

Parts Included

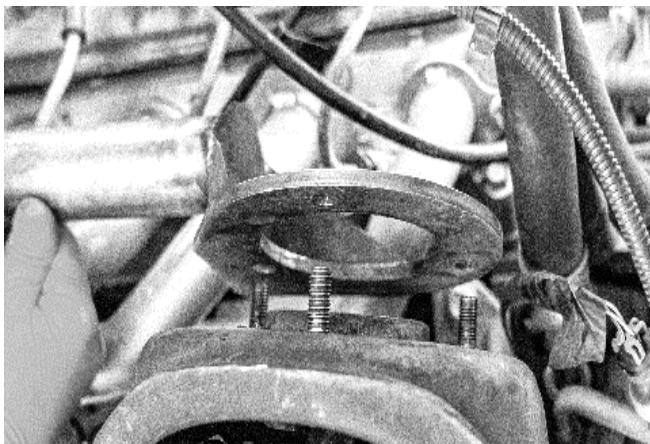
Quantity	Item Description	Part#
1	Driver Bypass Shock Hoop	RAWDK-631710-A1300
1	Passenger Bypass Shock Hoop	RAWDK-631710-A1400
2	1/2"-20x2.75" Grade 8 Bolt	G8-B160275-ZY
2	1/2"-20 Grade 8 Nyloc Nut	G8-NN1600-ZY
4	1/2" SAE Washer	G8-W67SAE-ZY
6	7/16"-20X1.5" Grade 8 Bolt	G8-b140150-ZY
6	7/16"-20 Nylock Nut	G8-NN1400-ZY
12	7/16" SAE Washer	G8-W64SAE-ZY
4	Rubber Reservoir Mount	DK-16001
4	1/2"x 76-102mm Hose Clamp	Hc-056
2	Corner Brake Line Tab	DK-041947
2	5/8"-18 x 4" Grade 8 Bolt	G8-B200400-ZY
2	5/8"-18 Grade 8 Nylock Nut	G8-NN2000-ZY
4	5/8" SAE Washer	G8-W69SAE-ZY
2	2" ODx.625"ID X 2.33" Wide Steel Slug	TBDK-193202330
4	Cross Brace Tabs	PLDK-631710-A1203 R01

Please check that all items are present before installation. If for any reason, there is an item or items missing send an email to sales@dirtking.com with proof of purchase and a picture of parts received.



(619) 944-8913 / SALES@DIRTKING.COM

Before installing, read all instructions. Only certified mechanics should install Dirt King products. Mandatory wheel alignment and ADAS calibration at certified facilities are required after suspension modifications. Failure to do so can lead to handling problems and safety risks. Dirt King is not responsible for damages from improper installation or misuse. Adhere to your vehicle manufacturer's recommendations. For more information, visit <https://dirtking.com/pages/disclaimer>



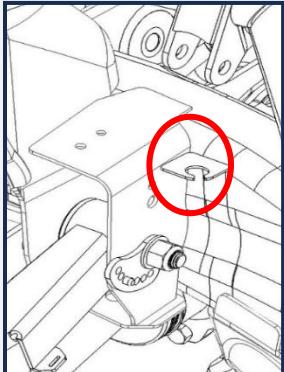
Optional cross brace tabs

1. Preparation

- a. Disconnect the battery's negative terminal.
- b. Raise the vehicle and safely secure it on stands.
- c. Remove the front wheels.
- d. Remove the upper shock mount hardware attaching the shock to the coil bucket.

2. Mock up

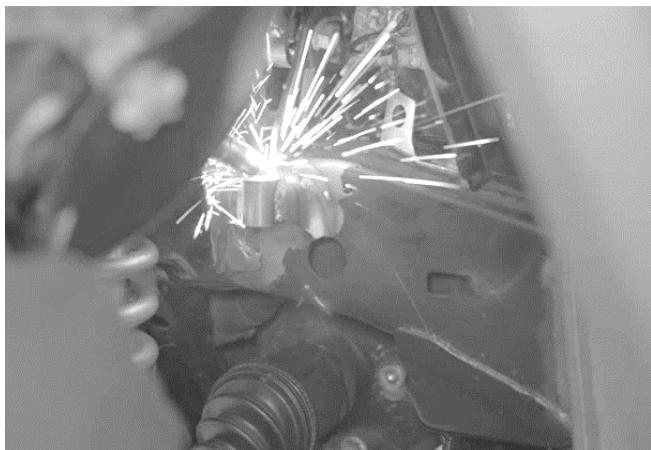
- a. Loosely install the bypass shock hoop to the coil bucket as shown. A portion of the inner wheel well may need to be trimmed or removed to clear the shock hoop. Mark all points of contact from the shock hoop to frame.
- b. Loosely install the bypass shock. Route the reservoir to its location and set it in place with mounts.
- c. Confirm the reservoir hose is clear of contacting any components.
- d. As an option, you can build a cross brace using the supplied tabs and slugs. Build and mock up your brace at this time (custom to customer). Ensure your welder is grounded to the shock hoop and tack weld the tabs onto the shock hoop.
- e. Remove the bypass shock.
- f. Remove the shock hoop from the vehicle. Fully weld the cross brace tabs if being used.
- g. Clean the chassis down to bare metal where previously marked.
- h. Reinstall the shock hoop and tighten the hardware to secure it in place. Check fitment and make any modifications if required.



3. Brake line tab relocation

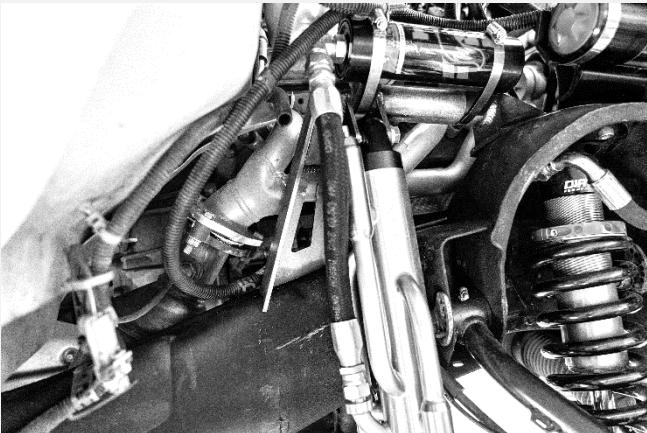
- a. Remove the brake line fitting clip and disconnect it from chassis.
- b. Remove the factory brake line union tab.
- c. Ground your welder to the vehicle chassis and weld the new brake line tab onto the chassis as shown.
- d. Adjust the brake hardlines to the new tab. You may find that disconnecting the lines is required.

NOTE: If brake lines are disconnected, they will require bleeding as per the manufacturer's instructions. This task will be performed as the final step of installation.



4. Welding

- a. Cover all exposed parts of the vehicle that could sustain damage from weld heat or spatter. Ensure you have a fire extinguisher nearby as a precaution at all times
- b. Clamp the ground from your welder to the shock hoop and fully weld the shock hoop lower bracket in place to the frame.
- c. For the coil bucket, apply three 1-1/2" long welds equally spaced around the coil bucket. It is recommended to remove shock prior to welding to prevent any heat-related damage to the shock bearings.
- d. Allow the welds to completely cool.
- e. Inspect welds to ensure you have reached all areas of the shock hoop to the frame and the coil bucket.



5. Final assembly

- a. Paint any exposed raw metal to prevent rust and allow paint to cure.
- b. Install Dirt King long-travel spec bypass shock. If coil-over was removed, reinstall it per your manufacturer instructions.
- c. Torque the $\frac{1}{2}$ " bypass Nyloc nuts to **90 ft lbs**.
- d. Mount the reservoir to the shock hoop with the supplied hose clamps. Ensure the reservoir hose and brake line are not contacting anything that could rub a hole in them.

NOTE: If the brake lines were disconnected during rerouting as referenced in step 3, brakes must be bled prior to plugging in ECM and battery. If not done correctly, and in this order, the vehicle will need to go to dealership to have ECM factory reset and brake system bled. Refer to your vehicle's owner's manual for proper instructions and procedures.

6. Review your work and repeat steps to other side of vehicle.

- a. Confirm everything is installed correctly. Ensure the shock reservoir hose is not making contact with frame or shock mount.
- b. Reconnect the wire harness to the ECM.
- c. Reconnect the negative and positive battery terminals.

7. Alignment and ADAS recalibration.

- a. Install wheels and lower vehicle. Torque lug nuts to your wheel manufacturer's specs.
- b. Have the vehicle aligned at a qualified shop. If your vehicle is equipped with Advanced Driver Assistance Systems (ADAS), ensure it is recalibrated at a certified dealer.