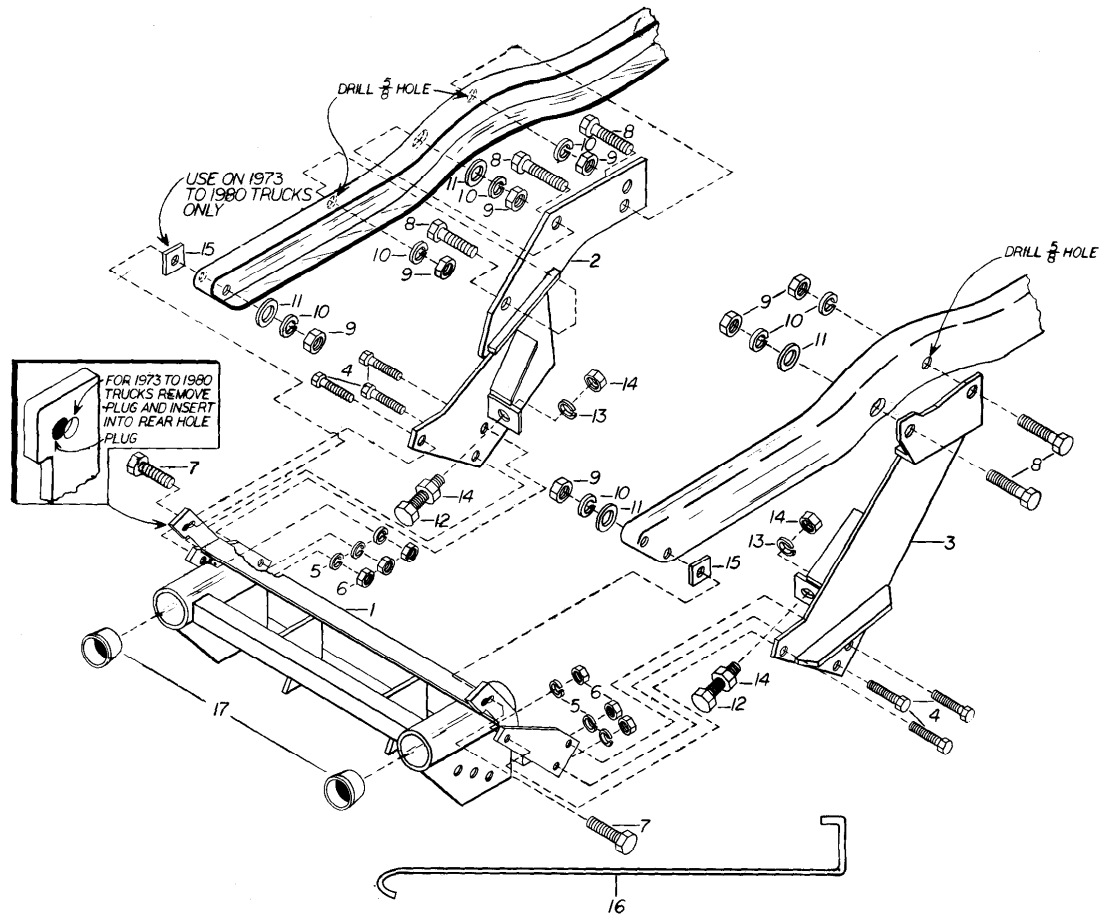




**1973 - 1987 CHEVROLET/GMC K10 - K20 - K30**  
**1973 - 1991 BLAZER/JIMMY/SUBURBAN/CREWCAB**  
**CAB CHASSIS 4X4**  
**81007 ATTACHMENT KIT**



**PARTS LIST**

ITEM	STOCK	DESCRIPTION	QTY.	ITEM	STOCK	DESCRIPTION	QTY.
	81007	MOUNTING CARTON		9	* 20530	5/8-11 NUT	7
1	815000 158	FRONT MOUNTING FRAME	1	10	* 20331	5/8" LOCKWASHER	7
2	815000 160	PUSHARM PASSENGER SIDE	1	11	* 20357	5/8" FLATWASHER	6
3	815000 159	PUSHARM DRIVERS SIDE	1	12	* 20166	3/4-10x2 1/2" CAPSCREW	2
4	* 20095	1/2-13x1 1/2" CAPSCREW	6	13	* 20333	3/4" LOCKWASHER	2
5	* 20329	1/2" LOCKWASHER	6	14	* 8501003 015	3/4-10 JAM NUT	4
6	* 8501001 009	1/2-13 NUT	6	15	815000 031	SPACER	2
7	* 20141	5/8-11x2" CAPSCREW	2	16	819000 013	RELEASE HOOK	1
8	* 20139	5/8-11 X 1-1/2" CAPSCREW	5	17	815000 146	REC. TUBE END CAP	2

\* ITEMS PACKED IN 80094 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 incurring any obligation.



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## PARTICULAR ATTACHMENTS INSTRUCTIONS FOR 81007 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, On newer vehicles remove and discard the lower bumper bracket bolts from each frame rail and re-drill the holes to 5/8", On the inside of the driver's side frame rail, remove and discard the bolt and clip holding brake tubing to frame behind steering box, Carefully bend tubing down slightly to clear slotted hole in frame, On the inside of the passenger's side frame rail, remove and discard the bolt and clip holding brake tubing to frame above the front edge of engine cross member, Carefully bend this tubing up slightly to clear slotted hole in frame, Screw a 3/4"-10 jam nut (14) all the way on to each of the 3/4"-10 x 2-1/2" capscrews (12), Place each of the 3/4"-10 x 2-1/2" capscrew/jam nut assemblies through the hole in the ears on each pusharm (2),(3), The heads of the capscrews (12) should be toward the front of the vehicle when the pusharms (2),(3) are installed, Fasten with a 3/4" lockwasher (13) and 3/4" jam nut (14) on each capscrew (12).



2. **FRONT MOUNTING FRAME: 1981- VEHICLES:** Place the mounting frame (1) up onto the front of the vehicle frame with the holes in the frame hangers on the mounting frame lined up with the previously drill out lower bumper bracket bolt hole in each vehicle frame rail, Attach using a 5/8"-11 x 2" capscrew (7), two 5/8" flatwashers (11), a 5/8" lockwasher (10), and a 5/8"-11 nut (9) on each side.  
  
**1973 - 1980 VEHICLES:** Remove the knock out plugs from the frame hangers on the mounting frame (1) and re-install into the rear holes of the frame hangers, Place the mounting frame (1) up onto the front vehicle frame with the holes in the frame hangers on the mounting frame lined up with the slotted hole in each vehicle frame rail, Place a spacer (15) between each frame hanger and vehicle frame rail, Attach using a 5/8"-11 x 2" capscrew (7), two 5/8" flatwashers (11), a 5/8" lockwasher (10) and a 5/8"-11 nut (9) on each side.
3. **DRIVER'S SIDE PUSHARM:** Place the driver's side pusharm (3) up onto the outside of the frame rail, outside of the sway bar, and inside of the driver's side front spring, Line up the front hole in the rear angle section of the pusharm with the existing slotted hole in the frame rail, Attach using a 5/8"-11 x 1-1/2" capscrew (8), a 5/8" flatwasher (11), a 5/8" lockwasher (10), and a 5/8"-11 nut (9), Line up the three holes in the lower front section of pusharm with the three corresponding holes in the mounting frame (1), Attach using three 1/2"-13 x 1-1/2" capscrews (4), 1/2" lockwashers (5) and 1/2"-13 nuts (6).
4. **PASSENGERS SIDE PUSHARM:** Place the passenger's side pusharm (2) up onto the outside of the frame rail and inside of the passenger's side front spring, Line up the middle hole in the rear section of the pusharm with the existing slotted hole in the frame rail, Attach using a 5/8"-11 x 1-1/2" capscrew (8), a 5/8" flatwasher (11), a 5/8" lockwasher (10), and a 5/8"-11 nut (9), Line up the three holes in the lower front section of the pusharm with the three corresponding holes in the mounting frame (1), Attach using three 1/2"-13 x 1-1/2" capscrews (4), 1/2" lockwashers (5) and 1/2"-13 nuts (6).
5. **FASTENERS:** Tighten all fasteners installed up to this point, Adjust the 3/4" capscrews (12) using the 3/4" jam nuts (14) so that the heads of the 3/4" capscrews (12) are tight against the back side of the push angle on the mounting frame (1), Lock the 3/4" capscrews (12) in place using the rear 3/4" jam nuts (14).
6. **DRILLING:** Using the remaining open hole in the rear angle section of the driver's side pusharm (3) as a guide, drill a 5/8" dia, hole through the frame rail, Install and tighten a 5/8"-11 x 1-1/2" capscrew (8), a 5/8" lockwasher (10), and a 5/8"-11 nut (9) in the drilled hole. Using the front open hole and the rear lower open hole in the rear section of the passenger's side pusharm (2) as a guide, drill two 5/8" dia, holes through the frame rail. Install and tighten two 5/8"-11 x 1-1/2" capscrews (8), 5/8" lockwashers (10), and 5/8"-11 nuts (9) in the drilled holes.



7. **LIFT FRAME:** Clean paint and burrs from the outside tube ends of the tube ends of the lift frame and the inside surfaces of the receiver tubes of the 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).

8. **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).
9. **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).
10. **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).
11. **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,

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).



12. **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).
13. **HOOK - UP PENS:** 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.)
14. **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
15. **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.**

1. THE SPRINGS ARE PROPERLY ADJUSTED WHEN A PIECE OF PAPER CAN BE PLACED BETWEEN THE COILS,
2. 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,
3. 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.**