**Here is my project for replacing a severely rotted frame on our 1999 K2500 Suburban**

**(Without a Garage)**



**The sad part is that it won’t look any different when I am done!**

**It started with a small fuel leak I noticed while we were on a roadtrip to upstate NY. I pulled into the “Flying J” and while filling the tank, I noticed a very slow drip. About 3 drops while I filled the 42 Gallon tank. Figured I would take our chances with the trip and deal with it when we got home.**

**Soooo… when we got home I crawled under the truck and, to my horror, saw that the fuel line was wet and slowly dripping fuel. I also noticed that the brake lines were questionable as well. I started searching the internet to find some brake and fuel line kits. Not exactly cheap, but this truck was new to us and I usually expect to throw a bunch of money at any used car purchases anyway.**

**I ordered a couple of kits from Inline Tube and got to work. A few hours later we were all squared away with no more fuel leaking and no more fear of brake line failure.**

**All was well, until another leak started under the middle of the truck. This was the night before we were leaving on a camping trip to VA to meet with the family for a couple of days of fun. On the trip the NOISE started. A click, click, click, click… while underway. We, thankfully, made it to and from our camping trip towing our 27’ trailer. When we got back I dug into the issue and determined that the leak and noise were both from the transfer case. Turns out this is an actual defective engineering issue from GM. There is a pump body in the transfer case that oscillates back and forth hammering a pinhole into the transfer case itself and lets the fluid leak out alarmingly fast. Off to the Transmission shop we go and $2500 later we were back on the road. I had recently had surgery and had to bite the bullet and let someone else work on my rig!**

**Until….. another leak! This time it was fuel again and seemed to be coming from the fuel tank. Back under the truck and not able to locate the leak from below, I dropped the tank (If you need to do this, make sure you empty it first as 42 gallons of fuel is really, really heavy!!!). Turns out that the fuel sender had a little rubber cap on it that had dry rotted and cracked. Cheap fix right!? NOPE, the fitting for the fuel line also snapped off when I lowered the tank because it caught on some bracket. MAYBE, just maybe it was already cracked anyway and was contributing to the leak? Yeah, we’ll go with that. New Fuel pump and we’re off (another $300!). Would have been much more expensive if I didn’t do the work myself. Back on the road again!**

**Until…. ANOTHER leak! And, of course, it’s fuel again. To be fair, it was probably another 3 years later now. However, this time it is the Fuel Tank itself… Dripping when I fill the tank, or park on an incline. Classic symptom. Back under there and dropping the tank. This time when I get under there I am shocked by the sheer amount of rust! Incredible rust! To quote my friend Mike, it looked like I pulled it out of being submerged in a lake for 20 years! At this point I have wound up replacing the following on the truck:**

1. **A/C Condenser**
2. **A/C receiver-dryer**
3. **A/C and Heat rear lines (another treat to do!)**
4. **Transfer Case**
5. **Distributor Cap and rotor, which had left us stranded in upstate New York (A repair I had to take to a shop again, due to being on the road. They actually did a good job! Something entirely new for me to experience!)**
6. **Fuel Pump (Twice, once from a leak and once from failure)**
7. **Starter motor**
8. **Water pump**
9. **Timing Chain and Gears**
10. **Injectors**
11. **Oil Pan (another rust victim)**
12. **Transfer case shift motor**
13. **Front Differential 4WD shift motor**
14. **Repaired the 4WD selector switch by re-soldering the contacts**
15. **Complete Interior Carpet**
16. **All 5 Door Lock Actuators**
17. **Rear Door electrical contacts**
18. **Radio lights**
19. **Power steering pump x 2 (Had someone else do this as it was a high temp of -8F and we were in a hotel in upstate NY. The shop was gracious enough to steal the front skid plate and did the pump repair incorrectly so it started throwing serpentine belts.)**
20. **Radiator (Another victim of the shop that did the power steering pump. They apparently bashed the pump mount into the radiator when they were replacing it.)**
21. **I am sure I am missing a bunch of stuff, but these are the things I remember**

**I am by no means complaining about the repairs I had to do, or have done. I am listing them to help justify my decision to actually keep the truck and do another, single part but labor intensive repair… THE FRAME!!!**

**Replacing the truck would be very expensive and I would wind up doing a lot of the non-frame repairs I have already done to this truck to the new (used) truck as well. Especially the pattern defect stuff… Plus, if I replaced the truck the new truck would be a lot less “Heavy Duty” simply due to the decreased strength of the newer models (Fuel economy requirements coupled with “planned obsolescence”). That being said, replacing the frame has its drawbacks as well:**

1. **I would need to locate a valid frame candidate from the 1999 ERA**
2. **I would need to get the frame here!**
3. **I would need to take the frame and components down to bare metal and coat with an appropriate coating system**
4. **I would need to replace additional rotted and worn components along the way (You don’t get in this deep without seeing stuff you absolutely cannot let go!)**
5. **It is a LOT of work!!!!!!**
6. **I don’t have a garage!**
7. **I would not have redundancy in vehicles while the truck is down (As expected, as I write this, my car has a bad starter and it is pouring rain for the last two days so I haven’t been out there to fix it yet… – update, it was the starter, and it is now fixed.)**

**Here are some examples of the RUST that convinced me to either replace the truck or replace the frame ( Disclosure: Most of the pictures were taken AFTER I removed the body from the frame, but I knew it was this bad from replacing the Fuel Tank!):**

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| **IMAG0465-20191210-212142971.jpg** | **IMAG0486-20191210-21210165.jpg** | **IMAG0487-20191210-21202593.jpg** |
| **IMAG0488-20191210-212025418.jpg**  **It wasn’t just the frame under here that is totally rusted out… Check out the rear Axle!** | **IMAG0489-20191210-212025717.jpg**  **It’s amazing to me how badly this frame rusted out!** | **IMAG0770.jpg**  **When I was jacking up the body, one of the body mounts bent significantly enough to make the body lean and almost fall on me! I had to text the wife with one hand while holding the body with the other for assistance!** |
| **IMAG0523-20191210-211651544.jpg**  **Here are the U-bolts that secure the Axle to the springs…. Glad I took this on now rather than later.** | **IMAG0495-20191210-211914383.jpg**  **Not much left to this support.** | **IMAG0496-20191210-211915151.jpg**  **Just sickening what rust does to otherwise awesome machinery.** |
| **IMAG0834.jpg**  **This was the straw that made me take the truck off the road. The steering box mount is so rusted that there are holes completely through the frame.** | **IMAG0773.jpg**  **The front driveshaft can be seen at the top of this pic. Look at the torsion bar too.** | **IMAG0499-20191210-211848521.jpg**  **Are bumpers supposed to be like a screen door?** |
| **IMAG0498-20191210-211915825.jpg** | **IMAG0774.jpg** | **IMAG0833.jpg** |

**After pricing out some newer trucks, and figuring in the expected repairs due to age/wear/pattern defects, we decided to fix the old girl up. Back on the internet. Hollanderparts.com was instrumental in me locating and acquiring the replacement frame:**

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| **Replacement Frame Before Cleanup 001.jpg** | **Replacement Frame Before Cleanup 002.jpg** |

**Admittedly, not pretty. BUT I am dealing with a 20 year old vehicle here which has literally rusted out from below and is dangerous as it sits currently. I sounded the frame all along and across and it rang like a bell all around as opposed to depositing a pile of rust with each hammer strike like the old frame. As you can see, loaded it up and brought it home**

**Now it’s time to strip off the rust, paint, wax and whatever built up over the years on the road. Getting to work with the sandblaster and wire wheel and other implements of destruction! I ordered a bunch of used parts from out west (less corrosion due to no road salt and low humidity!!!) in addition to the frame. The idea, since EVERYTHING under this truck is reduced to garbage, is to make a rolling chassis, and then transfer the engine, transmission, differentials and transfer case over to it:**

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| **Replacement Frame Parts During Cleanup 004.jpgReplacement lower control arms: Sand Blasted on left, “new” replacement part on right.** | **Replacement Frame Parts During Cleanup 001.jpg**  **Wire wheeled and ready for paint.**  **I used POR15, after clean and “metal prep”.** | **Replacement Frame Cleanup 001.jpg**  **Sand Blasted every inch of the frame. I acquired new cross-members when I could locate them.** |
| **Replacement Frame Cleanup 004.jpg**  **I removed all the cross-members that were not welded together as well as the shock mounts and prepped them separately.** | **Replacement Frame Cleanup 005.jpg**  **Sand blasting was very slow with my portable 20 Gallon “Blue Point” air compressor. I also had condensation problems which would gum up my gun.** | **CompressorSpecs.jpg**  **InstalledCompressor.jpg**  **Perfect excuse to upgrade my compressor setup. Got a 2 stage 60 Gallon unit from Lowes, a dryer unit and back to work!** |

**Lots and Lots of time and breathing masks later, prep and paint the parts and frame! (Luckily I had bought a bunch of N-95 masks to prevent silicosis BEFORE Covid-19 was a thing!).**

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| **IMAG0900.jpg**  **Bump Stop Mount** | **IMAG0894.jpg**  **Shock Mount** | **IMAG0897.jpg**  **Cross-member** |
| **Replacement Frame POR-15 001.jpg**  **If you get POR15 on your skin, it will stay there for a week or so.** | **Replacement Frame POR-15 002.jpg**  **I painted the frame and the various cross-members, bump stop mounts, shock mounts, etc separately.** | **Replacement Frame Tie Coat 001.jpg**  **Once everything had 2 coats of POR15, I assembled it all and put on a “tie coat” to help the topcoat adhere. Then the Topcoat. The POR15 is NOT UV resistant and will decay if exposed to sunlight for a long period of time. Not that I expect the frame to be exposed to sunlight (NOT planning to roll it!), but thought what could it hurt to apply a couple extra coats of protection?** |

**Ok, so now to put all the stripped, cleaned and painted parts together with the other new parts (Mostly from** [**www.rockauto.com**](http://www.rockauto.com)**) to make the rolling chassis a reality.**

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| **V:\Suburban Project\New Frame Being Assembled into Rolling Chassis\Replacement Frame Reassembly 001.jpg**  **“New” rear springs mounted on frame. I replaced EVERY SINGLE wear part, including the spring bushings.** | **V:\Suburban Project\New Frame Being Assembled into Rolling Chassis\Replacement Frame Reassembly 002.jpg**  **“New” rear axle. I made the mistake of not specifically ordering a locking rear axle. I kept the original axle so I can swap in the locker later. Gotta get this thing on the road first! The locker swap should, I repeat, SHOULD be a quick weekend job.** | **V:\Suburban Project\New Frame Being Assembled into Rolling Chassis\Replacement Frame Reassembly 004.jpg**  **Front-end going together. I purchased “new” used hard parts as the original ones were BADLY rusted. Painted Knuckle, new upper control arms and painted lower forged arms. Heavy! Everything is soooooo heavy, but that is what I wanted.** |
| **V:\Suburban Project\New Frame Being Assembled into Rolling Chassis\IMAG0180.jpg**  **Having one of these really helped me move stuff around during this project.** | **V:\Suburban Project\New Frame Being Assembled into Rolling Chassis\Replacement Frame Reassembly 003.jpg**  **You can see the new cross-members in this shot.** | **V:\Suburban Project\New Frame Being Assembled into Rolling Chassis\Replacement Frame Reassembly 005.jpg**  **New front wheel bearings, rotors, calipers and pads. I purchased some used tires just to be able to roll this beast around as needed.** |
| **V:\Suburban Project\New Frame Being Assembled into Rolling Chassis\Replacement Frame Reassembly 008.jpg** | | |

**New center-link, tie rods, steering box, idler arm, shocks, bushings, torsion bars, etc. Since I am doing this, I am going to do it all!!! One thing I could absolutely not locate were the torsion bar mounting cross-member hold down brackets. I fashioned some temporary ones out of some flatbar steel stock I had laying around just to get me going.** 

**Now, the real challenge. How do I get the old frame out from under this thing? Did I bite off more than I could chew? Uh-oh….**

**I literally spent a week or two of downtime because I needed a plan. The project sat idle while I gathered the courage and formulated one. I also had to negotiate the parking arrangements with the wife. She is not real happy with TWO suburban footprints in the driveway, soon to be THREE!!!**

1. **The original Suburban frame patient.**
2. **The new rolling chassis cobbled together from various sources.**
3. **The body lifted off the original frame.**

**Ok, got a plan… I purchased a pair of bottle jacks and a bunch of cinder blocks and gathered up a bunch of 6” x 6”s I had around the property that were part of another project and started building. Building what exactly? I had a general idea. Well, more like 12% of an idea. I was going to crawl around under the truck and disconnect everything that was attached between the frame and the body. A quick list of things I remember:**

1. **The engine harness**
2. **The transmission shift cable**
3. **The emergency brake cable**
4. **The rear heater hoses**
5. **The rear A/C hoses**
6. **The throttle and cruise cables**
7. **The brake lines**
8. **The steering shaft**
9. **The rear wiring harness**
10. **The Trailer hitch wiring**
11. **Obviously, the body mount bolts**

**In order to get the body off the frame, my plan was to jack the body up far enough to be able to roll the frame out from underneath. To get enough clearance and not have to jack this thing up like 3 or 4 FEET, I took the front radiator support out along with the front bumper.**

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| **V:\Suburban Project\Disassembly\IMAG0449-20191210-212240943.jpg**  **Radiator support, grill and bumper gone** | **V:\Suburban Project\Raising Body off Frame\IMAG0451-20191210-212214386.jpg**  **Going up. In retrospect, I should have done it differently in that instead of using the frame to support the body as I was raising it, I should have used the ground.** | | **V:\Suburban Project\Raising Body off Frame\IMAG0458-20191210-21221565.jpg**  **Using the bottle jacks a few inches at a time. Jack up about 3 inches, wedge some wood into the space between the body mount and the body. Lather, rinse, repeat…** |
| **V:\Suburban Project\Raising Body off Frame\IMAG0470-20191210-212143328.jpg**  **At this point, I transitioned from supporting the body with the frame, to supporting with some 6x6s and a pillar of cinder blocks. I encased the cinder blocks with a wooden frame to keep them from slipping off of each other.** | **V:\Suburban Project\Raising Body off Frame\IMAG0474-20191210-212101958.jpg**  **Here you can see the bent body mount which almost had the body fall on the engine and me! It’s all free now and it’s just a matter of getting the extra clearance needed for clearing the rear bumper. This involved jacking the front of the body way higher than the back because of where I ran the support beams due to the transmission clearance.** | | **image.jpg**  **It’s out!**  **You can see the front and rear beams in this pic. The front stack of blocks is much smaller than the rear. Additionally, my driveway is not exactly level. This added considerably to my concern of something shifting.** |
| **V:\Suburban Project\Frame is OUT\IMAG0493-20191210-21202641.jpg**  **Rotten frame staged for disassembly and transfer of parts to new frame. You can see the extra supports I installed due to the slant of the driveway.** | | **V:\Suburban Project\New Frame Staged for Transfer of Parts\IMAG0501-20191210-211849474.jpg**  **New frame put into position to receive the drivetrain from the old frame** | |

**Now comes the transfer of the drivetrain. This should be pretty straight forward right? Couple of driveshafts, some mounting bolts and it should all go right in… Unless there are issues like a rusted in place front driveshaft which has hammered the front pinion bearing and the transfer case output shaft bearing. Unless something like that were to happen??? Of course that is what happened. Why wouldn’t it be the case? AND I BROKE THE BELLHOUSING ON THE TRANSMISSION. Of course that is what happened as well. Here are some pics of the transfer of the engine and removal of the transfer case.**

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| **V:\Suburban Project\Parts Being Transfered\IMAG0511-20191210-211821574.jpg** | **V:\Suburban Project\Parts Being Transfered\IMAG0515-20191210-211749744.jpg** | **V:\Suburban Project\Parts Being Transfered\IMAG0516-20191210-21175082.jpg** |
| **V:\Suburban Project\Parts Being Transfered\IMAG0517-20191210-211650863.jpg** | **V:\Suburban Project\Parts Being Transfered\IMAG0513-20191210-211748805.jpg** | **IMAG1263 (1).jpg** |

**Here is the transfer case rebuild where I had to disassemble the transfer case to be able to replace the front output shaft due to the front driveshaft having rusted in place. I learned about some pattern defect where the pump body winds up hammering a pinhole into the side of the transfer case housing which allows the fluid to leak out. Obviously this will shorten the life of the transfer case! So I figured I might as well do a full rebuild while I was in there and take care of that defect. I purchased a new output shaft, the pump body fix kit and a rebuild kit and got to work on that unexpected project! I cut off the driveshaft yoke so when I got the case apart I would be able to remove the output shaft.**

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| **TransferCaseGearDiagram.png**  **The Red arrow is the output shaft I needed to replace and the Blue arrow is the pump body that hammers the hole in the case** | **TransferCaseCaseDiagram.png**  **If the pump puts a hole in the case the Red arrow points to the case that you would need to replace. Not cheap. This is the actual reason I had to have the transfer case replaced in the first place a bunch of years ago. The replaced transfer case did have a fix in place, but there was evidence that the fix was inadequate. It was just a stamped plate that had tabs that basically distribute the load from the pump to a larger surface area. The plate itself was bending and hammering its own hole in the case** |
| **IMAG0532-20191210-211616212.jpg**  **You can see the new front driveshaft WITH BOOT. The boot was never installed when they did the transfer case the first time, so that allowed the corrosion to occur and freeze up the shafts. I was actually able to press out the stub cut off the yolk from the output shaft, but I had already replaced the output shaft, so I am going to sell the old one** | **IMAG0531-20191210-211615873.jpg**  **You can see the cut off driveshaft yolk on the right side bottom of the shaft I had to replace** |
| **The “Fix” that was installed and was failing again.** | **The OEM pump body on bottom left which just cuts into the case and the “Merchant Automotive” replacement pump body top left which spreads out the load and prevents the case getting chewed up. On the right is the whole pump body** |

**So after slapping the transfer case back together with fresh bearings, fluid and a new output shaft, it’s time to take a hack at the front differential. I could actually move the pinion about ¼” in/out from the case so I know there was something that was not right. Pulled it off the old frame, threw it on a handcart and drug it down into my basement to see what we have.**

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| **IMAG0604-20191210-211515646.jpg**  **Split the case open and immediately saw the result of the pinion bearing being loose. The carrier had a pattern cut into it from the pinion gear. That would explain the noise I would hear when I put it in 4WD** | **IMAG0610-20191210-211514942.jpg Cleaned everything up and got to work pressing off bearings and pressing out races. A lot of work and not much room for some of the races and such** | **IMAG0603-20191210-211515286.jpg** |
| **IMAG0609-20191210-211514523.jpg**  **I am no expert on differentials, but I am pretty sure that this isn’t how the carrier comes from the factory? Luckily the pinion gear had no chips, or broken teeth or other concerning visible issues. I got ahold of a rebuild kit and got to work** | | |

**This was my first differential so I had to look up a lot of stuff and watch a bunch of youtube videos to familiarize myself with the steps for the preload, tooth pattern, etc. Youtube is invaluable in this respect! If tackling something like this yourself, don’t just watch one video, even if the person seems to know what they’re talking about. I watched several and was able to get a solid understanding of what was critical and what was “rule of thumb” kinda stuff. I THINK I got it together well, but only time will tell! Obviously unless there is a definite problem right off the bat. I wound up purchasing a rebuild kit, and a couple extra crush sleeves due to the fact that I got a defective pinion bearing and had to redo that part a few times. The backlash and tooth pattern are both very tedious, labor intensive and time consuming processes, but you cannot skimp here. Unless you get lucky, you need to get it right and mess around with it until you do. I had to press off the pinion bearing a few times (a few times for the defective one AND the good one!) due to the shim that is under it and I had set up the preload before I had a good pattern. Live and learn. I don’t expect to be doing this again anytime soon, so I am OK with taking the extra time this once. Here are some of my trial and error pics.**

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| **IMAG0618.jpg**  **Bad pattern** | **IMAG0621.jpg**  **Bad pattern** |
| **IMAG0659.jpg**  **Good pattern (I think/hope!)** | **IMAG0661.jpg**  **Good pattern (I think/hope!)** |
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| **Axle Specifications:**   |  |  | | --- | --- | | Ring Gear Diameter: | 9.250 | | Ring Gear Bolts: | 12 | | Axle Spline Count: | 33 | | Axle Shaft Style: | CV Shafts | | C-Clips: | No | | Crush Sleeve | Yes | | Pinion Nut: | 1-1/4" | | Pinion Support: | No | | Carrier Breaks: | No | | Housing Material: | Aluminum |   **Torque Specifications:**   |  |  | | --- | --- | | Pinion Preload New: | 15 to 22 in-lbs | | Pinion Preload Reused: | 7 to 9 in-lbs | | Ring Gear Backlash: | .006" to .010" | | Ring Gear Bolt Torque: | 75 ft-lbs | | Carrier Bearing Caps: | 80 ft-lbs | |  | **Popular Applications:**   |  |  |  | | --- | --- | --- | |  |  |  | |  |  |  | |  |  |  | |  |  |  | |  |  |  | |  |  |  | |  |  |  | | Chevy Suburban | 1988 - 2011 | Front |   **Axle Images:**   |  | | --- | | [https://www.drivetrainshop.com/v/vspfiles/assets/images/axle_gm_925_3sm.jpg](javascript:void(0);) [https://www.drivetrainshop.com/v/vspfiles/assets/images/axle_gm_925_2sm.jpg](javascript:void(0);) [https://www.drivetrainshop.com/v/vspfiles/assets/images/axle_gm_925_sm.jpg](javascript:void(0);) | |
| **Axle Details**  The GM 9.25" IFS axle is the big brother to the GM 8.25" IFS axle and is found under all 3/4 ton GM trucks and SUVs with independent front suspensions. They have an aluminum clam-shell style carrier that houses an extra large 9.25" diameter ring gear that accepts 33 spline CV axle shafts. | | |

**As I mentioned, I accidentally broke the bellhousing on the transmission. First time I did that after installing probably 150 or so transmissions. I had gotten a big air gun and used that to pull the transmission in for the final fit and that was a mistake. I tried to buy a rebuilt one since mine had 180,000 miles on it and the “rule of thumb” on the 4L80E is that you’ll run into problems around 150,000 so I figured that was not a big hit. I took it to my local Aamco and they swapped out the case for $725, case included. While they were in there they gave it a once over and it must have been rebuilt before as they said all looked very good. Peace of mind for $725. I’m ok, really more embarrassed than anything. (Update: I think the trans shop messed something up as on our second trip out with the rebuild, the transmission failed. Some physical part broke or came loose and I wound up replacing with a rebuild anyway. Should have just done that once I broke the housing. Live and learn. It’s hard to get good help nowadays!) At this point I have the drivetrain in and am now going over the tedious tasks like fixing the harness for the gear select mechanism because the plugs froze in the switch. Also things like swaybar bushings, heat shielding where it came off/wore off to protect the harnesses and lines. Replacing fuel lines and brake lines. Installing the new trailer hitch, new plugs, wires, cap, rotor and valve cover gaskets. Stuff that is almost impossible with the engine in the truck and with the body on.**

**Now before I put this frame back under the body, I took the opportunity to change the new rear axle fluid, replace the axle seals and bearings and the rear shoes/drums/wheel cylinders.**

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| **IMAG1295.jpg**  **After removing the axle, hub and backing plate, here is the bare axle housing** | **IMAG1296.jpg**  **Ran a tap through the backing plate nuts because the bolts collected a bunch of muck due to the threads being exposed on the back of the backing plate (start the tap by hand before the drill comes into play or you may make things MUCH worse!)** |
| **IMAG1297.jpg**  **A trick I found after trying to fight with the lack of clearance between the backing plate and the springs is to remove the backing plate bolts and backing plate BEFORE struggling to get to the wheel cylinder bolts and brake line. You can see how much additional clearance there is with the backing plate pulled away from the mount slightly** | **IMAG1298.jpg**  **Once again, everything on this vehicle is big and heavy! The brake springs are just ridiculously strong. The brake drums are so heavy.** |

**I got some help guiding the frame back under the body (Thanks Rick!) and started adjusting the position and lowering the body onto the frame:**

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| **IMAG1304.jpg**  **The frame is under the body!** | **IMAG1309.jpg**  **A little bit to the left please. Having some heavy equipment helps** |
| **IMAG1312.jpg**  **Gravity helps a bit here, but gotta be careful. Going down!** | |

**Got the body lowered onto the frame and needed to push it around a bit to get the body mounts centered all around the truck. Again, the heavy equipment helped quite a bit! Tied up any loose harnesses, put in the 7-way trailer socket, filled up all the fluids and took it for a quick test drive (without having the alignment done yet.). Ran good and really seems much bigger than I remember which I think can be contributed to the height adjustment I did when putting the torsion bars in. I evened out the front and rear ride height. Feels like a new truck! I took it in to have the tailpipes welded back on as I had to cut them off to get the exhaust out of the truck. They talked me into replacing them as the old ones were pretty rusty and small (2-1/4”). Fresh inspection stickers and she’s back on the road! It really bothers me that it looks EXACTLY THE SAME as before I did anything so I ordered a Black grill and trim to change at least something. I also replaced all the interior and exterior bulbs with LEDs (except the headlight bulbs) and all the front lenses because of the fogging of the plastic. Here’s the finished beast:**

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