



**Install Procedure for Realift part # (82-05-1000UIS) & (95-05-1000UISZ) 4x4 Chevrolet and GMC S-10 and S-15 trucks. Requires passenger side Trans-cross member mod on all S-Series trucks except ZR2, and Highrider Models!!!**

**Designed for lift kits with 5-6" drop down sub frames only! All 2 door ZR2 and Standard S-10 1995 and newer Blazer models require narrowing the (T.B.C.M.) 1 1/2's, and should use install 2-4!!**

- 1-1.** Raise front end off the ground with a jack, or car lift allowing the front wheels to drop to full extension travel. Support the vehicle properly with jack stands, or ensure the lift lock is secure.
- 1-2.** Unload torsion bars using a torsion bar unloader tool or personal method. Kent Moore Tool Group part # is J-22517C Phone: 1-800-345-2233
- 1-3.** Remove the Torsion Bar Cross Member (T.B.C.M.), torsion bars, and (T.B.C.M.) lowering brackets. Make sure each torsion bar is reinstalled on the appropriate side. (*Torsion bars are designed to twist one way*).
- 1-4.** Install the "Realift" torsion bar relocating components into the A-arms. Each Relocator or Ultralocator/ZR2 is marked D or P and has an arrow pointing up to ensure correct keying and side placement. 1/8"-1/4" clearance is recommended at all times through the suspension cycle. Trim the pipe spacers if necessary, while maintaining this recommended clearance. ***Using install 2-4 is easier on almost all S-series applications.***
- 1-5.** Install torsion bars into new torsion bar relocating component, under the modified transmission cross member. (N/A if you have the ZR2 or Highrider suspension package). Re-use the G.M. factory existing (T.B.C.M.), *All 1995 and newer Blazer models must narrow the (T.B.C.M.). It will need to be moved back towards the rear wheels ~ 2-3" to allow for the relocating components.* Install torsion bar adjuster arms/indexing keys, and make sure that each end of the torsion bar is fully seated.
- 1-6.** Re-install torsion bar adjuster nut into (T.B.C.M.) using the torsion bar removal tool to preload the torsion bars. Once the torsion bar assembly has been preloaded with adjuster nuts in place make **one last check** to verify that both ends of the torsion bars are **fully seated**. **If not unload the torsion bar and try again.**
- 1-7.** Now that everything is seated properly, and there are no interference problems drill the new holes for the (T.B.C.M.) factory steel strap and rubber mounts (82-94)or (95-05)rod end type style mounts and re-install all factory (T.B.C.M.) bolts.



**Not necessary on ZR2/ Highrider S-10 transmission cross member mod!**