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'67-'87 ('91) Heavy Duty Front Shackle Instructions

See diagrams below for bushing locations, the bushing part number is stamped on the small end of the bushing. **You will need to remove the bushing from the sleeve to read the part number.**

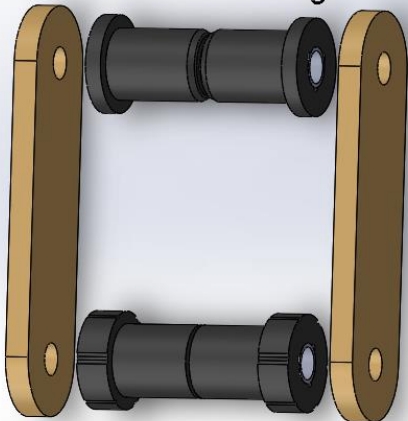
For aftermarket springs.

These would be any spring that's replaced the OE springs the truck had stock. Aftermarket springs are 2-1/2" wide.

TOP/SHACKLE HANGER IN FRAME



ORDB7006 Bushings



ORDB7005 Bushings



BOTTOM/SPRING EYE

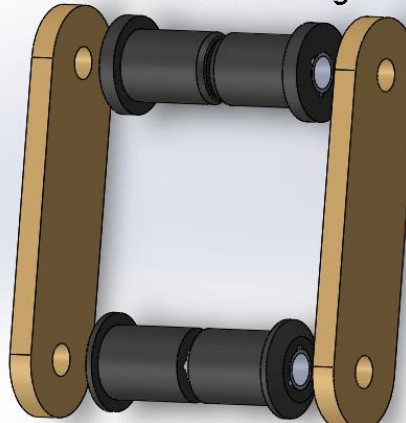
For stock springs.

The stock springs are ~2-7/8" wide, these would be the actual OE springs as delivered from the factory.

TOP/SHACKLE HANGER IN FRAME



ORDB7006 Bushings



ORDB7004 Bushings



BOTTOM/SPRING EYE

Torque the bolts going through the shackle plates to 50 ft. lbs.

Torque the bolts at the front of the front spring to 75 ft. lbs.

If bolts will not take grease, rotate the bolt 180 degrees and it should free up.

These Heavy Duty Front Shackles are a great strength upgrade for the GM trucks. We use ½” Grade 8 bolts, pinchlock nuts, 3/8” thick steel for the shackles, and new proprietary Kevlar infused polyurethane bushings top and bottom. This is all the strength we could design into this kit! The shackles are also ½” longer than stock to increase the clearance between the frame and spring eye. They will increase your castor by about 1 degree. That’s the technical stuff; here are the details on installing the kit. We hope you enjoy knowing you have one part that isn’t going to break.

1. As always, safety is the first concern when working on just about anything on a vehicle. Make sure everything is secure on the jack and jackstands before you start work.
2. To replace the front shackles you will need to get all the pressure off the front spring pack. This means you will have to place the frame on jackstands, remove the front tires, and support the axle with a jack. This should allow you to move the axle up and down to make sure here is no pressure on the springs either up or down.
3. When you are sure there is no pressure on the springs, you can take the factory bolts and shackle plates off the front spring and frame mount.
4. To use your ½” bolts, you have to replace your upper shackle bushings with our polyurethane bushings and the proper size sleeves. If you have the factory bushings still in the frame, you should be able to drive the original sleeve out with a drift and then “chunk” the rubber out of the frame. Some people use fire to get the sleeve out, some use a drill to loosen the rubber and allow it to be driven out. With the upper bushing set out, you should be able to install the urethane bushing halves included with the kit and press in the new sleeves (or tap it with a soft face hammer). The bushings with the “ORDB7006” on them go in the frame end. TIP: use grease, it makes the install much easier.
5. You will also need to install our new bushings and steel sleeves in your rear spring eye to accommodate the ½” longer bolt. You should be able to tap the old sleeve out with a drift, remove the old bushings, and tap the new bushings and sleeves in with a soft faced hammer or block of wood. You don’t want to put a ding in the sleeve or the bolt may not go in. The new bushings for aftermarket springs are part #ORDB7005. If you have stock springs, the bushings will be #MO2195.
6. At this point, you are ready to bolt everything back together. The order in which you install the shackle bolts and plates will depend on your vehicle. For example, some headers require the bolt head to be on the

inside for clearance which means the shackle plates must be installed on the spring first then bolted to the frame. If you are installing a greasable shackle kit, the bolt head will need to be on the outside, so you may need to trim the end of the bolt, and/or modify (dent) your exhaust for bolt clearance. Make sure there is 1 full thread sticking out of the nut so it can lock properly. When the bolts are installed, tighten them to 50 ft- lbs and you are ready to go. The shackle bolts are an item that should be checked periodically to ensure they don't loosen up. If the bolts loosen up, the wear on the plates will dramatically increase. **KEEP THEM TIGHT!** Any articulation gain is not worth the extra wear.

7. Lube the shackle bolts with any good grade chassis grease. We recommend using a grease needle to avoid the zerk locking in the gun tip and breaking out. If bolts will not take grease, rotate the bolt 180 degrees and it should free up.

If you have any questions, feel free to call us at 970-945-7777, and we'll be happy to help you out!