

TORSION BAR REINDEXING

Tools needed.

Safety Glasses

17mm wrench

17mm socket

3/8" or 1/2" ratchet

Long Breaker bar

Grease

Penetrating fluid

Jack and Jack stands

Rag or something to clean the splines off

Hammer

Paint Pen or Scribe to mark splines

Optional:

Mechanic gloves, this truck was rusted and greasy

Flashlight Or Head lamp

Power tools

I WILL NOT BE HELD RESPONSIBLE FOR ANY DAMAGE OR MISTAKES.

Step 1

Loosen the lug nuts on your wheels.

Jack up the truck, and put the jack stands on the frame rails.

I put mine right behind the front cab mount.

This allows the suspension to have less tension on it.

Take off your wheels to allow easier access.



Step 2

Under the center of the cab, you will see a long rod running front to back. that is your torsion bar.

At the end of the bar, there is a hook with a bolt going vertical.

This is the bolt we want to loosen.

Spray some penetrating fluid on the threads and bolt.

Let it sit for a bit if rusted.

Grab your 17mm socket and breaker bar, and crack the bolt loose.

Then use your ratchet and take out the bolt.

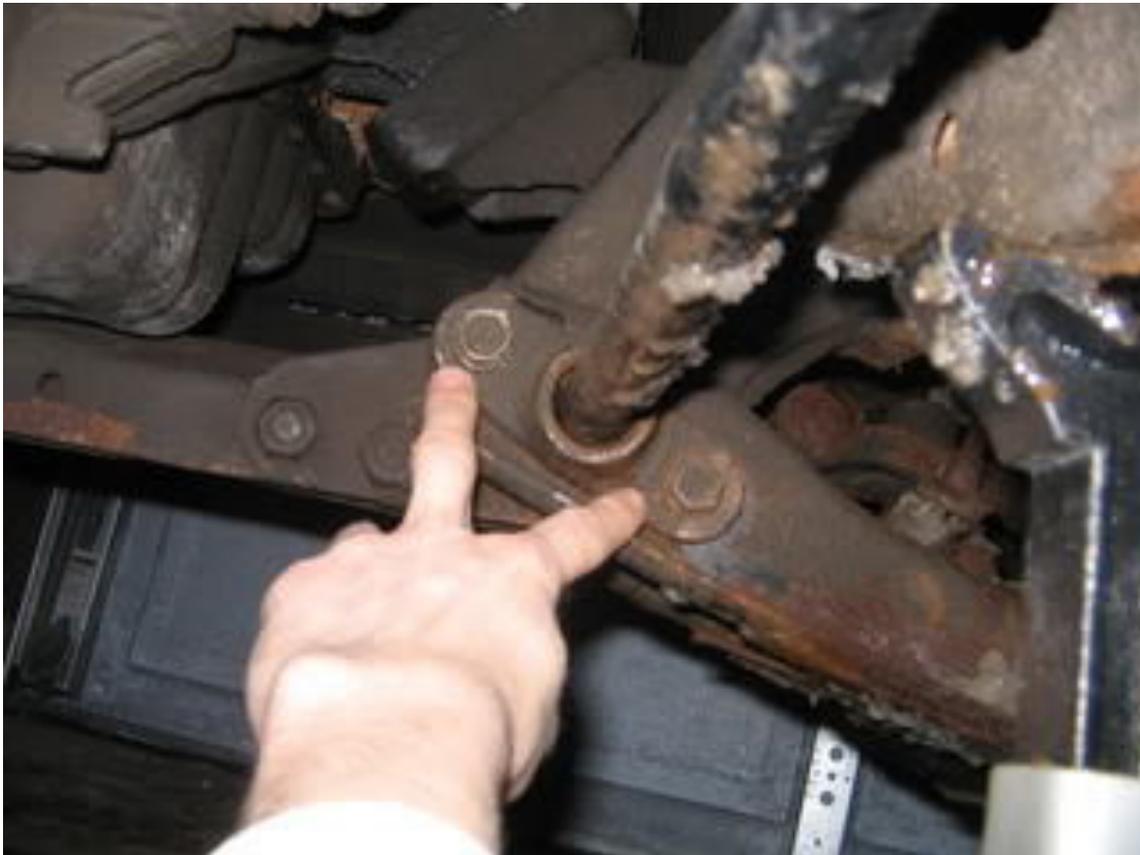
This bolt holds the tension on your torsion bar.

The bolt is about 4 inches long.
So you will loosen this bolt until you it comes out.
The more you turn it the easier it will get because it taking the tension off
the torsion bar.



Step 3

After removing the bolt, follow the torsion bar to the front of the vehicle. You will see a bracket with 2 bolts going through the lower control arm. Use your 17mm socket, and breaker bar to crack the two bolts. Use your ratchet and 17mm socket to take the bolt out.



Step 4

Both my sides were as easy as a simple pull and the torsion bar came out.

Step 5

DONT! DONT! DONT!
Take the bracket off the spline.

Hold it in place.

Clean the side of the bracket that was against the lower control arm and the end of the spline.

Next mark with a white out a straight line of 1 tooth and groove.

Step 6

Knock off the bracket with a hammer.

Step 7

Clean the inside of the bracket and spline, then grease the spline to make it easier if needed to be removed again.

When doing this STAY AWAY FROM YOUR MARKING!

I used a permanent paint marker, and when I did this, I almost completely wiped off the mark.

Luckily, I got it right.

I may suggest you use a scribe and scratch a line into the metal.

Step 8

For the DRIVERS SIDE, turn the torsion bar COUNTERCLOCKWISE only one or two splines.

Three splines and you will be tucking tire for sure.

One spline will give you generally a two-inch drop.

If you are resting on bump stops you can cut them in half, or remove them, and use the smaller ones on the upper control arm.

Just take them out and replace the larger bump stop on the lower control arm.

PASSENGER SIDE gets turned CLOCKWISE.



Step 9

Re-assembly!

The hard work is done.

Put the adjusting bolt in and threaded it in a couple times, then hook the bracket on.

Then I went to the front and put the 2 bolts in the front of the torsion bar.

I hooked the back first to make it easier to align the front bolts without trying to hold the whole torsion bar up.

Step 10

Tighten the 17mm bolts with your ratchet and wrench.



Step 11

Tighten the rear bolt up with your 17mm socket and ratchet. I tightened mine until I could see about $\frac{3}{4}$ " between the nut and the bracket.

Step 12

Put your rims back on and hand tighten the nuts, jack up the truck, take your stands out and see how low you got it!



NOTES:

If you re-index 2 or more splines, I would recommend some lowering shocks from either s10, Nissan d21 hardbody or Isuzu pup.

Whatever is easiest for you to find.