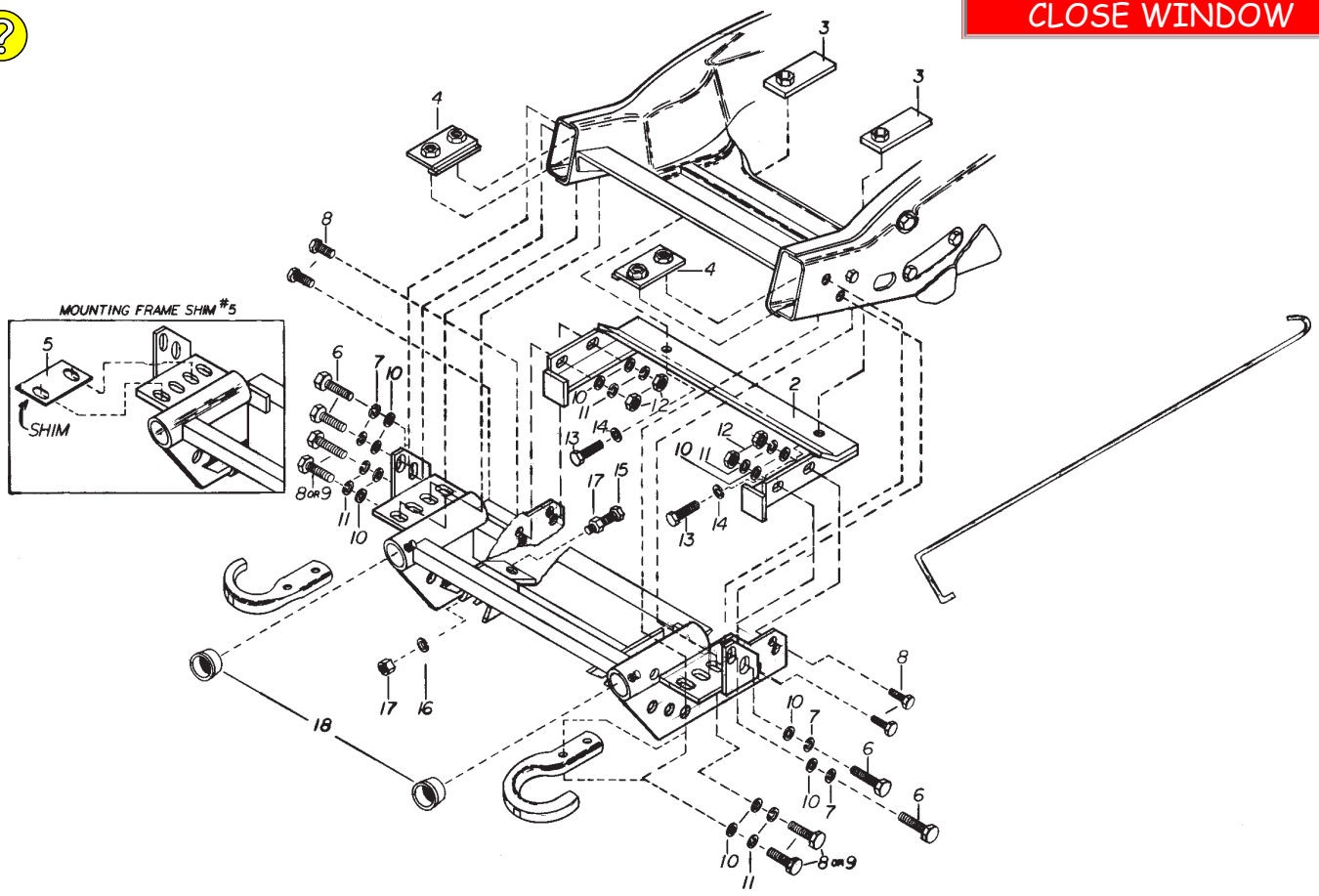
1988 - 1999 CHEVROLET/GMC K1500 - K2500 - K3500 4X4
1992 - 1994 BLAZER/JIMMY 4X4
81001 ATTACHMENT KIT



PARTS LIST

ITEM	STOCK	DESCRIPTION	QTY.	ITEM	STOCK	DESCRIPTION	QTY.
	81001	MOUNTING CARTON		10	* 20355	1/2" FLATWASHER	12
1	815000 059	FRONT MOUNTING FRAME	1	11	* 20329	1/2" LOCKWASHER	8
2	815000 058	REAR MOUNTING FRAME	1	12	* 8501001 009	1/2-13 NUT	4
3	* 815000 044	BOLTING BAR, REAR	2	13	* 20141	5/8-11x2" CAPSCREW	2
4	* 815000 057	BOLTING BAR, FRONT	2	14	* 20331	5/8" LOCKWASHER	2
5	* 815000 072	SHIM, FRONT HANGER	2	15	* 20166	3/4-10x2 1/2" CAPSCREW	2
6	* 8500016 258	14MM-2.Ox4OMM CAPSCREW	4	16	* 20333	3/4" LOCKWASHER	2
7	* 8507005 013	14MM LOCKWASHER	4	17	* 8501003 015	3/4-10 JAM NUT	4
8	* 20095	1/2-13x1 1/2" CAPSCREW	8	18	815000 146	REC. TUBE END CAP	2
9	* 20097	1/2-13x2" CAPSCREW	4		819000 013	RELEASE HOOK	1

* ITEMS PACKED IN 80068 BOLT BAG

Parts indented are included in the assembly under which they are indented.

Diamond Equipment reserves the right, under its continuing product improvement program, to change construction or design details, specifications and prices without notice or without inncurring any obligation.

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PARTICULAR ATTACHMENTS INSTRUCTIONS FOR 81001 PULL AWAY MOUNTINGS

IMPORTANT NOTICE

End user must be given this instruction sheet prior to delivery of this Snow Plow.

The equipment you have just purchased should only be used on vehicles equipped with the Manufacturer's Snow Plow Preparation Packages. Snow Plowing without the original Snow Plow Preparation Package may damage your vehicle and the added weight to the equipment may impair the operation and control of the vehicle . Snow Plowing with a vehicle that the manufacturer does not recommend for that purpose may void your new vehicle warranty. If your vehicle is not originally equipped with the Snow Plow Package, additional parts may be necessary before snow plowing. Owners of these vehicles should consult their dealers before purchase or installation of such parts. CAUTION: the installation, on any vehicle , of these parts is not a full substitute for the original equipment Snow Plow Preparation Package.

Warning: Lift Arm extends beyond bumper of vehicle. To minimize damage from a front-end collision, Lift Arm should be removed from vehicle when Snow Plow is removed.

GENERAL INSTRUCTIONS: Disconnect the vehicle battery or batteries before beginning installation. (Reconnect after installation is complete.) Do not burn holes into or weld pieces onto the vehicle frame. Use extreme caution when drilling any holes in the vehicle to prevent damage to brake lines, fuel lines, wiring, or any other vehicle components. Assemble parts and fasteners "finger tight" until instructions indicate final tightening. After first usage and periodically thereafter, re-tighten all fasteners to correct torque.

NOTE: 1/2"-13 GRADE 5 fasteners should be torqued to 75 ft. lbs.
5/8"-11 GRADE 5 fasteners should be torqued to 150 ft. lbs.
3/4"-10 GRADE 5 fasteners should be torqued to 250 ft. lbs.

1. PRELIMINARY: Jack the vehicle up from under the center of the frame until the front tires just clear the ground. Place jack stands under the frame to prevent accidental lowering of the vehicle. If the vehicle has an air dam, either remove it completely or cut approximately 35" out of the center of it. If the vehicle is equipped with tow hooks, remove and discard the tow hook fasteners and bolting bars from the frame, **(save the tow hooks, they can be reinstalled later).** Remove and discard the front and lower 14mm bolts holding the body mounts and bumper brackets to each frame rail. Leave the rear 14mm bolt on each side tight to prevent the bumper brackets from moving. Screw a 3/4"-10 jam nut (17) all the way on to each of the 3/4"-10 X 2-1/2" capscrews (15). Place each of the 3/4"-10 X 2"-1/2" capscrew/jam nut assemblies through the hole in the ears just below and behind the lower angle of the front mounting frame (1). The heads of the capscrews (15) should be toward the rear of the vehicle when the front mounting frame (1) is installed. Fasten with a 3/4" lockwasher (16) and jam nut on each capscrew (15). Check bolting bars (3),(4) to be sure threads are clean and bolts will screw into them. If necessary, screw a tap through the threaded holes to clean built up paint or other debris from them.

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2. **REAR MOUNTING FRAME:** Place rear mounting frame (2) onto the front suspension cross member of the vehicle with the two push angles of the rear mounting frame pointing forward. Install the rear bolting bars (3) inside the cross member with the threaded holes in the bolting bars lined up with the two holes down through the bottom of the cross member. Fasten the rear mounting frame (2) to the front cross member using 5/8"-11 X 2" capscrews (13) and lockwashers (14) up through the mounting frame and the cross member threaded into the bolting bars (3) inside cross member.

3. **FRONT MOUNTING FRAME:** Place the front mounting frame (1) up to the vehicle frame rails with the slotted holes in the vertical ears of the mounting frame lined up with the threaded holes that the 14mm bolts were removed from earlier. Fasten the vertical ears of the mounting frame to the vehicle frame using 14mm-2.0 X 40mm capscrews (6), 1/2" flatwashers (10), and 14mm lockwashers (7).

   1988 - 1993 K 1500, light duty K 2500 (under 8600 GVWR.), and
   1992 - 1993 BLAZER / JIMMY / SUBURBAN only: Drill two 9/16" DIA. holes up through the bottom flange of each vehicle frame rail using the first and third slotted holes in the horizontal mounting plate of the front mounting frame as guides. Install the front bolting bars (4) inside the boxed frame rails with the threaded holes lined up with the two **(tow hook or 9/16" drilled)** holes down through the bottom flange of each frame rail.

   IF TOW HOOKS ARE TO BE REUSED: Fasten the tow hooks and the horizontal mounting plates of the front mounting frame using 1/2"-13 X 2" capscrews (9) and lockwashers (11) up through the bottom flange of the vehicle frame rails and threaded into the front bolting bars (4).

   IF VEHICLE DID NOT HAVE TOW HOOKS OR IF TOW HOOKS ARE NOT REUSED: Fasten the horizontal mounting plates of the front mounting frame using 1/2"-13 X 1-1/2" capscrews (8), flatwashers (10), and lockwashers (11) up through the bottom flange of the vehicle frame rails and threaded into the front bolting bars (4).

   NOTE: If the front mounting frame (1) does not set level with the ground or set straight with the grill or bumper of the vehicle, it can be adjusted by installing one or two 1/16" thick shims (5) between the frame rail and the horizontal mounting plate on either side of the vehicle frame.

   Fasten the push angles of the rear mounting frame (2) to the lower set of holes in the front mounting frame (1) on **K 1500, light duty K 2500 (under 8600 GVWR.), and BLAZER / JIMMY / SUBURBAN** or to the upper set of holes in the front mounting frame (1) on **heavy duty K 2500 (8600 and over GVWR.), and K 3500** using 1/2"-13 X 1-1/2" capscrews (8), flatwashers (10), lockwashers (11), and nuts (12). Remove jack stands from under the frame and lower vehicle to the ground.

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4. **FASTENERS:** Hold the front mounting frame (1) up tight against the bottom flanges of the frame rails and tighten the four 1/2" capscrews threaded into the front bolting bars (4). Tighten the four 14mm capscrews (8) holding the vertical ears of the front mounting frame (1) to the frame rails. Tighten the two 5/8" capscrews (13) holding the rear mounting frame (2) to the front suspension cross member. Tighten the four 1/2" capscrews (8) and nuts (12) holding the front mounting frame (1) to the push angles of the rear mounting frame (2). Adjust the 3/4" capscrews (15) with the 3/4" jam nuts (17) so that the heads of the 3/4" capscrews (15) are tight against the push angles of the rear mounting frame (2). Lock the 3/4" capscrews (15) in place using the rear 3/4" jam nuts (17).

5. **LIFT FRAME:** Clean paint and burrs from the outside tube ends of the lift frame and the inside surfaces of the receiver tubes of the front mounting frame (1).

   Special Note: Liberally coat the entire tube ends of the lift frame, the inside surfaces of the receiver tubes and threads of the slack adjusting bolts on the receiver tubes with chassis grease or anti-seize lubricant.

   Back off the slack adjusting bolts on the receiver tubes until they no longer protrude inside the tubes. Slide the lift frame into the receiver tubes of the front mounting frame (1) until the fastening holes line up. Tighten the slack adjusting bolts on the receiver tubes until the lift frame will just slide in and out of the receiver tubes. Secure the lift frame to the front mounting frame using 5/8" hinge pins (26) and hairpin cotters (27).

6. **LIFT ARM:** Install the lift arm (24) and lift cylinder or electric hydraulic unit onto the lift frame using the 5/8"-11 X 5-1/2" capscrew (25) through the upper lift frame ears and the rear lift arm hole. Place a 5/8"-11 X 4-3/4" capscrew through the front lift arm hole and the ram end of the lift cylinder or electric hydraulic unit. Place a 5/8"-11 X 3-1/4" capscrew through the lower lift frame ears and stationary end of the lift cylinder or electric hydraulic unit. Fasten the three 5/8"-11 capscrews using three 5/8"-11 locknuts (32).

7. **LIFT CHAIN:** Attach each end of the lift chain (40) to the two holes in each of the diagonal braces of the pushframe using 7/16-14 “U” bolts (41), 7/16" lockwashers (43), and 7/16"-14 nuts (42).

8. **PUSHFRAME:** Install the pushframe onto the plow blade with the upper and lower pivot holes lined up with the pivot holes in the back of the plow blade. Insert the shorter pivot pin (36) down through the upper pivot holes. Insert the longer pivot pin (39) down through the lower pivot holes. Secure the pivot pins (36), (39) using 1/4" X 2" cotter pins (23).

9. **ANGLE CYLINDERS:** Install the angle cylinders between the pushframe and the ears on the back side of the plow blade with the rod end of the cylinders toward the plow blade. The elbows in the ports of the angle cylinders should be between the angle cylinders and the pushframe.

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NOTE: When installing the angle cylinders on 8' and 8-1/2' plow blades, place four 1-1/4" flatwashers (30) between each lower pushframe ear and the stationary end of each angle cylinder.

Attach the stationary end of the angle cylinders to the pushframe using the two shorter cylinder pins (22). Attach the rod ends of the angle cylinders to the back side of the plow blade using the two longer cylinder pins (44). Secure the cylinder pins using 1/4" X 2" cotter pins (23).

10. **PLOW MARKERS:** Attach each plow marker (33) to the two holes in the upper outer surface of each end rib of the plow blade using two 5/16"-18 X 1" capscrews (35), 5/16" lockwashers (37), and 5/16"-18 nuts (38).

11. **HOOK-UP PINS:** Compress each hook-up pin spring (50) slightly and place them between the inner most ear and the center ear on each side of the pushframe with the hole through the center of each spring lined up with the pin holes in the pushframe ears. Insert each hook-up pin (48) through the pin hole in each inner most ear of the pushframe, through the center of the springs (50), and out through the center and outside ears on each side of the pushframe. Compress the hook-up pin springs (50) slightly and secure the hook-up pins (48) using a 1" snap ring (49) in the snap ring groove of each hook-up pin (48). **(The snap rings should be between the end of the spring and the inner surface of each of the center ears on the pushframe.)**

12. **PLOW TO VEHICLE ATTACHING:** Pull back and lock the spring loaded hook-up pins (48) on each side of the pushframe. Attach the lift chain to the lift arm hooks and lift the back end of the pushframe up level using the vehicle hydraulics. Line up the spring loaded hook-up pins with the corresponding set of holes in the lower part of the mounting frame. Unlock the spring loaded hook-up pins so that they go completely through the holes in the mounting frame and the pushframe ears. Adjust the lift chain at the lift chain hooks on the lift arm so that the plow blade will lift fully and also be able to follow the ground contour while plowing.

NOTE: If the lift chain does not pull evenly, shorten the longer side by attaching at a different link or at half a link where the chain is attached to the pushframe with the 7/16° "U° bolts.

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13. **PUSHFRAME STOP BOLTS:** Screw a 5/8"-11 jam nut (29) all the way onto each of the 5/8"-11 X 3" full thread capscrews (28). Place the capscrew/jam nut assemblies up through the ears on each side of the lower lift frame with the heads of the capscrews down. Fasten with a 5/8" lockwasher (31) and jam nut (29). Adjust the 5/8"-11 X 3" full thread capscrews (28) with the jam nuts (29) so that the heads of the capscrews (28) contact the pushframe before the upper pivot section of the pushframe contacts the lift arm or the lift cylinder / out-front-electric hydraulic unit while lifting plow or stacking snow.

    NOTE: If the pushframe is attached to a different set of connecting holes on the mounting frame, the pushframe stop bolts should be checked and may need to be readjusted to prevent the pushframe from contacting the lift arm, or the lift cylinder / out-front-electric hydraulic unit while lifting plow or stacking snow.

CAUTION: CHECK THE TRIPEDGE ADJUSTMENT AT THIS TIME.

A. THE SPRINGS ARE PROPERLY ADJUSTED WHEN A PIECE OF PAPER CAN BE PLACED BETWEEN THE COILS.

B. IF THE TRIPEDGE SPRINGS NEED ADJUSTMENT, LOOSEN THE BOTTOM LOCK NUT ON BOTH SPRING ASSEMBLIES. ROTATE THE TOP NUT UNTIL THE SPRINGS ARE PROPERLY ADJUSTED.

C. BE SURE TO TIGHTEN THE BOTTOM LOCK NUT SECURELY ON BOTH ASSEMBLIES TO THE TOP NUT TO PREVENT LOOSENING OF THE ASSEMBLIES.

NOTICE: Diamond Equipment or Meyer Products assume no responsibility for installations not made in accordance with these instructions.

Instructions are subject to change without notice.

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