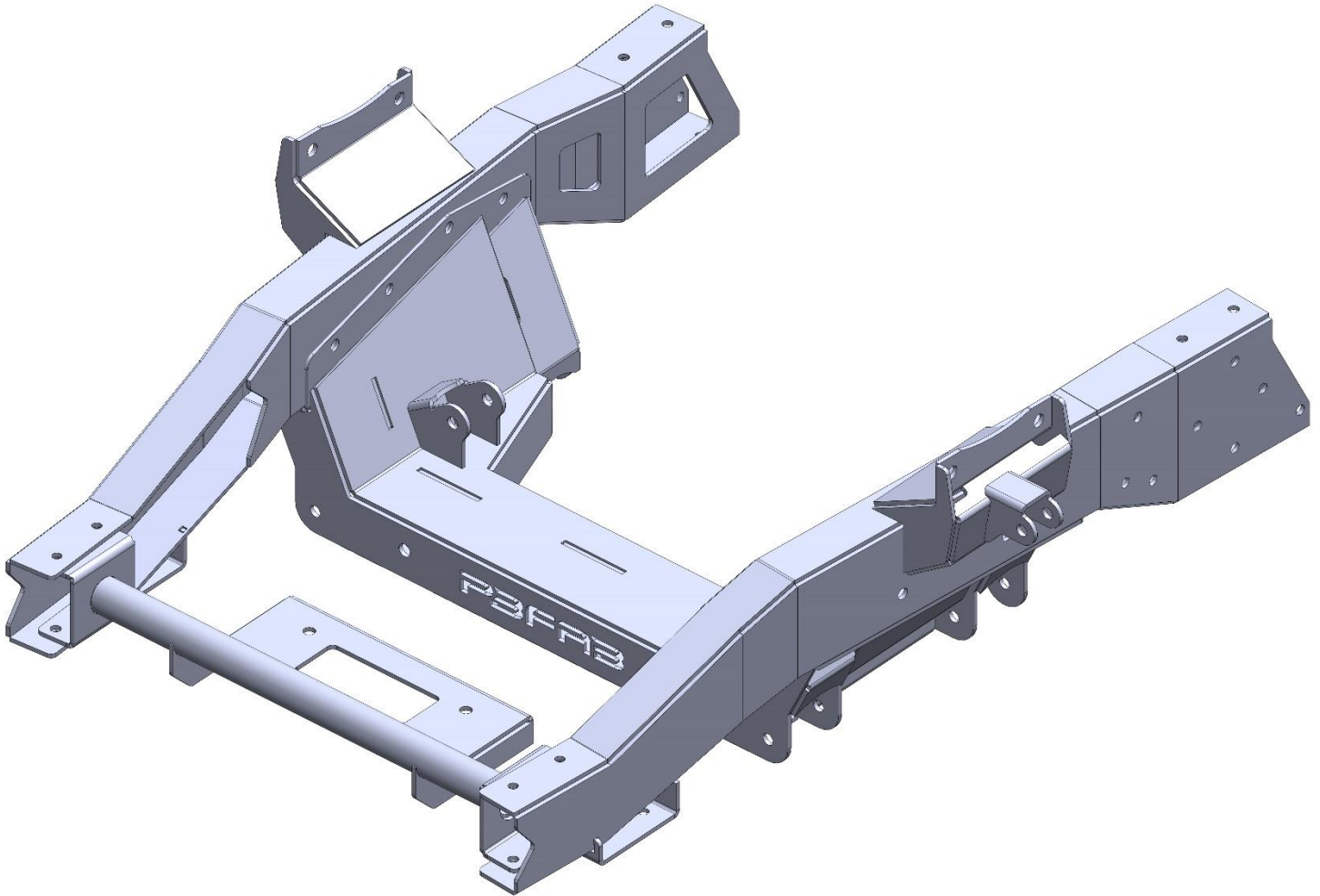


DROPMEMBER FRONT 47-54 LEVEL 2

INSTALL GUIDE

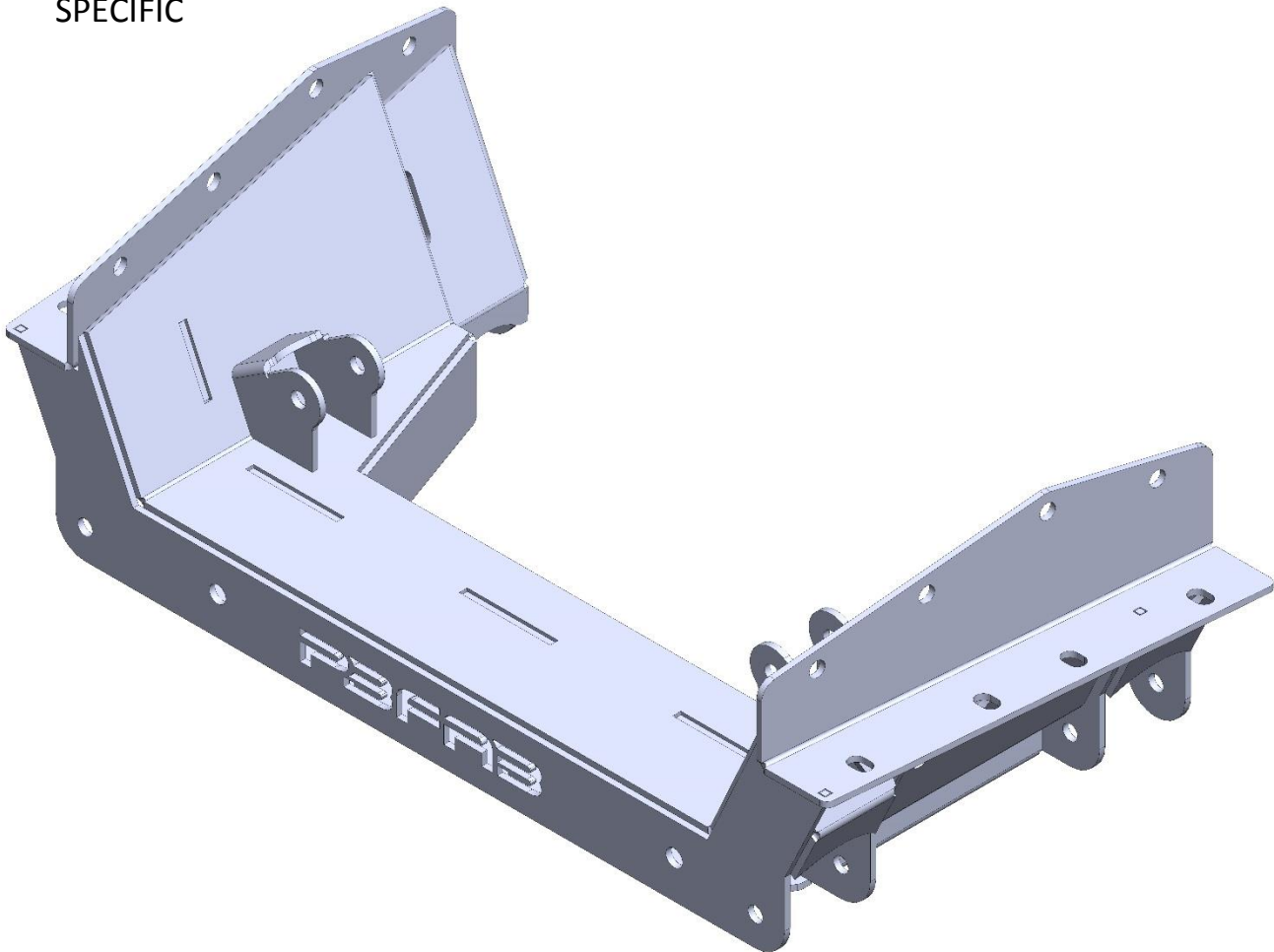


APRIL 2020

INDIVIDUAL PARTS DESCRIPTIONS WITH HARDWARE LISTS

PART# DM7-FRA-3-TAPERED

DESCRIPTION: DROPMEMBER VERSION 7; LEVEL 3; TAPERED FRAME RAIL SPECIFIC



HARDWARE DESCRIPTION:

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

7/16 GRADE 8 LOCKWASHER (QTY. 16)

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

1/2 X 4 GRADE 8 BOLT USS (QTY.4) **LOWER CONTROL ARM MOUNTING BOLTS**

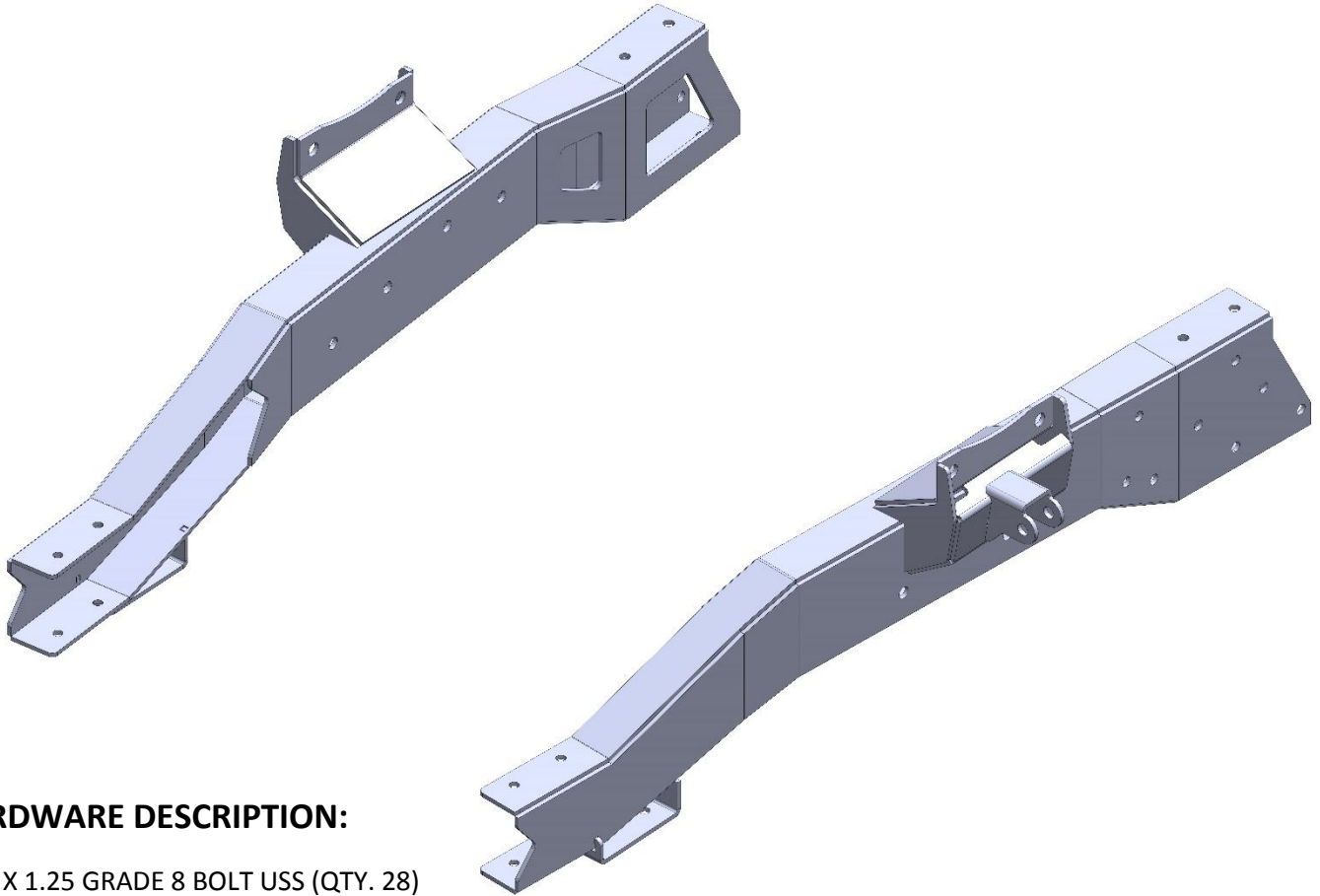
1/2 X 3.25 GRADE 8 BOLT USS (QTY. 2) **MOTOR MOUNT MOUNTING BOLTS**

1/2 GRADE 8 NYLOC NUT USS (QTY.6)

7/16 GRADE 8 FLAT WASHER USS (QTY.12)

PART# FRA4754-2-C

DESCRIPTION: FRAME RAIL ASSEMBLY 47-54 GM; LEVEL 2 COILOVER

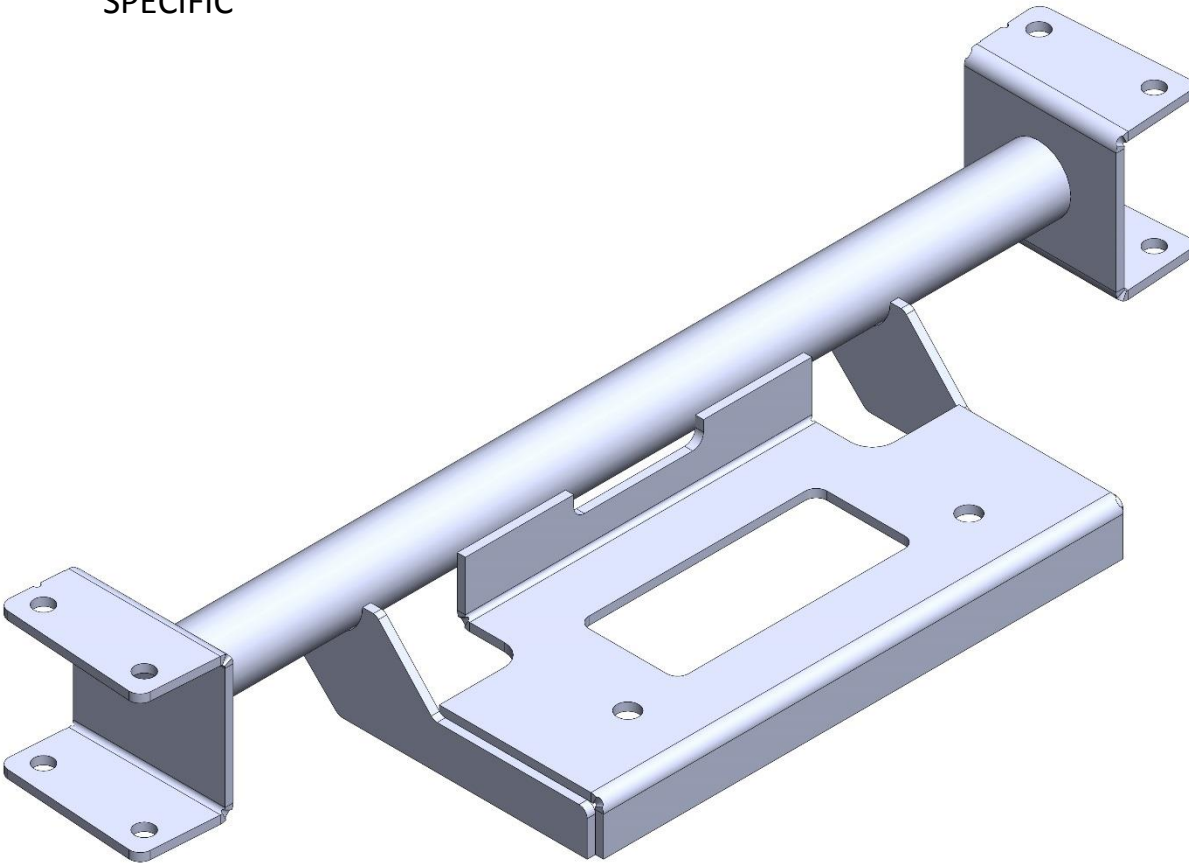


HARDWARE DESCRIPTION:

7/16 X 1.25 GRADE 8 BOLT USS (QTY. 28)
7/16 GRADE 8 NYLOC NUT (QTY. 18)
7/16 GRADE 8 LOCKWASHER USS (QTY. 10)
3/8 GRADE 8 FLAT WASHER USS (QTY. 66)
9/16 X 2.75 GRADE 8 BOLT USS (QTY. 4)
9/16 GRADE 8 FLAT WASHER SAE (QTY. 24)
9/16 GRADE 8 NYLOC NUT USS (QTY. 4)
1/2 X 2.5 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# CSXM4754

DESCRIPTION: CORE SUPPORT CROSS MEMBER 47-54 FRAME RAIL ASSEMBLY
SPECIFIC



HARDWARE DESCRIPTION:

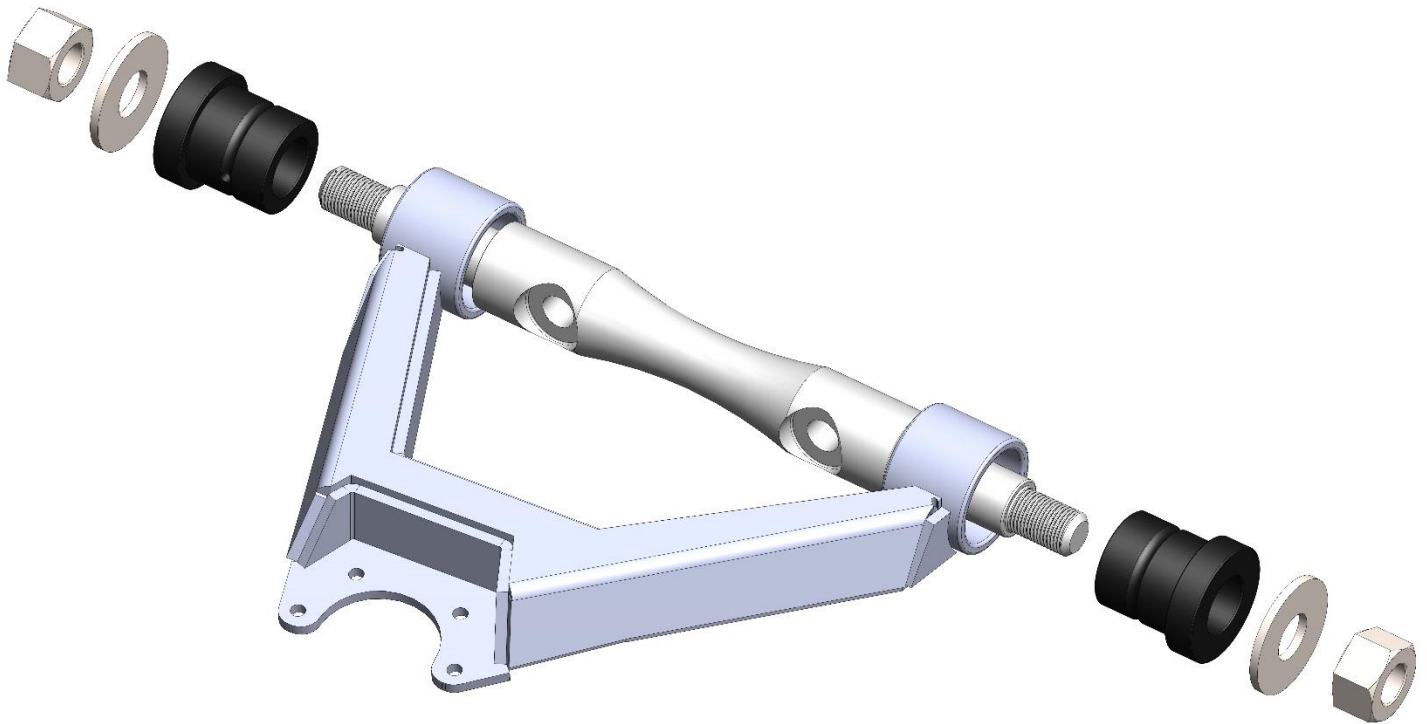
7/16 X 1.25 GRADE 8 BOLT USS (QTY. 8)

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

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

PART# UCA-2N-C10-BOXED

DESCRIPTION: UPPER CONTROL ARM; 2 INCH NARROWED; C10 BALL JOINT CUP;
BOXED DESIGN



HARDWARE DESCRIPTION:

UPPER CONTROL ARM SHAFT (QTY. 2)

UPPER CONTROL ARM BUSHING (QTY. 4)

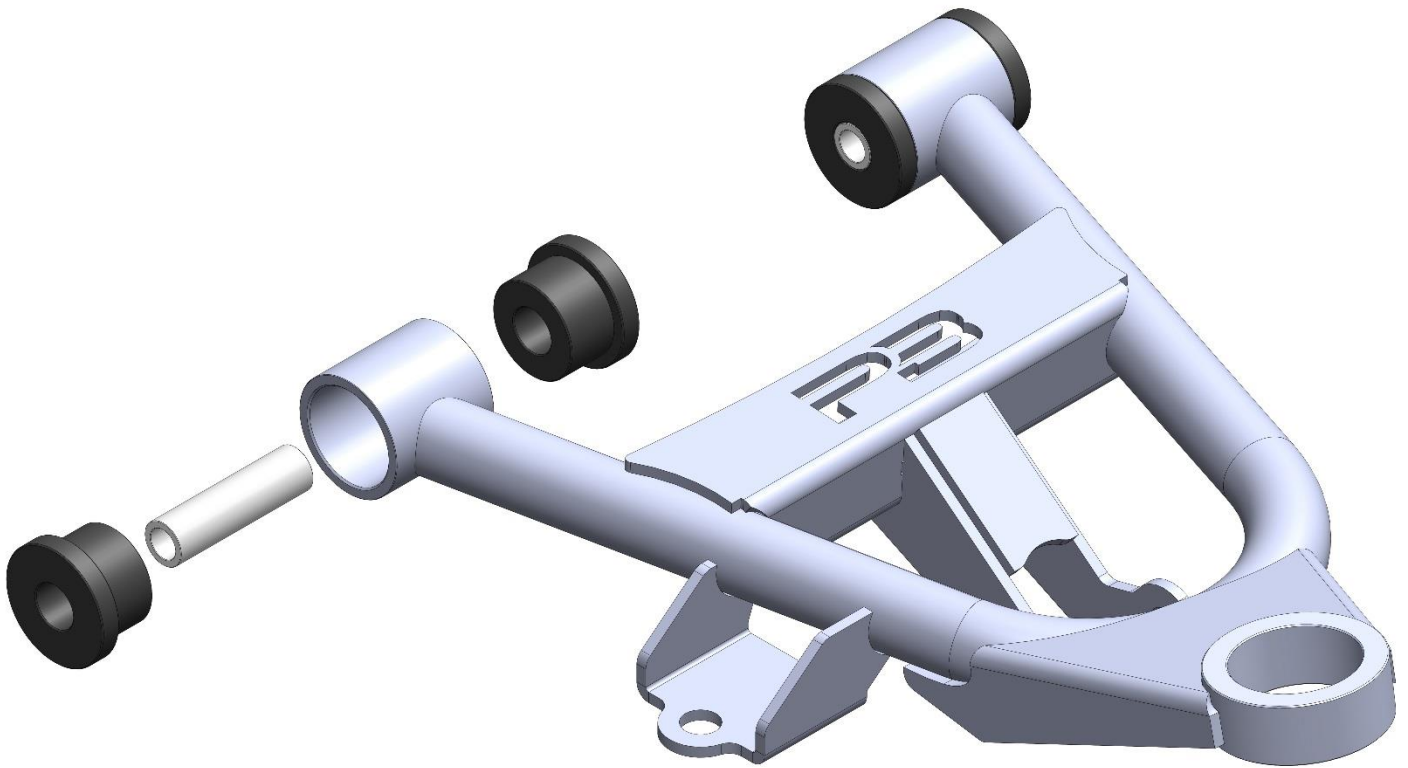
3/4 GRADE 5 FLAT WASHER (SILVER ZINC) (QTY. 4)

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

GREASABLE ZERK FITTING (QTY. 4)

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

DESCRIPTION: LOWER CONTROL ARM; 1 INCH NARROWED; C10 BALL JOINT; DM7 SPECIFIC; COIL OVER SPECIFIC



HARDWARE DESCRIPTION:

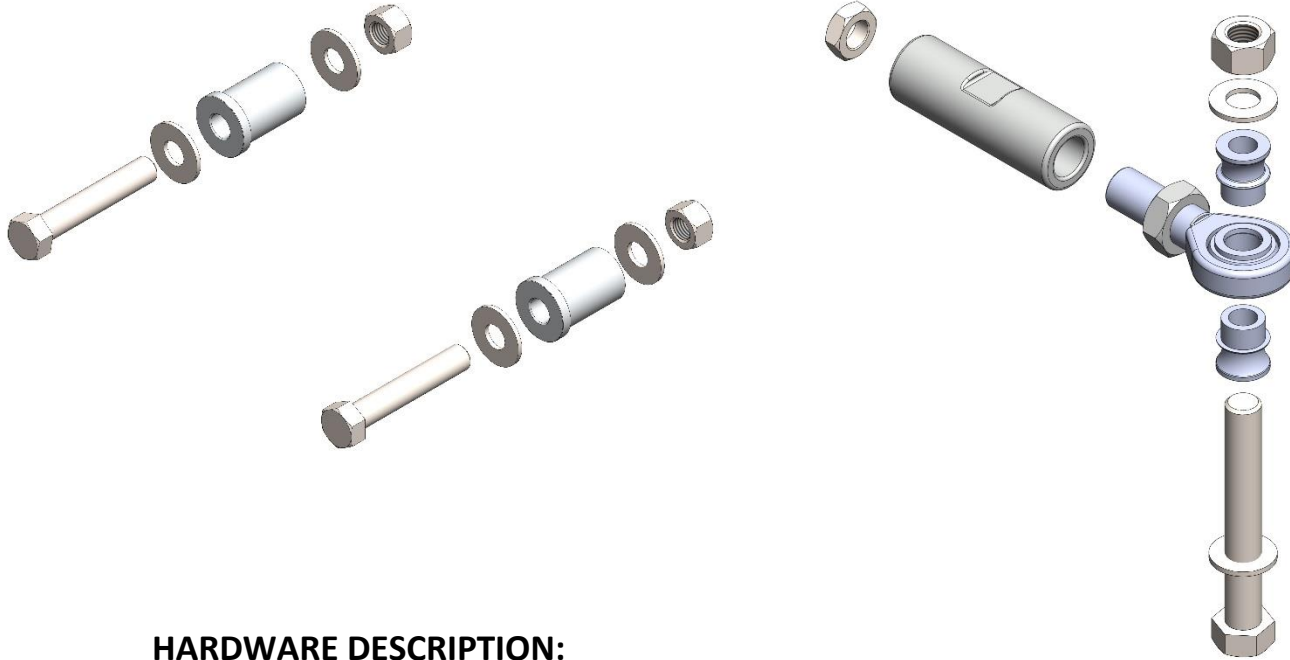
LOWER CONTROL ARM BUSHING (DMV6) (QTY. 8)

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)

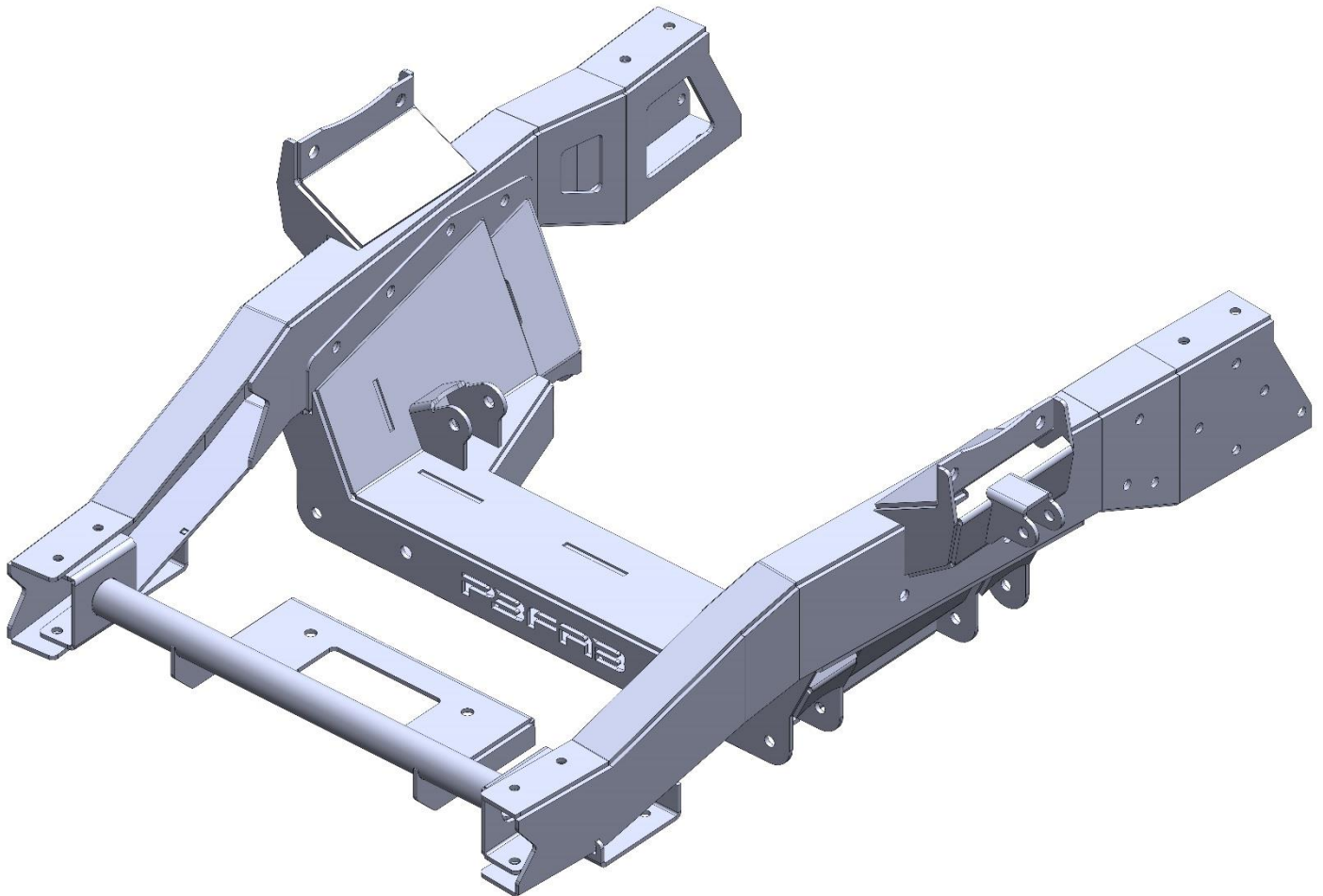
5/8 GRADE 8 FLAT WASHER SAE (QTY.4)

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

MOCK-UP FRONT FRAME CLIP ASSEMBLY

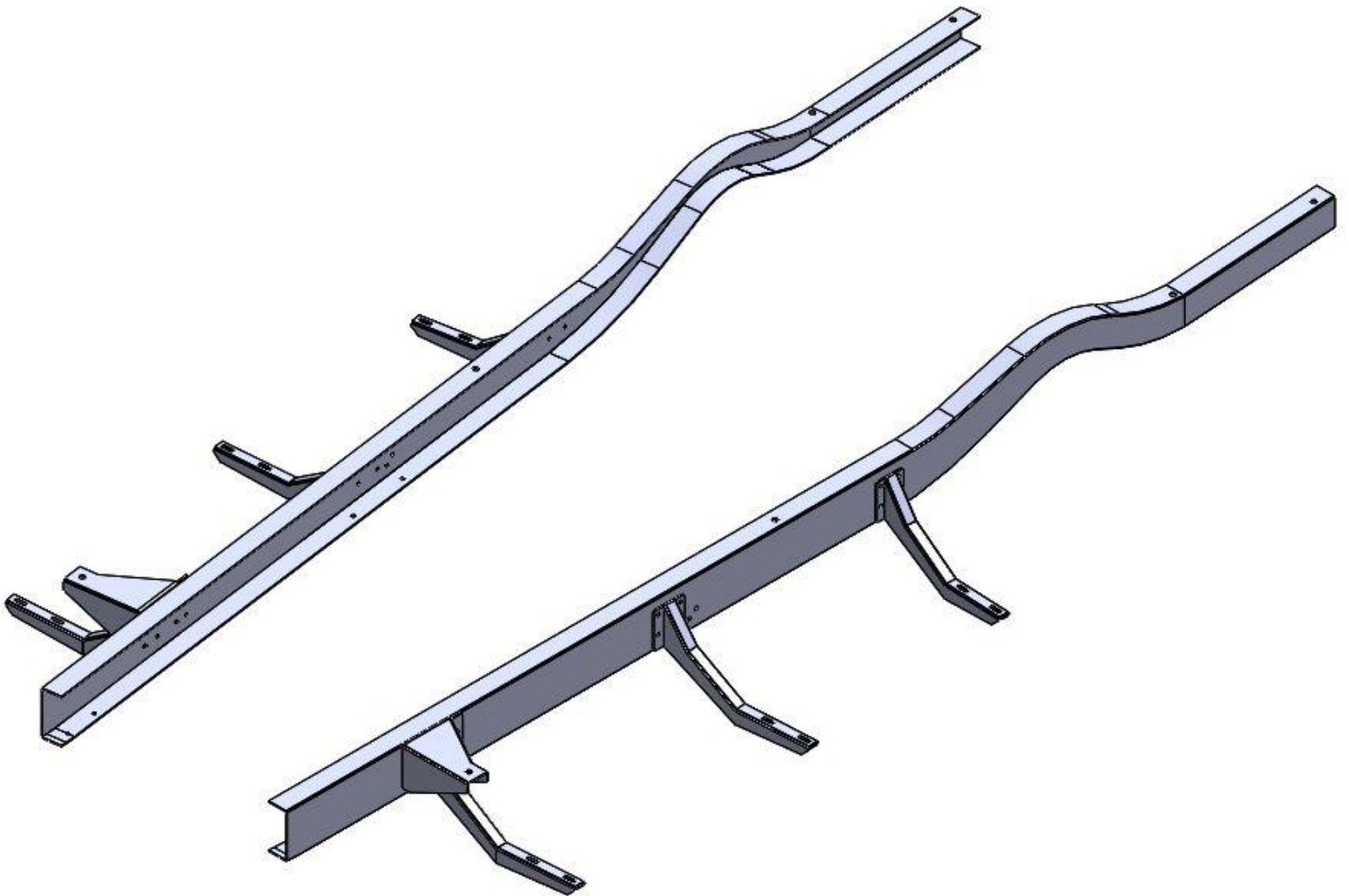
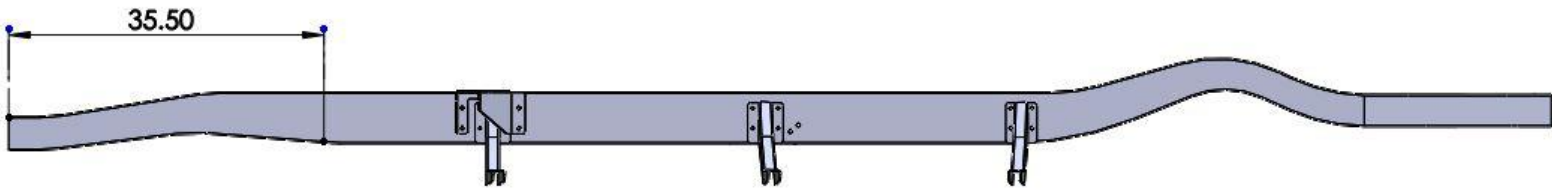
ASSEMBLE FRONT CLIP COMPONENTS USING SUPPLIED GRADE 8 HARDWARE.

DO NOT FULLY TIGHTEN HARDWARE AT THIS TIME

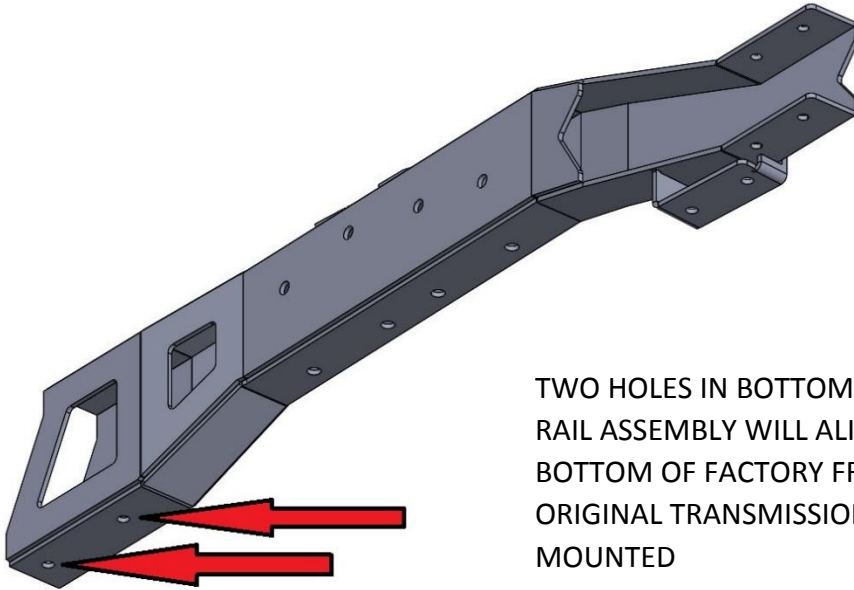


PREP FACTORY FRAME FOR FRONT RAIL REMOVAL

IT WILL BE NECESSARY TO CUT OFF THE FRONT 35 1/2 INCHES OF THE FACTORY FRAME

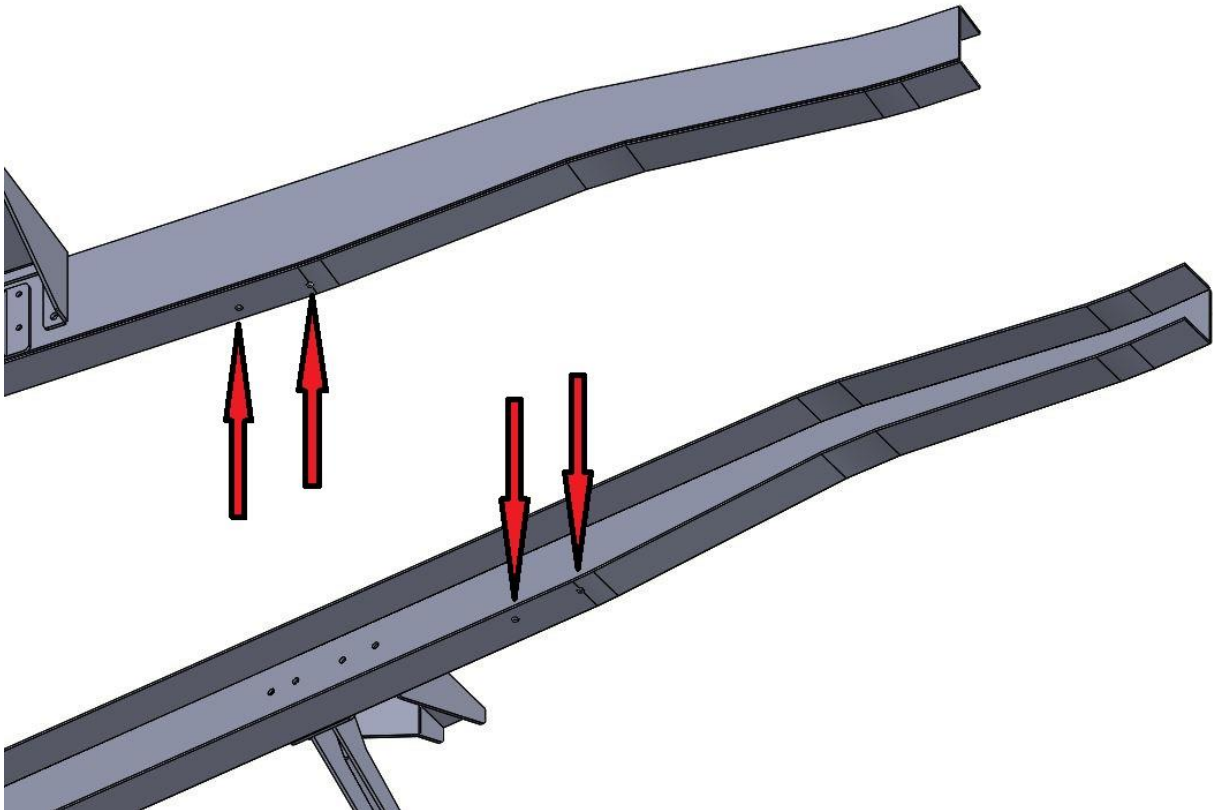


FRONT CLIP INSTALLATION ALIGNMENT

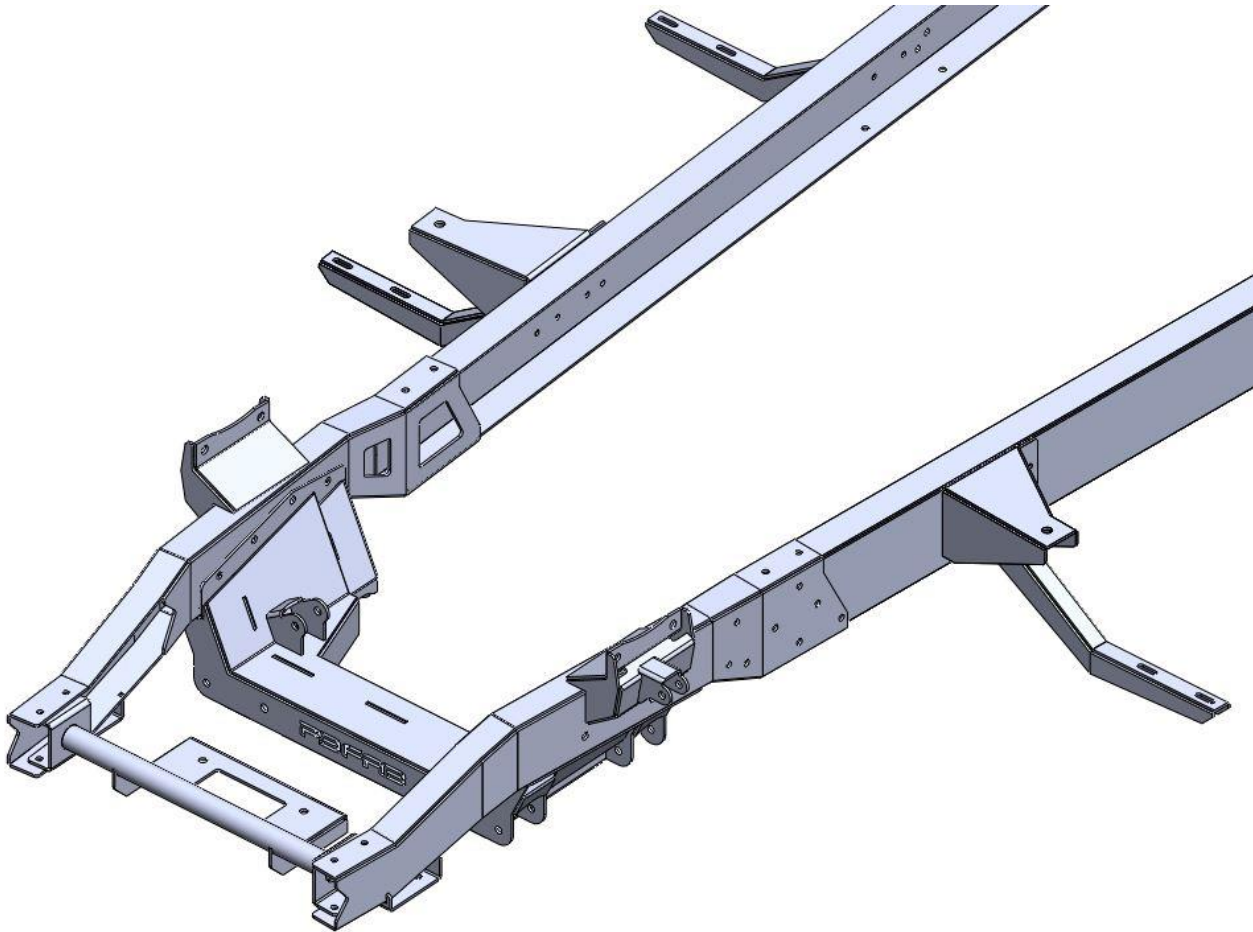


TWO HOLES IN BOTTOM OF FABRICATED FRAME RAIL ASSEMBLY WILL ALIGN WITH TWO HOLES IN BOTTOM OF FACTORY FRAME RAIL WHERE ORIGINAL TRANSMISSION CROSSMEMBER MOUNTED

IT MAY BE NECESSARY TO SLIGHTLY TRIM THE WIDTH OF THE FACTORY RAILS SO THAT THE FRONT CLIP ASSEMBLY WILL SLIDE OVER THEM



INSTALL FRONT CLIP ASSEMBLY ONTO FACTORY FRAME RAILS



-SLIDE FRONT CLIP OVER FACTORY FRAME RAILS

IT MAY BE NECESSARY TO SLIGHTLY TRIM FRAME WIDTH SO THAT FABRICATED FRAME RAIL ASSEMBLIES SLIDE OVER FACTORY FRAME RAILS

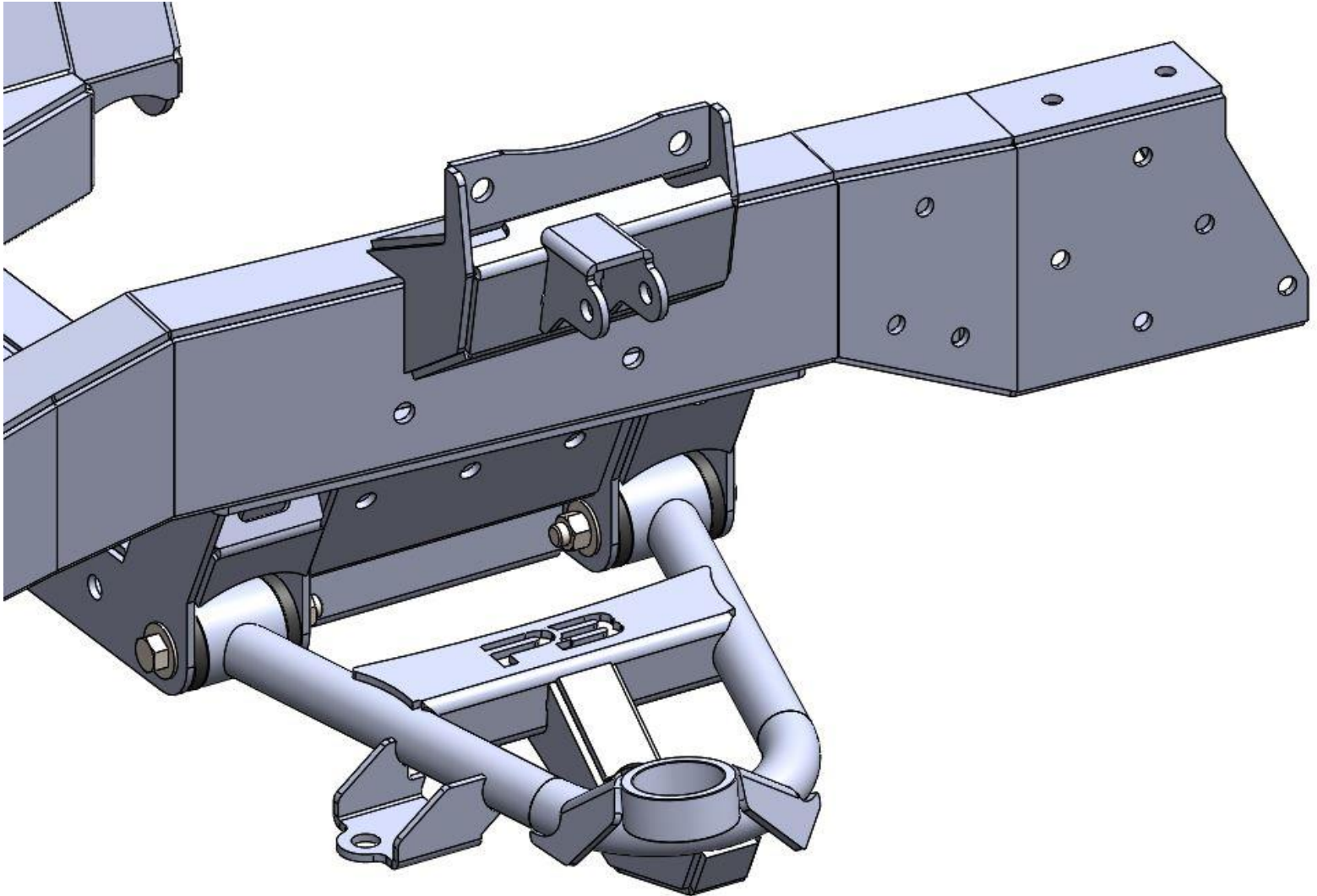
-ALIGN BOTTOM REAR HOLES IN FABRICATED FRAME RAILS AND FACTORY CHASSIS

-ENSURE NEW FRONT CLIP IS SQUARE AND LEVEL TO THE FACTORY CHASSIS

-BEGIN TIGHTENING ALL FRONT CLIP HARDWARE, ENSURING FRONT CLIP REMAINS SQUARE AND LEVEL TO FACTORY CHASSIS (TORQUE TO 65 FT LBS)

-CONFIRM FRONT CLIP IS SQUARE AND LEVEL TO THE FACTORY FRAME; DRILL MOUNTING HOLES IN FACTORY FRAME USING FABRICATED RAILS AS TEMPLATES; INSTALL HARDWARE (TORQUE TO 65 FT LBS)

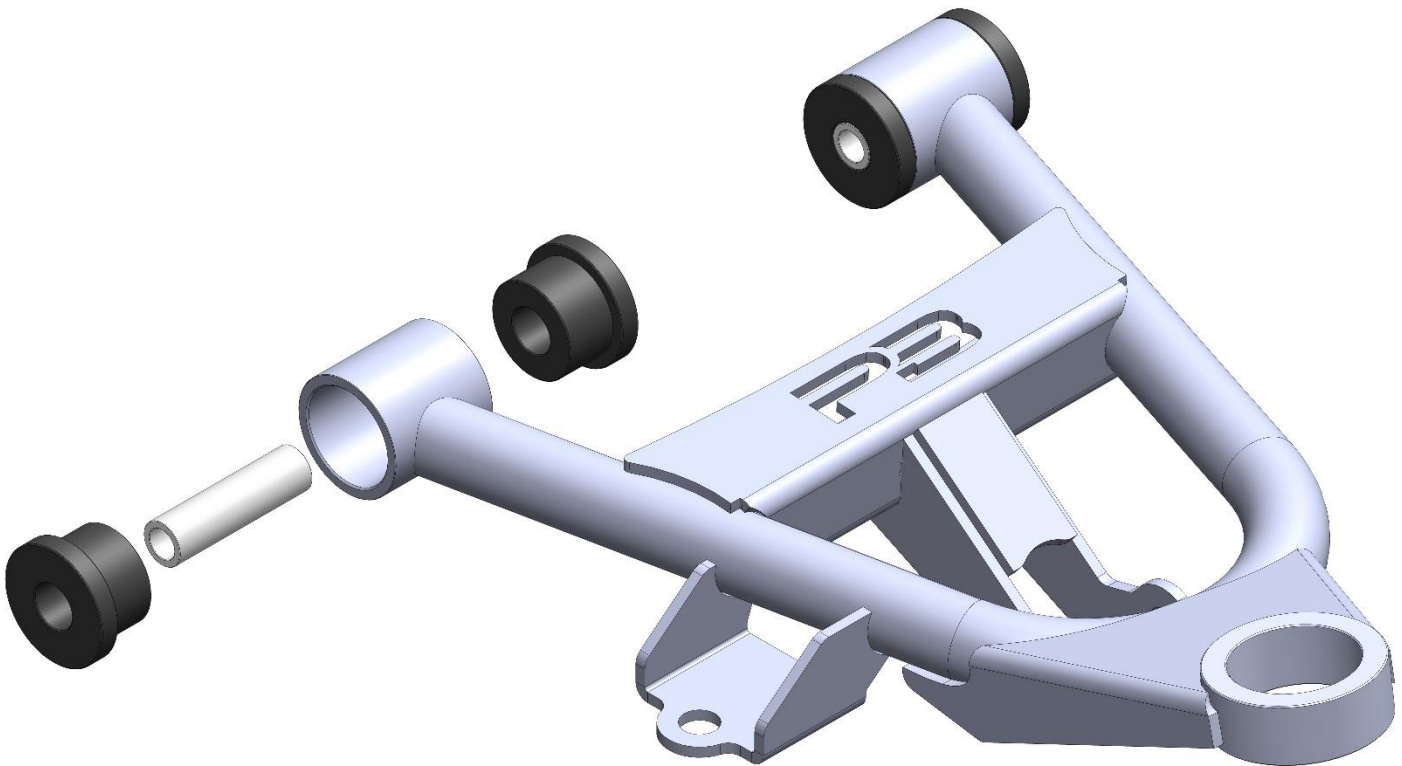
LOWER CONTROL ARM INSTALLATION



*****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.

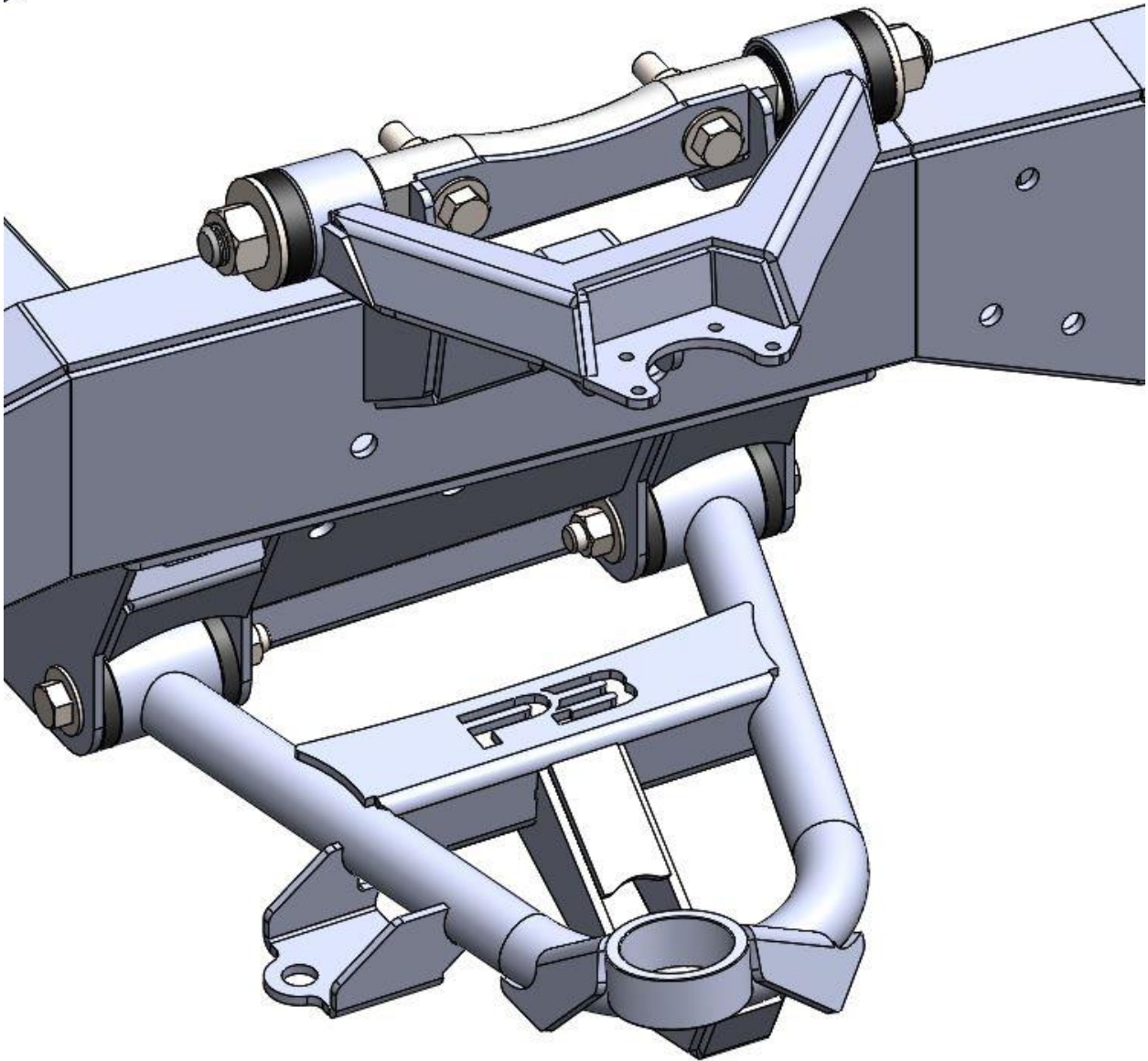
DRIVER SIDE ARM SHOWN IN IMAGE

-ATTACH LOWER CONTROL ARM USING SUPPLIED GRADE 8 HARWDARE; SET CONTROL ARM TUBE PARALLEL TO GROUND AND TORQUE TO 75 FT LBS.

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

CONTINUED ON NEXT PAGE

UPPER CONTROL ARM INSTALLATION

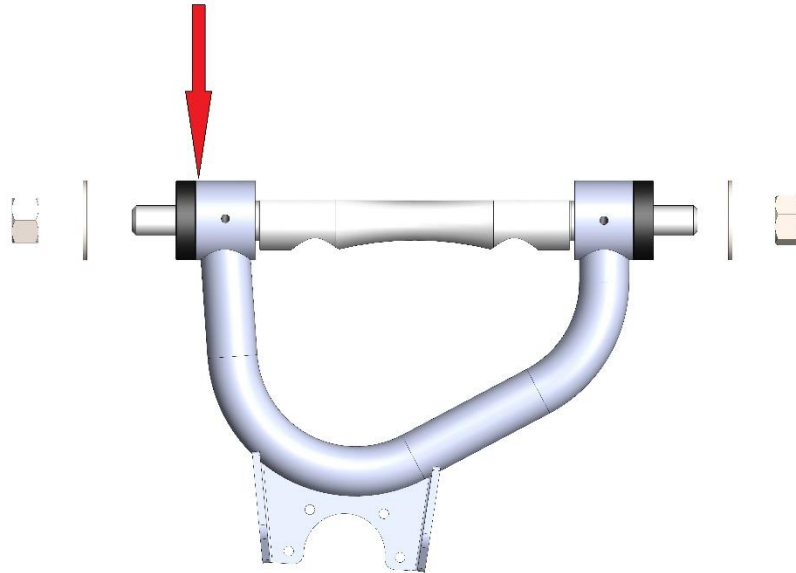


*****MAKE SURE TO FOLLOW CONTROL ARM INSTALLATION INSTRUCTIONS
CLOSELY TO ENSURE PROPER INSTALLATION*****

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

-UPPER CONTROL ARM SHAFT INSTALLATION

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.

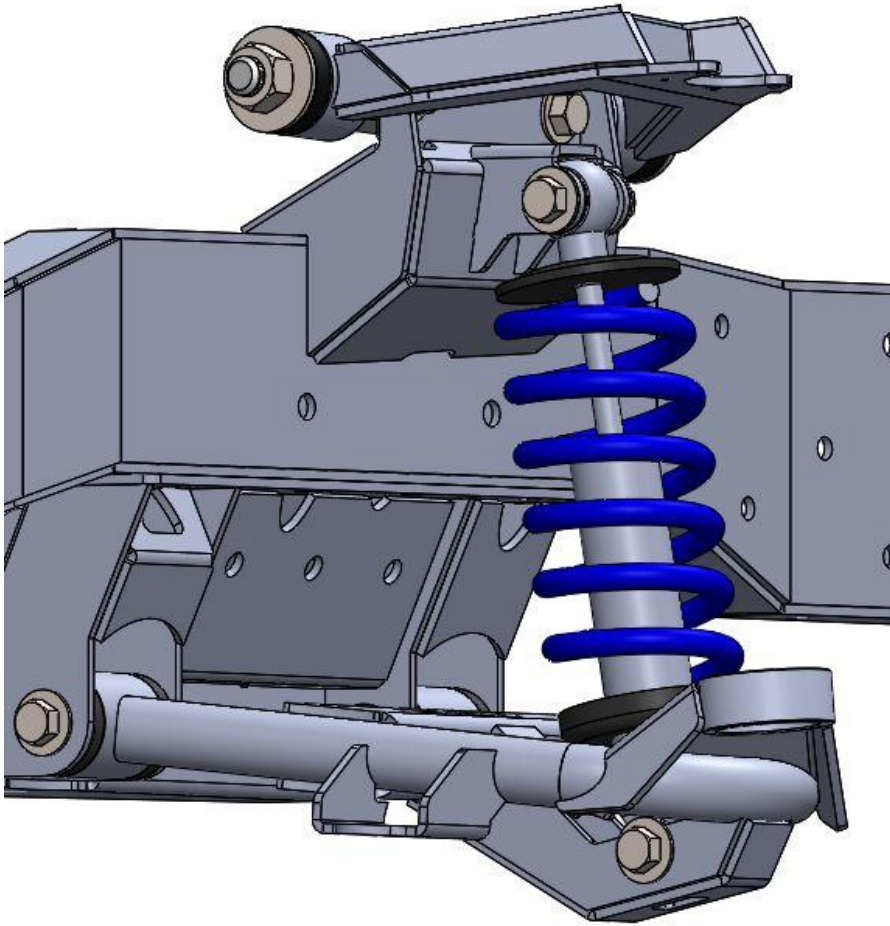
(DRIVER SIDE CONTROL ARM SHOWN)

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

-IF UPPER CONTROL ARM BUSHINGS ARE REALLY TIGHT AND EXTREMELY DIFFICULT TO INSTALL; THROW THEM IN THE FREEZER FOR 20 MINUTES AND THEN RE-TRY INSTALLATION

-ATTACH UPPER CONTROL ARM TO UPPER HAT USING SUPPLIED 9/16 X 2.75" GRADE 8 BOLTS WITH FLAT WASHERS AND NYLOC NUTS (TORQUE TO 75 FT LBS)

-COIL OVER INSTALLATION

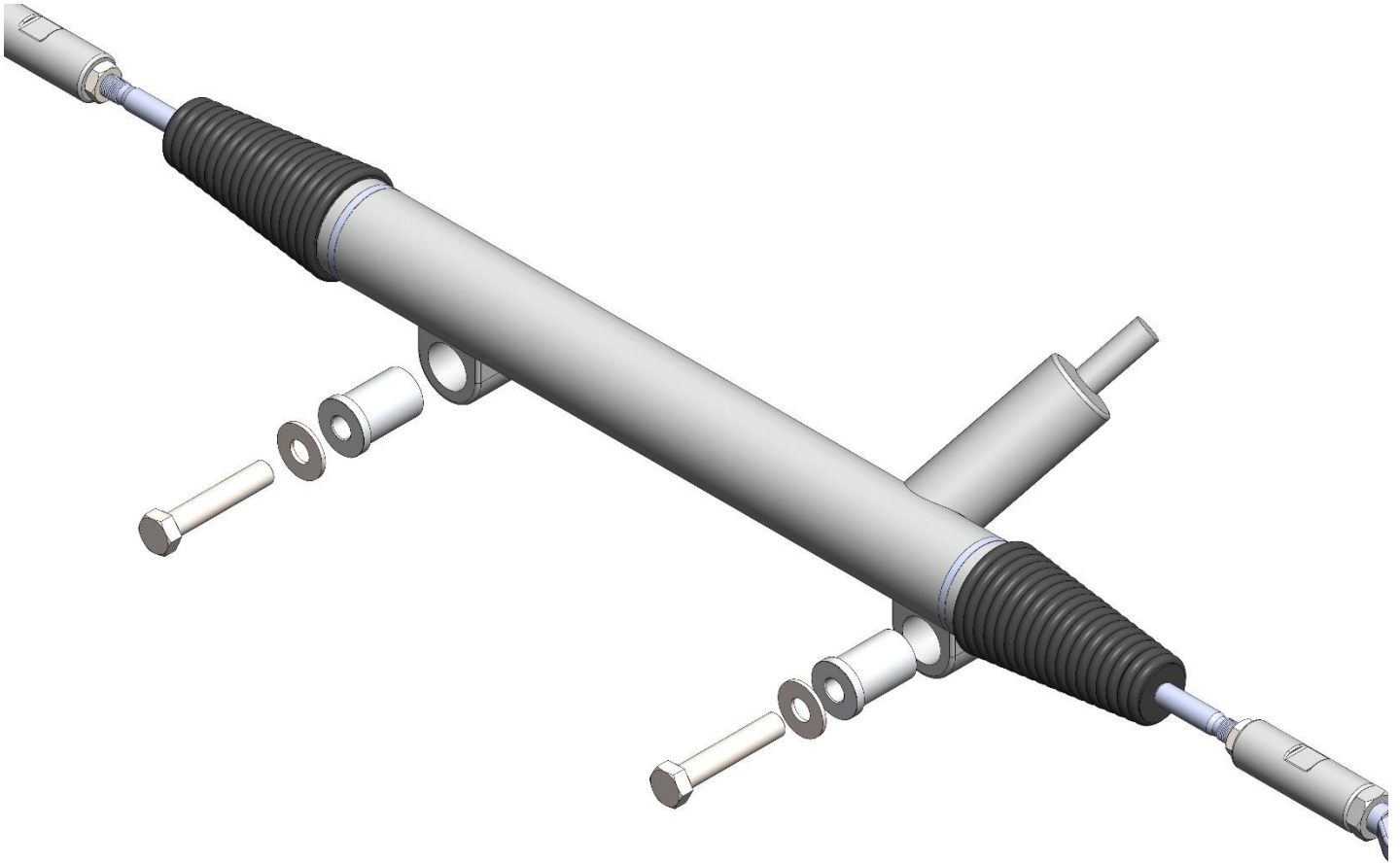


-INSTALL FRONT COIL OVERS USING SUPPLIED GRADE 8 HARDWARE

(TORQUE TO 65 FT LBS)

-FRONT COIL OVER EYELET TO EYELET SHOULD BE 12.5 INCHES CENTER TO CENTER AT RIDE HEIGHT

-RACK AND PINION INSTALLATION



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

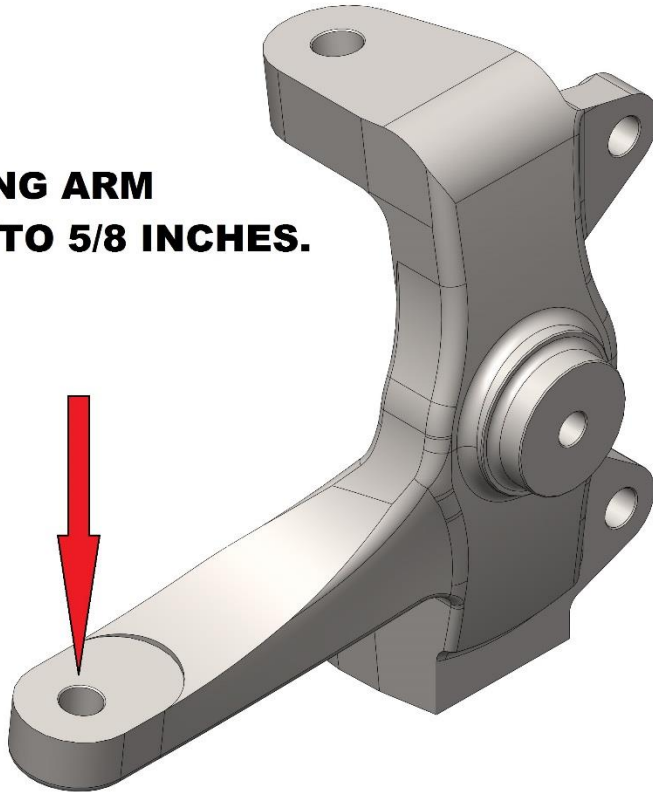
-IF THE RACK AND PINION HAS RUBBER MOUNTING BUSHINGS PRESSED INTO THE BODY, REMOVE THEM AND USE THE SUPPLIED ALUMINUM BUSHINGS.

-TORQUE RACK AND PINION MOUNTING BOLTS TO 65 FT-LBS

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

-RACK AND PINION INSTALLATION CONTINUED

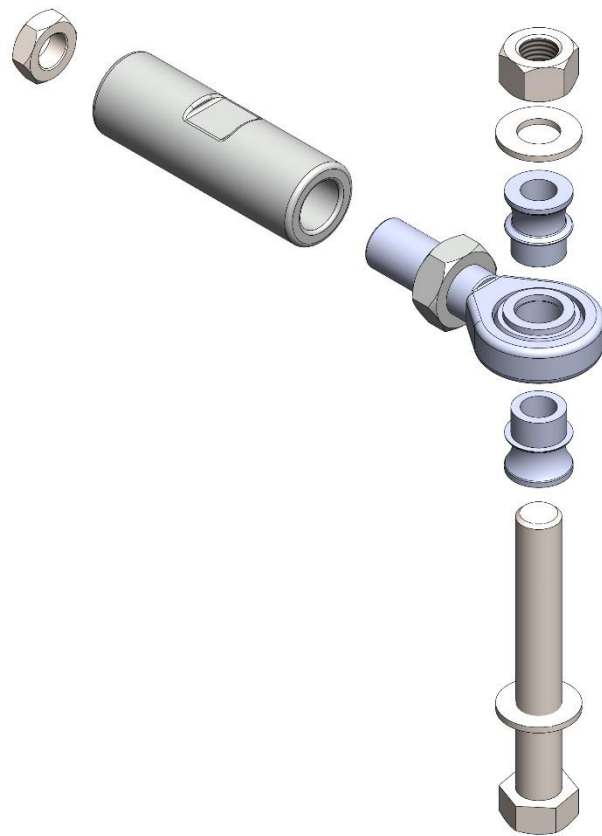
**SPINDLE'S STEERING ARM
MUST BE DRILLED TO 5/8 INCHES.**



-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*****

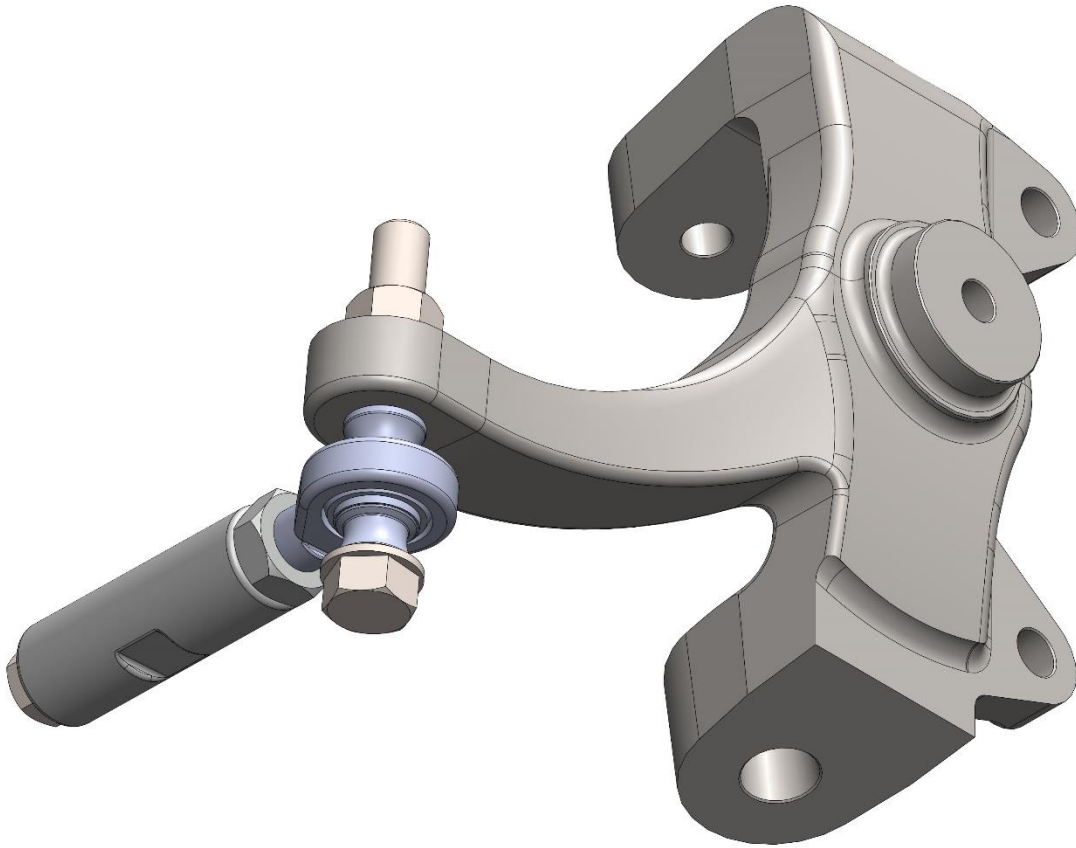
-RACK AND PINION INSTALLATION



-TIE ROD END HARDWARE EXPLODED VIEW

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

-RACK AND PINION INSTALLATION



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