

INSTALLATION INSTRUCTIONS

8125W

Rev B

READ ALL INSTRUCTIONS FROM START TO FINISH BEFORE BEGINNING INSTALLATION

SUPPLEMENT FOR 1980 & 81 CHEVROLET/GMC K-SERIES TRUCKS (1/2 and 3/4 ton)

Due to a change in manufacturing from General motors, Rancho recommends the following inspections and or modifications be made after suspension kit installation:

1. Raise the rear of the vehicle and support the *frame* with jackstands. Chock front wheels.
2. Verify that the slip yoke, of the rear drive shaft, is pushed onto the splined shaft of the transfer case a minimum of one inch. If necessary, increase the spline contact by adding OEM spacers between the transfer case crossmember and the frame.
3. Raise the front of the vehicle and support the *frame* with jackstands. Chock rear wheels.
4. Rotate the front drive shaft and check the U-joints for binding.
5. If the U-joints bind, install a castor shim between the axle pad and the leaf spring on both sides of the vehicle. Place the thicker end of the shim toward the front of the vehicle as shown in the illustration on the back.

NOTE: Castor shims allow you to change the drive line angle about 2 degrees.



INSTALLATION INSTRUCTIONS

8125W

Rev B

READ ALL INSTRUCTIONS FROM START TO FINISH BEFORE BEGINNING INSTALLATION

SUPPLEMENT FOR 1980 & 81 CHEVROLET/GMC K-SERIES TRUCKS (1/2 and 3/4 ton)

Due to a change in manufacturing from General motors, Rancho recommends the following inspections and or modifications be made after suspension kit installation:

1. Raise the rear of the vehicle and support the *frame* with jackstands. Chock front wheels.
2. Verify that the slip yoke, of the rear drive shaft, is pushed onto the splined shaft of the transfer case a minimum of one inch. If necessary, increase the spline contact by adding OEM spacers between the transfer case crossmember and the frame.
3. Raise the front of the vehicle and support the *frame* with jackstands. Chock rear wheels.
4. Rotate the front drive shaft and check the U-joints for binding.
5. If the U-joints bind, install a castor shim between the axle pad and the leaf spring on both sides of the vehicle. Place the thicker end of the shim toward the front of the vehicle as shown in the illustration on the back.

NOTE: Castor shims allow you to change the drive line angle about 2 degrees.



INSTALLATION INSTRUCTIONS

8125W

Rev B

READ ALL INSTRUCTIONS FROM START TO FINISH BEFORE BEGINNING INSTALLATION

SUPPLEMENT FOR 1980 & 81 CHEVROLET/GMC K-SERIES TRUCKS (1/2 and 3/4 ton)

Due to a change in manufacturing from General motors, Rancho recommends the following inspections and or modifications be made after suspension kit installation:

1. Raise the rear of the vehicle and support the *frame* with jackstands. Chock front wheels.
2. Verify that the slip yoke, of the rear drive shaft, is pushed onto the splined shaft of the transfer case a minimum of one inch. If necessary, increase the spline contact by adding OEM spacers between the transfer case crossmember and the frame.
3. Raise the front of the vehicle and support the *frame* with jackstands. Chock rear wheels.
4. Rotate the front drive shaft and check the U-joints for binding.
5. If the U-joints bind, install a castor shim between the axle pad and the leaf spring on both sides of the vehicle. Place the thicker end of the shim toward the front of the vehicle as shown in the illustration on the back.

NOTE: Castor shims allow you to change the drive line angle about 2 degrees.



