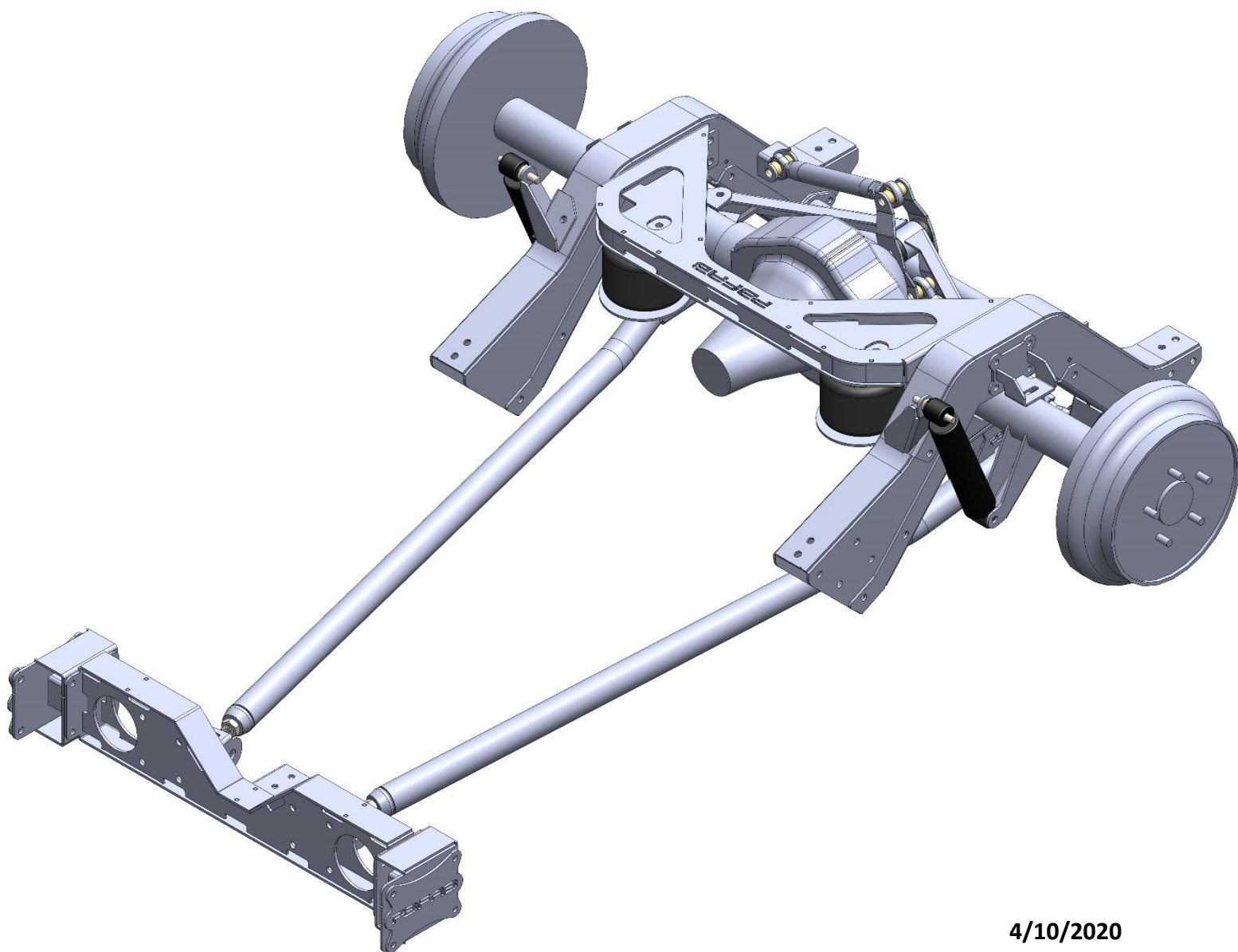


**PBFAB DROPMEMBER REAR
73-80 LEVEL 3 BLAZER/SUBURBAN
INSTALL GUIDE**



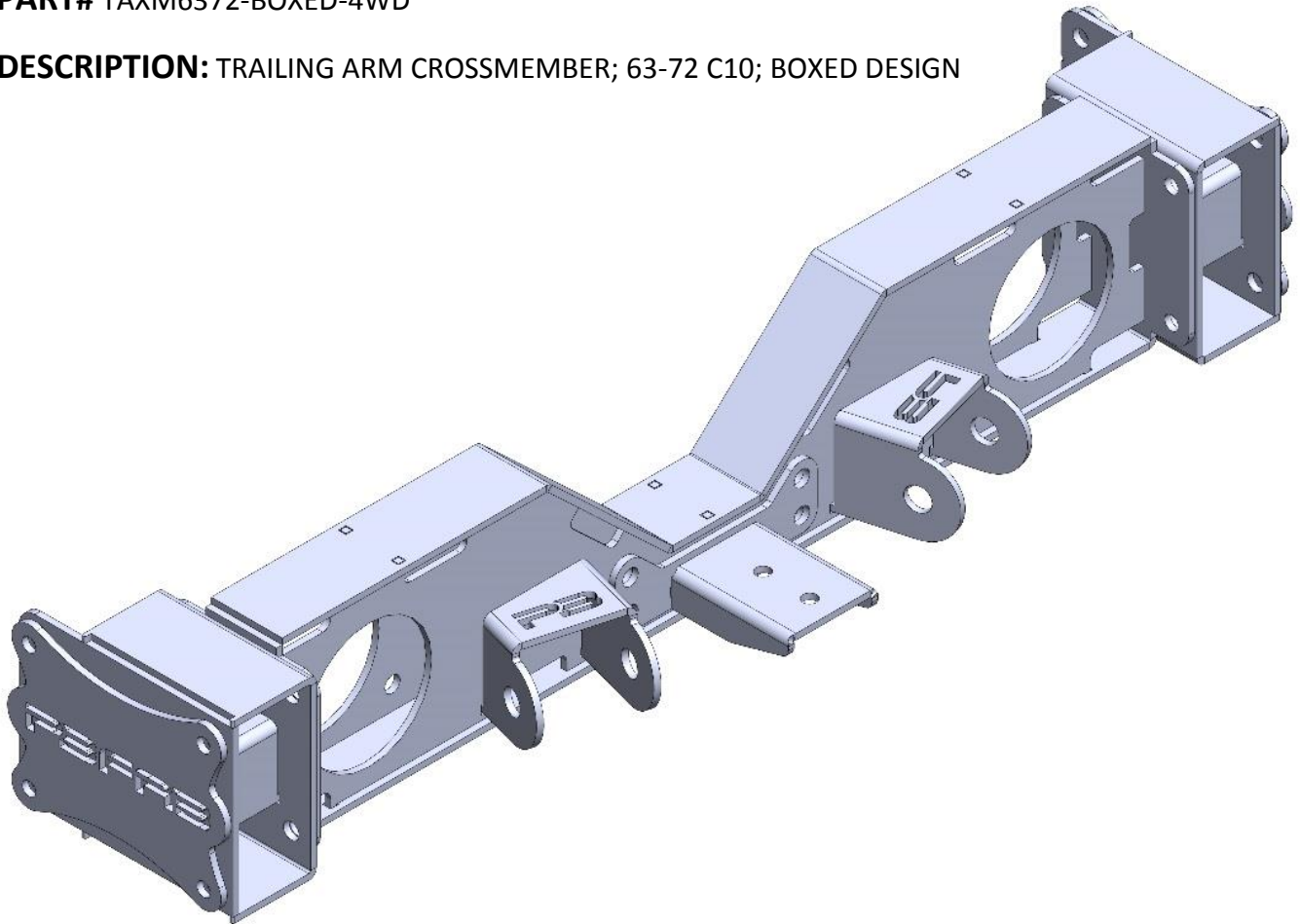
4/10/2020

SECTION 1: INDIVIDUAL COMPONENTS WITH HARDWARE DESCRIPTIONS

*****HARDWARE BAGS WILL HAVE A LABEL WITH PART NUMBER THAT CORRELATE TO EACH PART*****

PART# TAXM6372-BOXED-4WD

DESCRIPTION: TRAILING ARM CROSSMEMBER; 63-72 C10; BOXED DESIGN



HARDWARE DESCRIPTION:

7/16 X 1.25 GRADE 8 BOLT USS (QTY. 20)

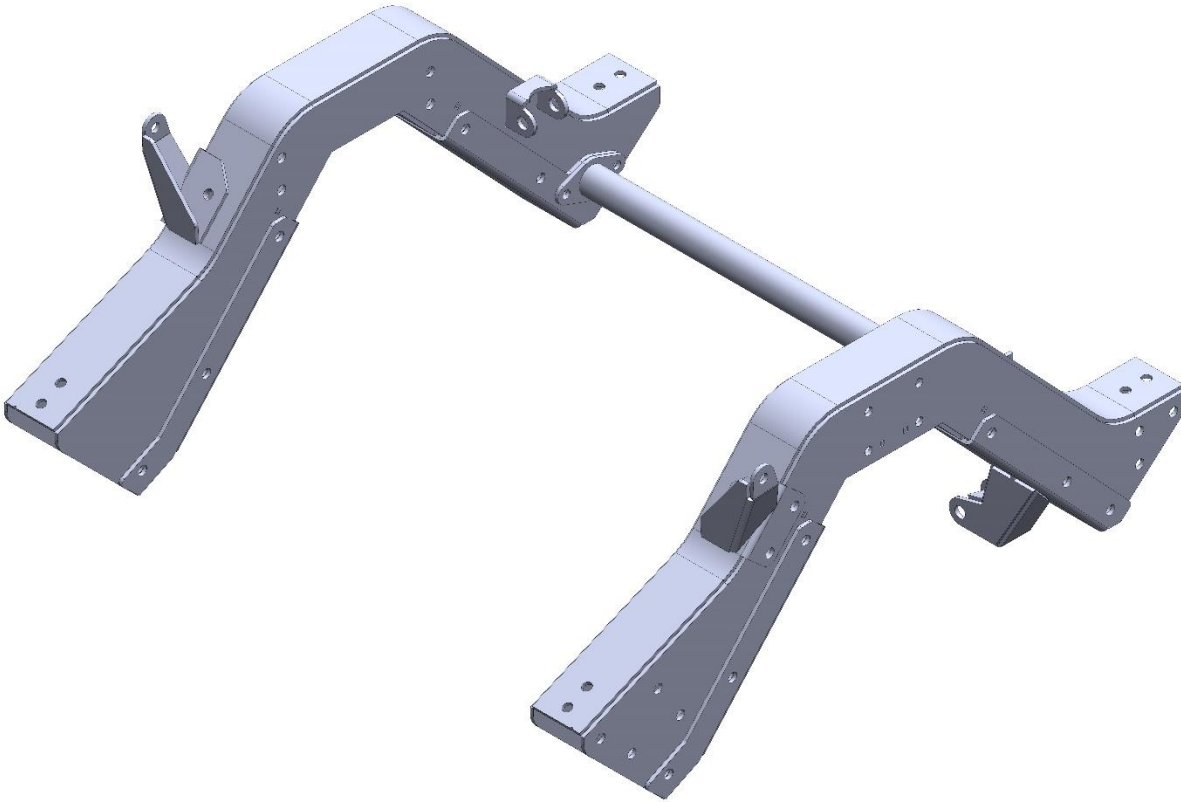
3/8 GRADE 8 FLAT WASHER USS (QTY. 40)

7/16 GRADE 8 NYLOC NUT USS (QTY. 20)

7/16 GRADE 8 LOCKWASHER (QTY. 4)

PART# RN7380-3-B-SUB

DESCRIPTION: REAR NOTCH; 73-80 SUBURBAN/BLAZER; LEVEL 3; BOLT IN



HARDWARE DESCRIPTION:

7/16 X 1.25 GRADE 8 BOLT USS (QTY. 40)

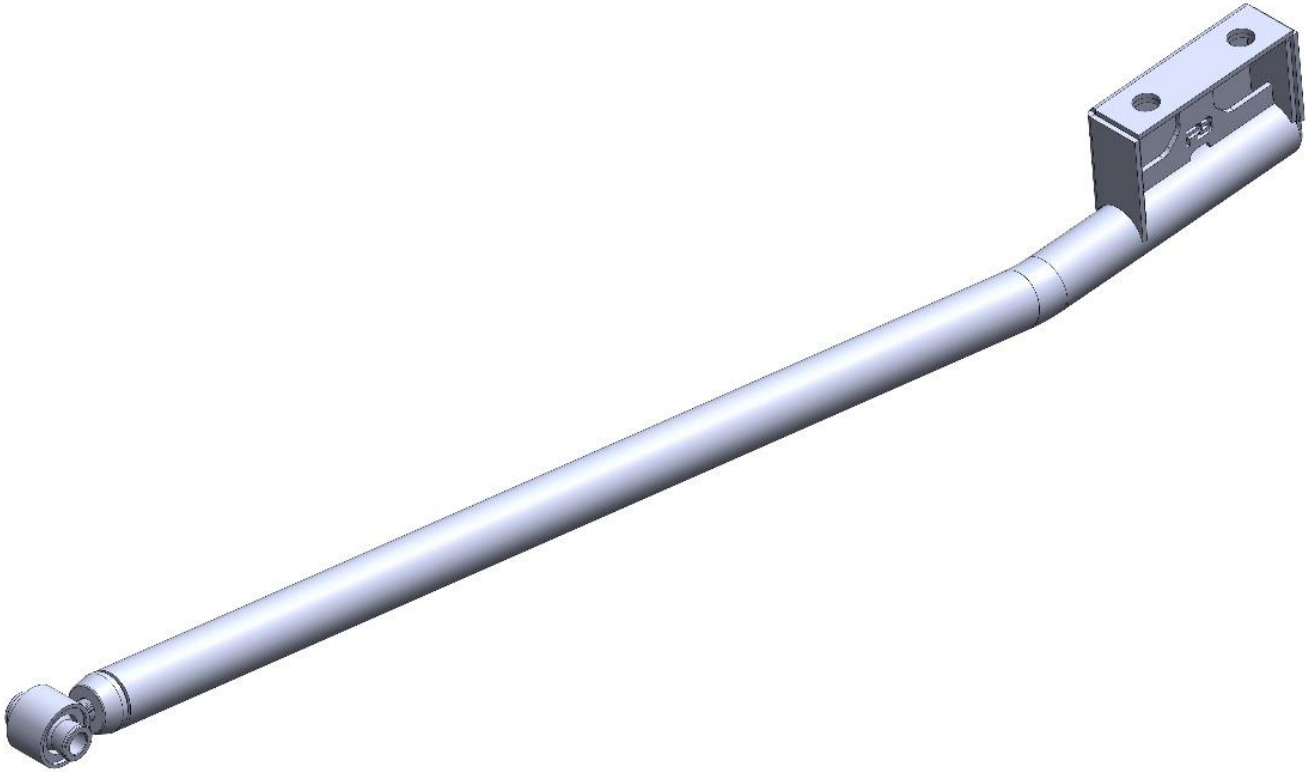
7/16 GRADE 8 NYLOC NUT USS (QTY. 26)

7/16 GRADE 8 LOCKWASHER USS (QTY. 8)

3/8 GRADE 8 FLAT WASHER USS (QTY. 76)

PART# TA-3-WL

DESCRIPTION: TRAILING ARM; 3 INCH DROP; WATTS LINK SPECIFIC



HARDWARE DESCRIPTION:

3/4 X 4.5 GRADE 8 BOLT SAE (FINE THREAD) (QTY. 2)

3/4 GRADE 8 FLAT WASHER (QTY. 4)

3/4 GRADE 8 NYLOC NUT SAE (FINE THREAD) (QTY. 6)

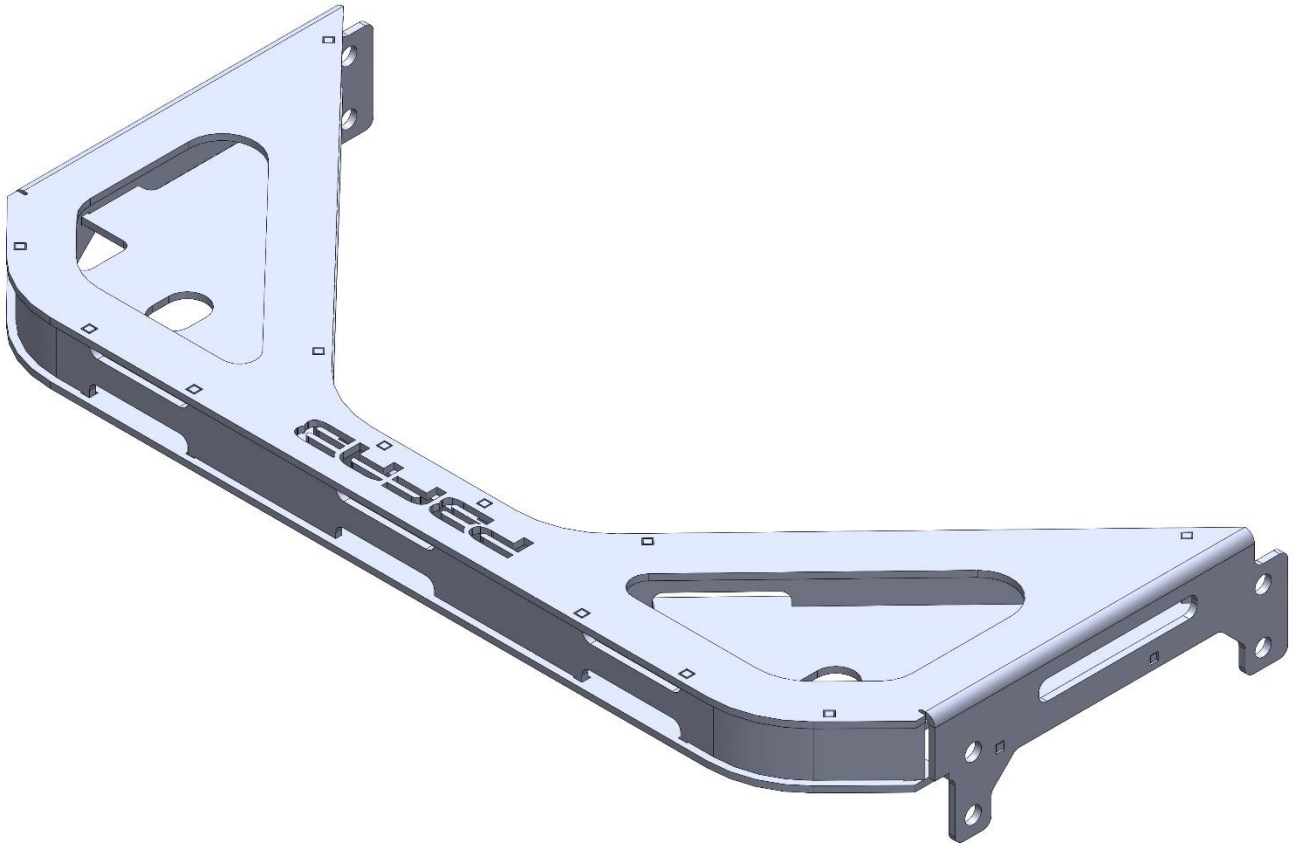
3/4 DEL SPHERE JOINT (QTY. 2)

3/4 ALUMINUM CONE SPACER (QTY. 4)

3/4 U-BOLT WITH NUTS AND WASHERS (PAIR)

PART# BA7387-IB-OS

DESCRIPTION: BRIDGE ASSEMBLY; 73-87 C10 GM; INBOARD BAG; OUTBOARD SHOCK. (COMPATIBLE WITH MULTIPLE REAR KITS)



HARDWARE DESCRIPTION:

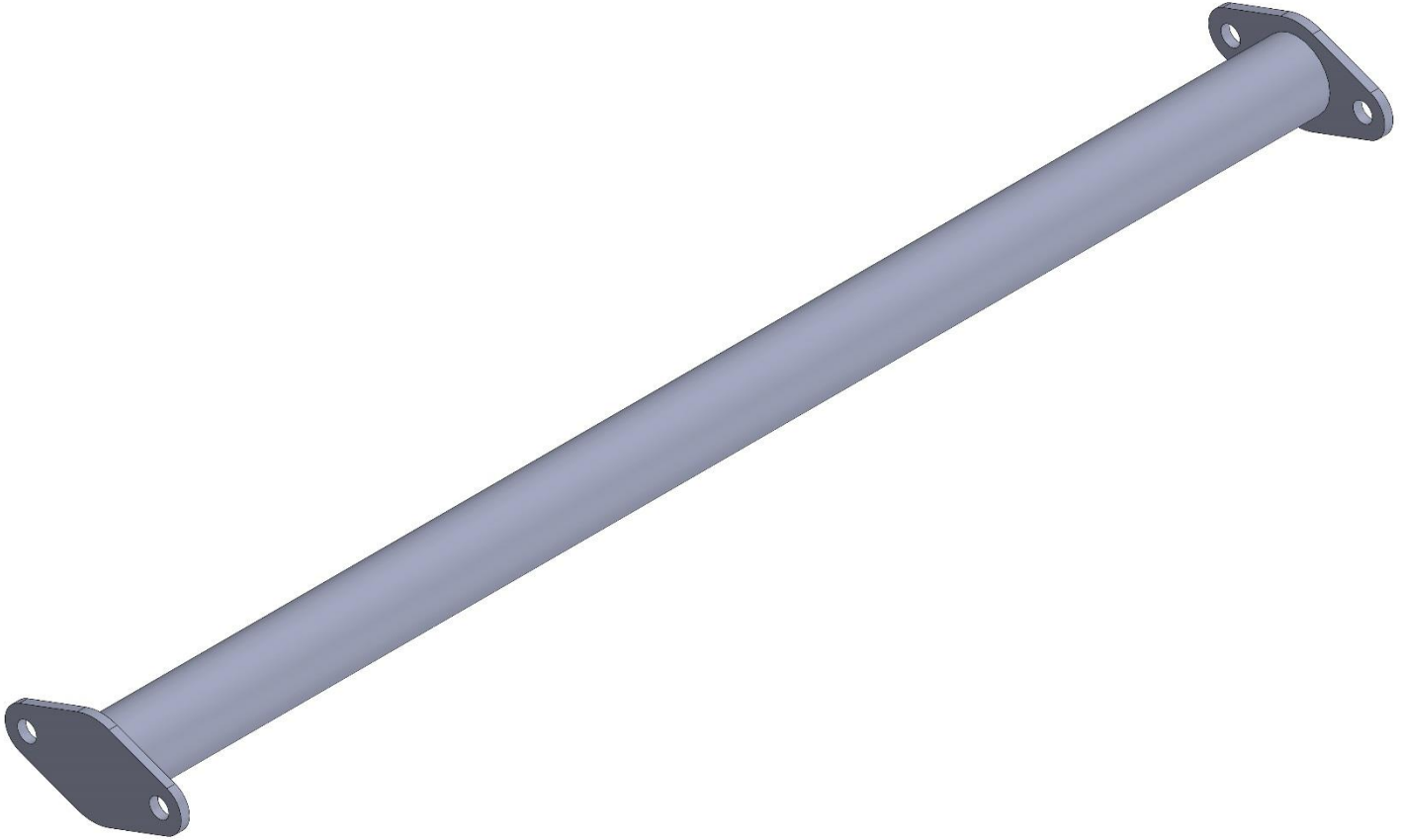
7/16 X 1.25 GRADE 8 BOLT USS (QTY. 8)

7/16 GRADE 8 LOCKWASHER (QTY. 8)

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

PART# RNXM275

DESCRIPTION: REAR NOTCH CROSS MEMBER 27 ½ INCHES OVERALL LENGTH

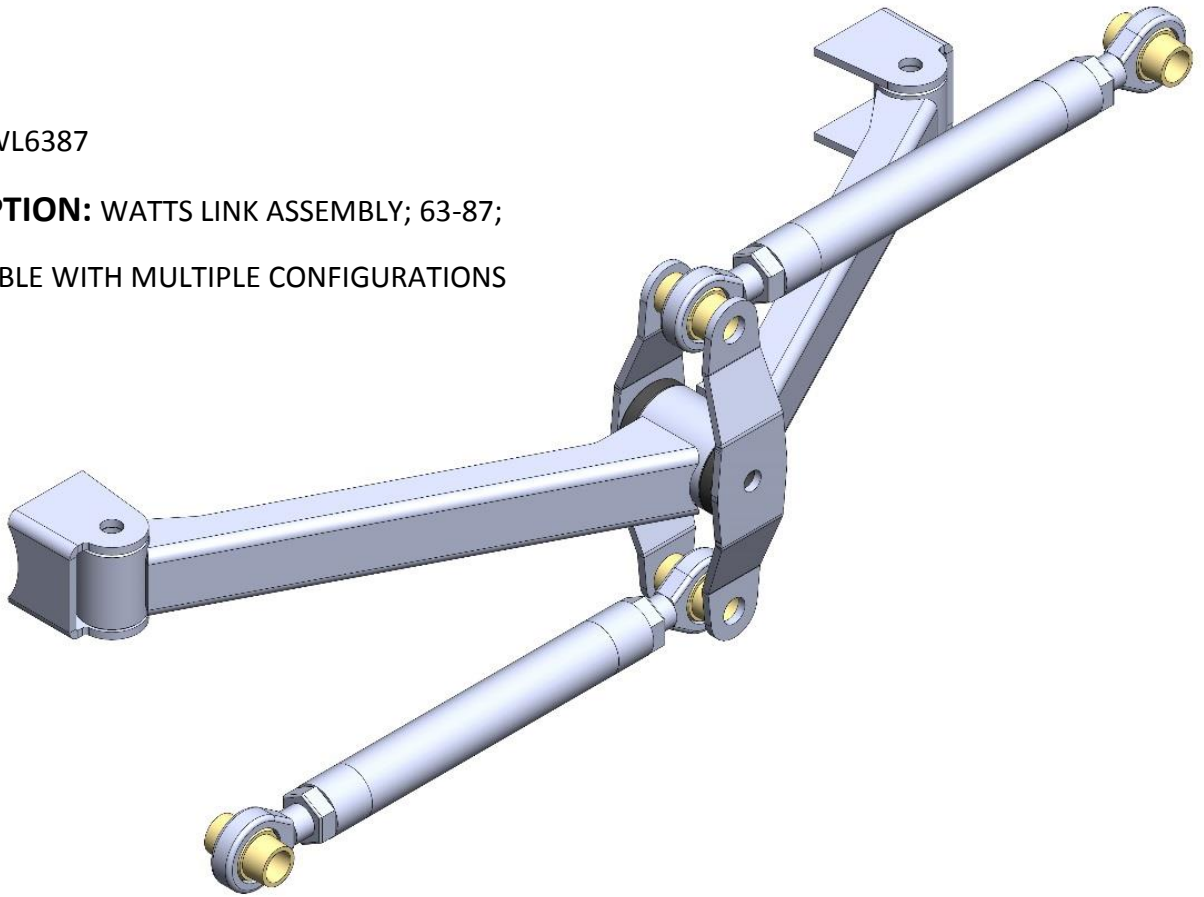


HARDWARE DESCRIPTION:

NO HARDWARE; USES HARDWARE SUPPLIED IN REAR NOTCH HARDWARE KIT

PART# WL6387

DESCRIPTION: WATTS LINK ASSEMBLY; 63-87;
COMPATIBLE WITH MULTIPLE CONFIGURATIONS



HARDWARE DESCRIPTION:

1/2 X 3.25 GRADE 8 BOLT USS (QTY. 2)

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

1/2 GRADE 8 NYLOC NUT USS (QTY. 3)

7/16 GRADE 8 FLAT WASHER USS (QTY. 6)

5/8 X 3.25 GRADE 8 BOLT USS (QTY. 4)

5/8 GRADE 8 NYLOC NUT USS (QTY. 4)

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

PHB CONE SPACERS (CS10) (QTY. 8)

3/4 X 5/8 RH ROD END WITH JAM NUT (QTY. 2)

3/4 X 5/8 LH ROD END WITH JAM NUT (QTY. 2)

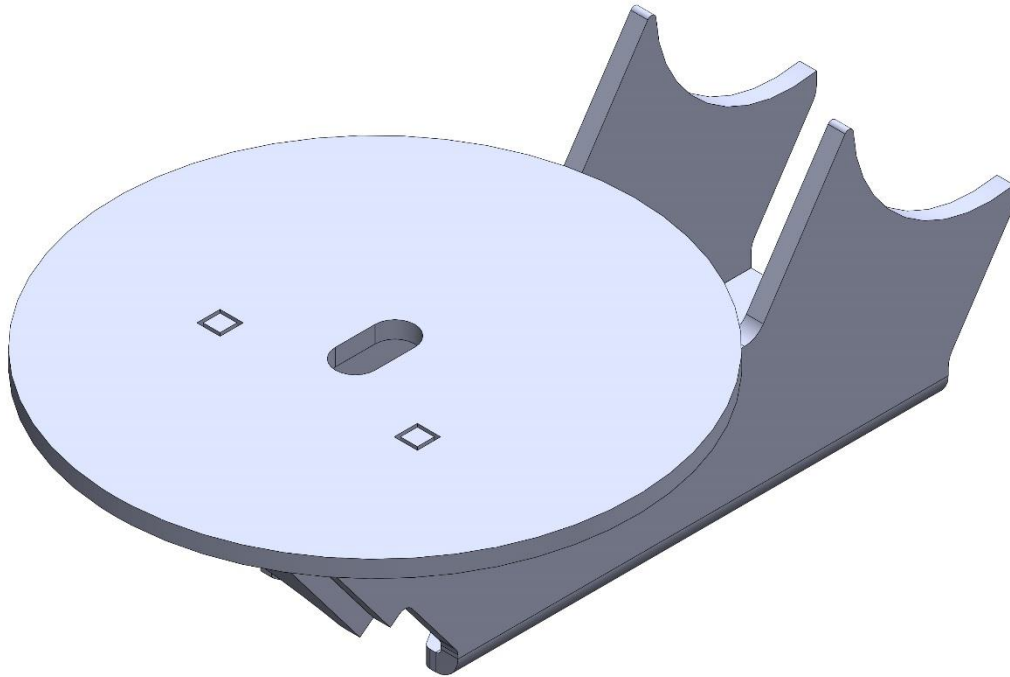
DM-V6 BUSHING HALF (QTY. 2)

DM-V6 CRUSH TUBES (QTY. 1)

ZERK FITTING (QTY. 1)

PART# LBM-FMIB

DESCRIPTION: LOWER BAG MOUNT; FRONT MOUNT INBOARD CONFIGURATION

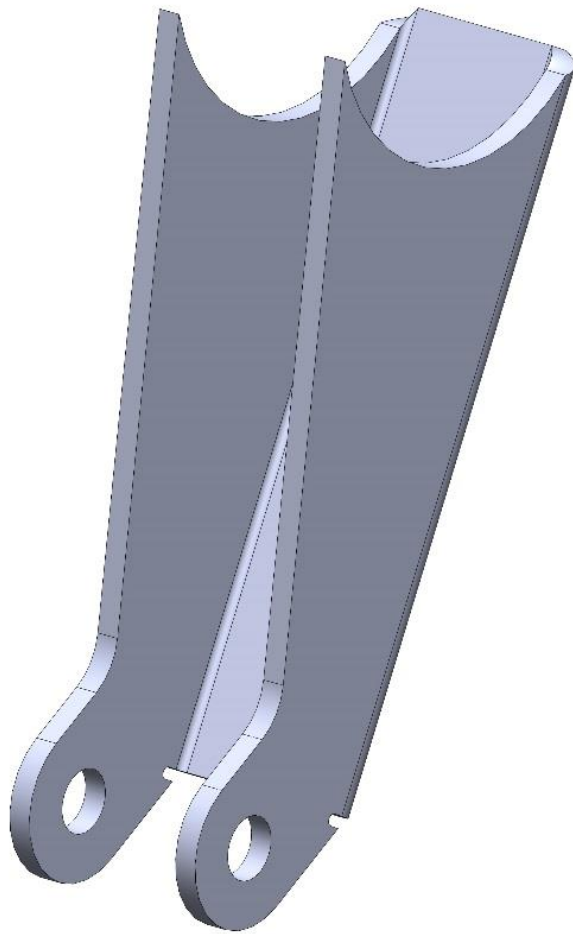


HARDWARE DESCRIPTION:

NO HARDWARE

PART# LSM6372-IB-IS-WELD ON

DESCRIPTION: LOWER SHOCK MOUNT; 63-72 C10; INBOARD; WELD ON

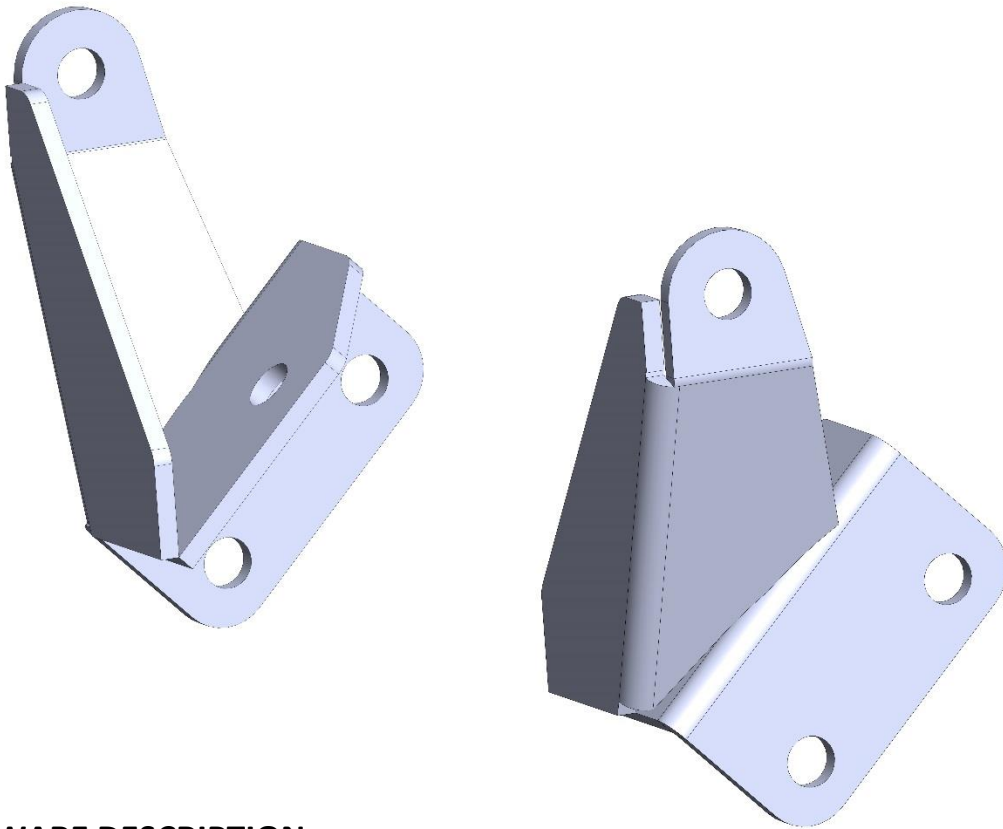


HARDWARE DESCRIPTION:

NO HARDWARE

PART# RUSM7387-OB

DESCRIPTION: REAR UPPER SHOCK MOUNT 73-87; OUTBOARD SHOCK



HARDWARE DESCRIPTION:

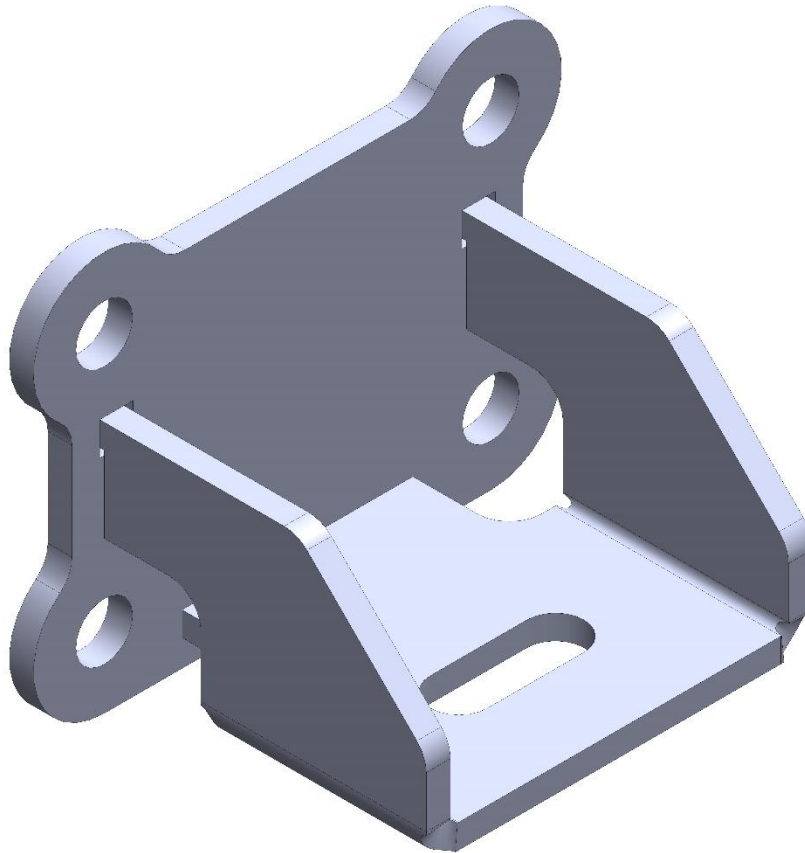
7/16 X 1.25 GRADE 8 BOLT USS (QTY. 6)

7/16 GRADE 8 LOCKWASHER USS (QTY. 6)

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

PART# BUMPSTOP-G

DESCRIPTION: BUMPSTOP BRACKET; COMES AS PAIR



HARDWARE DESCRIPTION:

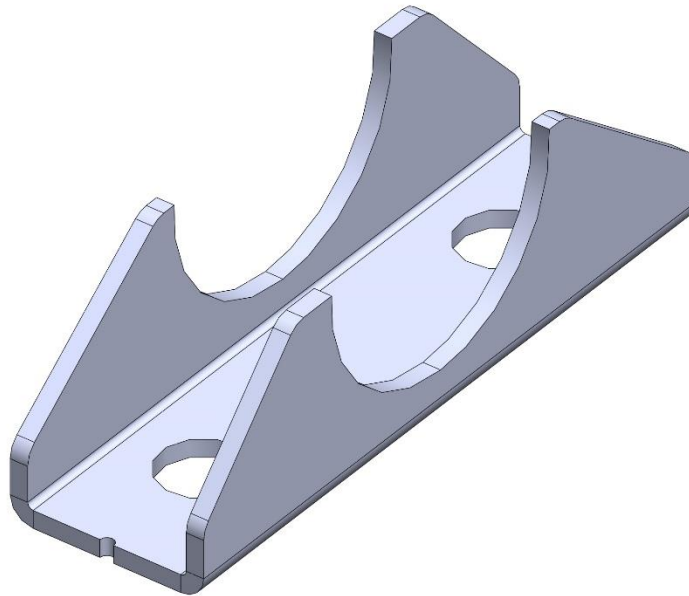
3/8 X 1.25 GRADE 8 BOLT USS (QTY. 8)

3/8 GRADE 8 LOCKWASHER USS (QTY. 8)

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

PART# TA-AP-3-2415

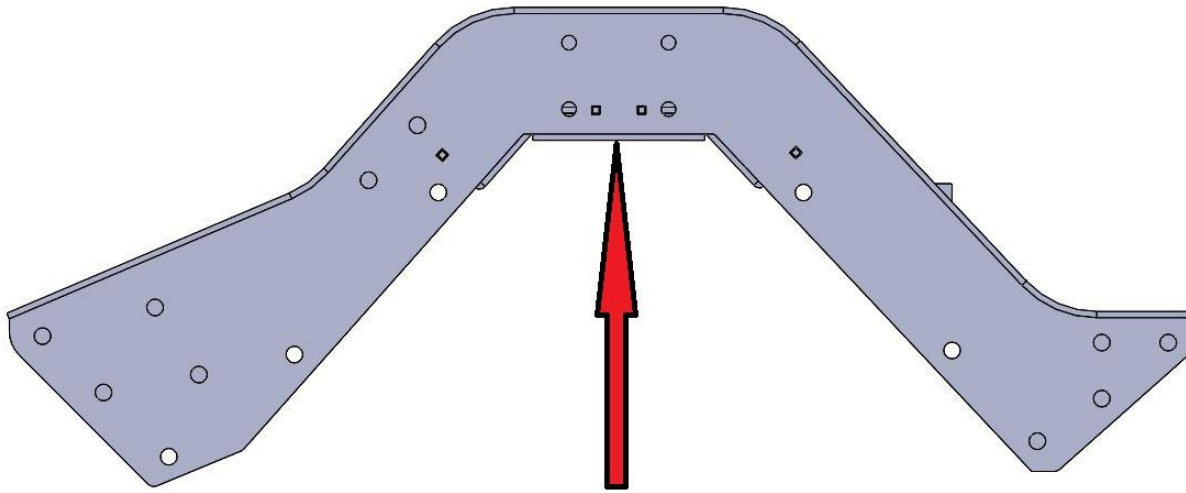
DESCRIPTION: TRAILING ARM AXLE PADS 3" AXLE TUBE DIAMETER; COMES AS MIRRORRED PAIR



HARDWARE DESCRIPTION:

NO HARWDARE

STEP 1: REAR NOTCH INSTALLATION



-NOTCH CENTERLINE WILL NEED TO BE IN LINE WITH REAR WHEEL WELL OPENING CENTERLINE.

-TO DETERMINE WHEEL WELL OPENING CENTERLINE, MEASURE FROM A BODY MOUNT HOLE IN THE FLOOR TO THE CENTER OF THE WHEEL TUB. TAKE THIS MEASUREMENT AND TRANSFER IT ON THE FRAME. (IF THERE ARE ANY QUESTIONS PLEASE CALL OR TEXT THE TECH LINE: 480-310-9847)

-THE FRAME WIDTH MAY NEED TO BE TRIMMED SO THAT THE NOTCH WILL EASILY SLIDE OVER THE FRAME RAILS

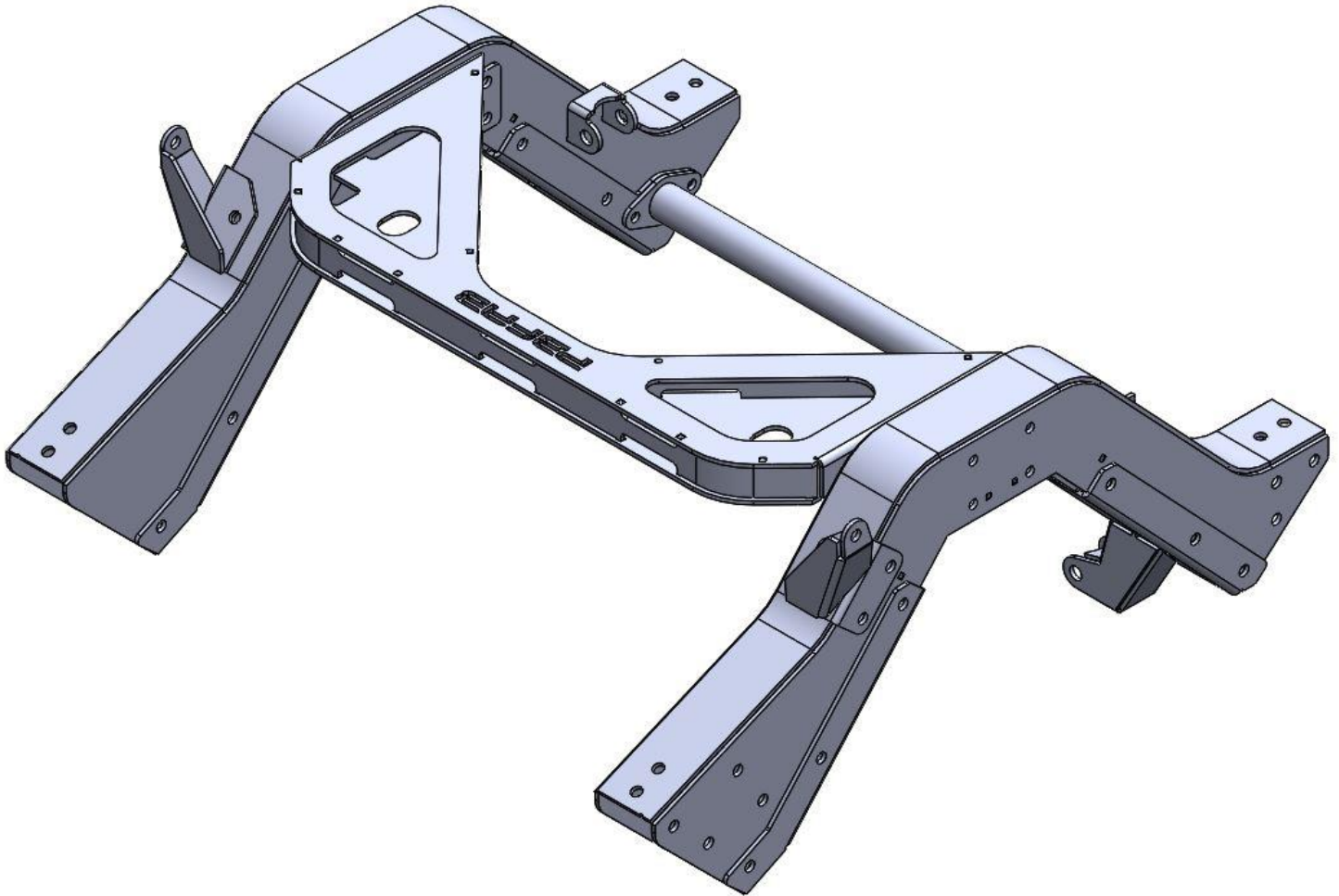
-AFTER CONFIRMING NOTCH CENTERLINE AND WHEEL WELL OPENING CENTERLINE COINCIDE, MAKE SURE THE NOTCHES ARE SQUARE AND LEVEL

-MARK AND DRILL HOLES USING NOTCH AS TEMPLATE

***** ENSURE THE NOTCH SETS FLUSH AGAINST THE TOP OF THE RAIL AND THE SIDE OF THE RAIL BEFORE DRILLING ANY HOLES*****

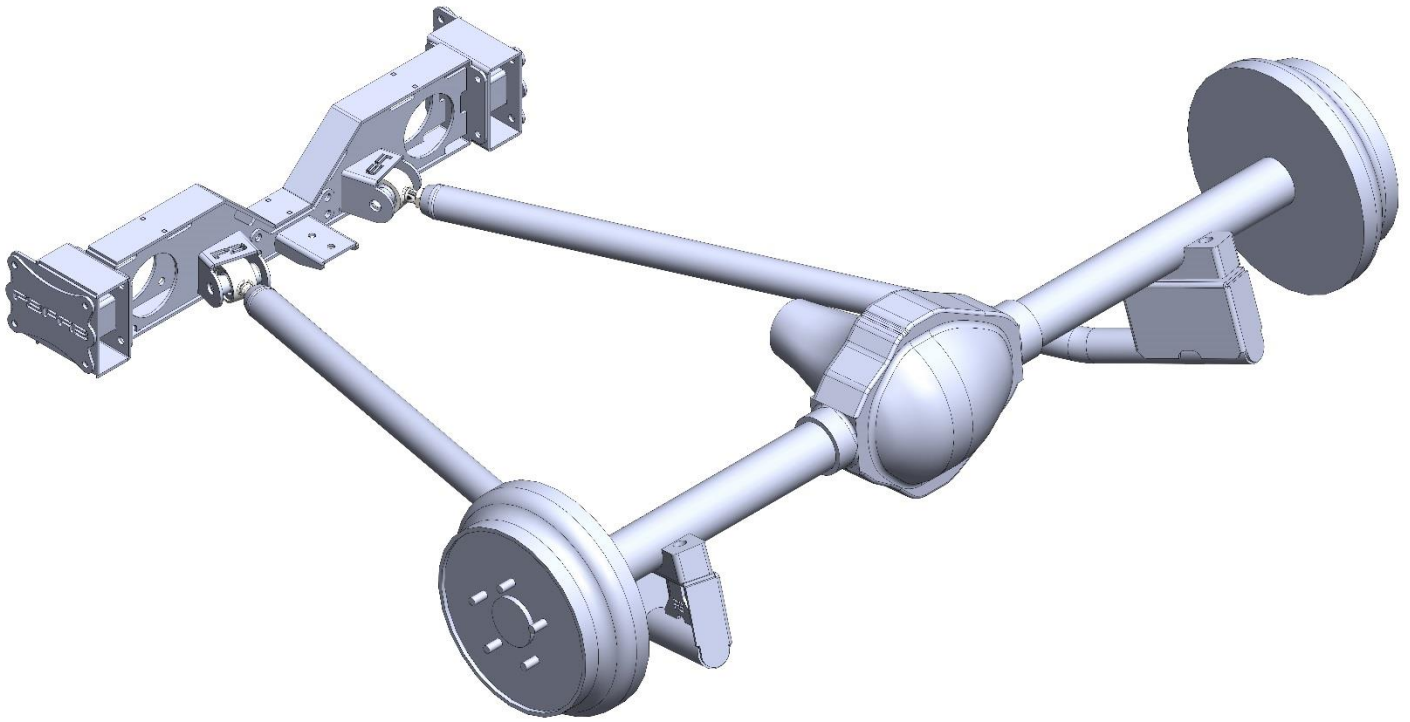
-INSTALL SUPPLIED NOTCH MOUNTING HARDWARE (7/16 X 1.25 GRADE 8); **DO NOT YET FULLY TIGHTEN**

STEP 2: BRIDGE ASSEMBLY, NOTCH CAPS, AND REAR NOTCH CROSSMEMBER INSTALLATION



- INSTALL BRIDGE ASSEMBLY USING SUPPLIED 7/16 X 1.25 GRADE 8 HARDWARE
 - ENSURE NOTCHES ARE SQUARE AND LEVEL IN FRAME;
- TORQUE NOTCH MOUNTING HARDWARE AND BRIDGE ASSEMBLY HARDWARE TO 65 FT LBS.
- REMOVE FACTORY FRAME RAIL SECTION BETWEEN NOTCHES
 - INSTALL FRONT AND REAR NOTCH CAPS AND REAR NOTCH CROSSMEMBER USING SUPPLIED 7/16 X 1.25 GRADE 8 HARDWARE (REAR NOTCH CROSSMEMBER WILL USE THE LONGER 1.5" BOLTS; TORQUE TO 65 FT-LBS

STEP 3: TRAILING ARM CROSSMEMBER INSTALLATION

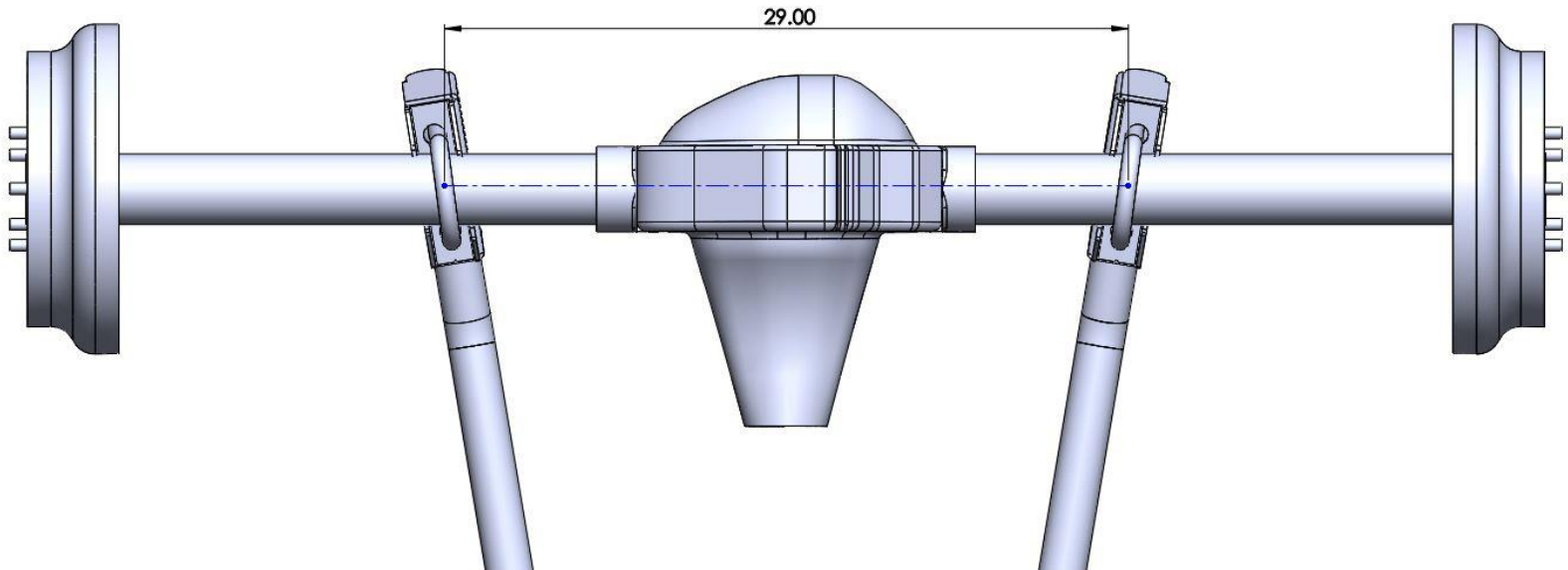


-IN ORDER TO ENSURE PROPER TRAILING ARM X-MEMBER LOCATION, IT WILL BE NECESSARY TO MOCK UP TRAILING ARMS AND REAR DIFFERENTIAL

-LEAVE APPROX 1/2 INCHES OF THREAD SHOWING ON DEL SPHERE JOINT TO TRAILING ARM THREADED BUNG TO ALLOW SOME FINE TUNE ADJUSTMENTS

(CONTINUED ON NEXT PAGE)

STEP 3: TRAILING ARM CROSSMEMBER INSTALLATION (CONTINUED)



-MOCK UP TRAILING ARMS AND TRAILING ARM AXLE SADDLES ON REAR DIFFERENTIAL

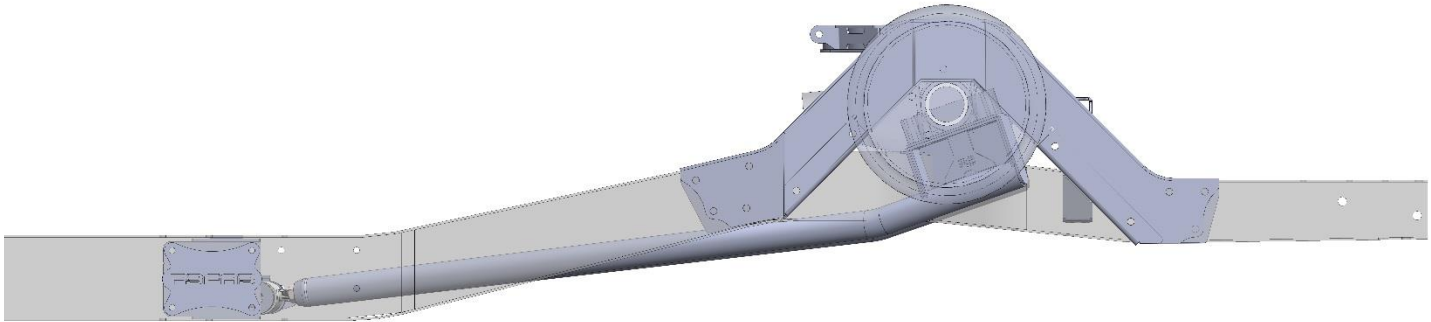
-SET DISTANCE BETWEEN UBOLT CENTERS AT 29 INCHES

-FOR MOCK UP INSTALLATION USE THE PLAIN LARGE NUTS IN THE TRAILING ARM HARWDARE KIT (USE THE GOLD ZINC NYLOC NUTS FOR FINAL ASSEMBLY)

*****DO NOT YET WELD TRAILING ARM AXLE SADDLES TO THE REAR DIFFERENTIAL*****

(CONTINUED ON NEXT PAGE)

STEP 3: TRAILING ARM CROSSMEMBER INSTALLATION (CONTINUED)



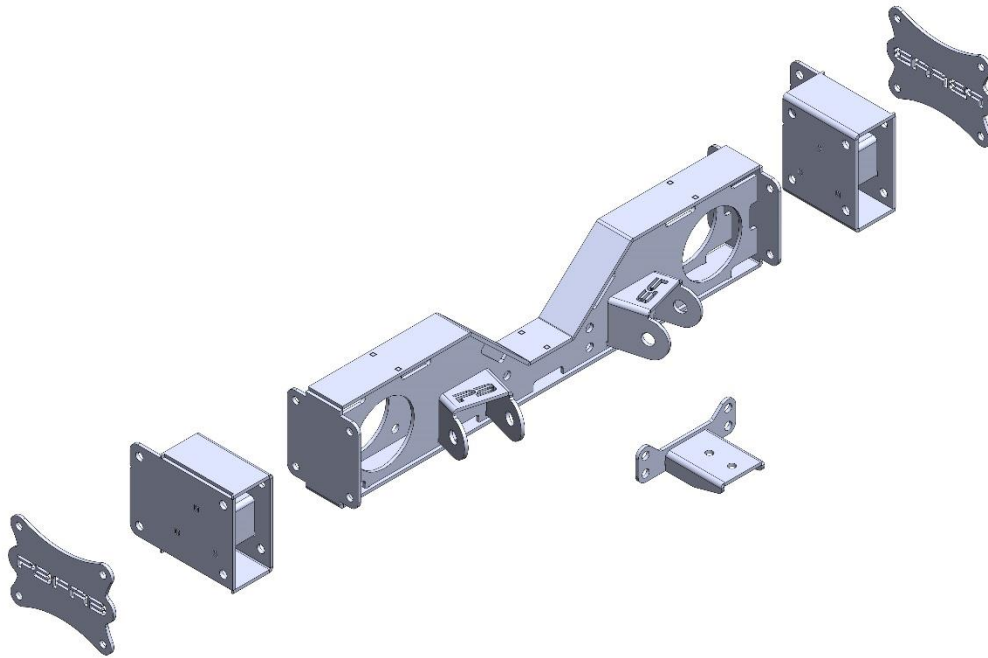
- SLIDE THE TRAILING ARM CROSSMEMBER; TRAILING ARMS; AND REAR DIFFERENTIAL INTO THE FRAME RAILS
- FULLY COMPRESS THE REAR DIFFERENTIAL SO THAT IT BOTTOMS OUT IN THE NOTCH
- ENSURE THE REAR DIFFERENTIAL IS IN THE CENTER OF THE NOTCH
- ENSURE THE TRAILING ARM X-MEMBER IS SQUARE IN THE FRAME
- MARK AND DRILL HOLES FOR TRAILING ARM X-MEMBER MOUNTING BRACKETS (SEE IMAGES ON NEXT PAGE FOR ORIENTATION)
- USE SUPPLIED 7/16 X 1.25 GRADE 8 HARDWARE; TORQUE TO 65 FT-LBS

NOTES:

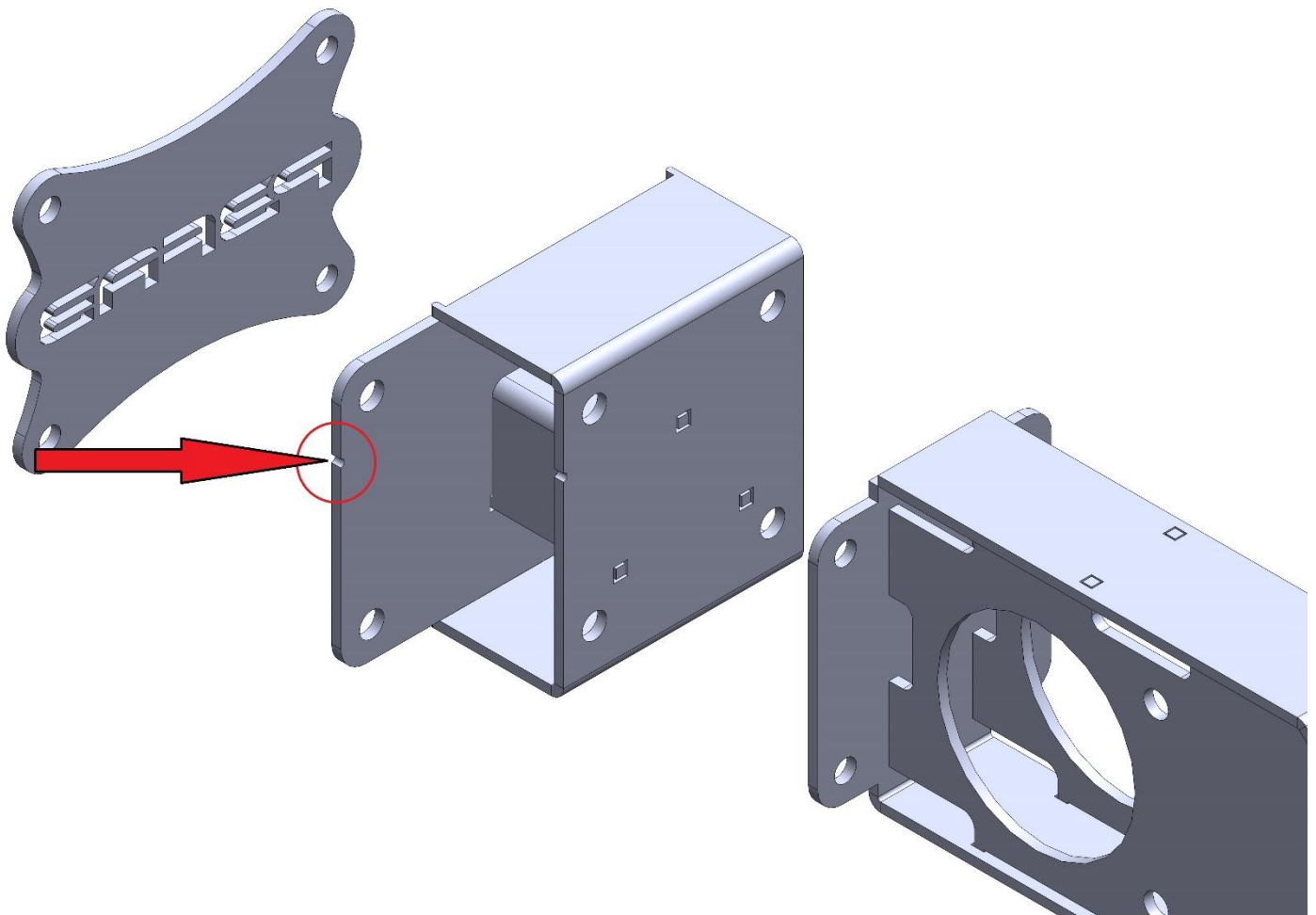
***** THE REAR SUSPENSION IS DESIGNED SO THAT THE AXLE CENTERLINE COINCIDES WITH THE WHEEL WELL CENTERLINE WHEN THE SUSPENSION IS FULLY COMPRESSED. THE AXLE WILL BE REARWARD OF THE WHEEL WELL CENTERLINE AT RIDE HEIGHT*****

(CONTINUED ON NEXT PAGE)

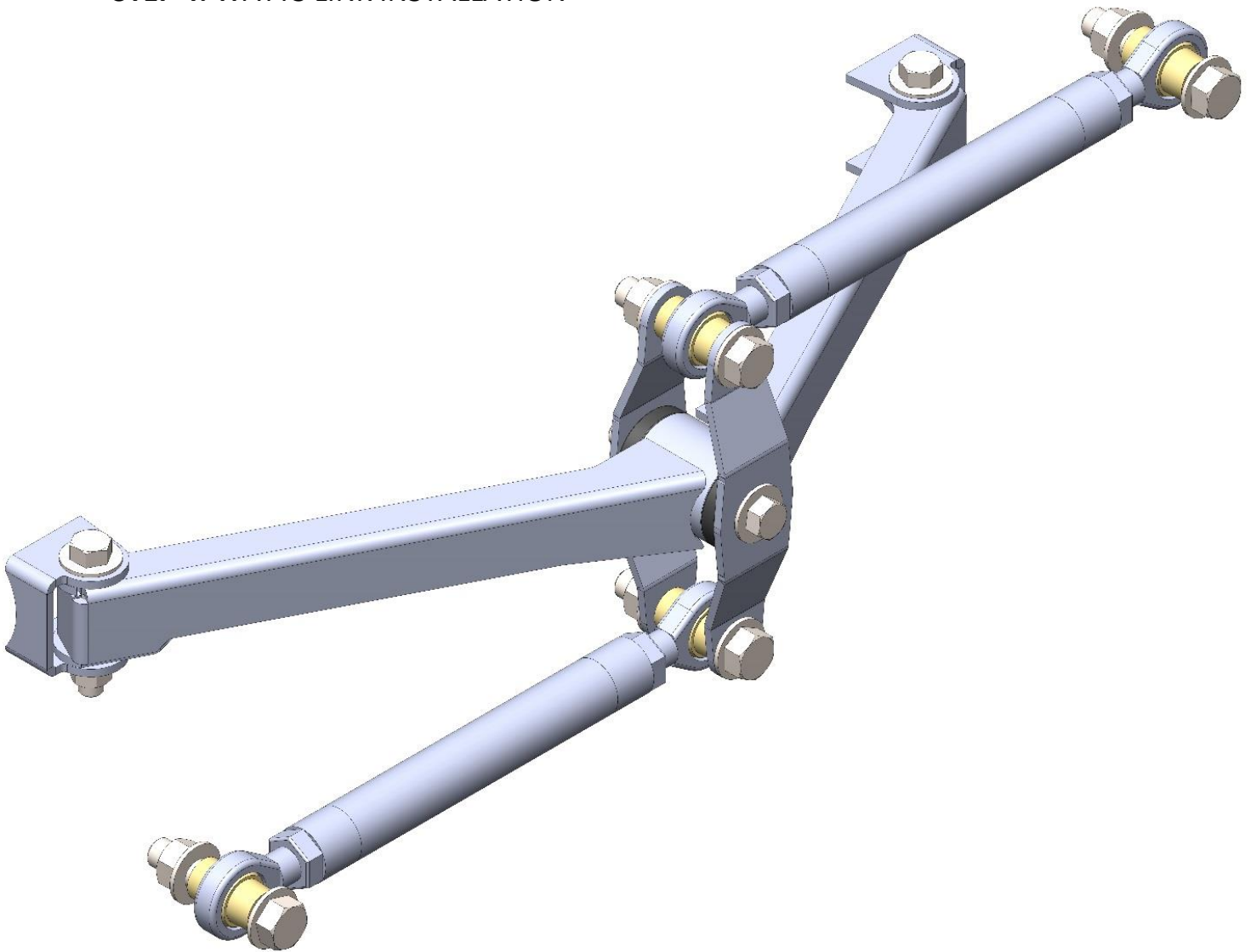
STEP 3: TRAILING ARM CROSSMEMBER INSTALLATION (CONTINUED)



*****NOTCH IN BRACKET INDICATES TOP AND FRONT MOUNTING ORIENTATION*****



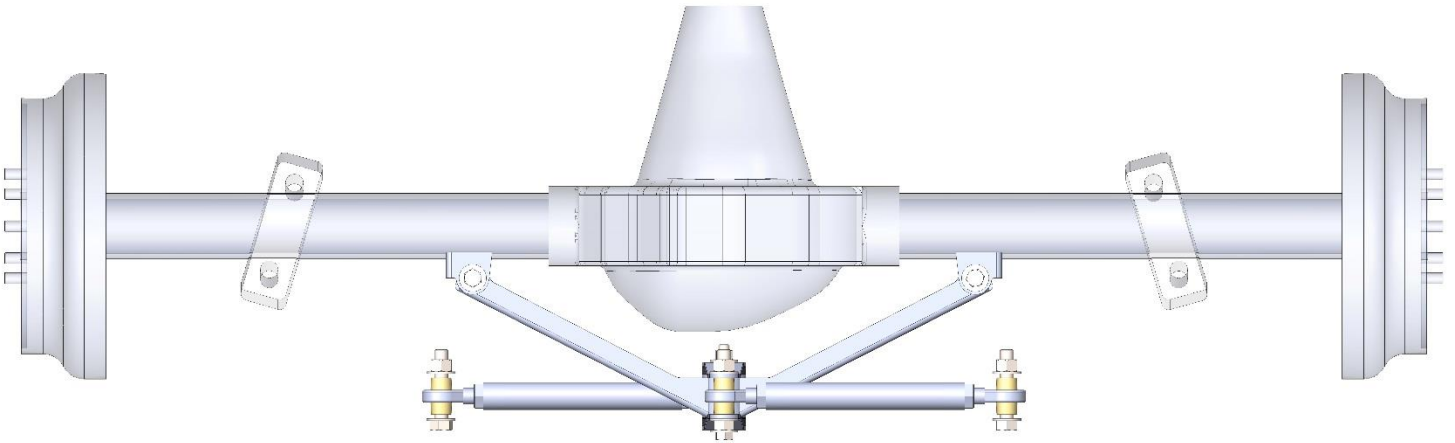
STEP 4: WATTS LINK INSTALLATION



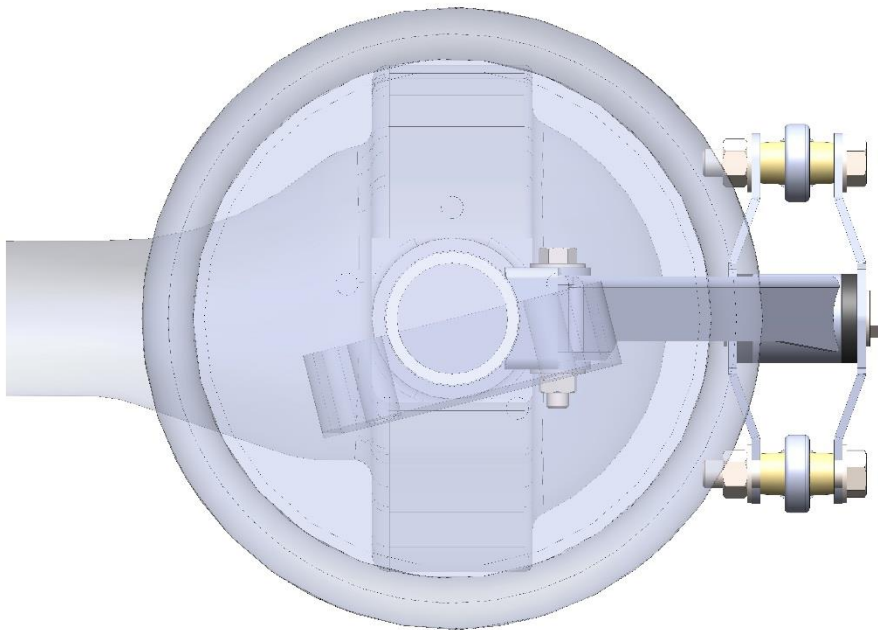
-REVIEW FOLLOWING IMAGES AND NOTES TO ENSURE PROPER INSTALLATION OF THE WATT'S LINK

(CONTINUED ON NEXT PAGE)

STEP 4: WATTS LINK INSTALLATION (CONTINUED)



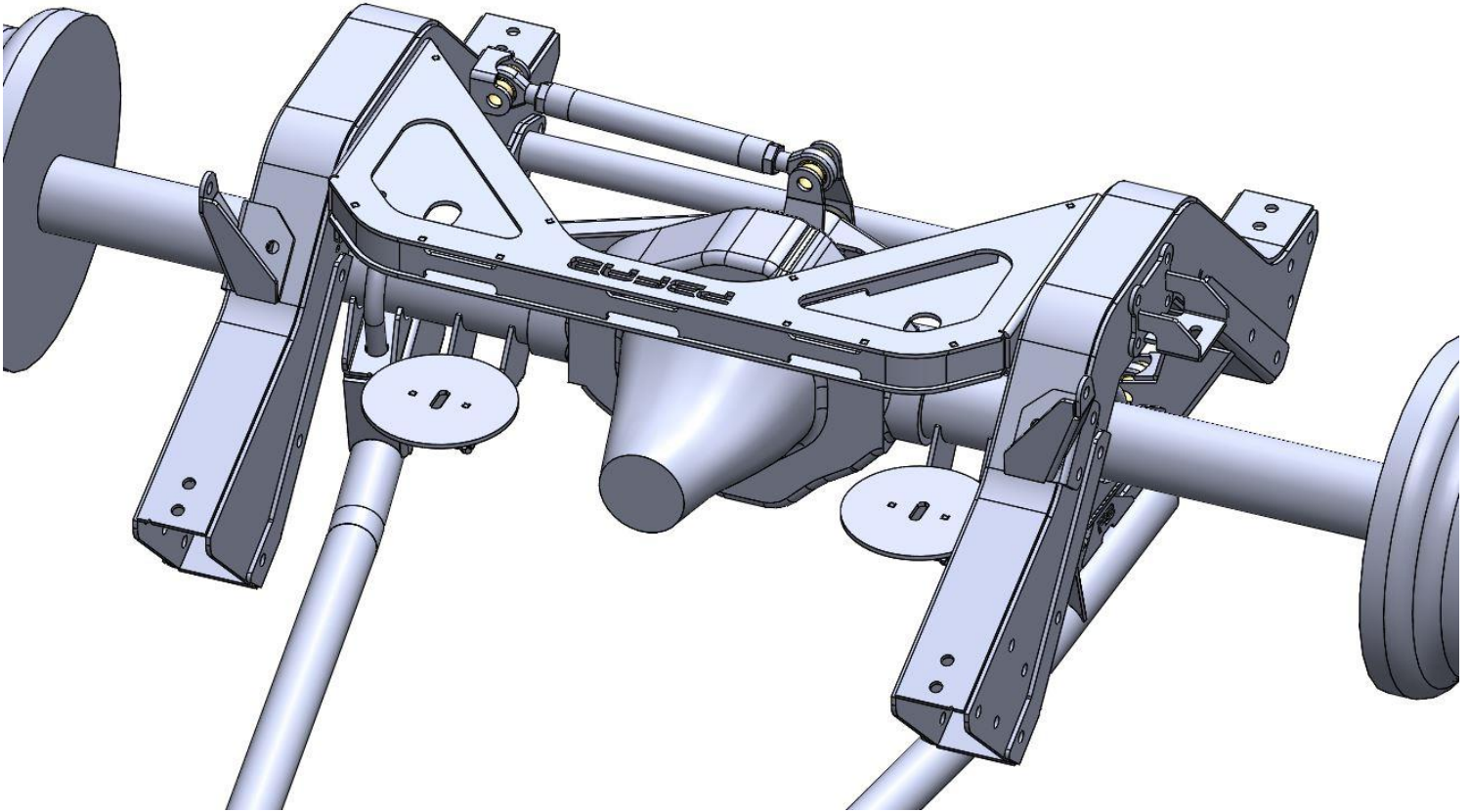
-ENSURE THAT THE WATTS LINK ASSEMBLY IS CENTERED ON THE REAR DIFFERENTIAL



-ENSURE THAT THE WATTS LINK IS PERPENDICULAR TO THE GROUND AT RIDE HEIGHT; TACK THE MOUNTING BRACKETS IN PLACE

*****DO NOT YET FULLY WELD THE WATTS LINK MOUNTING BRACKETS*****

STEP 5: LOWER BAG MOUNT INSTALLATION



-SET THE REAR SUSPENSION TO RIDE HEIGHT (5 INCHES BETWEEN TOP OF AXLE TUBE AND BOTTOM OF NOTCH)

-SET THE PINION ANGLE TO ZERO DEGREES (PERPENDICULAR TO GROUND)

-SET THE LOWER BAG BRACKETS PARALLEL TO THE GROUND

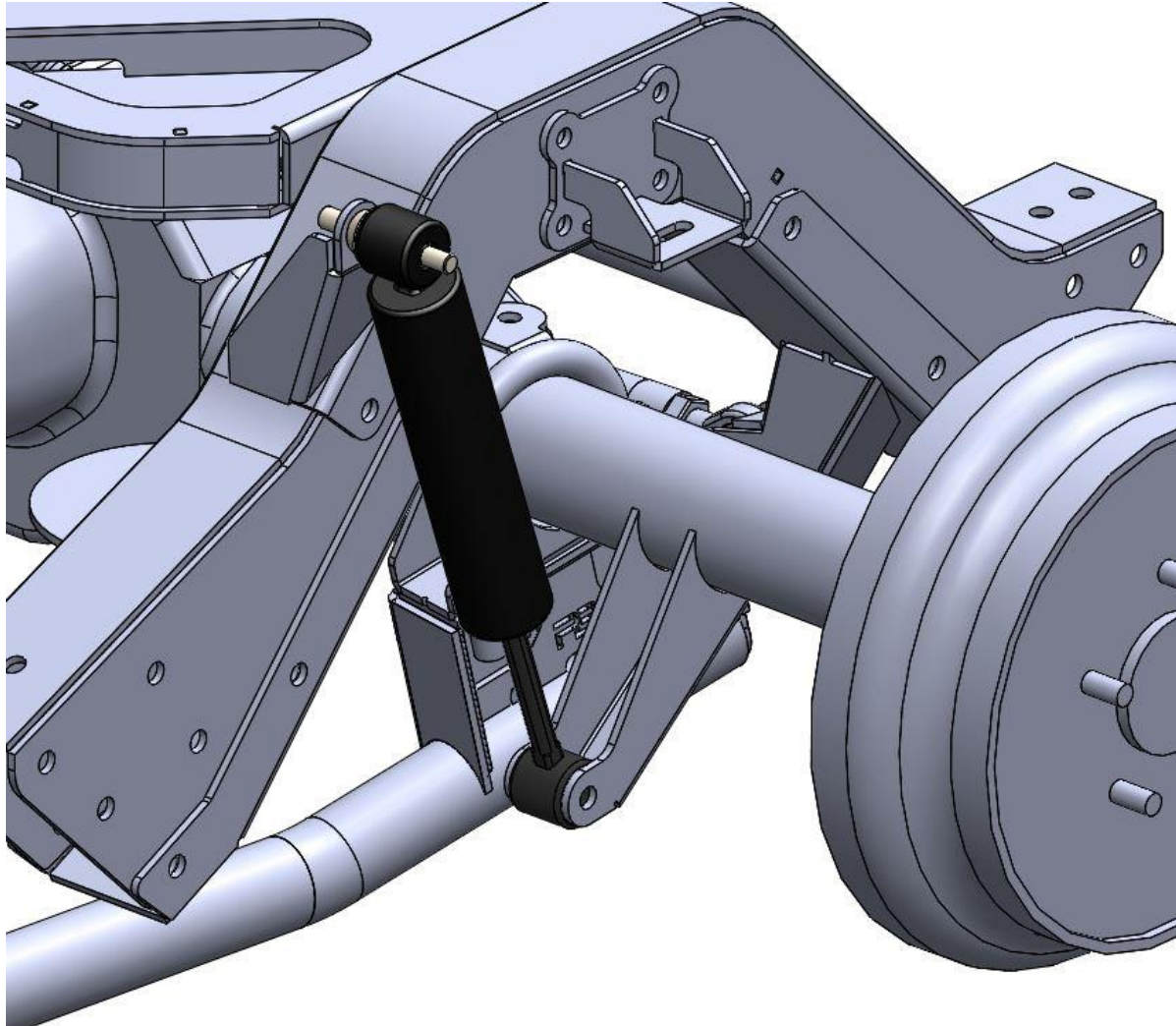
-ENSURE THE LOWER BAG BRACKETS ARE DIRECTLY UNDER AND IN-LINE WITH THE UPPER BAG MOUNTING LOCATIONS

*****CENTER TO CENTER SPREAD DIMENSION IS APPROX 19 3/4 INCHES*****

-TACK LOWER BAG MOUNTING BRACKETS IN PLACE; CYCLE SUSPENSION TO CHECK CLEARANCES AND FITMENT

*****DO NOT YET FULLY WELD BAG MOUNTING BRACKETS*****

STEP 6: SHOCK MOUNTING BRACKETS INSTALLATION



-IT IS CRITICAL TO INSTALL THE LOWER SHOCK MOUNT CORRECTLY SO THAT THE AIR SPRING DOES NOT OVER EXTEND AND PULL A PART AT THE CRIMP RING

-THE REAR SHOCKS ACT AS A LIMITING DEVICE TO KEEP THE REAR AIR SPRING FROM OVER-EXTENDING AND BEING DAMAGED; NEVER HAVE THE AIR SPRINGS INSTALLED WITHOUT THE SHOCKS IN PLACE. FAILURE TO DO SO CAN LEAD TO A DAMAGED AIR SPRING

-BOLT UPPER SHOCK MOUNT TO NOTCH USING SUPPLIED GRADE 8 HARWDARE; TORQUE TO 65 FT LBS.

(CONTINUED ON NEXT PAGE)

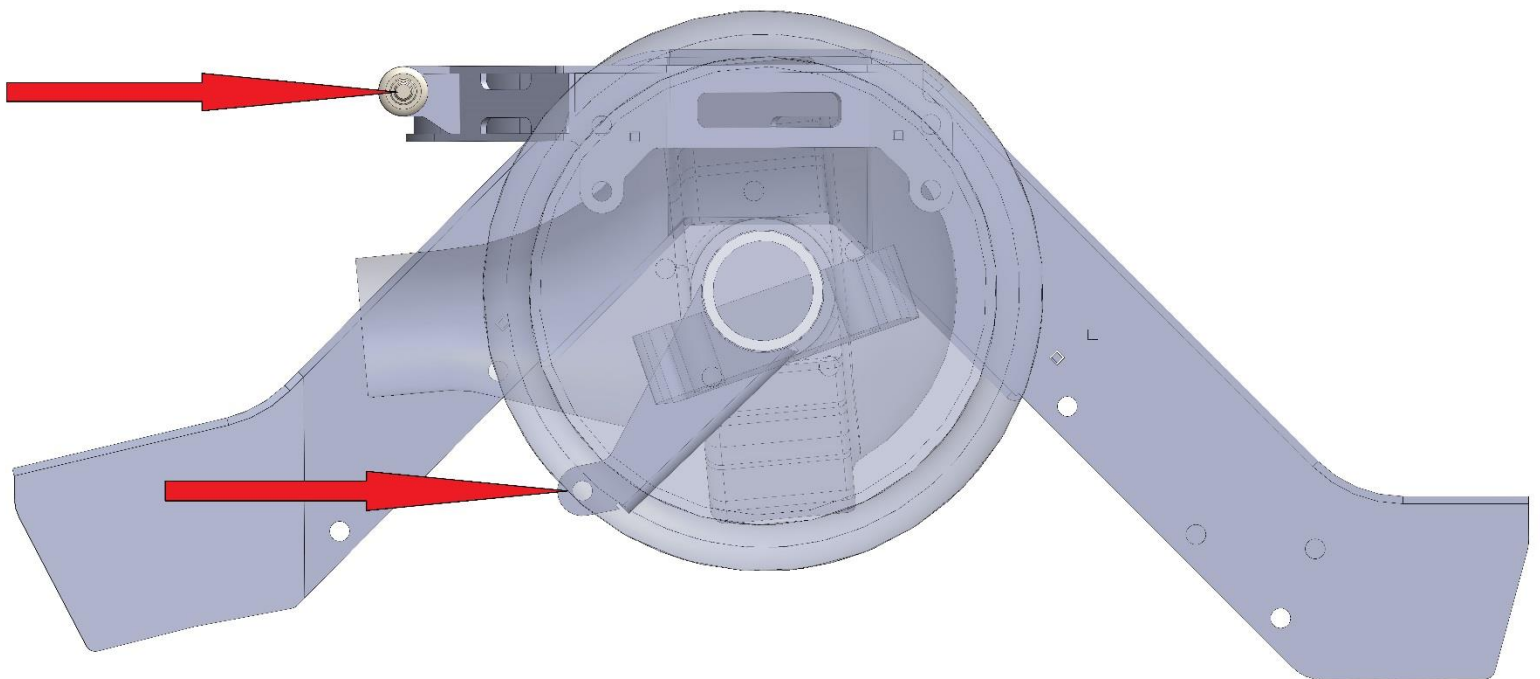
STEP 6: SHOCK MOUNTING BRACKETS INSTALLATION (CONTINUED)

-COMPRESS REAR SUSPENSION SO THAT AXLE TUBE BOTTOMS OUT IN NOTCH

-SET DISTANCE BETWEEN UPPER SHOCK MOUNT CENTER TO LOWER SHOCK MOUNT CENTER TO 11 INCHES

-TACK LOWER SHOCK MOUNTING BRACKET IN PLACE

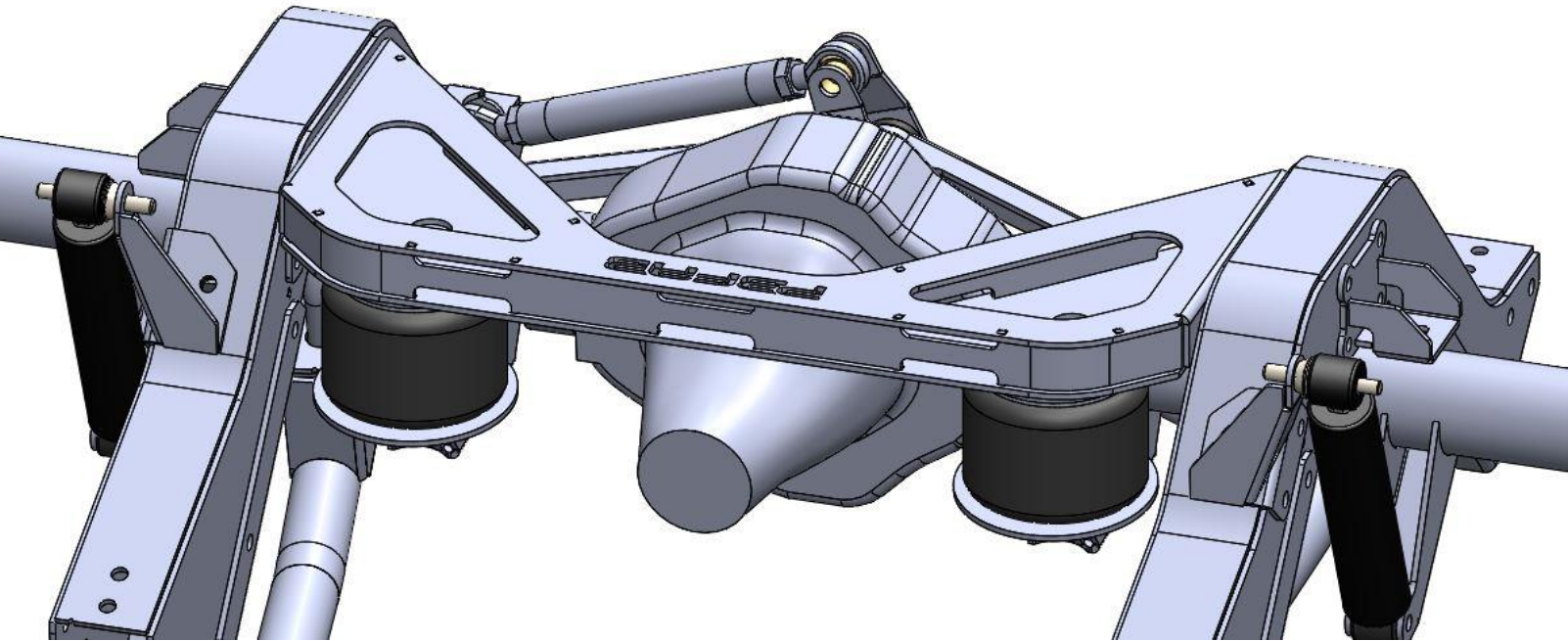
*****DO NOT YET FULLY WELD SHOCK BRACKET TO AXLE TUBE*****



NOTES:

CYCLE SUSPENSION TO CONFIRM CLEARANCES. WITH SHOCK FULLY EXTENDED, DISTANCE BETWEEN BAG MOUNTS SHOULD NOT EXCEED 12.25 INCHES

STEP 7: REAR AIR SPRING INSTALLATION



-INSTALL REAR AIR SPRINGS (FIRESTONE F9000) USING SUPPLIED 3/8 X .75 GRADE 8 HARDWARE

-INCORRECT LENGTH HARDWARE MAY CAUSE DAMAGE TO COMPOSITE ENDS ON AIR SPRING AND VOID WARRANTY.

*****IF THE BOLTS ARE TOO LONG THEY CAN CRACK THE COMPOSITE CAPS OF THE AIR SPRING*****

STEP 9: CONFIRM DRIVE-LINE ANGLES AND FINISH WELDING ON REAR AXLE BRACKETS

-IT IS IMPORTANT TO HAVE THE DRIVE TRAIN AND DRIVE-SHAFT FULLY MOCKED UP BEFORE FINISH WELDING OF ANY AXLE MOUNTED BRACKETS

-ENSURE THE FOLLOWING STEPS ARE TAKEN BEFORE FULLY WELDING MOUNTING BRACKETS ATTACHED TO THE AXLE:

-CONFIRM AND ADJUST DRIVE-LINE ANGLES IF NECESSARY

-CYCLE SUSPENSION MULTIPLE TIMES THROUGH ITS TRAVEL WITH ALL COMPONENTS MOCKED UP TO ENSURE NO BINDING OR CLEARANCE ISSUES ARE PRESENT

-CHECK AGAIN AND AGAIN.... MEASURE 100 MORE TIMES....

-THE MOUNTING BRACKETS ATTACHED TO THE REAR DIFFERENTIAL MAY NOW BE FULLY WELDED 😊

FOR ANY TECH HELP ALONG THE WAY FEEL FREE TO EMAIL OR TEXT MESSAGE FOR ASSISTANCE

EMAIL: NATE@PBFAB.COM

TEXT: 480-310-9847