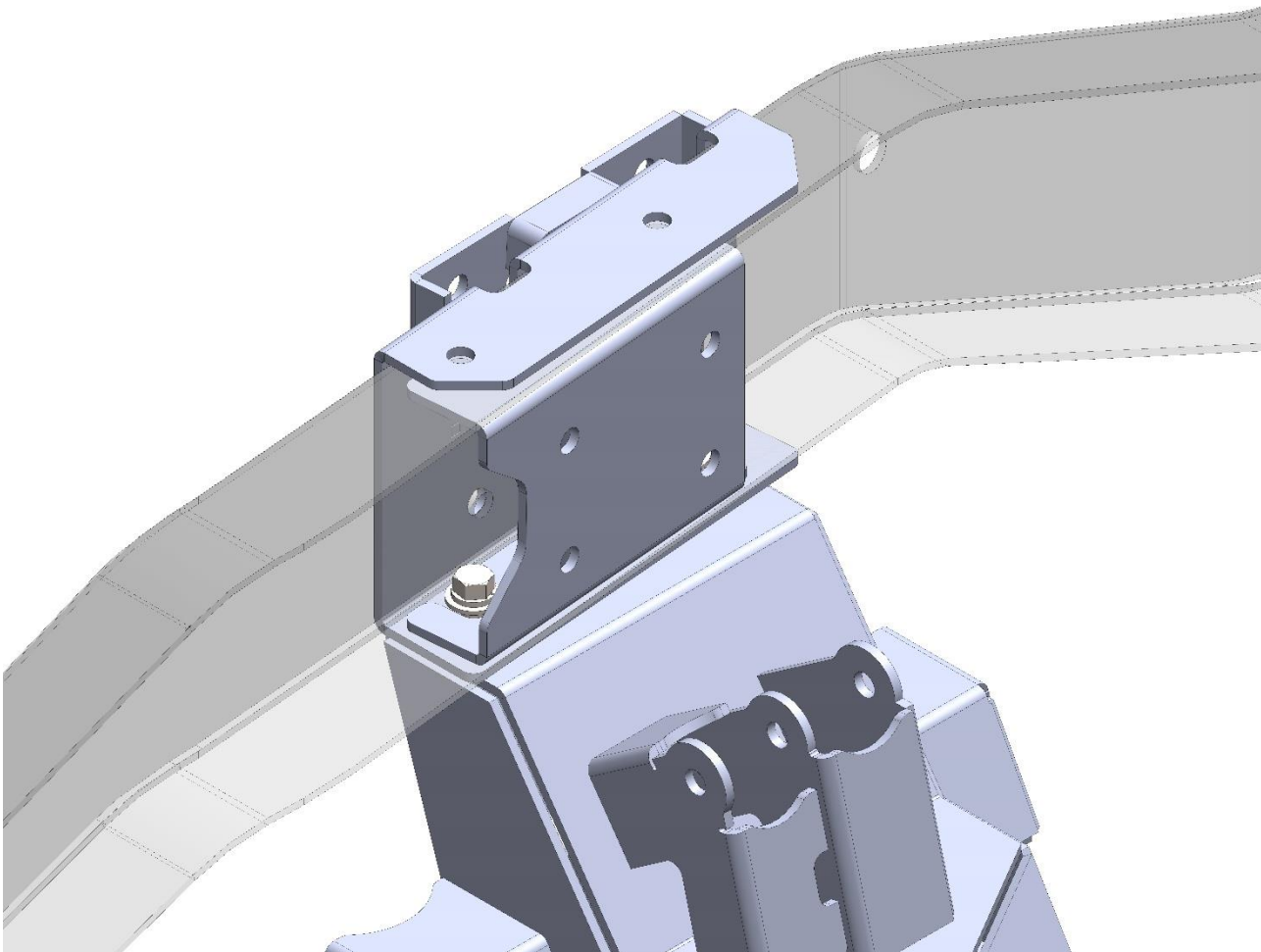
-INSTALL SUPPLIED 7/16 X 1.25" GRADE 8 BOLTS WITH LOCK WASHER AND FLAT WASHER IN MIDDLE MOUNTING HOLE. (INDICATED BY RED ARROW)

-INSTALL 7/16 X 1.5" GRADE 8 BOLTS WITH LOCKWASHER AND FLAT WASHER IN FRONT AND REAR MOUNTING HOLES AS PICTURED.

-AFTER ALL HARDWARE HAS BEEN STARTED, FULLY TIGHTEN MIDDLE MOUNTING BOLTS *****MAKE SURE UPPER HAT SITS FLUSH AGAINST OUTSIDE OF FRAME WHILE TIGHTENING*****

-LEAVE FRONT AND REAR MOUTNING BOLTS STARTED, DO NOT YET TIGHTEN.

STEP 4: INNER TRUSS INSTALLATION

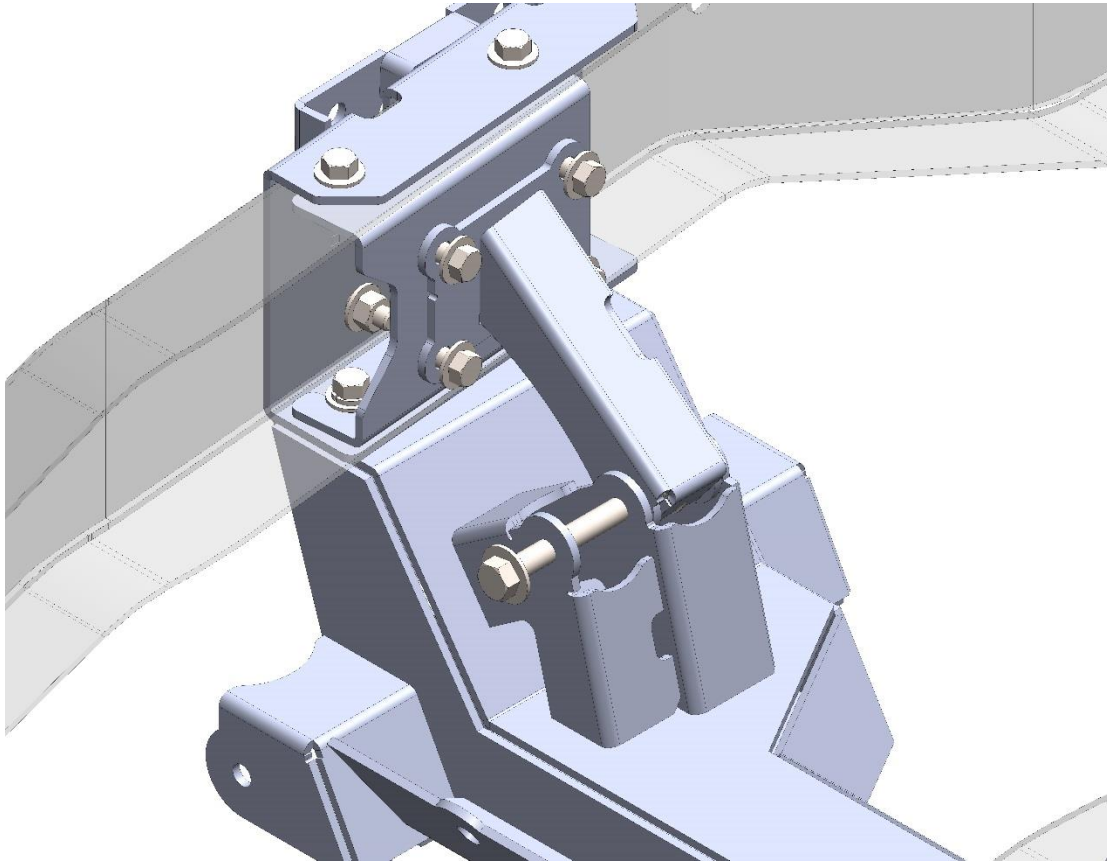


-SLIDE INNER TRUSS FRAME SUPPORT C-CHANNEL INTO FRAME.

-HOLD THE WASHERS ON THE FRONT AND REAR DROPMEMBER MOUNTING BOLTS UP SO THAT THE C-CHANNEL CAN SLIDE INTO PLACE.

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STEP 4.1: INNER TRUSS INSTALLATION CONTINUED



-INSTALL INNER TRUSS SUPPORT STRUT

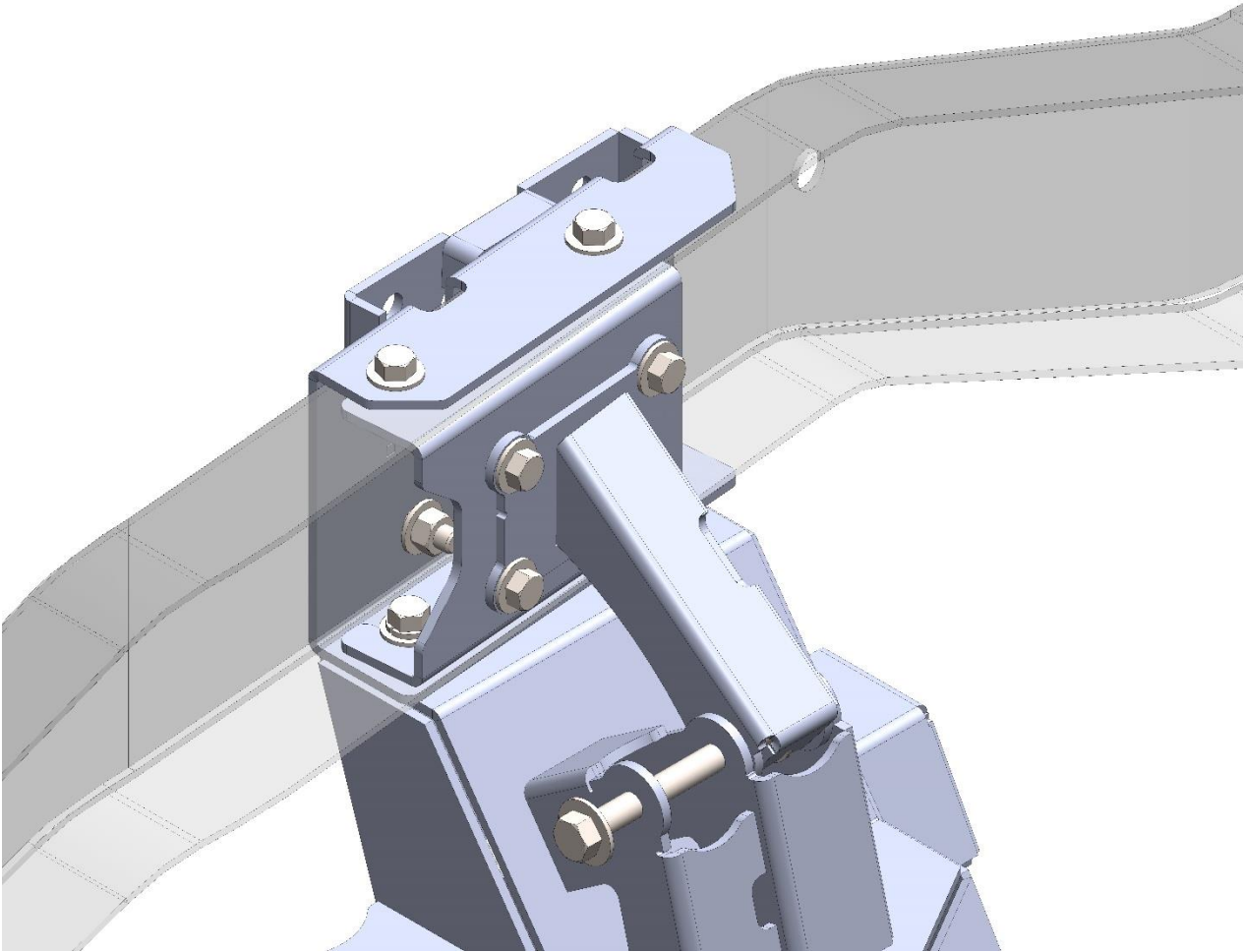
-INSTALL 7/16 X 1.25" GRADE 8 BOLTS WITH FLAT WASHERS AND NYLOC NUTS IN UPPER HATS. *****DO NOT YET FULLY TIGHTEN*****

- INSTALL 7/16 X 1.25" GRADE 8 BOLTS WITH FLAT WASHERS AND NYLOC NUTS IN INNER TRUSS SUPPORT. *****DO NOT YET FULLY TIGHTEN*****

-INSTALL 1/2 X 5" GRADE 8 BOLTS WITH FLAT WASHERS AND NYLOC NUTS IN INNER TRUSS SUPPORT STRUT TO DROP MEMBER MOUNTING TABS. *****DO NOT YET FULLY TIGHTEN*****

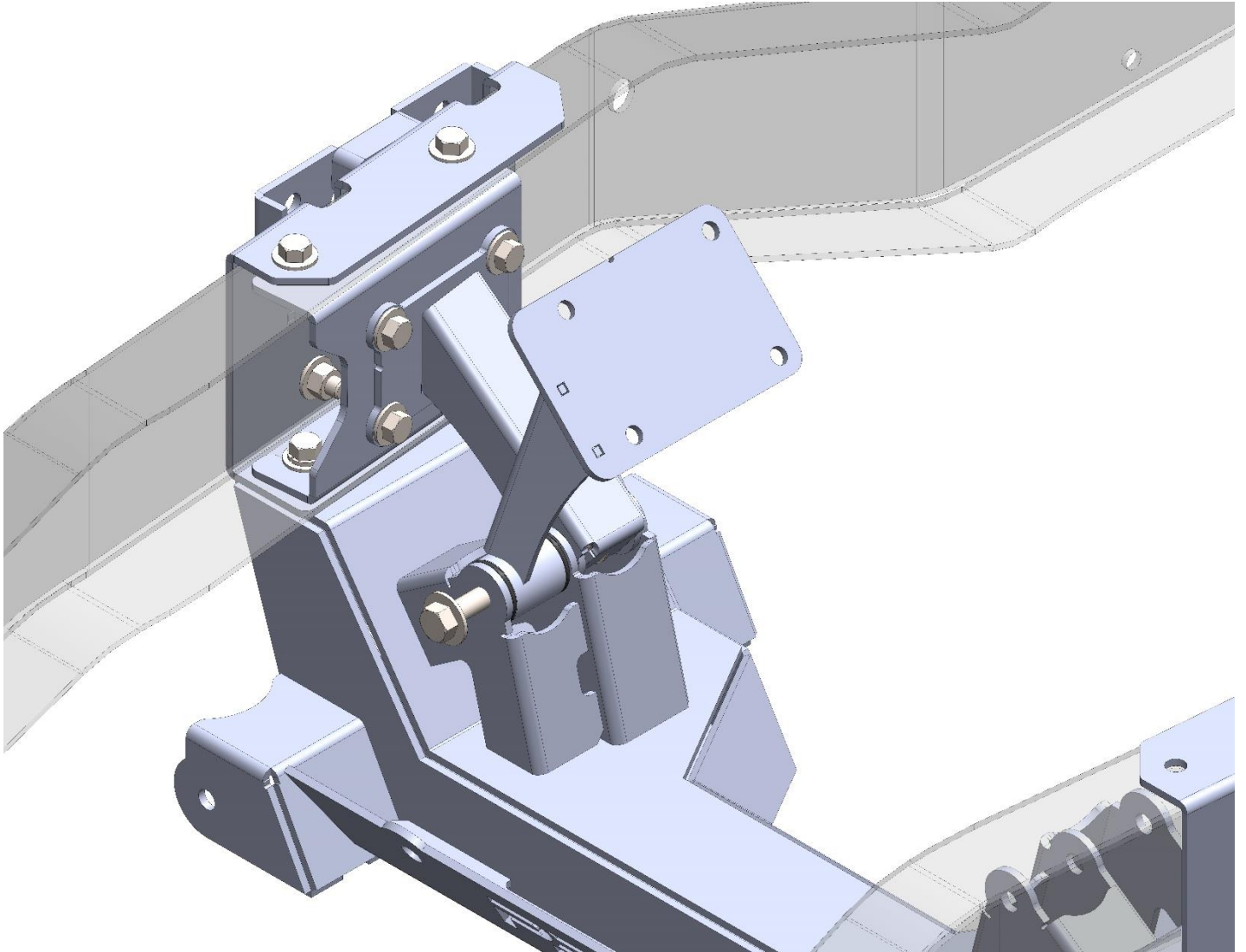
*****CONTINUED ON NEXT PAGE*****

STEP 4.2: INNER TRUSS INSTALLATION CONTINUED



- FULLY TIGHTEN INNER TRUSS STRUT TO INNER TRUSS C-CHANNEL MOUNTING HARDWARE.
- FULLY TIGHTEN ALL UPPER HAT MOUNTING HARDWARE.
- FULLY TIGHTEN FRONT AND REAR DROPMEMBER MOUNTING HARDWARE.
- DO NOT YET TIGHTEN 1/2 X 5" BOLT.

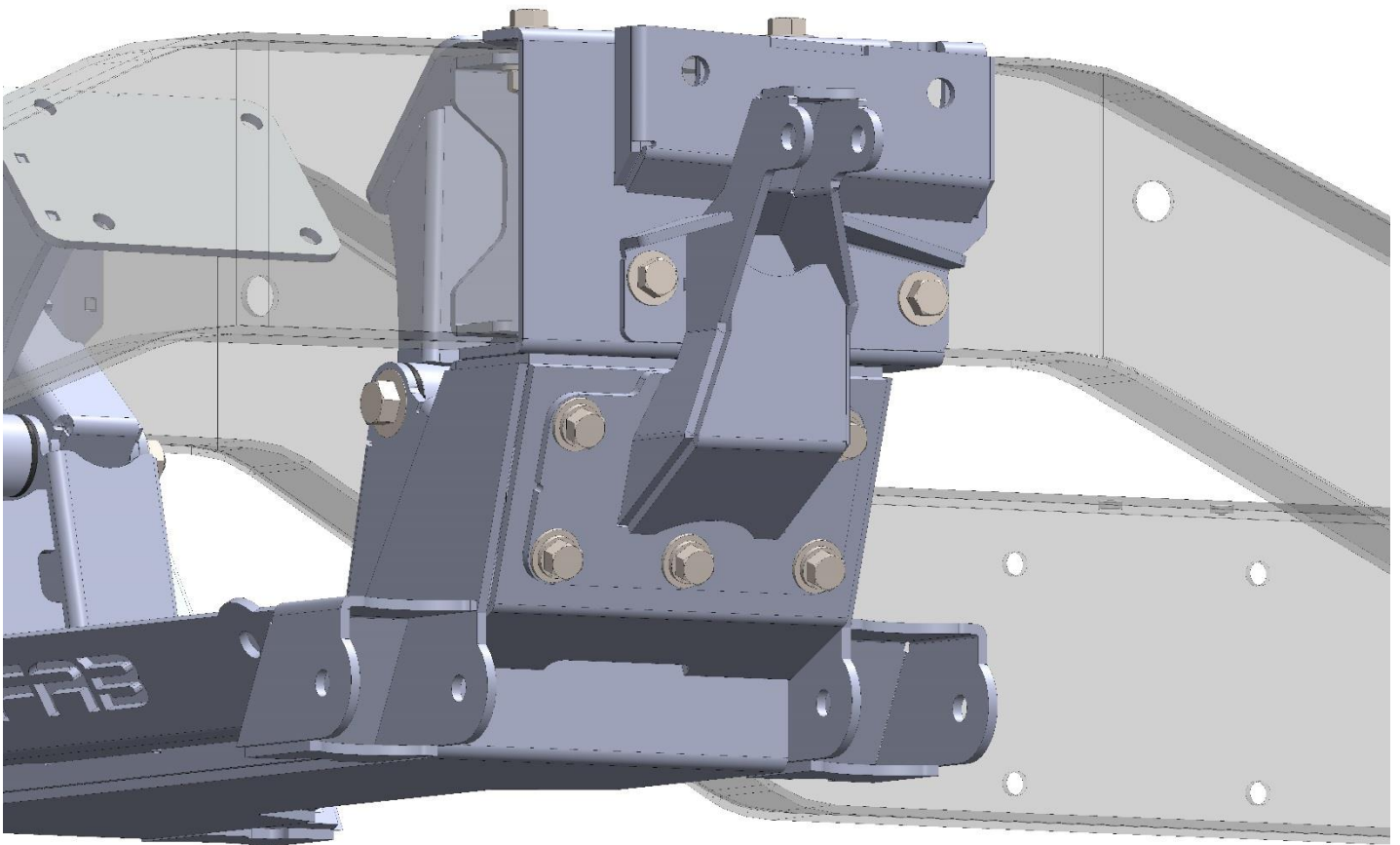
STEP 5: MOTOR MOUNT INSTALLATION



-INSTALL MOTOR MOUNT PERCHES (GEN3 MOUNT SHOWN)

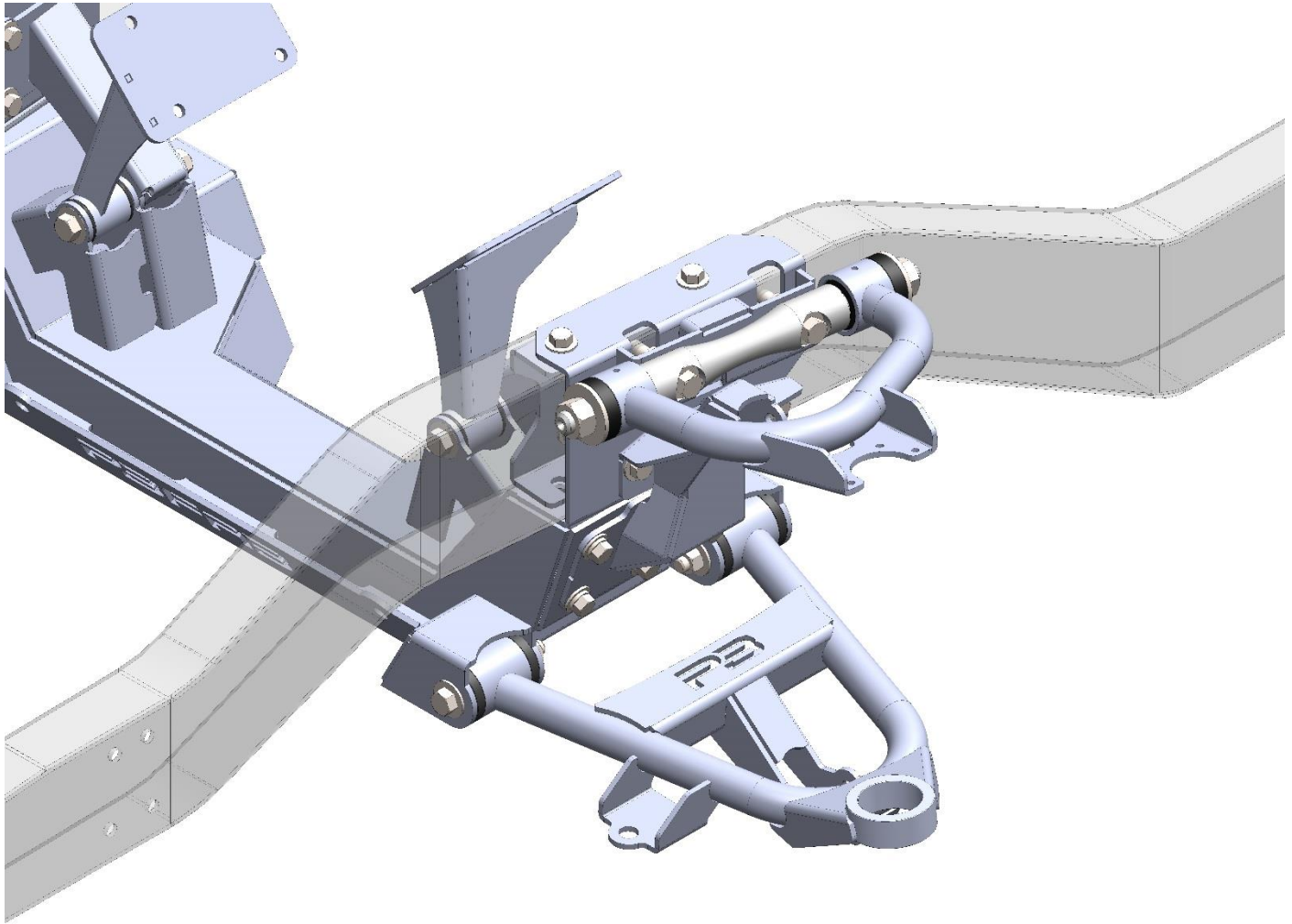
-LEAVE 1/2 X 5" GRADE 8 BOLT LOOSE UNTIL MOTOR INSTALLATION.

STEP 6: UPPER COIL OVER MOUNT INSTALLATION



-INSTALL UPPER COIL OVER MOUNTING BRACKETS USING 7/16 X 1.25 GRADE 8 BOLTS WITH SUPPLIED LOCKWASHERS AND FLATWASHERS.

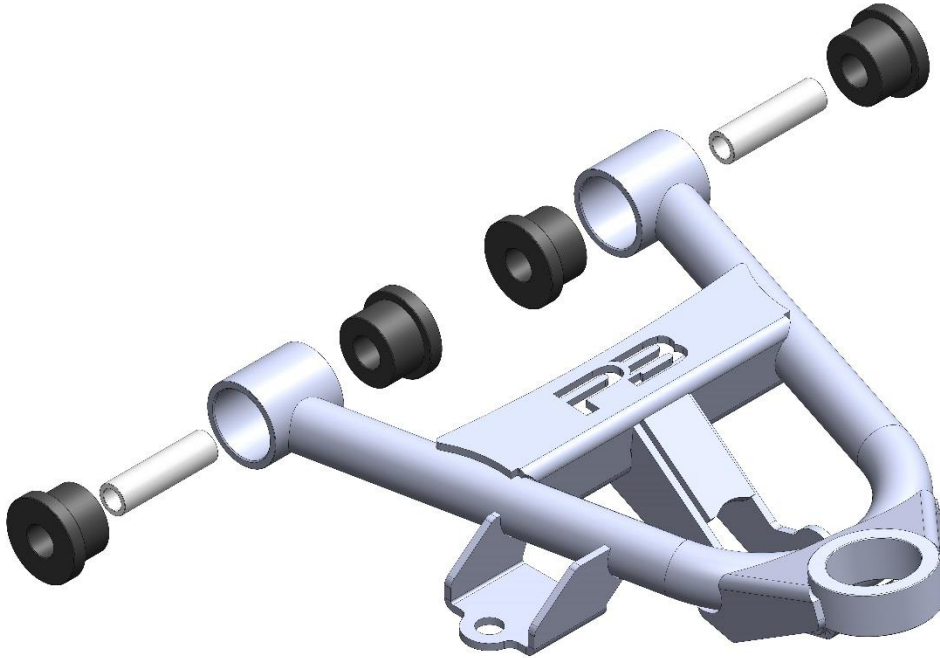
STEP 7: CONTROL ARM INSTALLATION



*****MAKE SURE TO FOLLOW CONTROL ARM INSTALLATION INSTRUCTIONS CLOSELY TO ENSURE PROPER INSTALLATION*****

*****CONTINUED ON NEXT PAGE*****

STEP 7.1: CONTROL ARM INSTALLATION CONTINUED

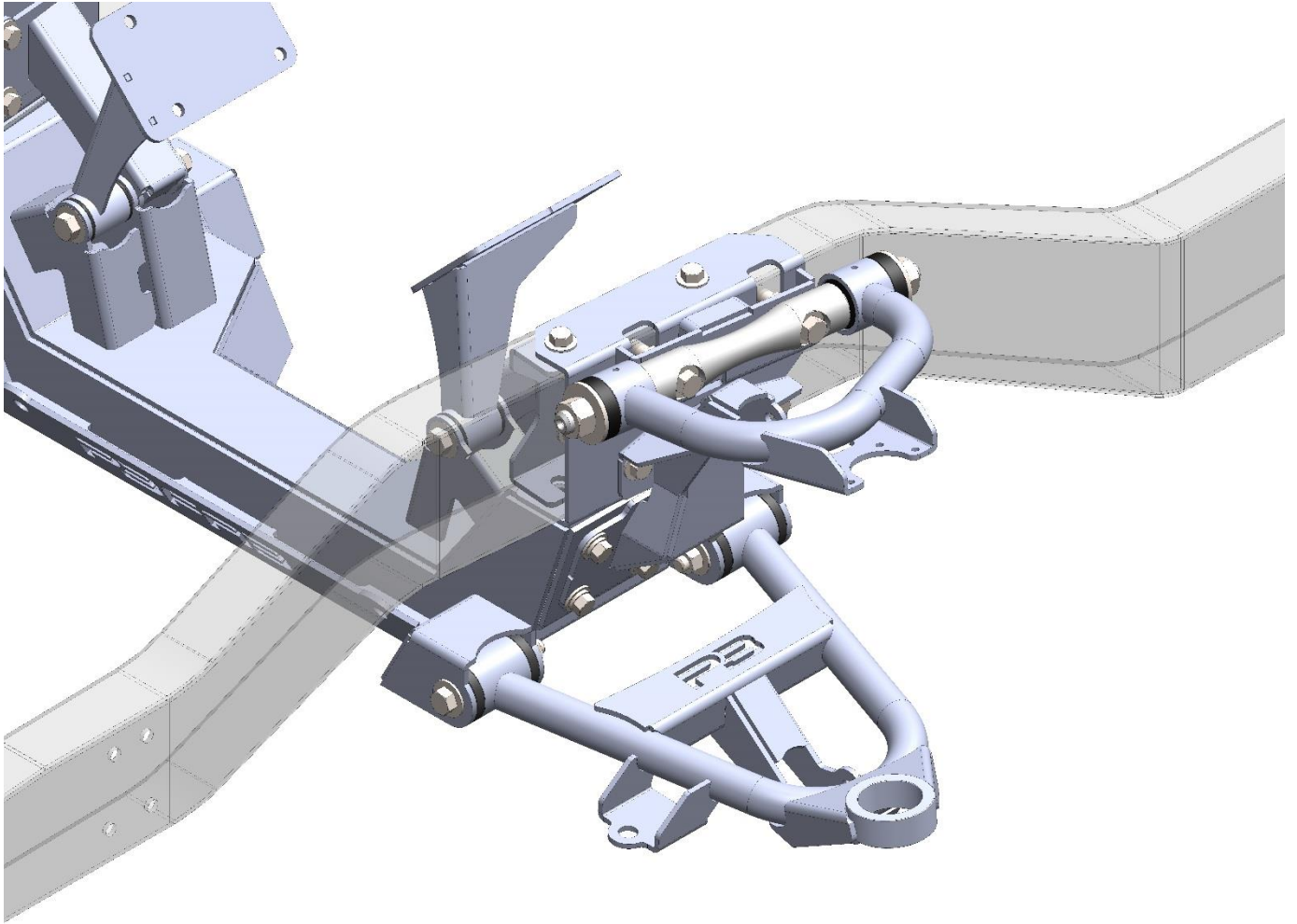


-USE DIAGRAM TO INSTALL DELRIN BUSHINGS AND DELRIN BUSHING CRUSH TUBES IN LOWER CONTROL ARM. ***DRIVER SIDE ARM SHOWN IN IMAGE***

-USE A TEFLON BASED HI-TEMP SYNTHETIC GREASE TO LUBRICATE BUSHINGS FOR INSTALLATION.

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STEP 7.2: CONTROL ARM INSTALLATION CONTINUED

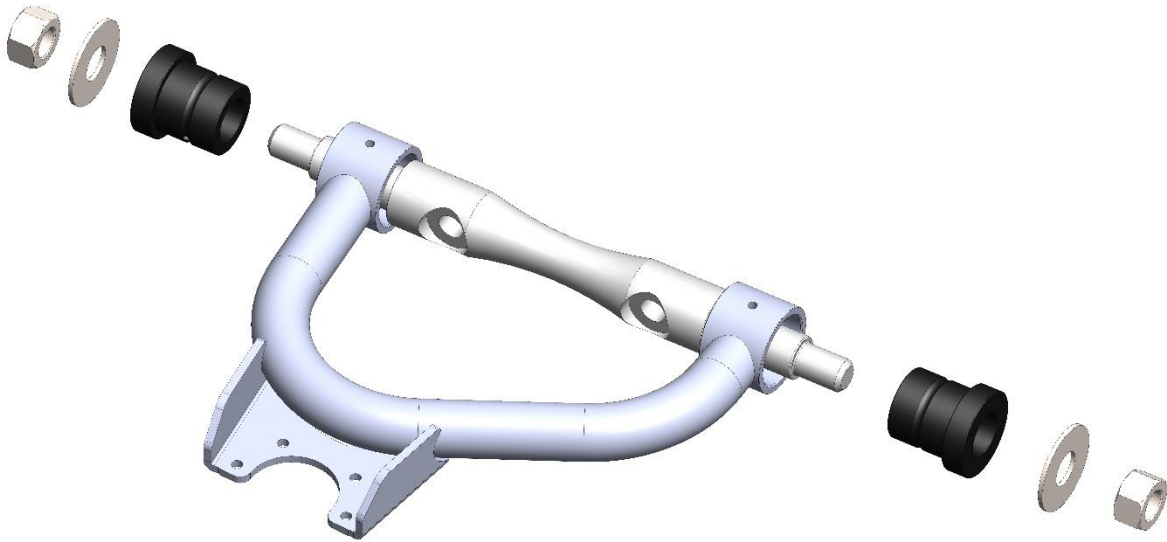


-USE SUPPLIED 1/2 X 4" GRADE 8 BOLT WITH FLAT WASHERS AND NYLOC NUT TO ATTACH LOWER CONTROL ARM TO DROPMEMBER.

DO NOT YET FULLY TIGHTEN

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STEP 7.3: CONTROL ARM INSTALLATION CONTINUED



-USE DIAGRAM TO INSTALL DELRIN BUSHINGS IN UPPER CONTROL ARM. ***DRIVER SIDE ARM SHOWN IN IMAGE***

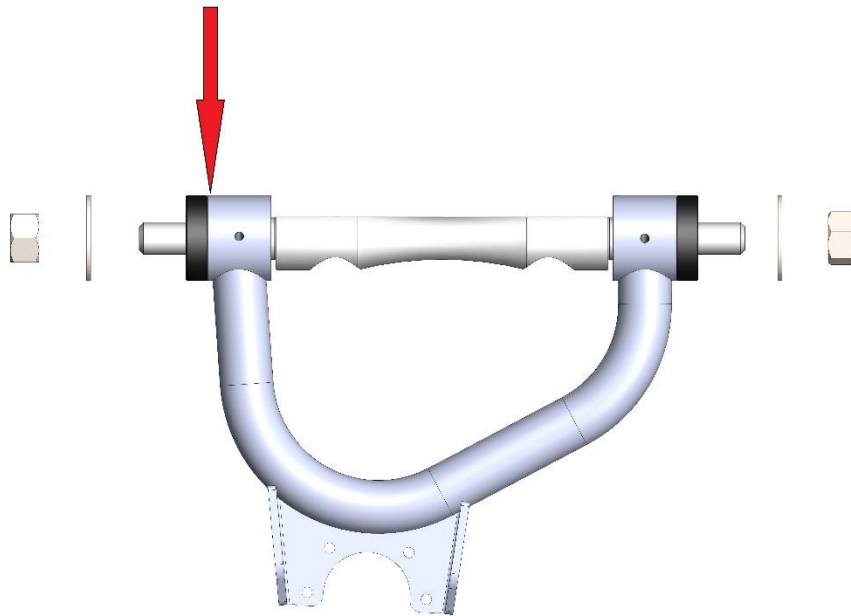
-USE A TEFLON BASED HI-TEMP SYNTHETIC GREASE TO LUBRICATE BUSHINGS FOR INSTALLATION.

*****DO NOT YET TIGHTEN ANY HARDWARE*****

*****CONTINUED ON NEXT PAGE*****

STEP 7.4: CONTROL ARM INSTALLATION GUIDE CONTINUED

The upper control arm bushing must be fully seated against the machined surface of the pivot tube BEFORE tightening the nyloc nut. DO NOT use the washer and nyloc nut to press the bushing into place. This can bind and break the bushing.



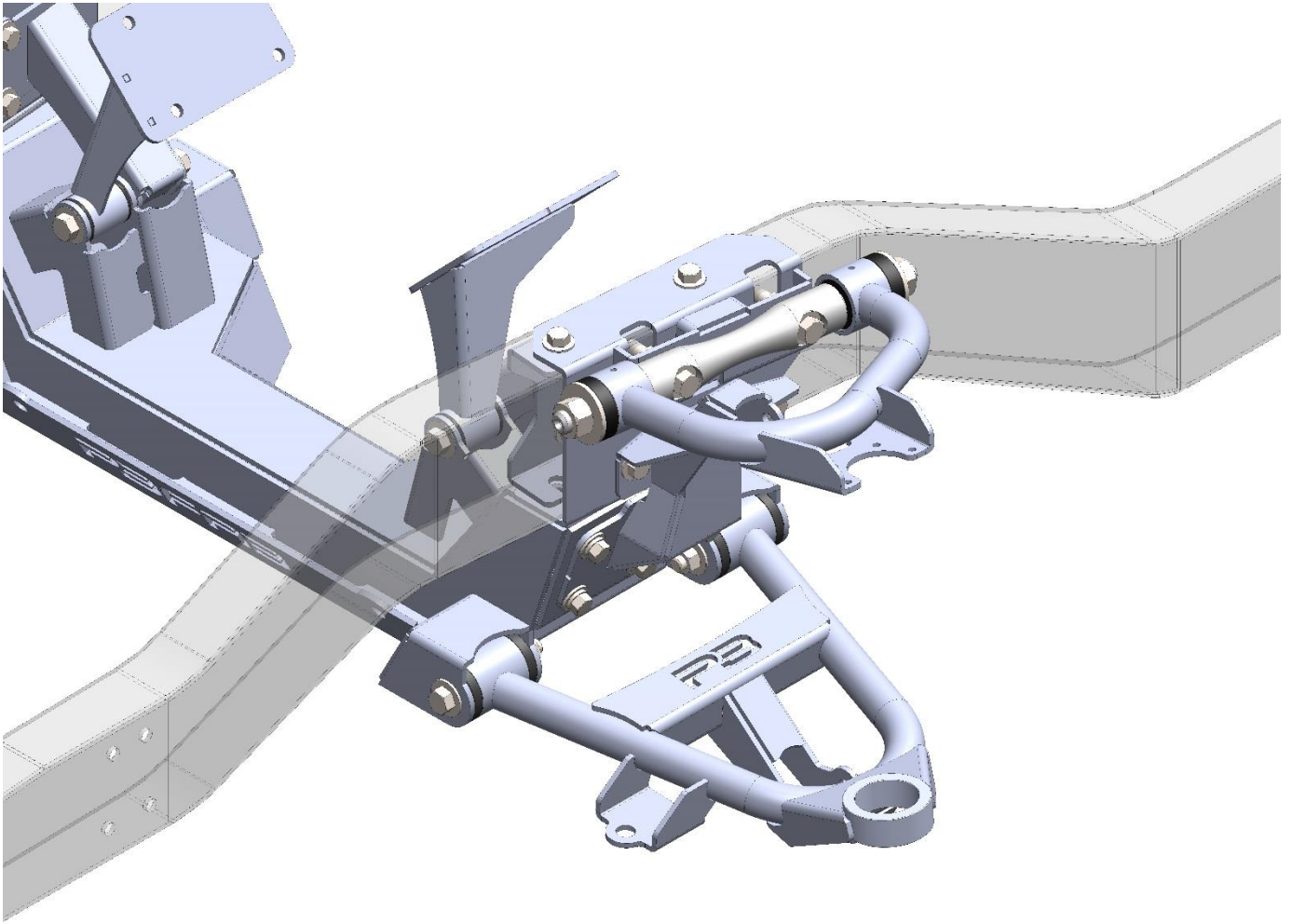
Once the bushing is fully seated, tighten the nyloc nut until the washer bottoms out against the machined shoulder on the cross-shaft. Then tighten 1/4 turn.

(DRIVER SIDE CONTROL ARM SHOWN)

-FOLLOW DIAGRAM CLOSELY TO ENSURE PROPER BUSHING INSTALLATION. FAILURE TO FOLLOW RECOMMENDATIONS MAY VOID ANY WARRANTY.

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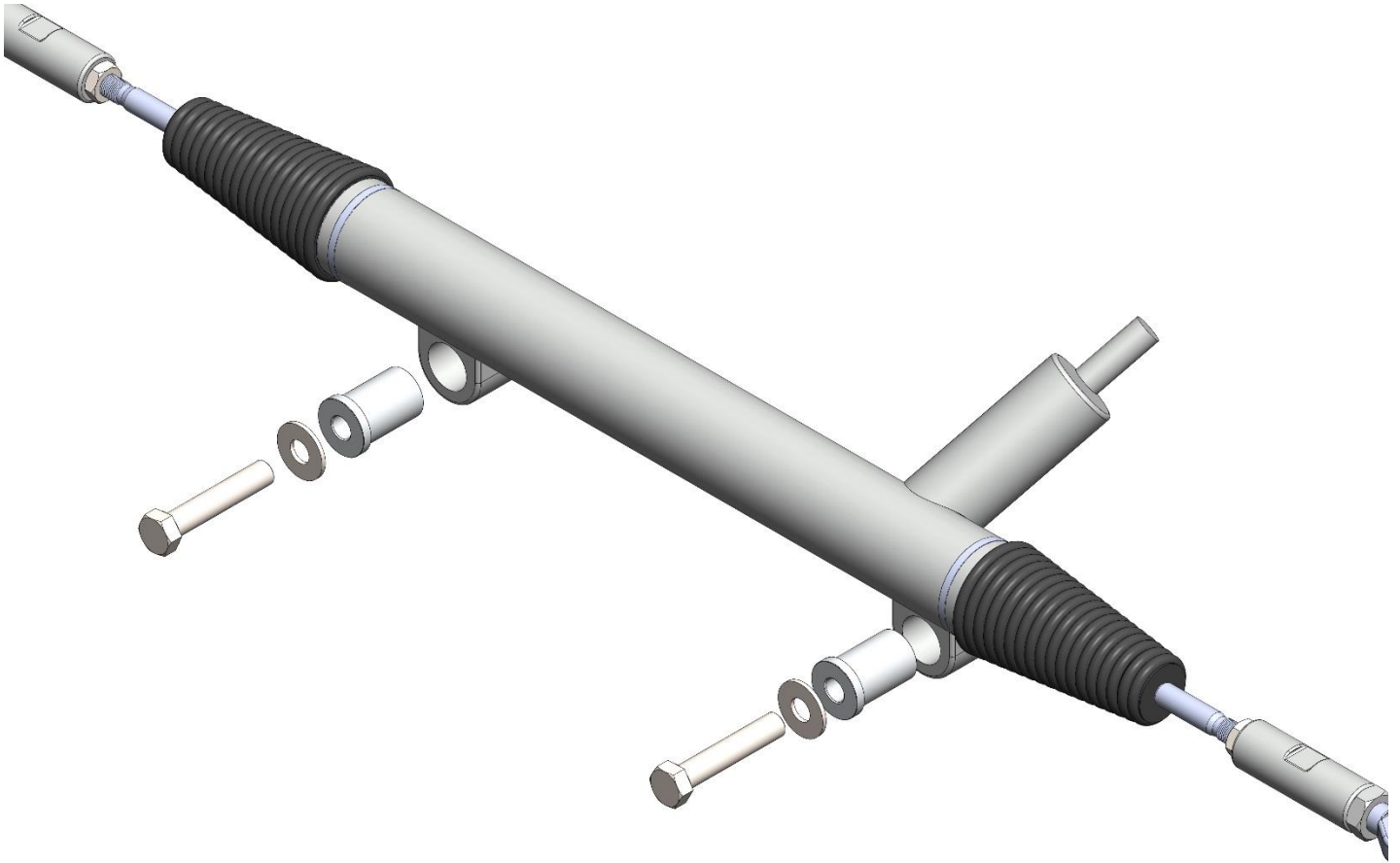
STEP 7.5: CONTROL ARM INSTALLATION CONTINUED



-ATTACH UPPER CONTROL ARM TO UPPER HAT USING SUPPLIED 9/16 X 2.75" GRADE 8 BOLTS WITH FLAT WASHERS AND NYLOC NUTS.

-UPPER CONTROL ARM MAY NEED TO BE SPACED AWAY FROM UPPER HAT WHEN ALIGNED.

STEP 8: RACK AND PINION INSTALLATION



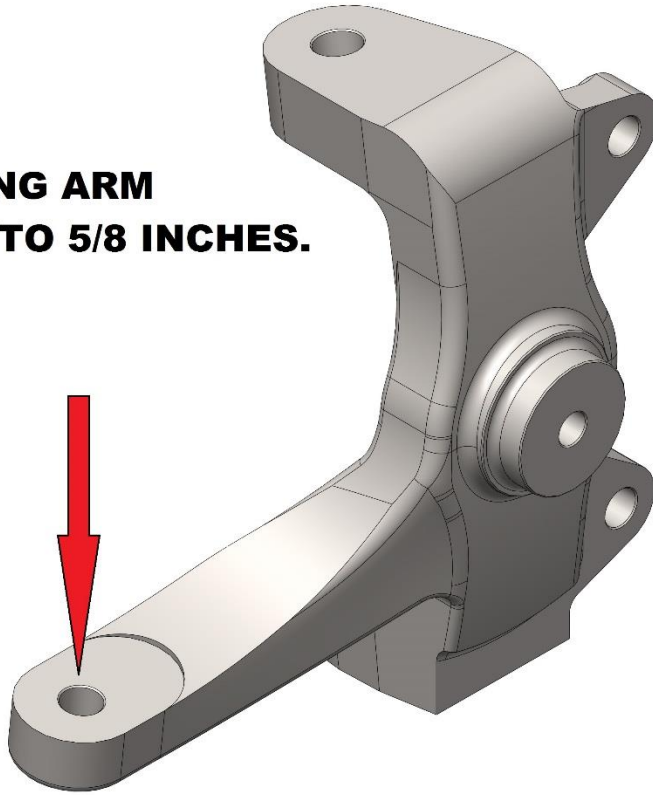
-USE SUPPLIED STEPPED ALUMINUM BUSHINGS AND 9/16 X 3.5" GRADE 8 BOLTS WITH FLAT WASHERS AND NYLOC NUTS.

-IF THE RACK AND PINION HAS RUBBER MOUNTING BUSHINGS PRESSED INTO THE BODY, REMOVE THEM AND USE THE SUPPLIED ALUMINUM BUSHINGS.

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STEP 8.1: RACK AND PINION INSTALLATION CONTINUED

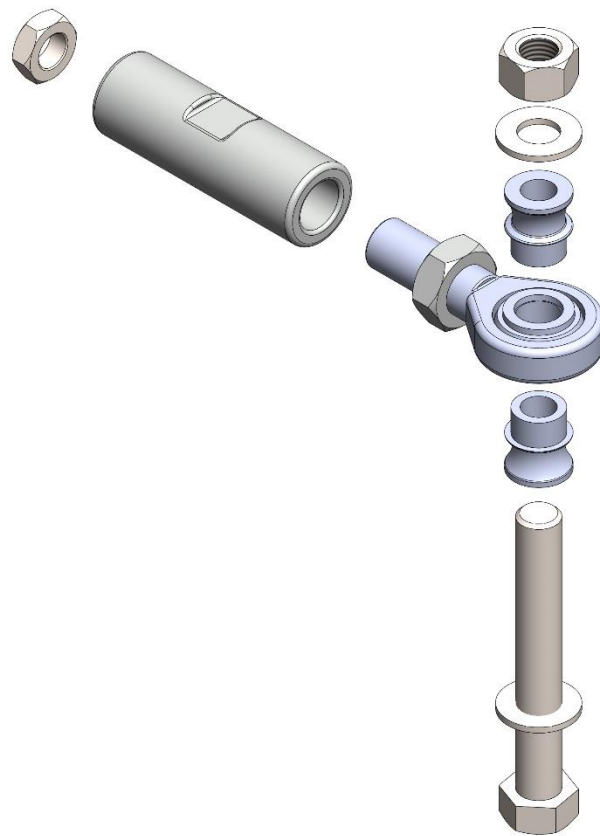
**SPINDLE'S STEERING ARM
MUST BE DRILLED TO 5/8 INCHES.**



-THE SPINDLE STEERING ARM WILL NEED TO BE DRILLED OR REAMED TO 5/8" FOR THE TIE ROD BOLT TO BE INSTALLED

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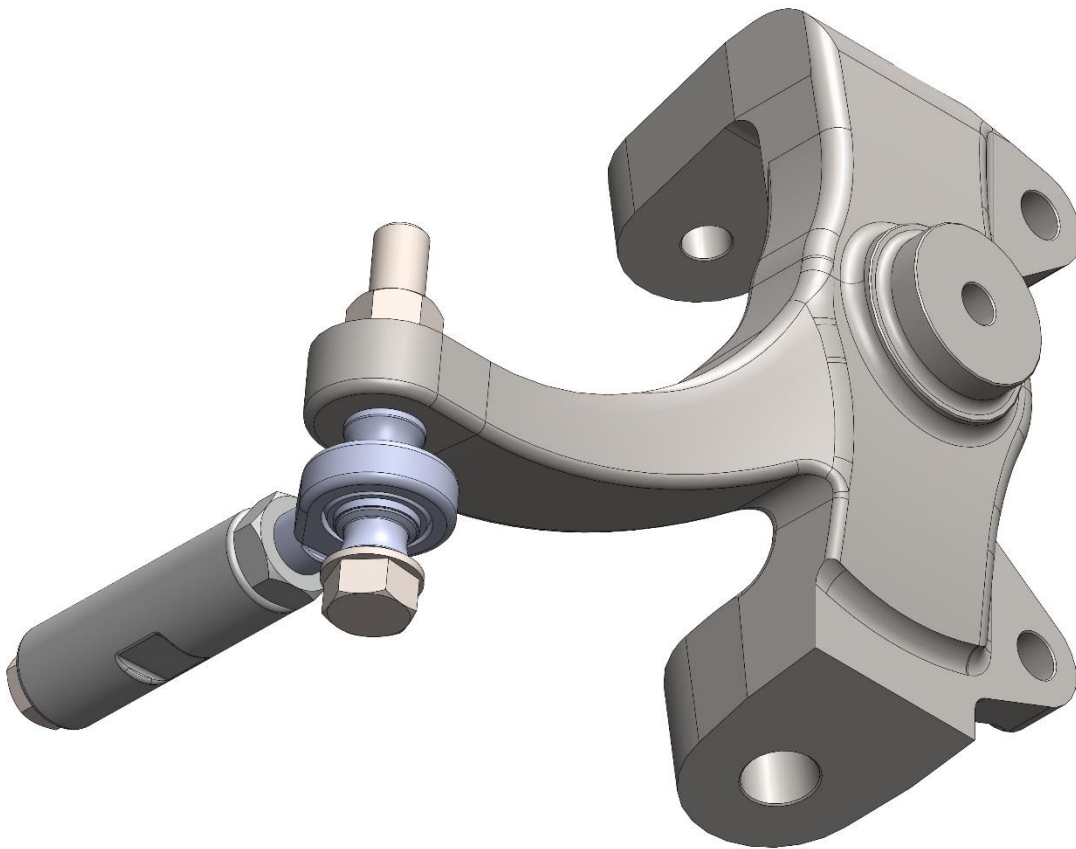
STEP 8.2: RACK AND PINION INSTALLATION CONTINUED



-TIE ROD END HARDWARE EXPLODED VIEW

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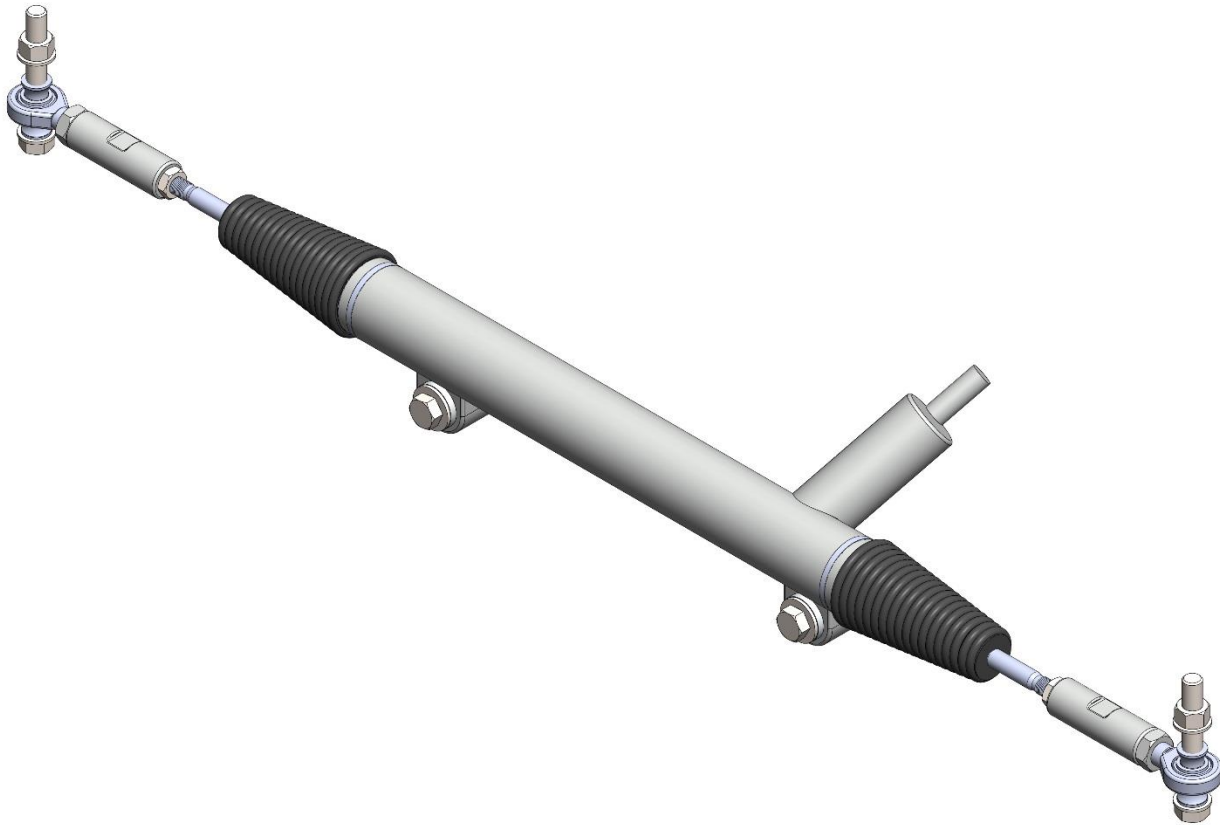
STEP 8.3: RACK AND PINION INSTALLATION CONTINUED



-TIE ROD ASSEMBLY WILL MOUNT TO BOTTOM SIDE OF SPINDLE'S STEERING ARM.

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STEP 8.4: RACK AND PINION INSTALLATION CONTINUED



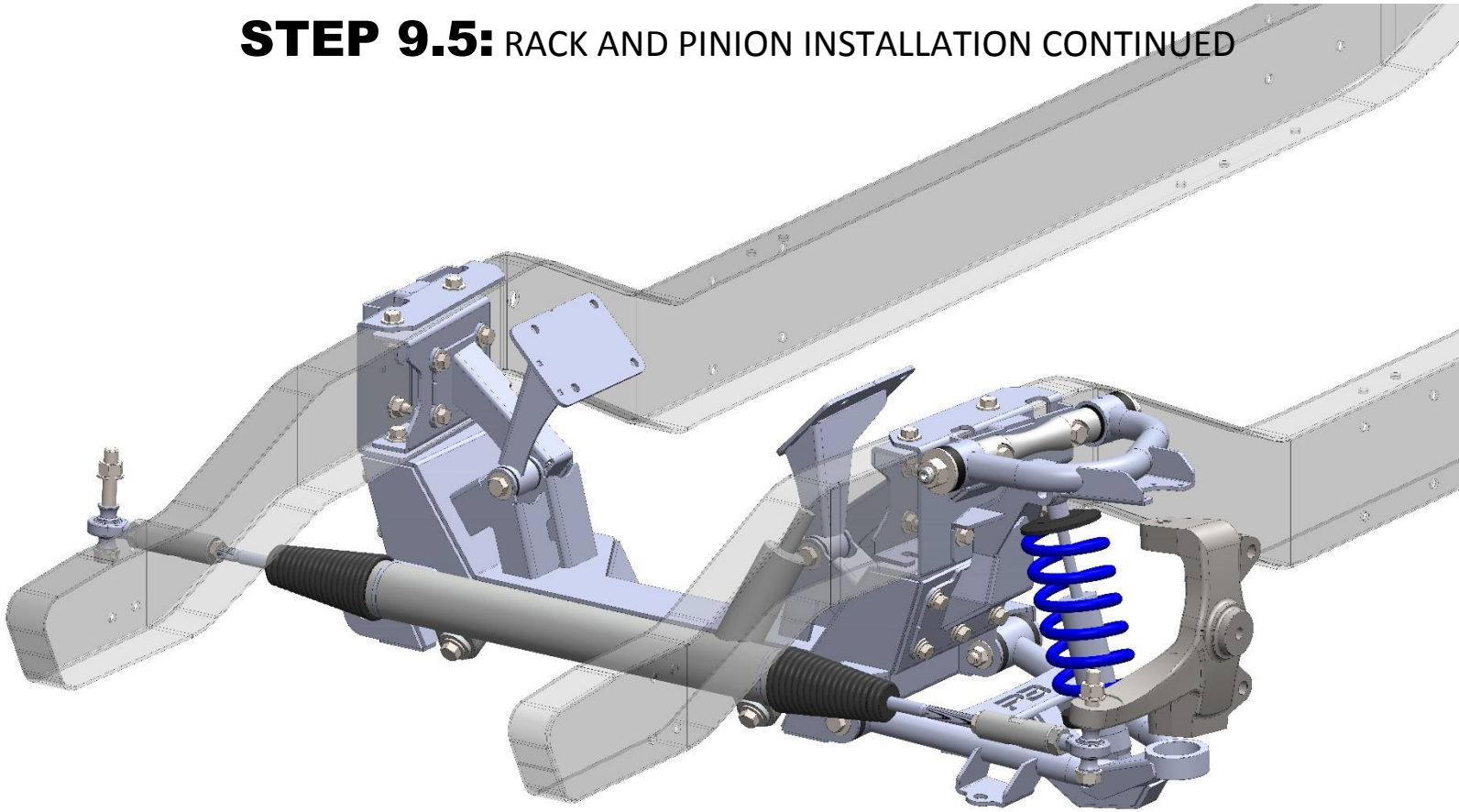
-IT MAY BE NECESSARY TO TRIM THE THREADED END OF THE RACK AND PINION TIE ROD TO ACHIEVE PROPER ALIGNMENT.

-TO CONFIRM IF TRIMMING OF THE RACK IS NECESSARY, MOCK UP TIE ROD END TO SPINDLE.

-IF TRIMMING IS IN FACT NECESSARY, TRIM 1/2 INCHES PER SIDE AT A TIME. IT'S BETTER TO REMOVE TOO LITTLE RATHER THAN TOO MUCH MATERIAL.

CONTINUED ON NEXT PAGE

STEP 9.5: RACK AND PINION INSTALLATION CONTINUED



-RACK AND PINION FINAL INSTALL SHOULD LOOK LIKE IMAGE ABOVE