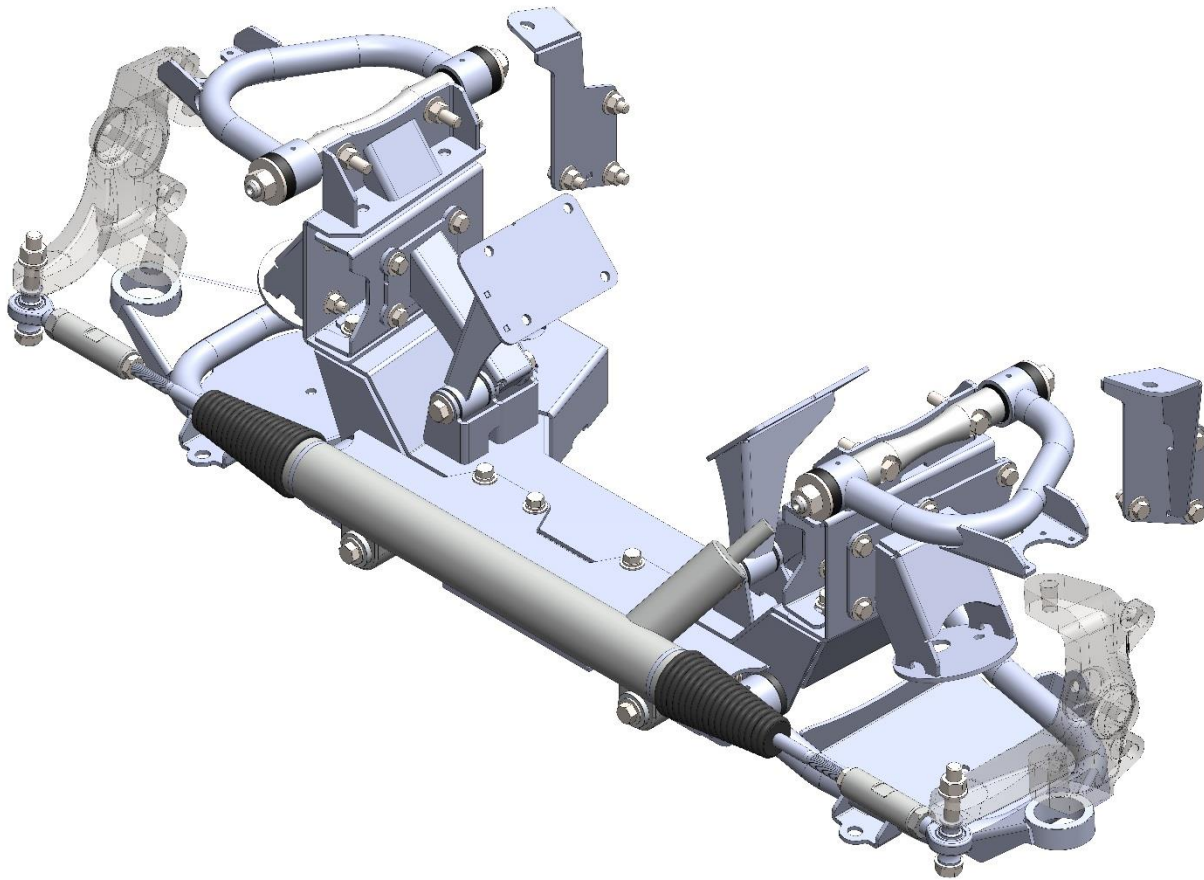


# **PBFAB DROPMEMBER V.7**

## **INSTALLATION GUIDE**

### **LEVEL 3 AIRBAG**

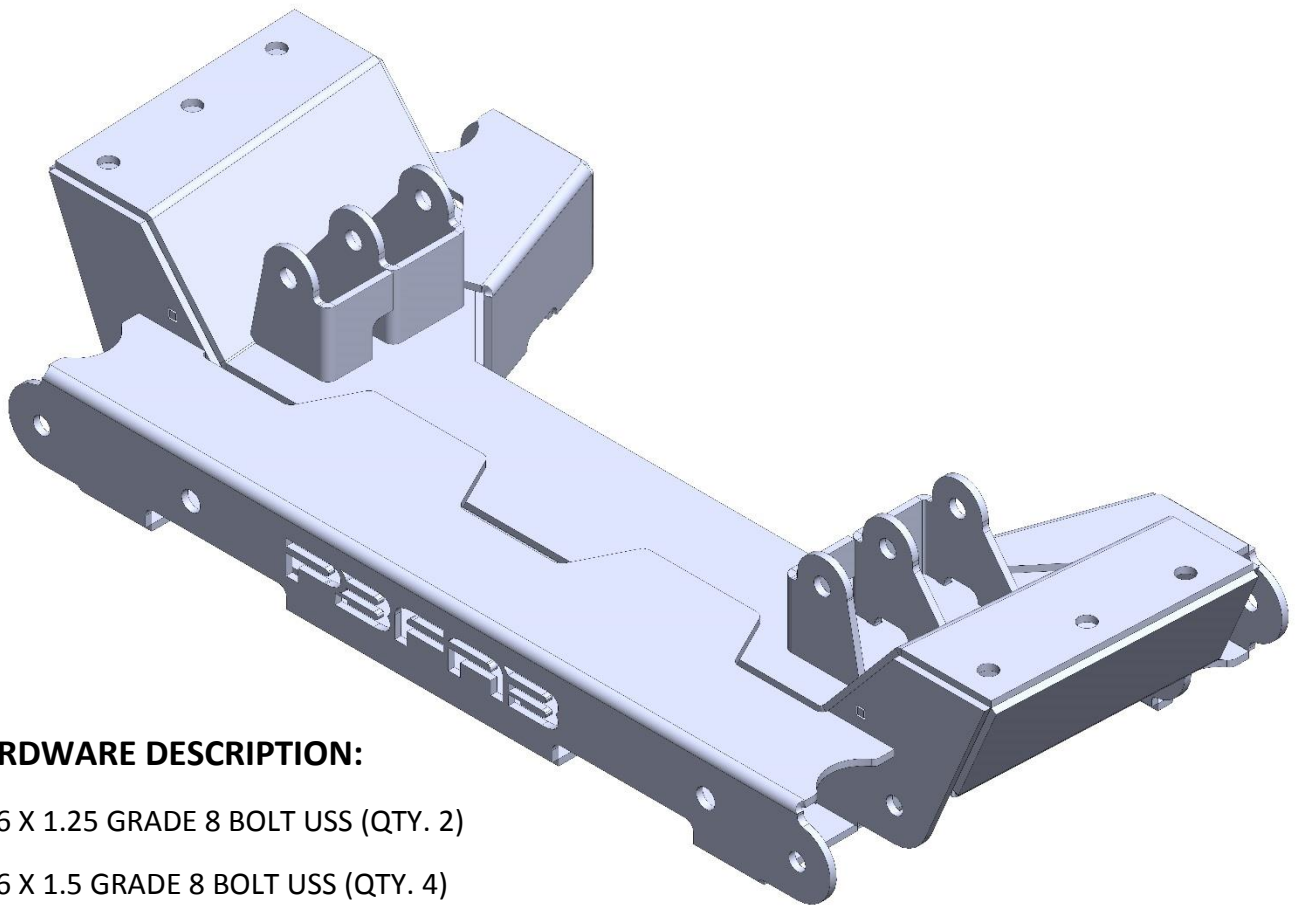


**12/2/2019**

## INDIVIDUAL COMPONENTS WITH HARWDARE DESCRITPIONS

**PART#** DM7-3

**DESCRIPTION:** DROPMEMBER VERSION 7; LEVEL 3



### **HARDWARE DESCRIPTION:**

7/16 X 1.25 GRADE 8 BOLT USS (QTY. 2)

7/16 X 1.5 GRADE 8 BOLT USS (QTY. 4)

7/16 GRADE 8 LOCKWASHER (QTY. 6)

3/8 GRADE 8 FLAT WASHER (QTY. 6)

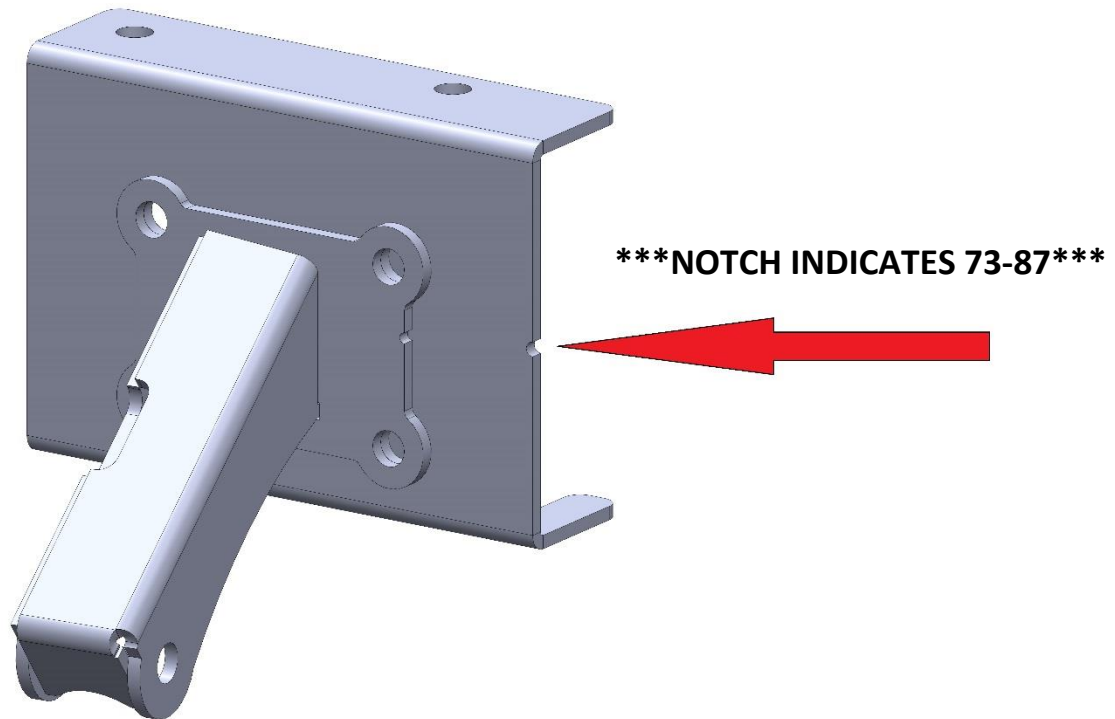
1/2 X 4 GRADE 8 BOLT USS (QTY.4)

1/2 GRADE 8 NYLOC NUT USS (QTY.4)

7/16 GRADE 8 FLAT WASHER USS (QTY.8)

**PART#** IT7387-DM7-3

**DESCRIPTION:** INNER TRUSS; 73-87 C10; DM7 LEVEL 3/LEVEL 2 SPECIFIC (**DRIVER SIDE SHOWN**)



**HARDWARE DESCRIPTION:**

1/2 X 5 GRADE 8 BOLT USS (QTY. 2)

1/2 GRADE 8 NYLOC NUT USS (QTY. 2)

7/16 GRADE 8 FLAT WASHER USS (QTY. 4)

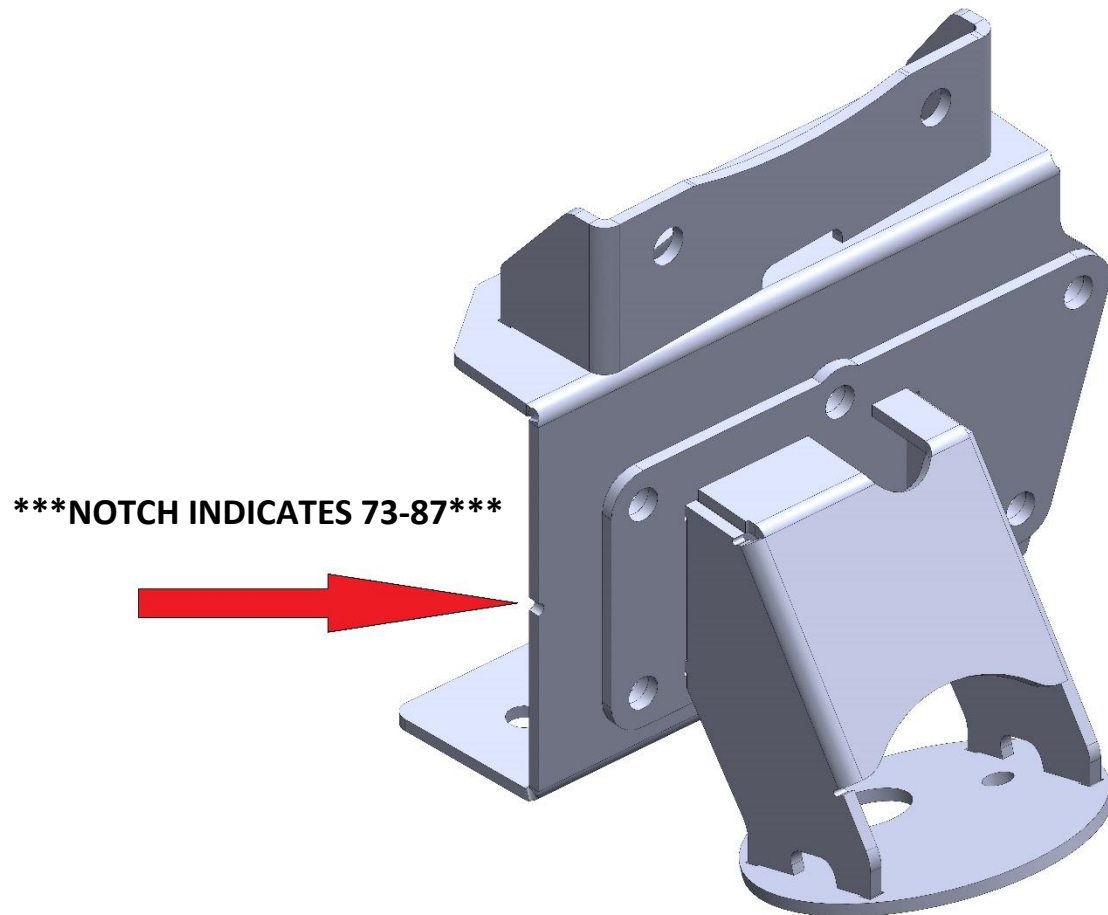
7/16 X 1.25 GRADE 8 BOLT USS (QTY. 8)

7/16 GRADE 8 NYLOC NUT USS (QTY. 8)

3/8 GRADE 8 FLAT WASHER (QTY. 16)

**PART#** UH7387-3-A-DM7

**DESCRIPTION:** UPPER HAT 73-87; LEVEL 3; AIRBAG; DM7 SPECIFIC

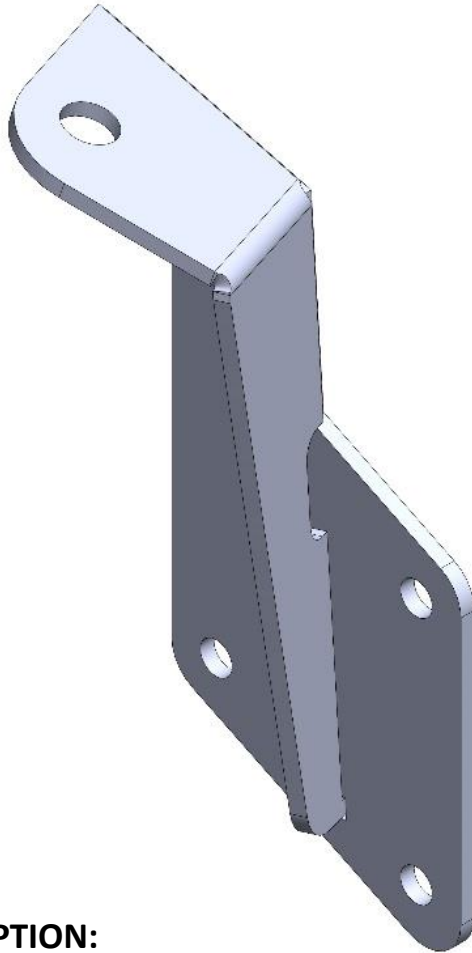


**HARDWARE DESCRIPTION:**

7/16 X 1.25 GRADE 8 BOLT USS (QTY. 14)  
3/8 GRADE 8 FLAT WASHER USS (QTY. 28)  
7/16 GRADE 8 NYLOC NUT USS (QTY. 14)  
9/16 X 2.75 GRADE 8 BOLT USS (QTY. 4)  
9/16 GRADE 8 NYLOC NUT USS (QTY. 4)  
9/16 GRADE 8 FLAT WASHER SAE (QTY. 8)

**PART#** SRB-3-DM7

**DESCRIPTION:** SHOCK RELOCATION BRACKET; LEVEL 3; DM7 SPECIFIC



**HARDWARE DESCRIPTION:**

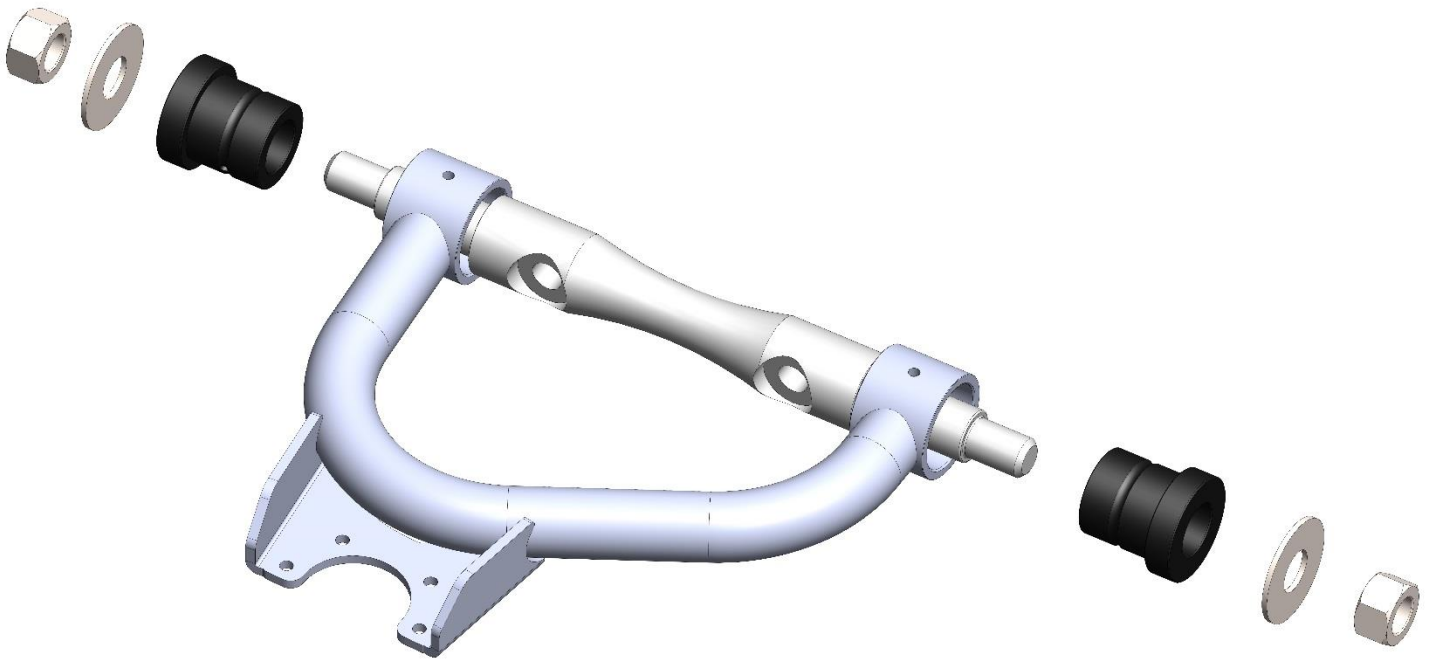
7/16 X 1.25 GRADE 8 BOLT USS (QTY. 6)

7/16 GRADE 8 NYLOC NUT USS (QTY. 6)

3/8 GRADE 8 FLAT WASHER USS (QTY. 12)

**PART#** UCA-1N-C10

**DESCRIPTION:** UPPER CONTROL ARM; 1 INCH NARROWED; C10 BALL JOINT CUP



**HARDWARE DESCRIPTION:**

UPPER CONTROL ARM SHAFT (QTY. 2)

UPPER CONTROL ARM BUSHING (QTY. 4)

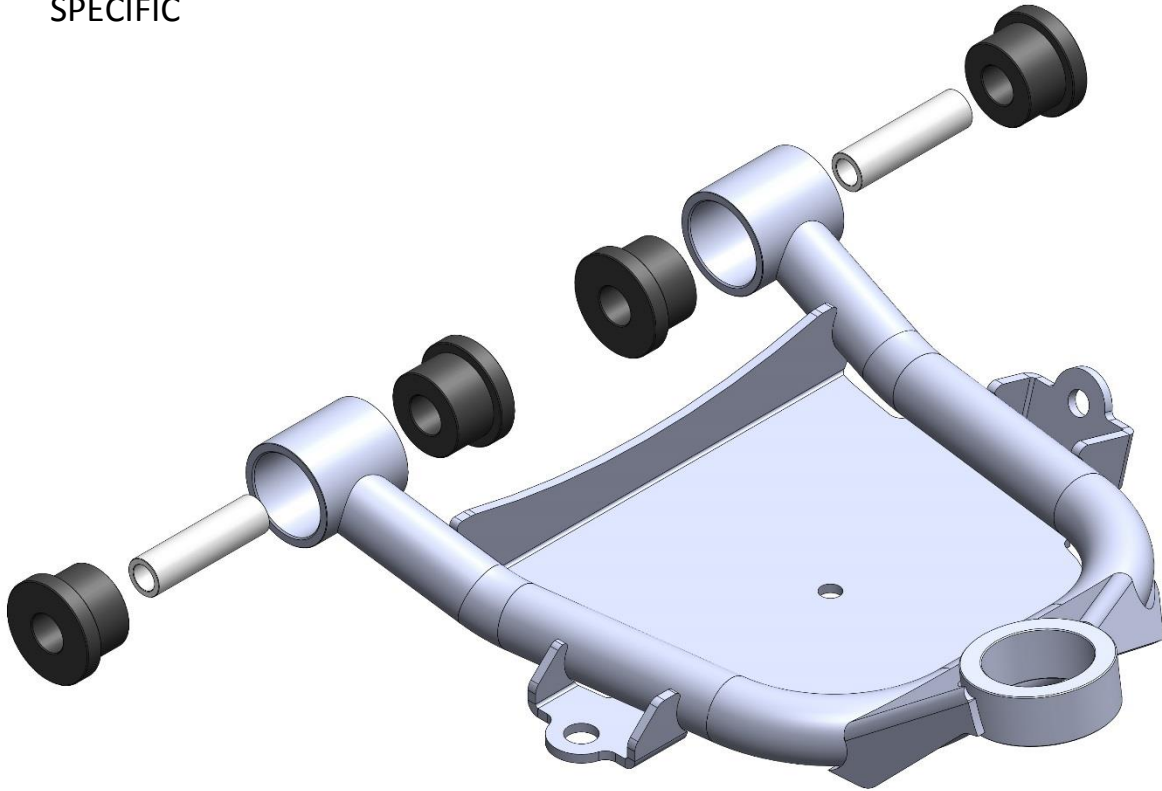
3/4 GRADE 5 FLAT WASHER (SILVER ZINC) (QTY. 4)

3/4 GRADE 5 NYLOC NUT SAE (SILVER ZINC) (QTY. 4)

GREASABLE ZERK FITTING (QTY. 4)

**PART#** LCA-1N-C10-DM7

**DESCRIPTION:** LOWER CONTROL ARM; 1 INCH NARROWED; C10 BALL JOINT SPECIFIC



**HARDWARE DESCRIPTION:**

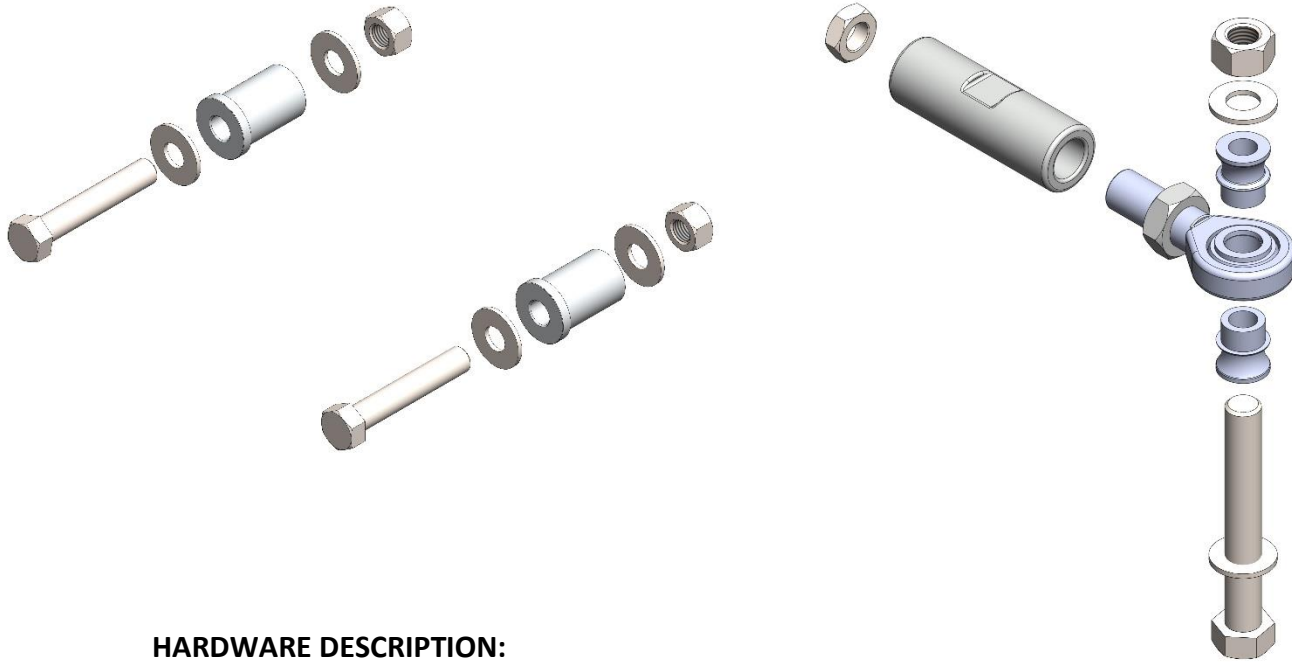
LOWER CONTROL ARM BUSHING (DMV6) (QTY. 8)

LOWER CONTROL ARM BUSHING CRUSH TUBE (DMV6) (QTY. 4)

GREASABLE ZERK FITTING (QTY. 4)

**PART# RPH**

**DESCRIPTION: RACK AND PINION HARWDARE KIT**



**HARDWARE DESCRIPTION:**

3/4 LH – 3/4 BORE ROD END WITH JAM NUT (QTY.2)

TIE ROD ADJUSTER SLEEVE (QTY.2)

9/16-18 RH JAM NUT (QTY.2)

BILLET RACK MOUNT BUSHING (QTY.2)

9/16 X 3.5 GRADE 8 BOLT USS (QTY.2)

9/16 GRADE 8 FLAT WASHER USS (QTY.4)

9/16 GRADE 8 NYLOC NUT USS (QTY.2)

5/8 X 4.5 GRADE 8 BOLT USS (QTY.2)

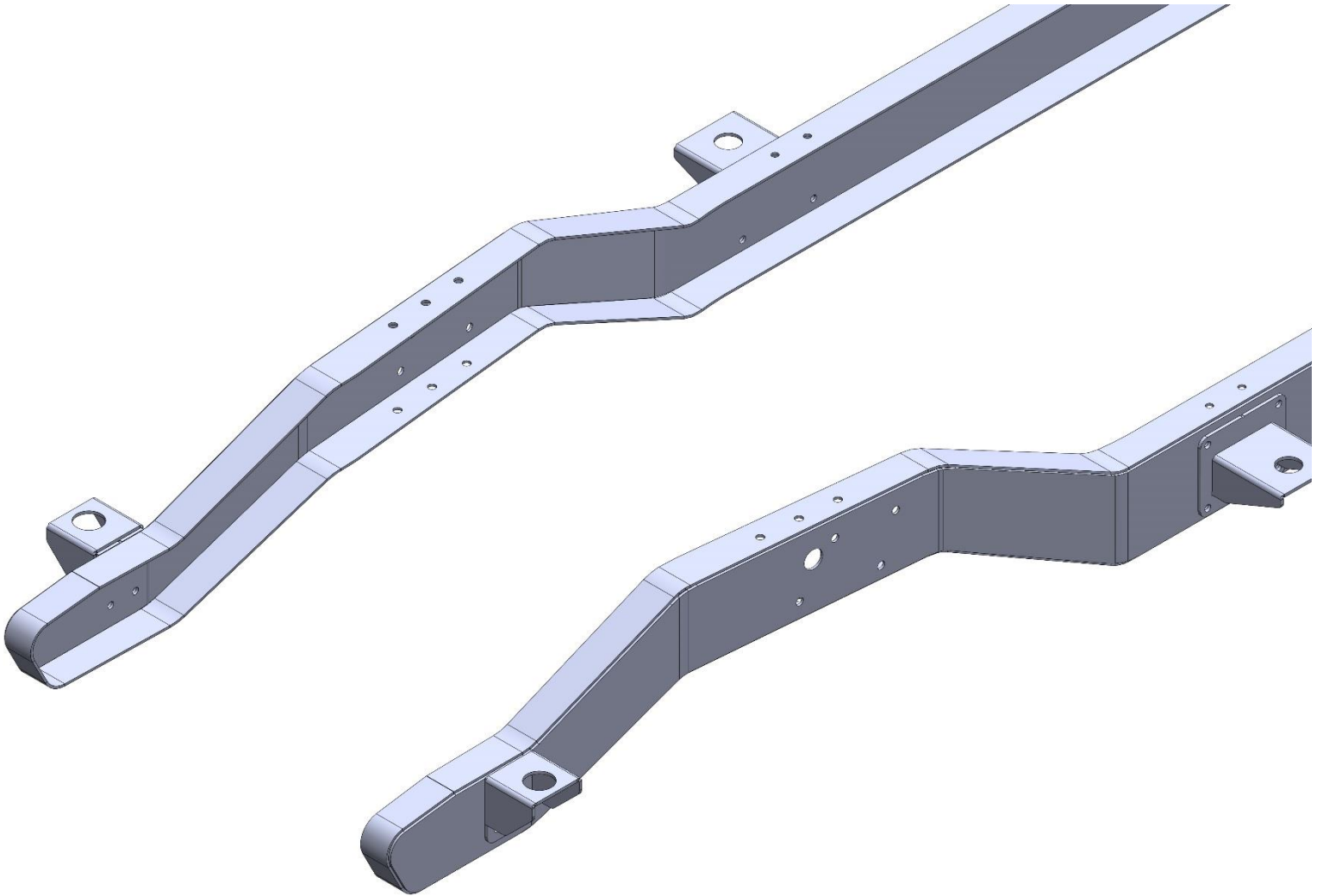
5/8 GRADE 8 NYLOC NUT USS (QTY.2)

5/8 GRADE 8 FLAT WASHER SAE (QTY.4)

3/4 TO 5/8 MISALIGNMENT SPACER (QTY.4)

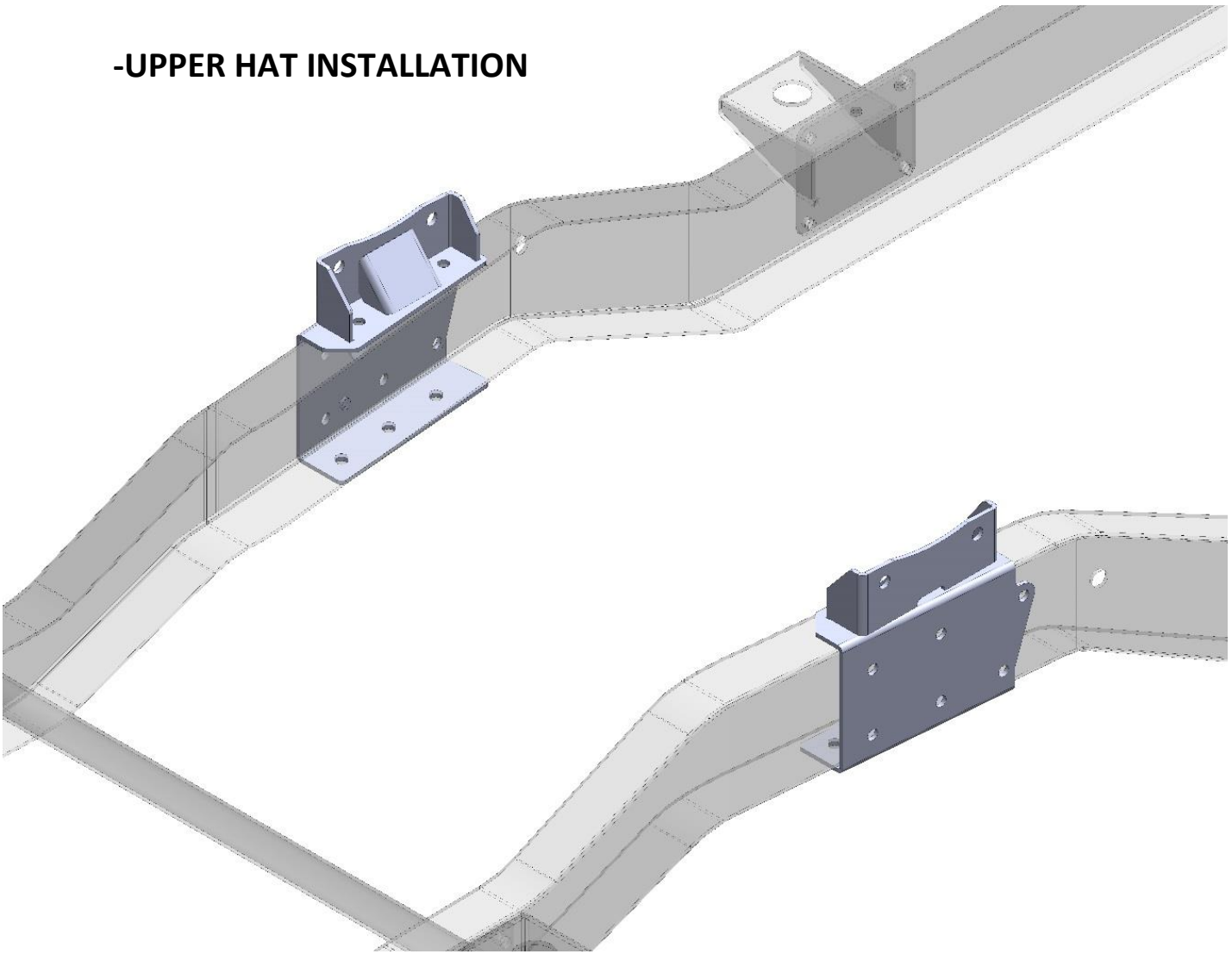


## **-PARTS INSTALLATION**



**-REMOVE FACTORY FRONT SUSPENSION AND STEERING COMPONENTS**

## **-UPPER HAT INSTALLATION**



**-SLIDE DRIVER AND PASSENGER SIDE UPPER HATS OVER FACTORY FRAME RAILS**

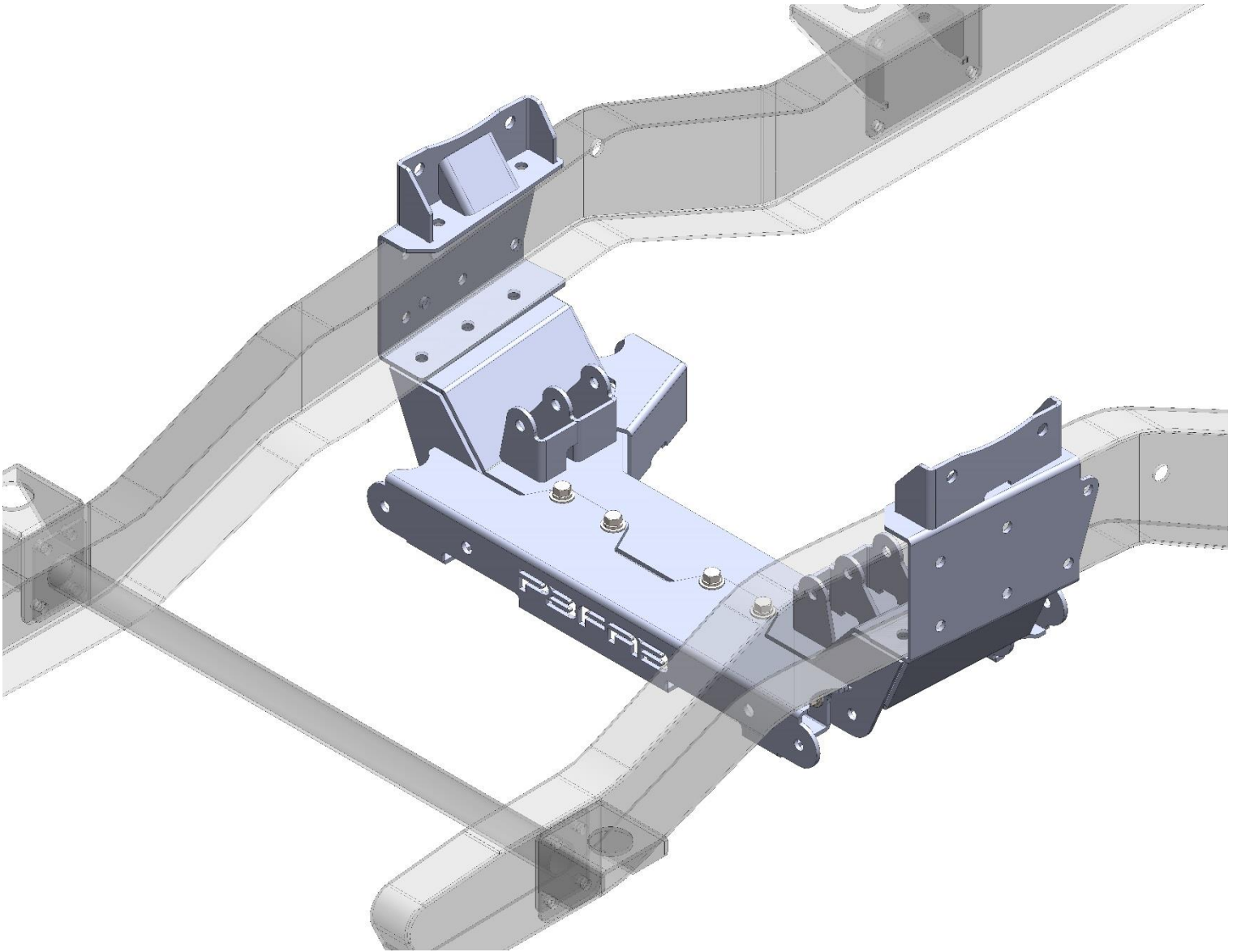
**-FACTORY CROSS-MEMBER MOUNTING HOLES IN BOTTOM OF FRAME WILL ALIGN WITH MOUNTING HOLES IN UPPER HATS**

**-IT MAY BE NECESSARY TO ENLARGE MOUNTING HOLES IN FACTORY FRAME-RALS**

**-DRILL ADDITIONAL MOUNTING HOLES ON SIDE AND TOP OF FRAME USING UPPER HAT AS TEMPLATE**

**-DO NOT INSTALL MOUNTING HARDWARE AT THIS TIME**

## **-DROPMEMBER MAIN CROSS-MEMBER INSTALLATION**



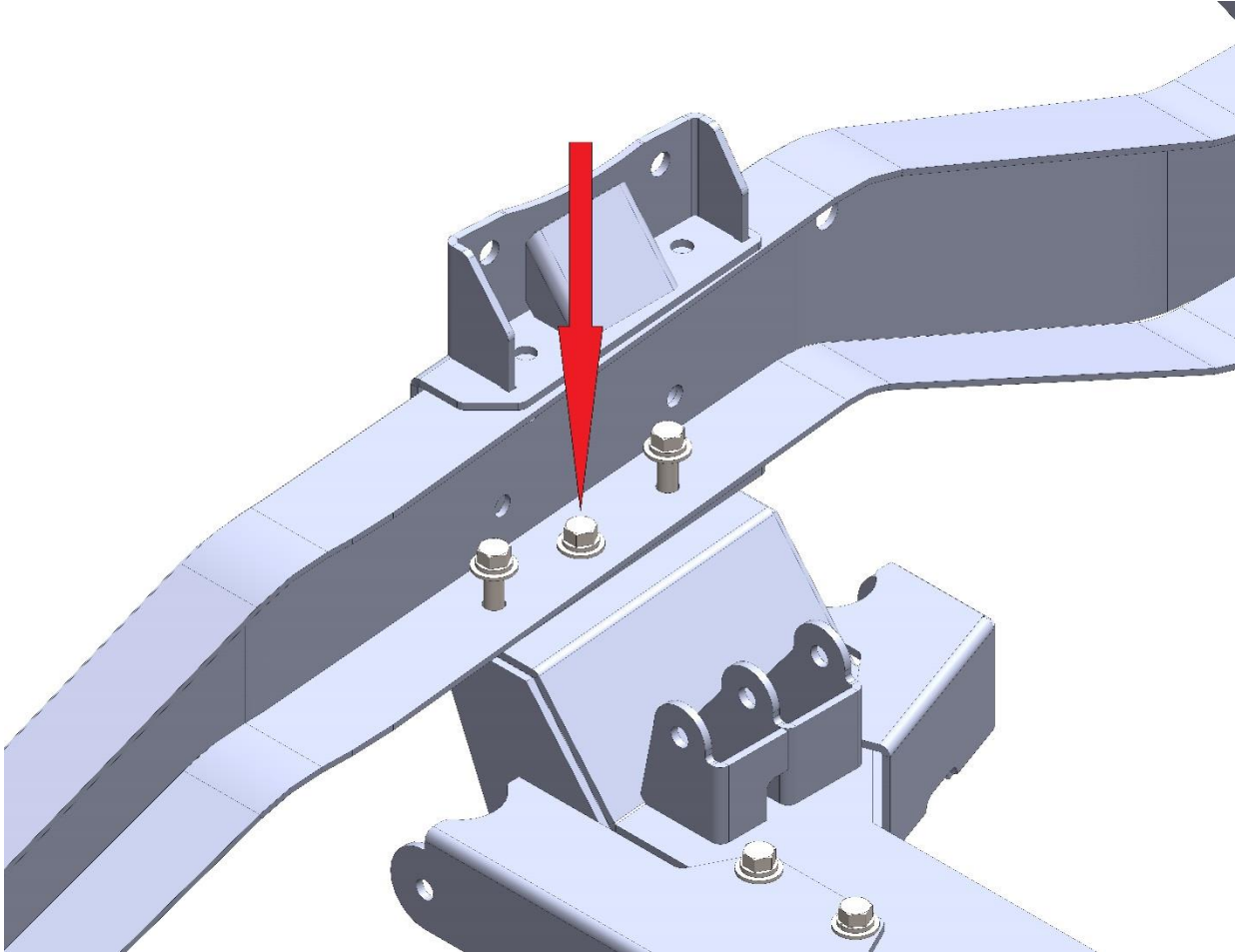
**-INSTALL DROPMEMBER MAIN CROSS-MEMBER ASSEMBLY**

**-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 TO HELP EASE INSTALLATION**

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

## -DROPMEMBER MAIN CROSS-MEMBER INSTALLATION CONTINUED



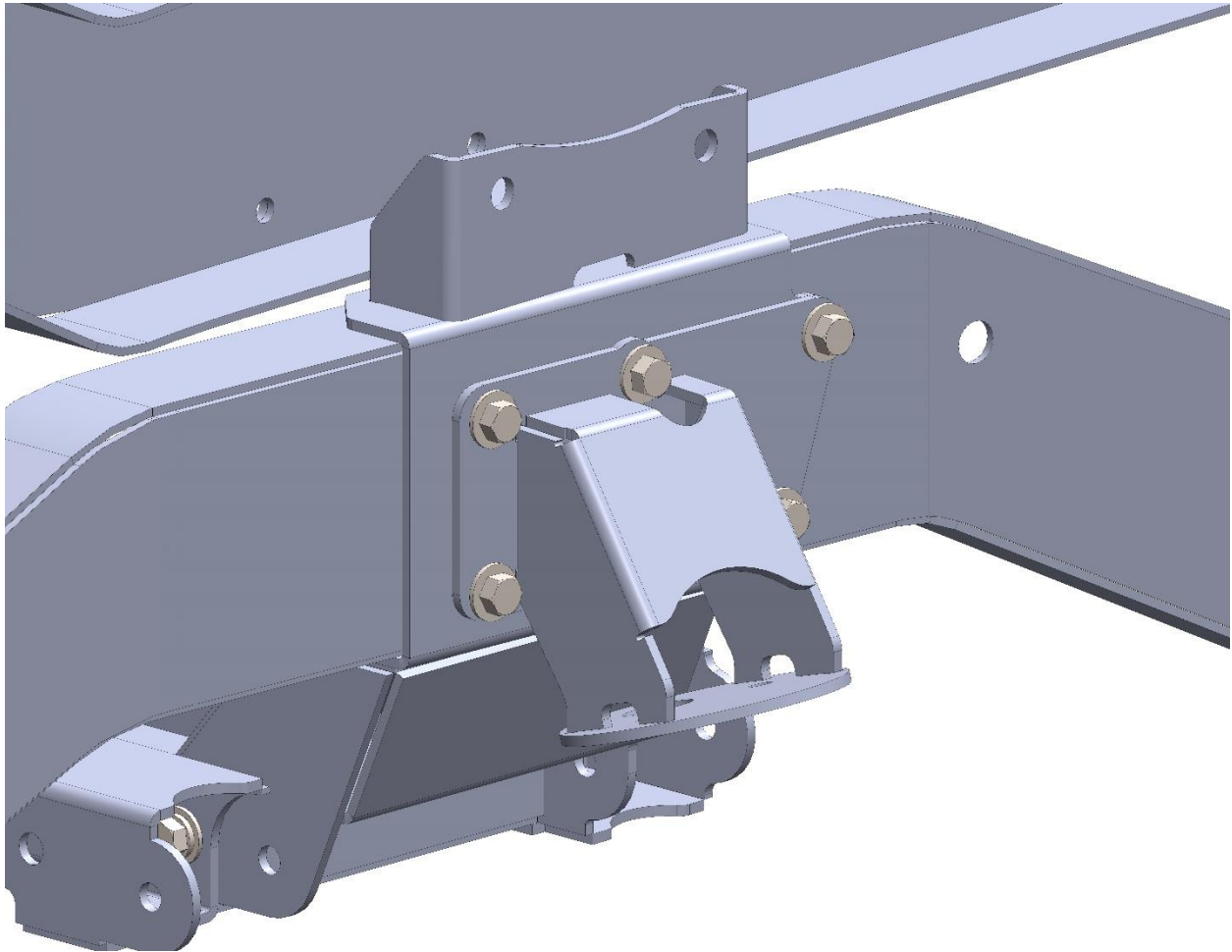
-INSTALL SUPPLIED 7/16 X 1.25" GRADE 8 BOLTS WITH LOCK WASHER AND FLAT WASHER IN MIDDLE MOUNTING HOLE. (INDICATED BY RED ARROW)

-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; TORQUE TO 65 FT-LBS\*\*\***MAKE SURE UPPER HAT SITS FLUSH AGAINST OUTSIDE OF FRAME WHILE TIGHTENING\*\*\***

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

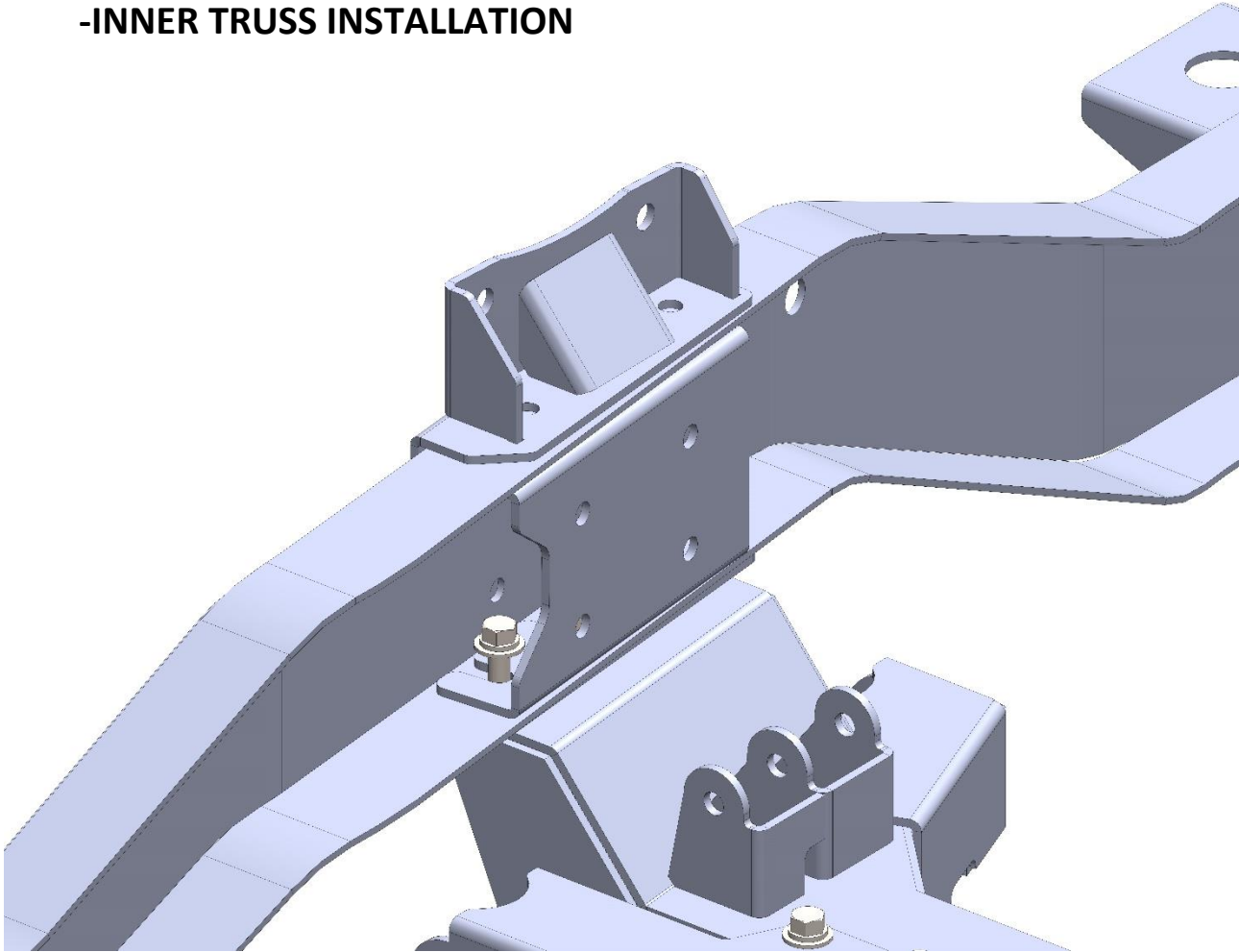
**-DROPMEMBER MAIN CROSS-MEMBER ASSEMBLY INSTALLATION  
CONTINUED.**



**-INSTALL BAG MOUNTING BRACKET USING SUPPLIED 7/16 X 1.25"  
GRADE 8 BOLTS WITH FLAT WASHER AND NYLOC NUT**

**\*\*\*DO NOT FULLY TIGHTEN AT THIS TIME\*\*\***

## **-INNER TRUSS INSTALLATION**



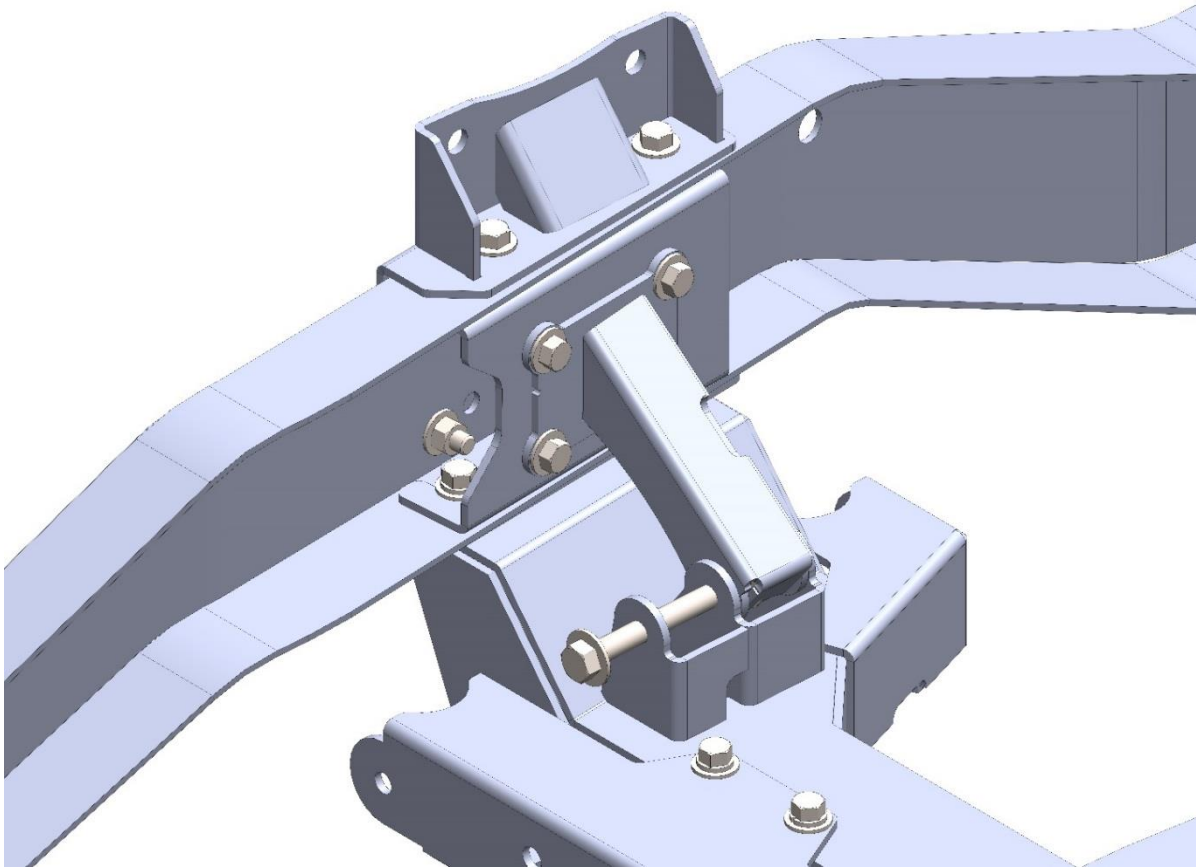
**-SLIDE INNER TRUSS FRAME SUPPORT C-CHANNEL INTO FRAME.**

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

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



**-INNER TRUSS INSTALLATION CONTINUED**



**-INSTALL INNER TRUSS SUPPORT STRUT**

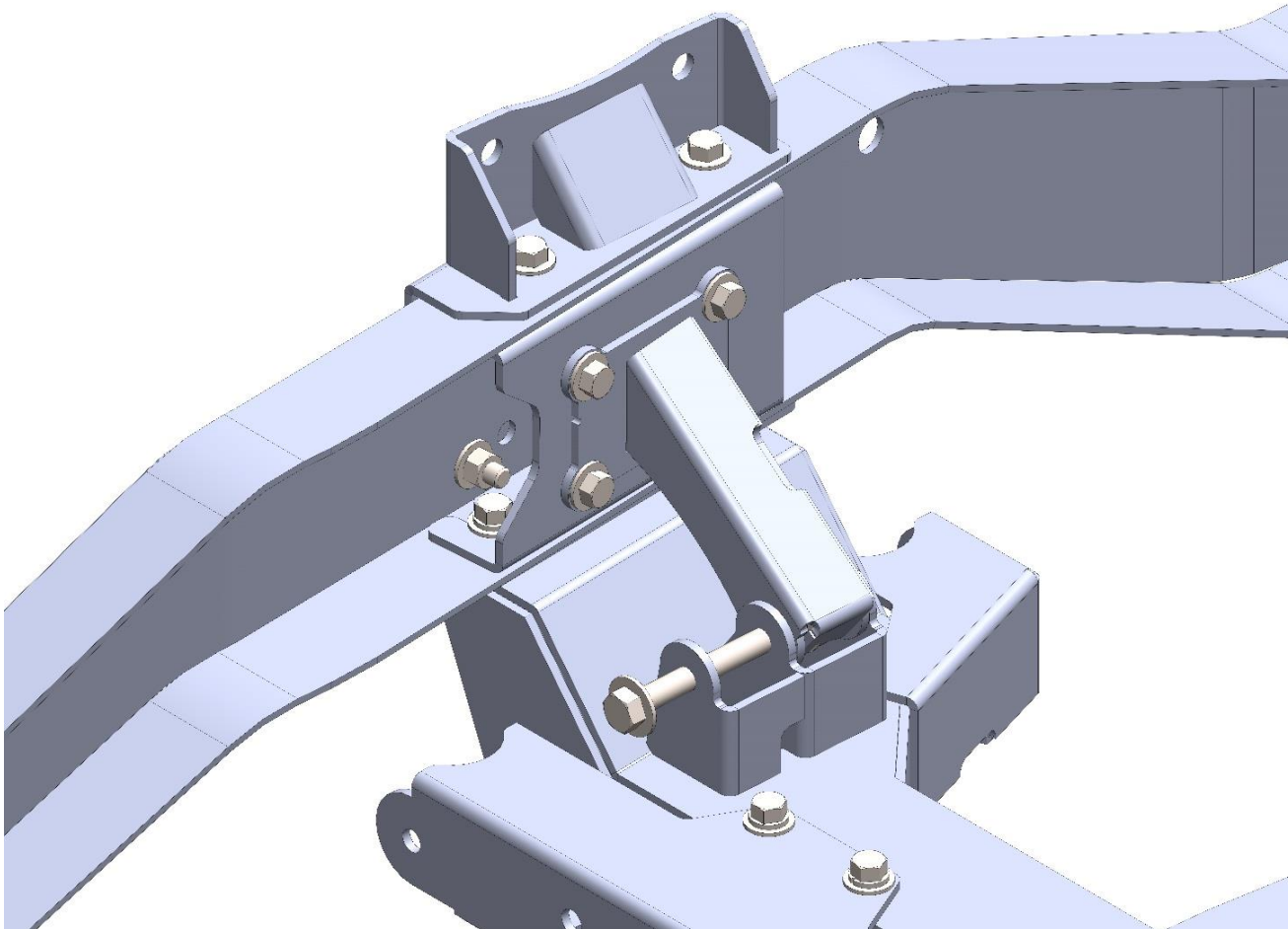
**-INSTALL 7/16 X 1.25" GRADE 8 BOLTS WITH FLAT WASHERS AND NYLOC NUTS IN UPPER HATS. \*\*\*DO NOT YET FULLY TIGHTEN\*\*\***

**- 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 DROPMEMBER MOUNTING TABS. \*\*\*DO NOT YET FULLY TIGHTEN\*\*\***

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

**-INNER TRUSS INSTALLATION CONTINUED CONTINUED**



**-FULLY TIGHTEN INNER TRUSS STRUT TO INNER TRUSS C-CHANNEL MOUNTING HARDWARE; TORQUE TO 65 FT-LBS**

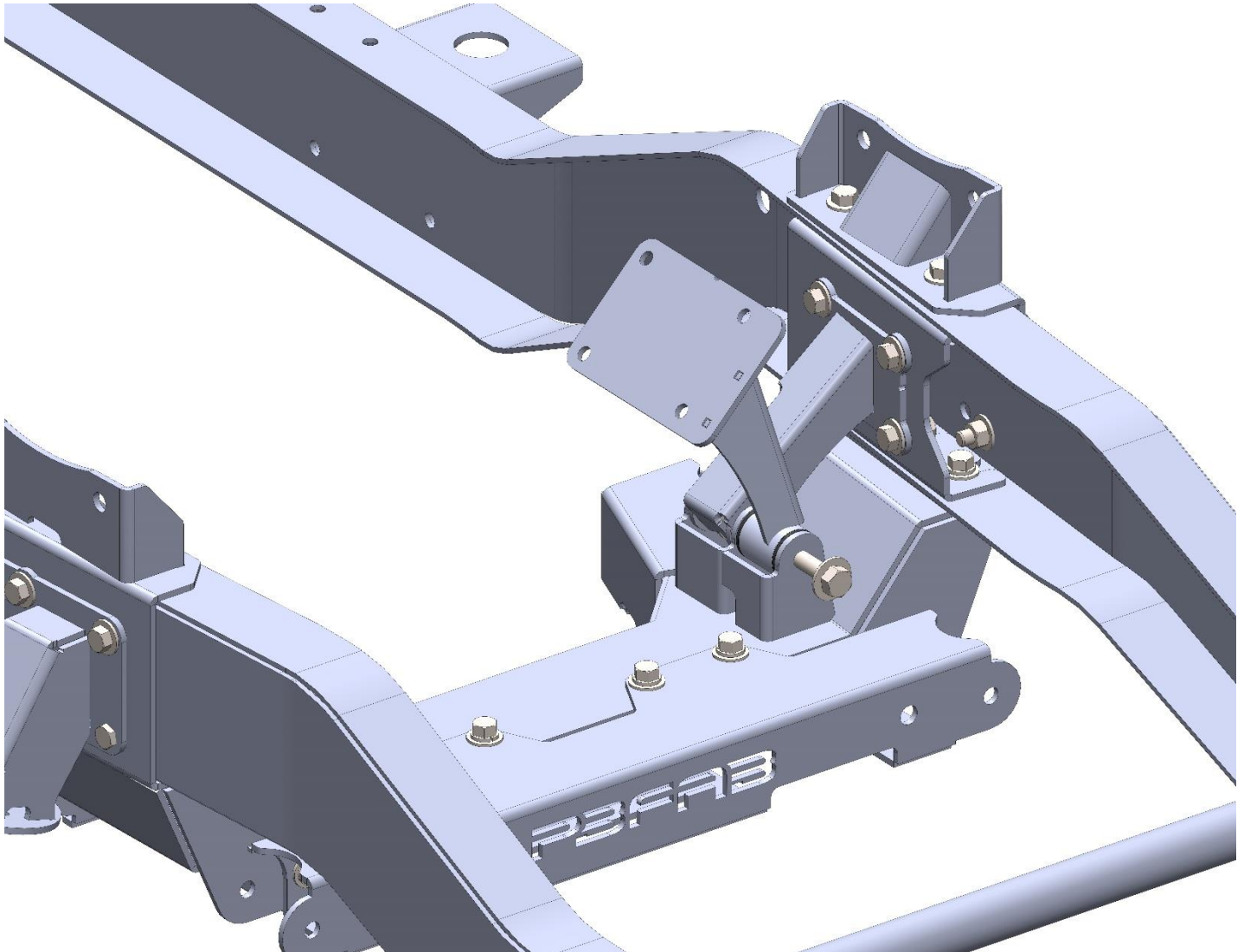
**-INSTALL AND FULLY TIGHTEN ALL UPPER HAT MOUNTING HARDWARE; TORQUE TO 65 FT LBS**

**-FULLY TIGHTEN FRONT AND REAR DROPMEMBER MOUNTING HARDWARE; TORQUE TO 65 FT-LBS**

**\*\*\*DO NOT YET TIGHTEN 1/2 X 5" BOLT\*\*\***



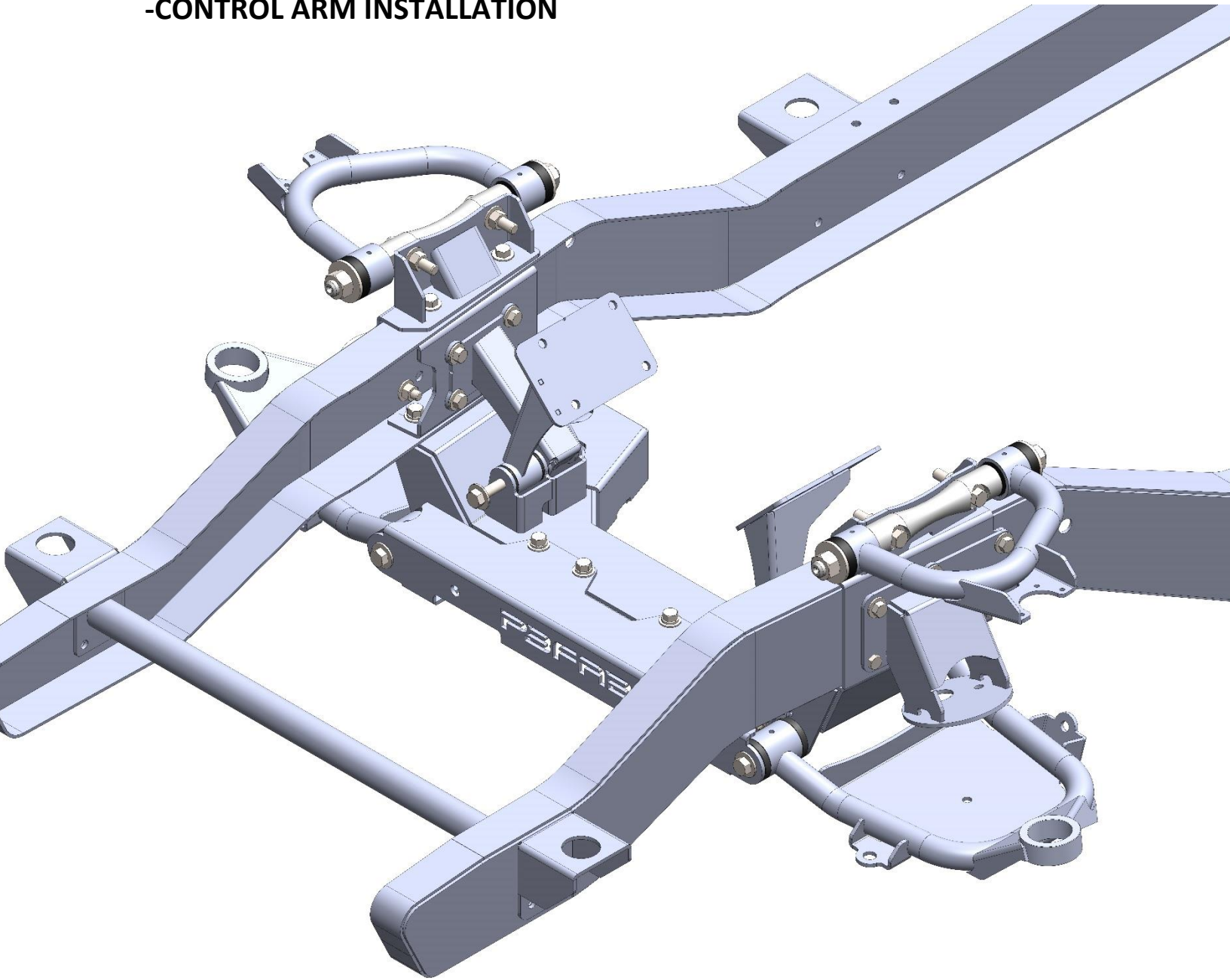
## **-MOTOR MOUNT INSTALLATION**



**-INSTALL MOTOR MOUNT PERCHES (GEN3 MOUNT SHOWN)**

**\*\*\*LEAVE 1/2 X 5" GRADE 8 BOLT LOOSE UNTIL MOTOR  
INSTALLATION\*\*\***

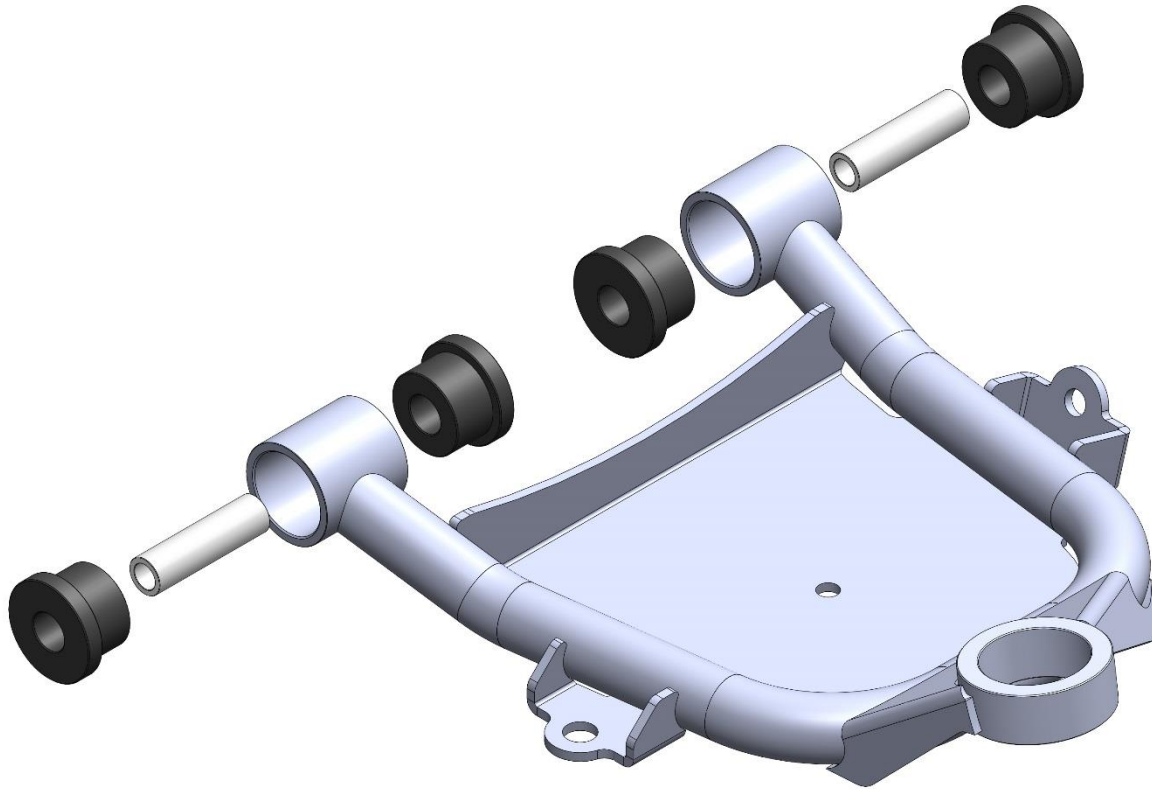
## **-CONTROL ARM INSTALLATION**



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

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

## **-LOWER CONTROL ARM INSTALLATION**

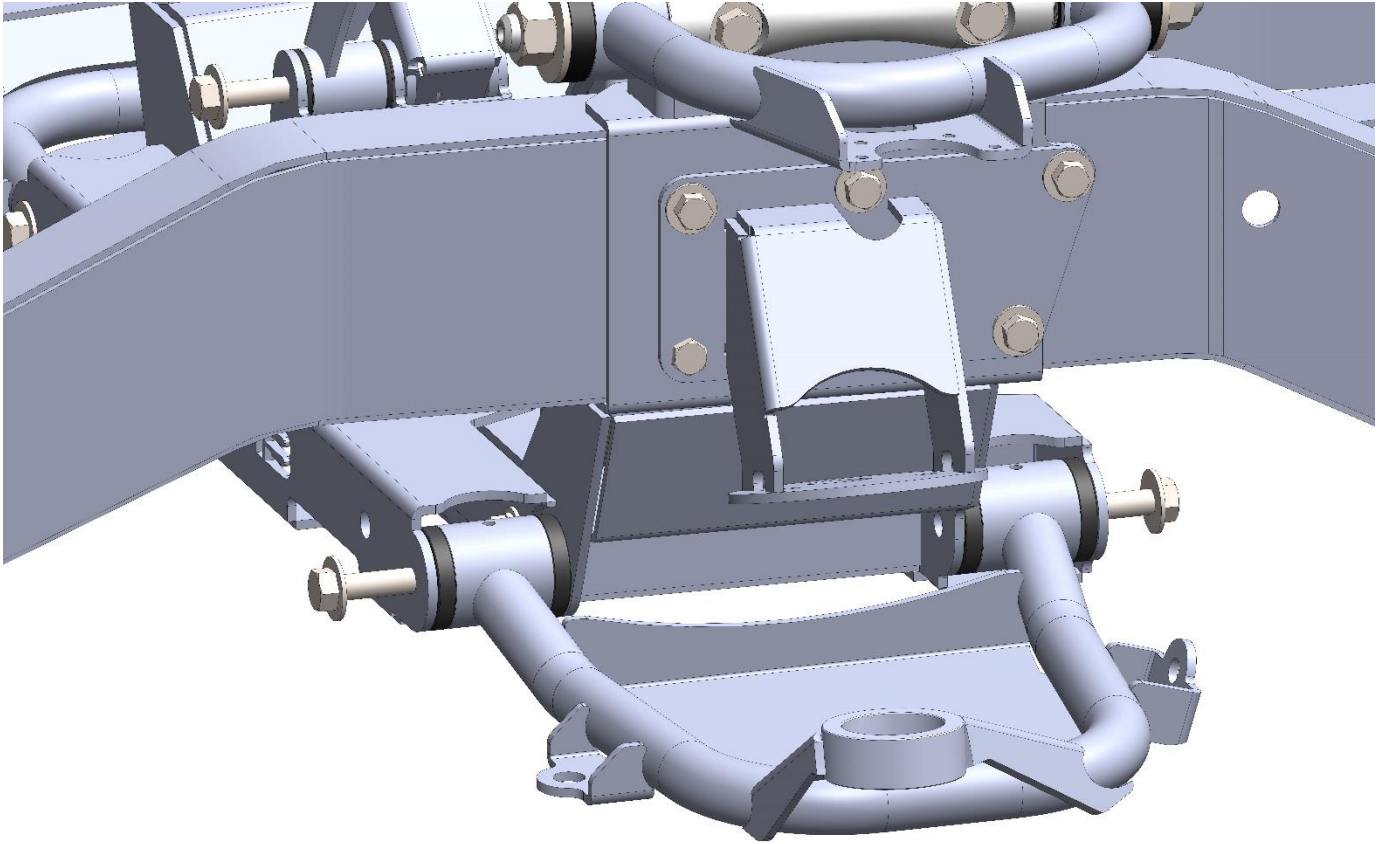


**-USE DIAGRAM TO INSTALL DELRIN BUSHINGS AND DELRIN BUSHING CRUSH TUBES IN LOWER CONTROL ARM. \*\*\*DRIVER SIDE ARM SHOWN IN IMAGE\*\*\***

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

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

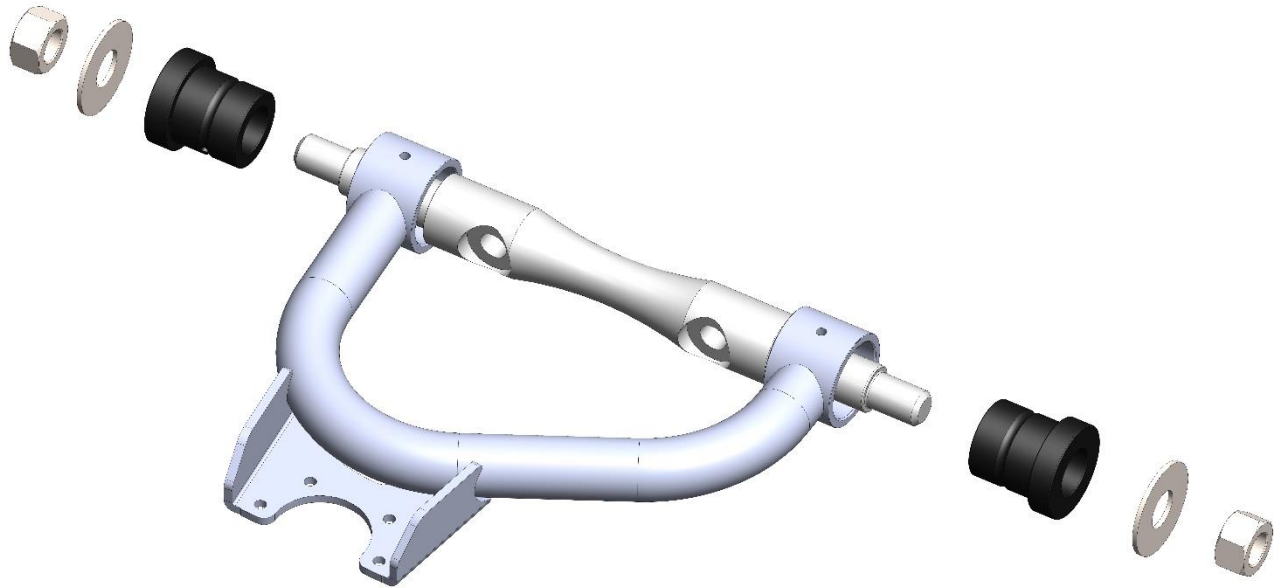
**-LOWER CONTROL ARM INSTALLATION CONTINUED**



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

**-TORQUE TO 65 FT-LBS**

## **-UPPER CONTROL ARM INSTALLATION**



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

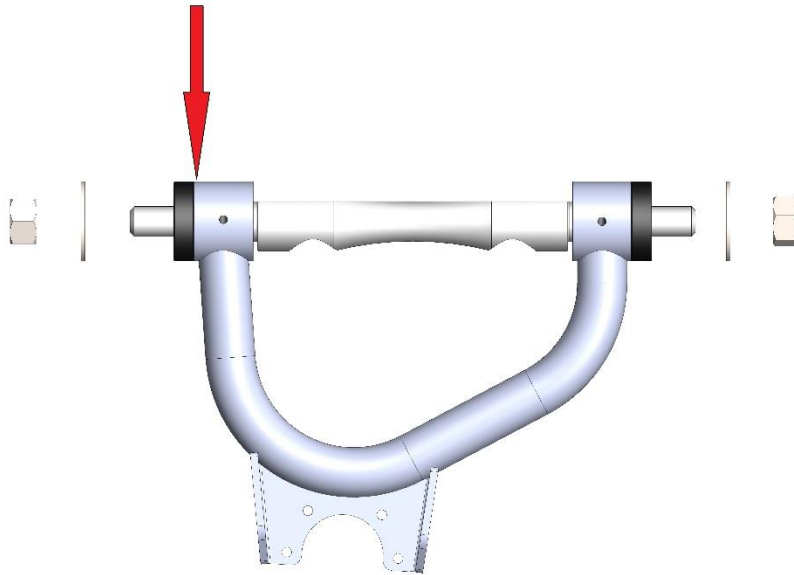
**-USE A TEFLON BASED HI-TEMP SYNTHETIC GREASE TO LUBRICATE BUSHINGS FOR INSTALLATION.**

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

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

## **-UPPER CONTROL ARM INSTALLATION 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)**

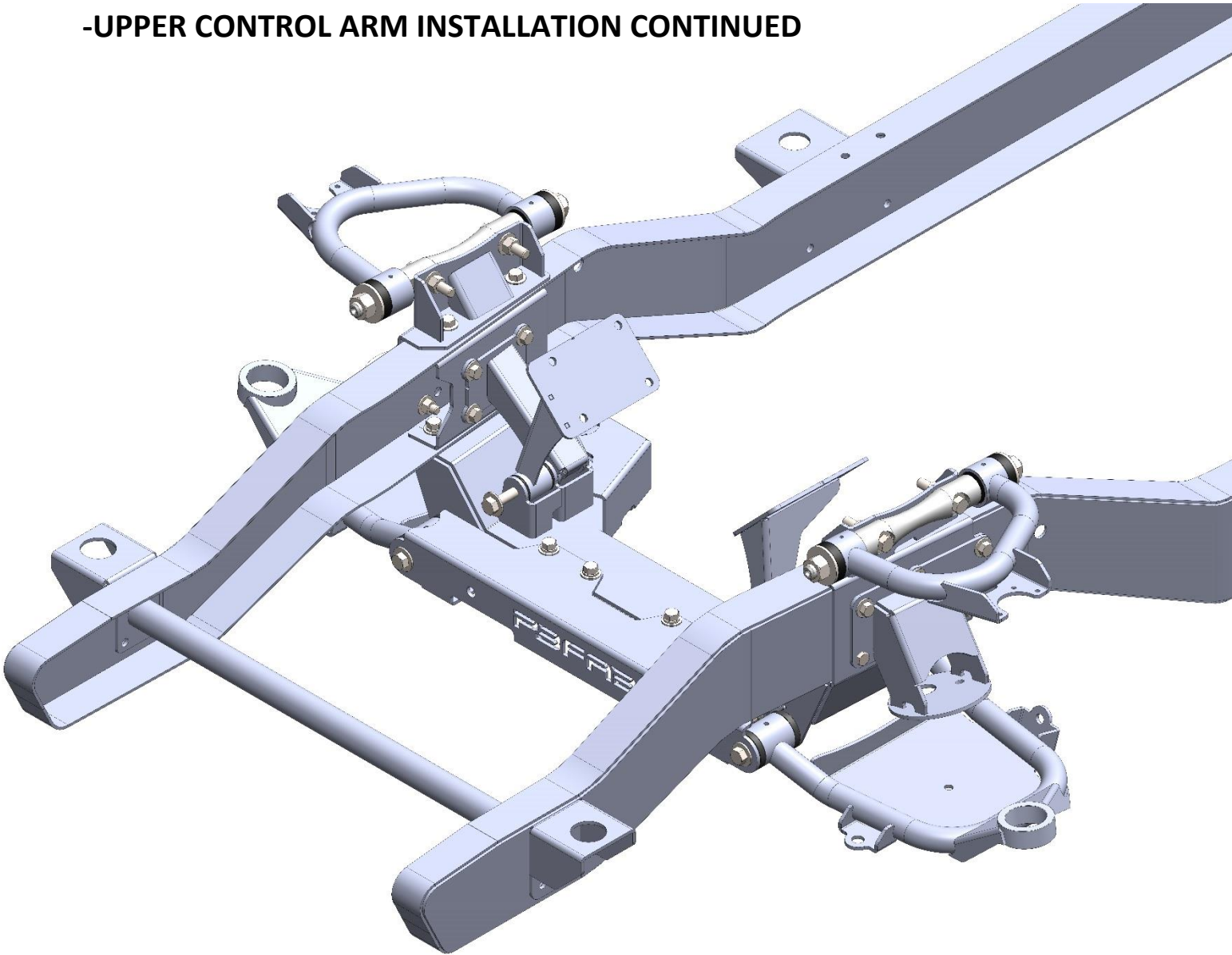
-FOLLOW DIAGRAM CLOSELY TO ENSURE PROPER BUSHING INSTALLATION. FAILURE TO FOLLOW RECOMMENDATIONS WILL VOID ANY WARRANTY.

-IF UPPER CONTROL ARM BUSHINGS SEEM EXTREMELY TIGHT; TOSS THEM IN THE FREEZER FOR APPROX 20 MINUTES AND RE-TRY

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



**-UPPER CONTROL ARM INSTALLATION CONTINUED**

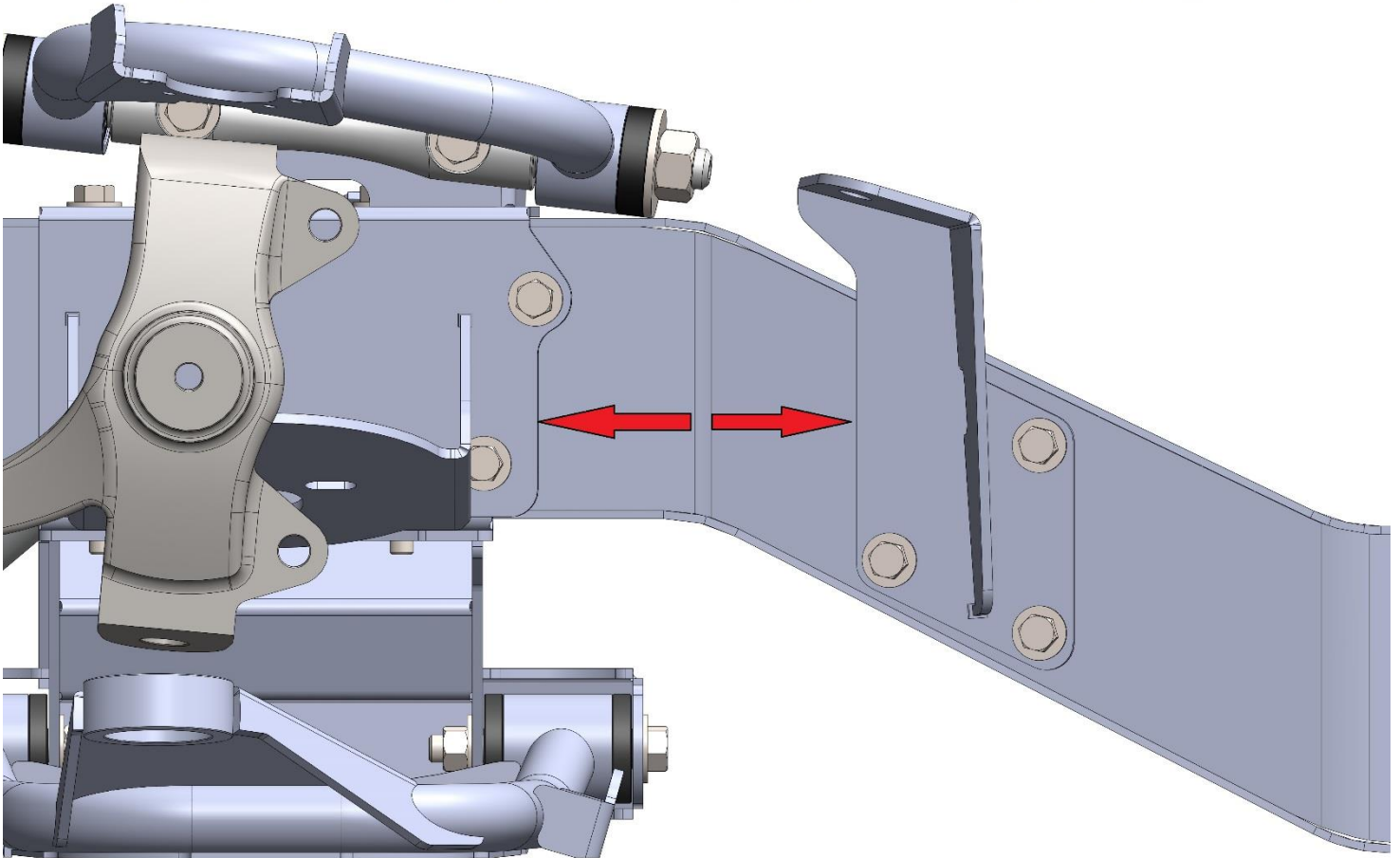


**-ATTACH UPPER CONTROL ARM TO UPPER HAT USING SUPPLIED 9/16 X 2.75" GRADE 8 BOLTS WITH FLAT WASHERS AND NYLOC NUTS**

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

## **-UPPER SHOCK RELOCATION BRACKET INSTALLATION**

**DISTANCE BETWEEN BACK EDGE OF UPPER HAT AND FRONT EDGE OF SHOCK MOUNT IS APROX. 6 INCHES. FRONT EDGE OF SHOCK MOUNT WILL BUTT UP AGAINST ORIGINAL UPPER SHOCK STUD MOUNTING BULGE ON FACTORY FRAME**



**-FOLLOW DIAGRAM TO ENSURE PROPER INSTALLATION OF UPPER SHOCK RELOCATION BRACKET**

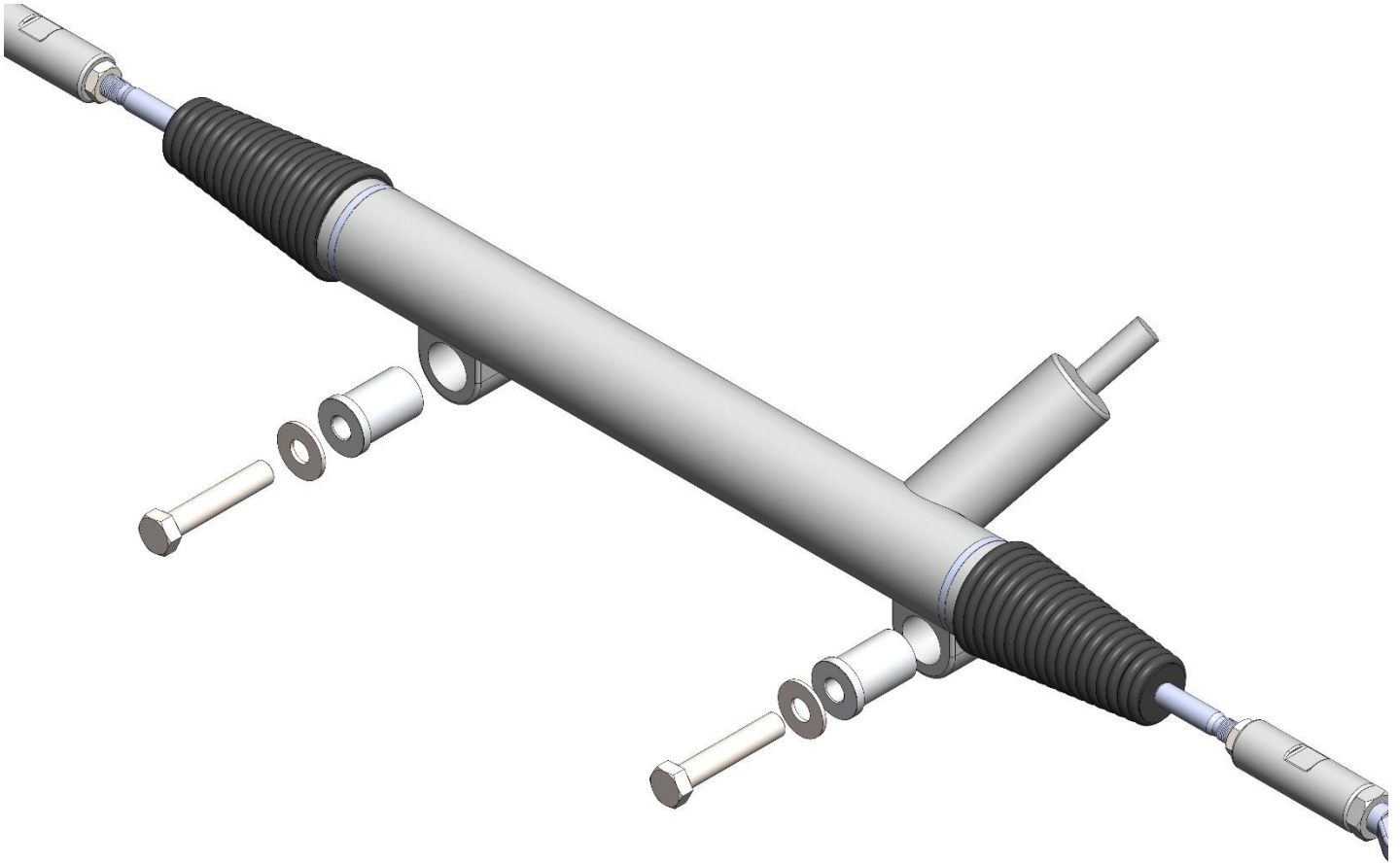
**-CENTER SHOCK MOUNTING BRACKET ON SIDE OF FRAME**

**- MARK AND DRILL MOUNTING HOLES**

**-USE SUPPLIED 7/16 X 1.25" GRADE 8 BOLTS WITH FLAT WASHERS AND NYLOC NUTS; TORQUE TO 65 FT-LBS**



## **-RACK AND PINION INSTALLATION**



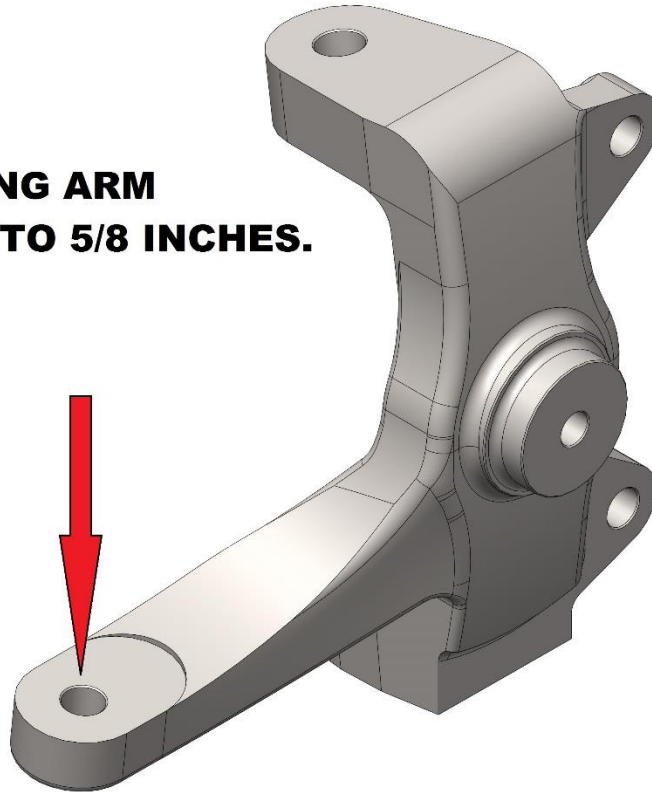
**-USE SUPPLIED STEPPED ALUMINUM BUSHINGS AND 9/16 X 3.5" GRADE 8 BOLTS WITH FLAT WASHERS AND NYLOC NUTS.**

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

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

**-RACK AND PINION INSTALLATION CONTINUED**

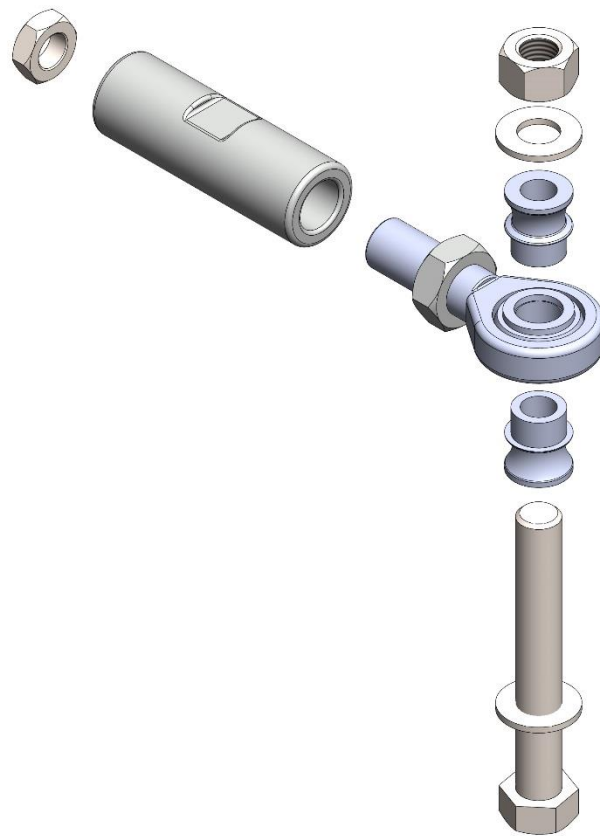
**SPINDLE'S STEERING ARM  
MUST BE DRILLED TO 5/8 INCHES.**



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

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

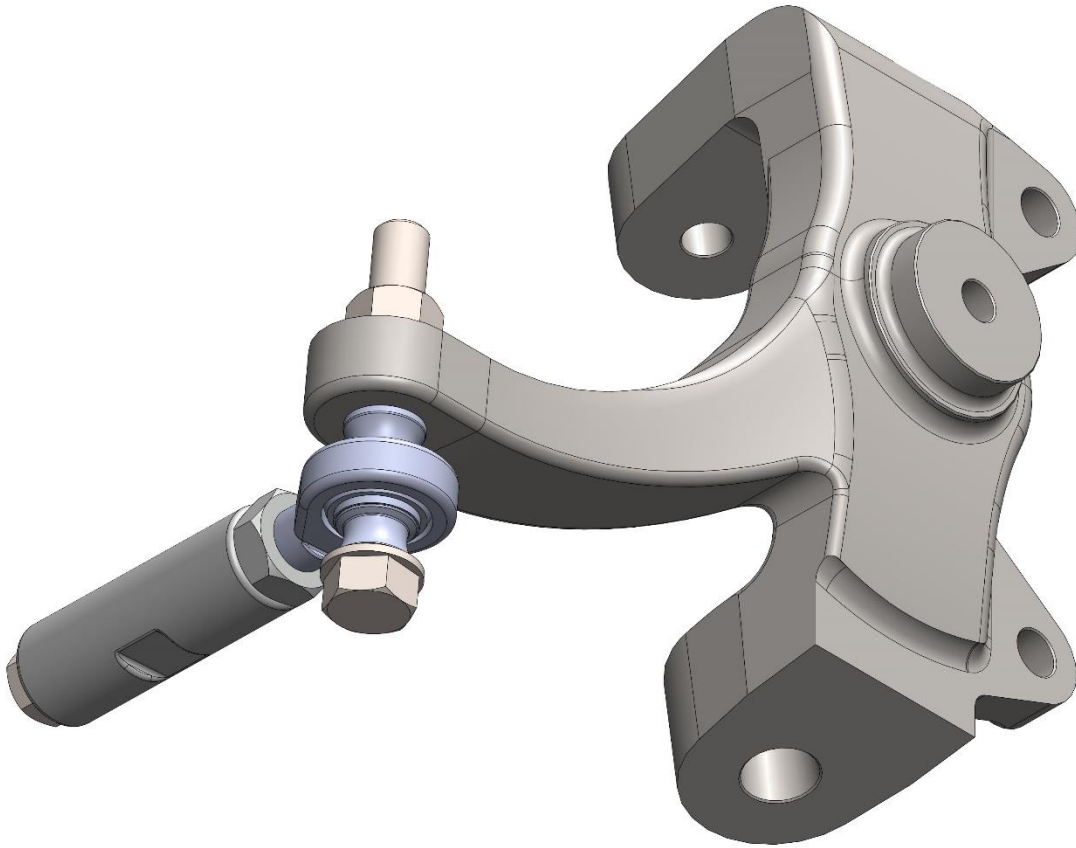
## **-RACK AND PINION INSTALLATION CONTINUED**



## **-TIE ROD END HARDWARE EXPLODED VIEW**

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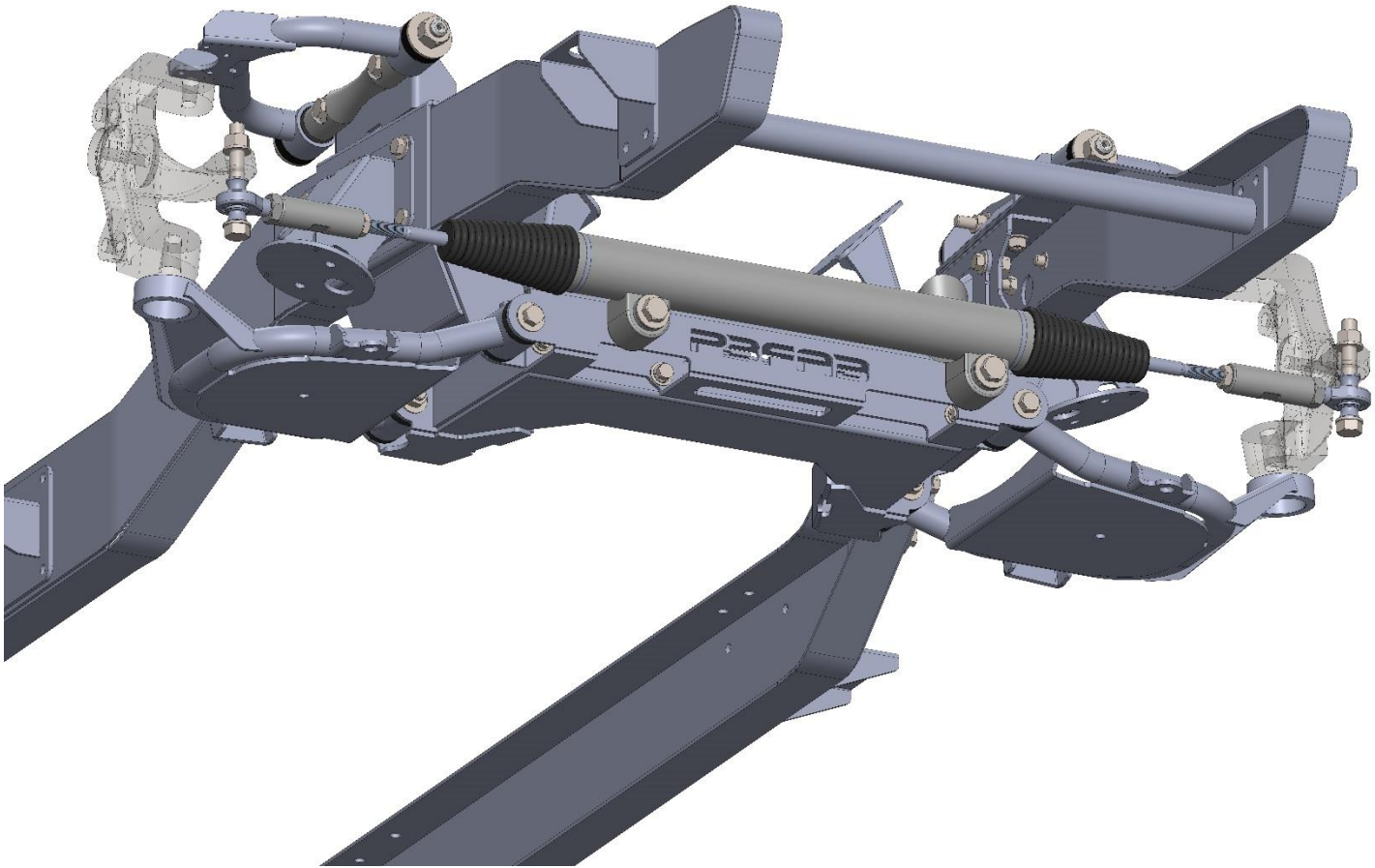
**-RACK AND PINION INSTALLATION CONTINUED**



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

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

## **-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**