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## ORD Front Upper Shackle Hanger (FUSH) Instructions

| <u>Quantity in kit</u> | <input checked="" type="checkbox"/> | <u>Part</u>                               |
|------------------------|-------------------------------------|---|
|                        |                                     |   |
| 2                      |                                     | Front Upper Shackle Hanger brackets       |
| 4                      |                                     | ORDB7003 Bushing halves                   |
| 2                      |                                     | 3/4" OD x 9/16" ID x 3.5" Bushing sleeves |
| 2                      |                                     | 9/16" x 5" Bolts (greaseable or not)      |
| 2                      |                                     | 9/16" Top lock nuts                       |
| 8                      |                                     | 7/16" x 1-1/4" Gr. 8 bolts                |
| 8                      |                                     | 7/16" Top lock nuts                       |
| 16                     |                                     | 7/16" Washers                             |

Be careful! This kit requires you to secure the vehicle by the frame, drop the rear end of the front springs and at least drill and grind on the frame. Make sure the truck is secure and be sure that you are aware of what is inside the frame rails. There are possibly fuel and brake lines and wiring that can be damaged.

Once the vehicle is secure and the front shackles are out of the way:

1: Remove the old upper shackle hangers by removing the original rivets. An air chisel is our favorite method but a grinder, drill, hammer and chisel, or torch are all other options.

2: Check the fit of the new shackle hangers in the frame. You will need to enlarge the main frame hole for the larger tube sleeve for the larger bushing. Mark the location of the new hole and cut or grind the existing hole to the correct location. The large tube needs to run through the frame while the bolt holes line up with the original holes in the frame. Chances are the existing bolt holes are not exactly the same as the new brackets since the frame stamping wasn't super precise, but they should be close. For 2WD to 4WD conversions or SAS swaps, see diagram on Page 2 for where to place the FUSH, measuring from the front main eye bolt centerline to the center of the FUSH's bushing bolt.

3: Drill the frame bolt holes out to fit the new 7/16” bolts in the FUSH kit. A 1/2” hole should be enough clearance to let everything line up.

4: Torque the mounting bolts that go through the frame to 38 ft/lbs, the proper way to torque a nut/bolt is to put the torque wrench on the nut rather than the bolt. We use a high-quality matched nut/bolt combination (a touch better than grade 8) that are plated and lubricated, so the torque spec is lower than you’ll find in some generic charts. The top lock nut is good for 5 applications before its locking feature wears out.

5: Tap/press the ORDB7003 bushing halves into the new brackets and tap/press the steel sleeves into the bushings. Greasing everything in this assembly as you put it together will be easier all around. Use a soft face hammer if you tap the sleeves into place to avoid damaging the ends.

6: Re-install the front shackles. If you are using existing front shackles or shackles that were not built for the FUSH kit, you will need to enlarge the existing holes to 9/16” to fit the new larger bolts. Torque the new upper shackle bolts to 75 ft/lb. If you’re using greaseable bolts, install the bolts with the grease holes down in the sleeve and bolt. If at any point the bolts will not take grease, loosen and rotate the bolt 180 degrees and re-torque. This should move the hole to a location that’s not restricted. **We highly recommend using a grease needle to avoid hydrolocking the grease zerk.**

