484 County Road 113
Carbondale, CO 81623
970 945 7777
Fax – 8389

’01-10 GM 2500/3500 Solid Axle Conversion Kit Instructions

Quantity in kit	☑	Part
32		7/16”-14 x 1-1/4” Grade 8 Bolts
64		7/16” Washers
32		7/16”-14 Top Lock Nuts
2		Spring Hanger, Front of Spring
2		Shackle Hanger, Back of Spring
2		Shackles
4		ORDB8002 Bushing Halves
4		ORDB7005 Bushing Halves
2		3” Sleeve for 9/16” Bolt
2		3-1/2” Sleeve for ½” Bolt
2		½”-13 x 5” Bolts
2		9/16”-12 x 4-1/2” Bolt with Locking Nut
2		9/16”-12 x 5” Bolt with Locking Nut

This kit uses stock or aftermarket front springs for a 73-87 Chevy truck, there is 6” of lift built into the brackets so the truck will be lifted 6” more than the advertised height of the springs.

This kit is designed for axles with a 31-1/2” or 32” spring pad width, these can be any of the GM front axles (10 bolt, Dana 44 or Dana 60), a ‘70’s Ford Dana 44 or Dana 60, Dodge Dana 44’s and D60’s (93 and older) can also be adapted to fit.

Exhaust modifications are likely with a solid axle conversion!

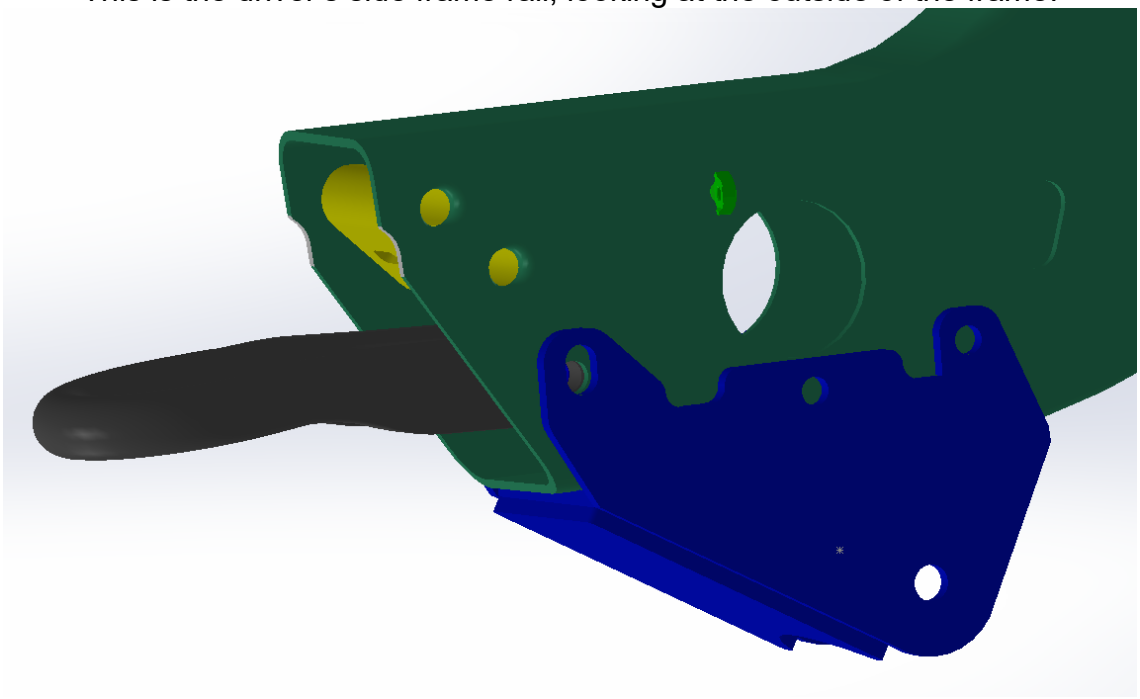
Remove as much of the factory independent suspension as you see fit. Everything that will interfere needs to go, some people go a step further and remove everything down to the bare frame for a cleaner look.

The forward most crossmember (the round tube) should stay in place, the next

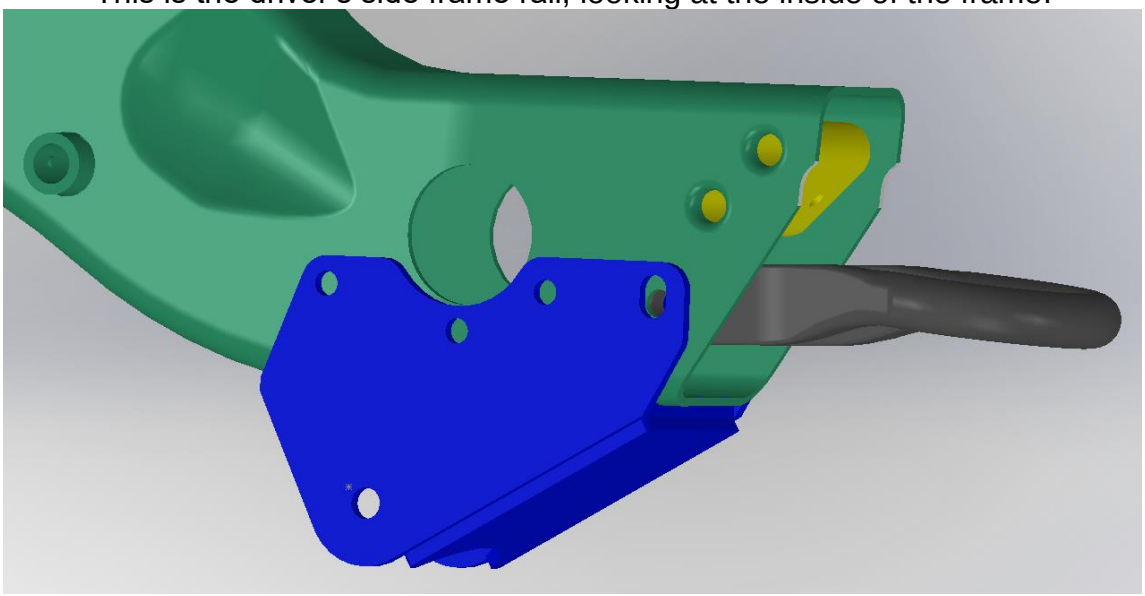
two moving rearward may need to be removed depending on lift height. The A-arm mounts may also need to be removed if they are in the way (again depending on lift height).

The two brackets for the front of the spring are built as mirror images of each other. You can identify which one is installed on which side by the pictures below.

This is the driver's side frame rail, looking at the outside of the frame:



This is the driver's side frame rail, looking at the inside of the frame:



1. Remove the two bolts from the sides of the tow hooks on the front of the frame.

2. Install brackets for the front of the springs as pictured above using the two tow hook bolts to locate the brackets. Don't fully tighten the tow hook bolts at this point.

3. Slide the bracket up flush against the bottom of the frame and mark the remaining 5 bolt holes that need to be drilled. ***You may need to trim the vertical body mount gussets to clear the bracket, this doesn't have a significant impact on the integrity of that part of the frame.***

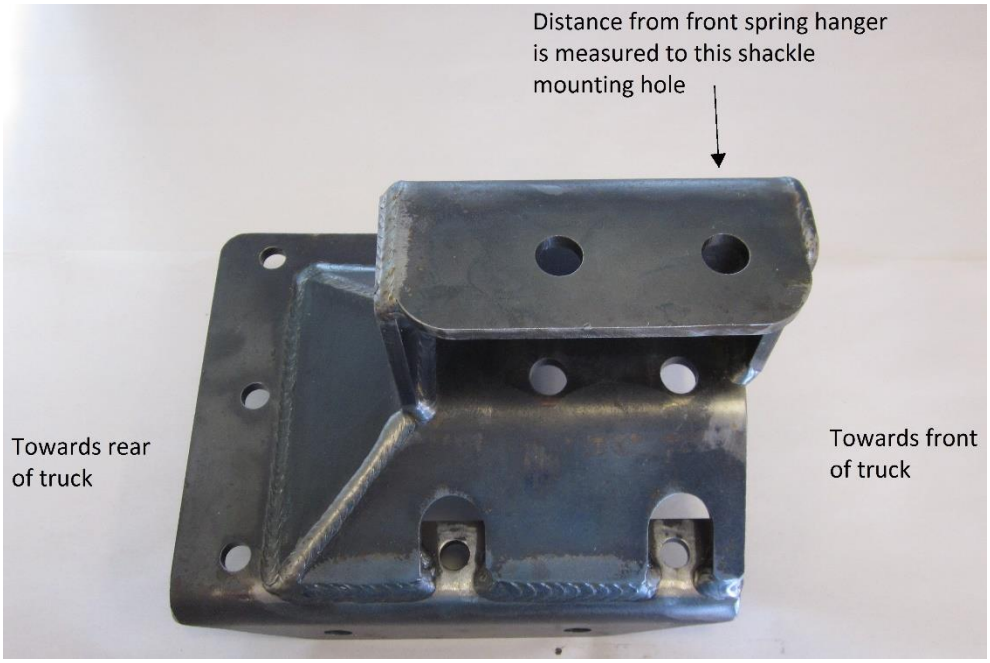
4. Once all holes are drilled, remove the tow hook and fasten all of the 7/16" bolts (provided with the kit). Torque the nut to 38 ft. lbs.

5. Reinstall the tow hooks, the front brackets are now secured to the frame.

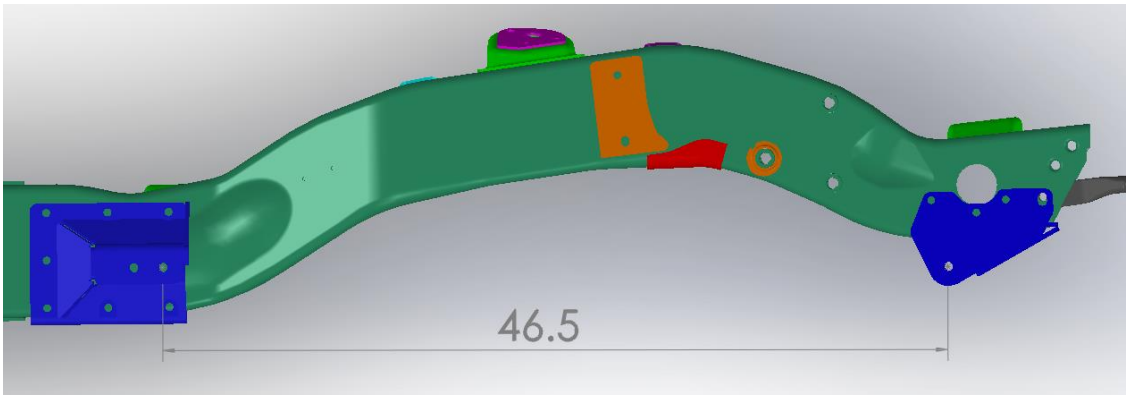
6. Now we move on to the rear brackets. The rear bracket locations are set in two of the three planes; they install flush against the inside of the frame and the flange on the bottom grabs the bottom of the frame. So up/down and side/side we've located the rear brackets for you.

   The only part you'll have to set is the distance from the front bracket to the rear bracket.

Driver's side bracket pictured



Position rear hanger such that the distance from the front spring eye bolt centerline to the **forward-most** upper shackle bolt centerline is 46-1/2". See drawing:



7. Mark the 9 mounting holes, drill them out and install the 7/16" hardware to mount bracket. Torque nuts to 38 ft. lbs.

8. Apply grease to the ORDB8002 bushings and sleeves and install them into the shackles.

9. Install the assembled shackle into the rear bracket, there are two holes that the shackle could bolt in to:

If you are using factory or aftermarket (lift kit type) springs, you'll install the shackle into the forward-most hole.

If you're using Offroad Design custom springs, you'll install the shackle in the rearward-most hole.

10. Apply grease to 9/16"-12 x 4-1/2" bolts and install bolts through bracket and shackle, torque to 75 ft. lbs.

11. Remove the bushings at the rear of your front springs (if there are any) and replace them with the supplied ORDB7005 bushings and sleeves. Apply grease to both the inside and outside of the bushings and sleeves.

12. Install leaf springs into brackets. Torque the bolt at the front of the front springs to 75 ft. lbs. and torque the bolt at the tail of the spring to 50 ft. lbs.