

FITTING INSTRUCTIONS

Lowering blocks

Please Note: Lowering block fitment regulations vary from state to state. If doubtful of the requirements contact your local Government transport office.

N.B: These instructions should be used in conjunction with workshop manual.

1. Raise the vehicle by jacking up under the diff housing and support on chassis stands under the front of the spring hangers or chassis rails so the wheels are at least 50mm clear of the ground.
2. Remove the wheels from the vehicle and undo the nuts (3) that are at the bottom of the original U-bolts (1).
3. Jack up the diff until the gap between the diff & spring pad is bigger than the height of the lowering blocks (2) being fitted.
4. Inspect the spring pads, both top & bottom (if fitted) for wear and replace as necessary.
5. Fit the new lowering blocks (2) with recess hole fitting onto spring saddle pad.
6. Lower jack & square diff to springs.
7. Fit the new U-bolts over the diff housing. A G-clamp may be required to squeeze the U-bolts (1) to fit into the holes in lower spring plate (4).

N.B: If holes in lower spring plates are too small please drill out to 12mm.

8. The new U-bolts (1) will form to the shape of the diff housing as you tighten up the nuts. Ensure new U bolts do not interfere with items such as brake lines or A.B.S cables etc.
9. It may be necessary on some vehicles to cut excess thread length from the bottom of the new U-bolts (1). This can be done by using a hacksaw.
10. To place vehicle back on ground reverse the jacking up procedure.
11. Recheck fitment of lowering blocks (2) & retighten nuts (3) after 1 week or 500km.

Please Note:

HD to HQ all models

(HQ vans, utes & 1 tonners only)

If new/reset springs are being fitted to these vehicles the lower hole in block may have to be drilled to 14mm.

Discard original nuts & bolts & fit new U-bolts & nuts as supplied.

Note: It is recommended that the above procedure is carried out by a licenced workshop or tradesperson.

