



## EZ - Ride Suspension

### Installation manual

#### 6" suspension system

1973 - 1987 Chevy or GMC 3/4 ton

New part # 16720

Old part # C62B

sj082508rev.02

New part # 16720

Old part # C62B

1973 - 1987 Chevy or GMC 3/4 ton

6" suspension system

| <u>Part #</u> | <u>Description</u>                   | <u>Qty.</u> |
|---------------|--------------------------------------|-------------|
| 81250         | Box kit - rear add-a-leaf            | 1           |
| 5U-3513R      | 5/8" x 3 1/2" x 13 1/2" round u-bolt | 4           |
| 5U-6109R      | 5/8" x 3 1/2" x 9 5/8" round u-bolt  | 1           |
| 5U-3507R      | 5/8" x 3" x 7 5/8" round u-bolt      | 3           |
| 79004         | Box kit - rear block                 | 1           |
| 58NW          | Hardware bag                         | 2           |
| 10701NB       | Hardware bag                         | 1           |
| 10703NB       | Hardware bag                         | 1           |
| GMSBNB1       | Hardware bag                         | 1           |
| GMBL          | Hardware bag                         | 1           |
| LUBE          | Poly lube pack                       | 2           |
| 16710INST     | Instruction manual (installer copy)  | 1           |
| 16710INST     | Instruction manual (customer copy)   | 1           |
| MIRRORHANGER  | Rear view mirror hanger              | 1           |
| WARNINGDECAL  | Warning decal                        | 1           |
| DECAL         | Window sticker                       | 1           |

Congratulations on your selection to purchase a Tuff Country EZ-Ride Suspension System. We at Tuff Country EZ-Ride Suspension are proud to offer a high quality product at the industries most competitive pricing. Thank you for your confidence in us and our product.

If you desire to return your vehicle to stock, it is the customers responsibility to save all stock hardware.

The Tuff Country EZ-Ride Suspension product safety label that is included in your kit box must be installed inside the cab in plain view of all occupants.

#### Important customer information:

Tuff Country EZ-Ride Suspension highly recommends that a qualified or a certified mechanic performs this installation.

It is the responsibility of the customer/installer to wear safety glasses at all times when performing this installation.

It is the customers/installers responsibility to read and understand all steps before installation begins. If you have any questions or concerns, please contact our technical department @ (801) 280-2777. Also, the OEM manual should be used as a reference guide.

This vehicles reaction and handling characteristics may differ from standard cars and/or trucks. Modifications to improve and/or enhance off road performance may raise the intended center of gravity. Extreme caution must be utilized when encountering driving conditions which may cause vehicle imbalance or loss of control. **DRIVE SAFELY!** Avoid abrupt maneuvers: such as sudden sharp turns which could cause a roll over, resulting in serious injury or death.

It is the customers responsibility to make sure that a re-torque is performed on all hardware associated with this suspension system after the first 100 miles of installation. It is also the customers responsibility to do a complete re-torque after every 3000 miles or after every off road use.

After the original installation, Tuff Country EZ-Ride Suspension also recommends having the alignment checked every 6 months to ensure proper tracking, proper wear on tires and front end components. Tuff Country EZ-Ride Suspension takes no responsibility for abuse, improper installation or improper suspension maintenance.

### Limited lifetime warranty

Notice to all Tuff Country EZ-Ride Suspension customers: It is your responsibility to keep your original sales receipt! If failure should occur on any Tuff Country EZ-Ride Suspension component, your original sales receipt must accompany the warranted unit to receive warranty. Warranty will be void if the customer can not provide the original sales receipt. Do not install a body lift in conjunction with a suspension system. If a body lift is used in conjunction with any Tuff Country EZ-Ride Suspension product, your Tuff Country EZ-Ride Suspension WARRANTY WILL BE VOID. Tuff Country Inc. ("Tuff Country" ) suspension products are warranted to be free from defects in material and workmanship for life if purchased, installed and maintained on a non-commercial vehicle; otherwise, for a period of twelve (12) months, from the date of purchase and installation on a commercial vehicle, or twelve thousand (12,000) miles (which ever occurs first). Tuff Country does not warrant or make any representations concerning Tuff Country Products when not installed and used strictly in accordance with the manufacturer's instructions for such installation and operation and accordance with good installation and maintenance practices of the automotive industry. This warranty does not apply to the cosmetic finish of Tuff Country products nor to Tuff Country products which have been altered, improperly installed, maintained, used or repaired, or damaged by accident, negligence, misuse or racing. ("Racing is used in its broadest sense, and, for example, without regards to formalities in relation to prizes, competition, etc.) This warranty is void if the product is removed from the original vehicle and re-installed on that or any other vehicle. This warranty is exclusive and is in lieu of any implied warranty of merchantability, fitness for a particular purpose or other warranty of quality, whether express or implied, except the warranty of title. All implied warranties are limited to the duration of this warranty. The remedies set forth in this warranty are exclusive. This warranty excludes all labor charges or other incidental of consequential damages. Any part or product returned for warranty claim must be returned through the dealer of the distributor from whom it was purchased. Tuff Country reserves the right to examine all parts returned to it for warranty claim to determine whether or not any such part has failed because of defect in material or workmanship. The obligation of Tuff Country under this warranty shall be limited to repairing, replacing or crediting, at its option, any part or product found to be so defective. Regardless of whether any part is repaired, replaced or credited under this warranty, shipping and/or transportation charges on the return of such product must be prepaid by the customer under this warranty.

Important information that needs to be read before installation begins:

Tuff Country recommends a 35x12.50 tire package. If larger than a 35x12.50 tire is installed on your vehicle in conjunction with part # 16710; Tuff Country assumes no liability and the warranty will be VOID.

The new front springs need to be ordered as a separate part #. If you have not already ordered your new front springs, please contact Tuff Country or your local Tuff Country dealer and order the new front springs. Part # for the new front springs are 18670 (old part # is TCI-C6H).

Tuff Country recommends installing an after market steering arm once this suspension system has been installed. If you have not already ordered you new steering arm, please contact Tuff Country or your local Tuff Country dealer and order the new steering arm. Part # for the new steering arm is 70100 (old part # is CSA).

Tuff Country EZ-Ride Suspension packages (2) sets of instruction sheets with this box kit. (1) is for the installer and (1) is for the customer. The (1) for the customer has some post installation procedure literature and it is the installers responsibility to make sure that the customer receives a copy of the installation manual along with the literature.

Before installation begins, Tuff Country EZ-Ride Suspension highly recommends that the installer performs a test drive on the vehicle. During the test drive, check to see if there are any uncommon sounds or vibrations. If uncommon sounds or vibrations occur on the test drive, uncommon sounds or vibrations will be enhanced once the suspension system has been installed. Tuff Country EZ-Ride Suspension highly recommends notifying the customer prior to installation to inform the customer of these issues if they exist.

New longer front and rear shocks are needed after this suspension system has been installed and the front and rear shocks need to be ordered as a separate part #. If you have not already ordered your front and rear shocks, please feel free to contact Tuff Country or your local Tuff Country dealer and order your new front and rear shocks. Tuff Country recommends installing a 23" fully extended nitrogen gas shock in the front and a 30" fully extended nitrogen gas shock in the rear. If the vehicle that you are working on is equipped with dual shocks from the factory in the front end, Tuff Country recommends installing a 26" fully extended hydraulic shock for the auxiliary shock.

Make sure to use thread locker or loctite on all new and stock hardware associated with the installation of this suspension system.

Special note: Before installation begins, it is the customers/installers responsibility to make sure that all parts are on hand. If any parts are missing, please feel free to call one of our customer service representatives @ (801) 280-2777.

Hardware bag 58NW includes:

| <u>Description</u>                 | <u>Quantity</u> |
|------------------------------------|-----------------|
| SUW-58 (5/8" u-bolt harden washer) | 8               |
| 58HN (5/8" u-bolt high nut)        | 8               |

Hardware bag 10701NB includes:

| <u>Description</u>            | <u>Quantity</u> |
|-------------------------------|-----------------|
| GMSB-01 (sway bar tube)       | 2               |
| 716212B (7/16" x 2 1/2" bolt) | 4               |
| 38WA (3/8" USS flat washer)   | 8               |
| 716UN (7/16" unitorque nut)   | 4               |

Hardware bag 10703NB includes:

| <u>Description</u>                 | <u>Quantity</u> |
|------------------------------------|-----------------|
| S10197 (transfer case drop sleeve) | 2               |
| 7163B (7/16" x 3" bolt)            | 4               |
| 38WA (3/8" USS flat washer)        | 8               |
| 716UN (7/16" unitorque nut)        | 4               |

Hardware bag GMSBNB1 includes:

| <u>Description</u>            | <u>Quantity</u> |
|-------------------------------|-----------------|
| 916512B (9/16" x 5 1/2" bolt) | 2               |
| 12WA (1/2" USS flat washer)   | 4               |
| 916UN (9/16" unitorque nut)   | 2               |
| 7164B (7/16" x 4" bolt)       | 2               |
| 38WA (3/8" USS flat washer)   | 4               |
| 716UN (7/16" unitorque nut)   | 2               |

Hardware bag GMBL includes:

| <u>Description</u>               | <u>Quantity</u> |
|----------------------------------|-----------------|
| BLR01 (rear brake line bracket)  | 1               |
| BLR02 (front brake line bracket) | 2               |
| 5161B (5/16" x 1" bolt)          | 3               |
| 14WA (1/4" USS flat washer)      | 6               |
| 516UN (5/16" unitorque nut)      | 3               |

Recommended tools selection:

- Cut off wheel
- Sawzall
- Torque wrench
- Standard socket set
- Standard wrench set
- Metric socket set
- Metric wrench set
- Tape measure
- Hydraulic floor jacks

Please follow instructions carefully:

Before installation begins, measure from the center of the hub, to the bottom of the fender well, and record measurements below.

Pre-installation measurements:

Driver side front: \_\_\_\_\_  
 Passenger side front: \_\_\_\_\_  
 Driver side rear: \_\_\_\_\_  
 Passenger side rear: \_\_\_\_\_

At the end of the installation take the same measurements and compare to the pre-installation measurements.

Post-installation measurements:

Driver side front: \_\_\_\_\_  
 Passenger side front: \_\_\_\_\_  
 Driver side rear: \_\_\_\_\_  
 Passenger side rear: \_\_\_\_\_

Front end installation:

1. To begin installation, block the rear tires of the vehicle so that the vehicle is stable and can't roll backwards. Safely lift the front of the vehicle and support the frame with a pair of jack stands. Place a jack stand on both the driver and the passenger side. Next, remove the front wheels and tires from both sides.

2. Place a pair of hydraulic floor jacks under the front differential. Place one on the driver and one on the passenger side. Carefully raise up on both hydraulic floor jacks at the same time until they make contact with the front differential.

3. Working on the driver side, remove the stock shock from the stock location. The stock shock may be discarded. Save the stock hardware. **Special note: New longer front shocks are needed after this suspension system has been installed and the front shocks need to be ordered as a separate part #.** If you have not already ordered your front shocks, please feel free to contact Tuff Country or your local Tuff Country dealer and order your new front shocks. Tuff Country recommends installing a 23" fully extended nitrogen gas shock in the front. Also, if the vehicle that you are working on is equipped with dual shocks from the factory in the front end, Tuff Country recommends installing a 26" fully extended hydraulic shock for the auxiliary shock. Repeat procedure on the passenger side.

4. Working on the driver side, remove the stock u-bolts from the stock location. The stock u-bolts and hardware may be discarded. Repeat procedure on the passenger side.

5. Working on the driver side, remove the stock hardware that connects the stock sway bar to the stock frame rail. The stock hardware may be discarded. Repeat procedure on the

passenger side. Set the stock sway bar/u-bolt plates aside.

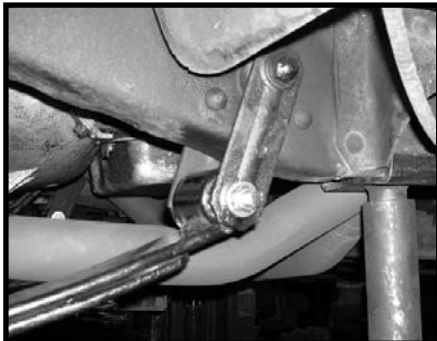
6. Carefully lower down on both hydraulic floor jacks at the same time allowing enough room for the new front springs to be installed. **Special note: Take special care not to over extend the front brake lines.**

7. Working on the driver side, remove the stock spring from the stock location. The stock spring and hardware may be discarded. Repeat procedure on the passenger side.

8. Locate the new front springs. **Special note: The new front springs need to be ordered as a separate part #. If you have not already ordered your new front springs, please contact Tuff Country or your local Tuff Country dealer and order the new front springs. Part # for the new front springs are 18670 (old part # is TCI-C6H).** Remove the bushings and sleeves from the new front springs and add some lithium or moly base grease to the bushings and sleeves and re-install them back into the new springs. This will help prevent squeaking, the life of the bushings and will also improve ride quality.

9. Working on the driver side, loosen but do not remove the stock hardware that connects the stock shackle to the stock frame rail. Repeat procedure on the passenger side.

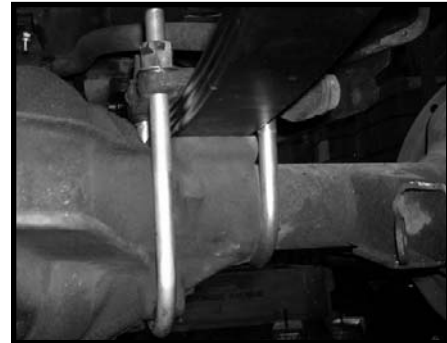
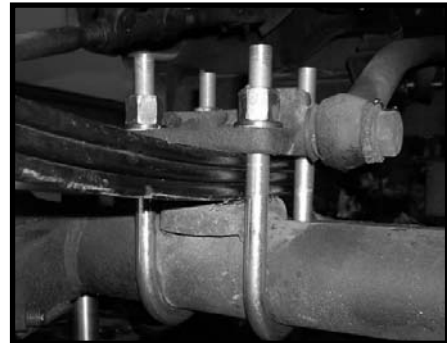
10. Locate hardware bag GMSBNB1. Working on the driver side, install the new springs into the stock location and secure using the new hardware from hardware bag GMSBNB1. Torque the new 9/16" x 5 1/2" bolt and hardware to **95 ft lbs. Make sure to use thread locker or loctite. Special note: at this time, do not torque the new 7/16" x 4" bolt and hardware that connects the new spring to the stock shackle, this will be done once the weight of the vehicle in on the ground.** Repeat procedure on the passenger side.



11. Carefully raise up on both hydraulic floor jacks at the same time until they come into contact with the new front springs. **Special note: Make sure that the centering bolt**

**on the new springs fits properly into the stock spring perches.**

12. Locate (3) 5/8" x 3" x 7 5/8" round u-bolts and (1) 5/8" x 3 1/2" x 9 5/8" round u-bolt. Also, locate (8) 5/8" u-bolt high nuts and (8) 5/8" u-bolt harden washers from hardware bag 58NW. Also, locate the stock sway bar/u-bolt plates. Working on the driver side, secure the newly installed front springs to the stock front differential using the new 5/8" x 3" x 7 5/8" round u-bolts, hardware and the stock sway bar/u-bolt plate. Tighten but do not torque the new u-bolts at this time. Working on the passenger side, secure the newly installed front spring to the stock front differential using the new 5/8" x 3" x 7 5/8" round u-bolt, 5/8" x 3 1/2" x 9 5/8" round u-bolt, hardware and the stock sway bar/u-bolt plate. Working in a criss-cross direction, torque the new u-bolts on the driver and passenger side to **110 ft lbs.**



13. Locate hardware bag 10701NB. Working on the driver side, install the new sway bar relocation bracket between the stock sway bar mount and the stock "D" bushing. Secure using the new 7/16" x 2 1/2" bolts and hardware. **Do not tighten at this point.** Repeat procedure on the passenger side. Move back to the driver side and add some thread locker or loctite to the new hardware and torque to **42 ft lbs.** Repeat procedure on the passenger side. **Special note: If you are not able to perform this step with the weight of the vehicle in the air, this step may need to be performed once the weight of the vehicle is on the ground.**



14. Locate the new front shocks. **Special note: New longer front shocks are needed after this suspension system has been installed and the front shocks need to be ordered as a separate part #. If you have not already ordered your new front shocks, please feel free to contact Tuff Country or your local Tuff Country dealer and order your new front shocks. Tuff Country recommends installing a 23" fully extended nitrogen gas shock in the front.** Working on the new shocks, install the new bushings and proper sleeves that are packaged with the new shocks into each eyelet of the new shocks. **Special note: Make sure to use a lithium or moly base grease prior to installing the new bushings and sleeves into the eyelets of the new shocks. This will help with the life of the bushings as well as prevent squeaking.**

15. Locate the stock upper and lower shock mounting hardware. Working on the driver side, install the new shocks into the stock location using the stock upper and lower hardware. Make sure to use thread locker or loctite and torque both the upper and lower hardware to **65 ft lbs.** Repeat procedure on the passenger side. **Special note: Tuff Country highly recommends installing shock boots onto the new shocks. If shocks boots are not installed, damage may occur to the piston of the new shock. If you have not already ordered your new shocks boots, please contact Tuff Country or your local Tuff Country dealer and order some new shock boots. Tuff Country offers, dark blue, light blue, gray, black, red or yellow shock boots.**



16. Locate the new front brake line extension brackets, (2) 5/16" x 1" bolt, (4) 1/4" USS flat washers and (2) 5/16" unitorque nuts from hardware bag GMBL. **Special note: The front brake line extension brackets are the larger bracket in the bag.** Working on the driver side, disconnect the stock front brake lines from each other. **Special note: Brake fluid will leak out so make sure to have something under the stock brake lines to catch brake fluid.** Install (1) front brake line relocation bracket into the stock hole on the stock frame rail using the new 5/16" x 1" bolt and hardware. Make



sure to use thread locker or loctite and torque to **12 ft lbs.** Now pull the stock brake lines down under the frame rail and install them back together to the newly installed brake line relocation bracket. Repeat procedure on the passenger side.

**Special note: After the front and rear installation has been complete. Tuff Country recommends filling up the brake fluid reservoir with proper brake fluid and then with a help from a buddy, bleed the brake lines.**

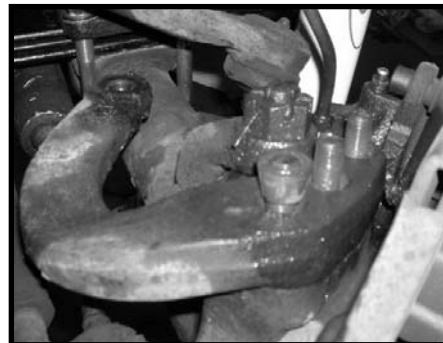
17. Remove both hydraulic floor jacks from under the vehicle.

**Tuff Country recommends installing an after market steering arm once this suspension system has been installed. If you have not already ordered you new steering arm, please contact Tuff Country or your local Tuff Country dealer and order the new steering arm. Part # for the new steering arm is 70100 (old part # is CSA).**

18. Working on the driver side, remove the stock drag link cotter pin and hardware that connects the stock drag link to the stock steering arm. Save the stock castle nut but the stock cotter pin may be discarded.

19. Working on the driver side, remove the (3) stock nuts that connects the stock steering arm into the stock location. The stock hardware may be discarded.

20. Working on the driver side, remove the stock steering arm from the stock location. **Special note: There are cone washers that are around the stock studs. To make remove easier, these cone washers should be removed first. Remove and save the (3) cone washers.**



21. Locate the new steering arm. Install the new steering arm to the (3) stock studs. Install the (3) stock cone washers then using the (3) new 9/16" unitorque nuts that were packaged with the new steering arm, secure the new steering arm to the stock location. **Make sure to add some thread locker or loctite and torque to 115 ft lbs.**

22. Locate the stock drag link castle nut. Install the stock drag link to the newly installed steering arm and secure using the stock castle nut. Make sure to use thread locker or

loctite and torque to **95 ft lbs**. **Special note: Once the stock drag link castle nut has been torqued, install the new cotter pin that was packaged in the hardware bag that came with the new steering arm. If the new cotter pin can not be installed because the hole in the stock drag link does not line up with the stock castle nut, DO NOT loosen the stock castle nut so that the cotter pin can fit, tighten the stock castle nut some more so that the cotter pin can be installed.**

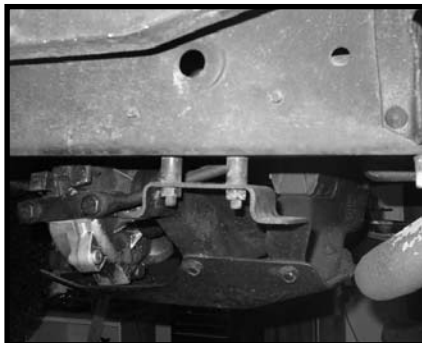


23. Place a pair of hydraulic floor jacks under the transfer case cross member and carefully raise up on both hydraulic floor jacks at the same time until they come into contact with the transfer case cross member.

24. Working on the driver side, remove the stock hardware that connects the stock transfer case cross member to the stock frame rail. The stock hardware may be discarded. Repeat procedure on the passenger side.

25. Carefully lower down on both hydraulic floor jacks at the same time allowing enough room for the new transfer case drop sleeves to be installed.

26. Locate the new hardware bag 10703NB. Working on the driver side, install (2) sleeves between the stock transfer case cross member and the stock frame rail. Secure using the new 7/16" x 3" bolt and hardware that was packaged in hardware bag 10703NB. **Do not tighten at this point.** Repeat procedure on the passenger side.



27. Move back to the new 7/16" x 3" bolts on the driver and passenger side and add some thread locker or loctite and torque all (4) new 7/16" x 3" bolts to **42 ft lbs**.

28. Remove the hydraulic floor jacks from under the transfer case cross member.

29. Check and double check to make sure that all steps associated with front end have been completed and check again.

#### Rear end installation:

30. To begin installation, block the front tires of the vehicle so that the vehicle is stable and can't roll forward. Safely lift the rear of the vehicle and support the frame with a pair of jack stands. Place a jack stand on both the driver and the passenger side. Next, remove the front wheels and tires from both sides.

31. Place a pair of hydraulic floor jacks under the rear differential. Place one on the driver and one on the passenger side. Carefully raise up on both hydraulic floor jacks at the same time until they make contact with the rear differential.

32. Working on the driver side, remove the stock shock from the stock location. The stock shock may be discarded. Save the stock hardware. **Special note: New longer rear shocks are needed after this suspension system has been installed and the rear shocks need to be ordered as a separate part #. If you have not already ordered your rear shocks, please feel free to contact Tuff Country or your local Tuff Country dealer and order your new rear shocks. Tuff Country recommends installing a 30" fully extended nitrogen gas shock in the rear.** Repeat procedure on the passenger side.

33. Working on the driver side, remove the stock u-bolts from the stock location. The stock u-bolts and hardware may be discarded. Save the stock u-bolt plates. Repeat procedure on the passenger side.

34. Remove the stock rear brake line bracket from the stock rear differential. Save the stock hardware.

35. Locate the rear brake line relocation bracket, (1) 5/16" x 1" bolt, (2) 1/4" USS flat washers and (1) 5/16" unitorque nut from hardware bag GMBL. Install the new rear brake line relocation bracket to the stock rear differential using the stock hardware. Make sure to use thread locker or loctite and torque to **12 ft lbs**. Now secure the stock brake line bracket to the newly installed brake line relocation bracket using the new 5/16" x 1" bolt and hardware. Make sure to use thread locker or loctite and torque to **12 ft lbs**.



36. Carefully lower down on both hydraulic floor jacks at the same time allowing enough room for the new rear add-a-leaves and new rear blocks to be installed. **Special note: Take special care not to over extend any brake lines and or hoses.**

37. Working on the driver side, place a pair of "C" clamp vise

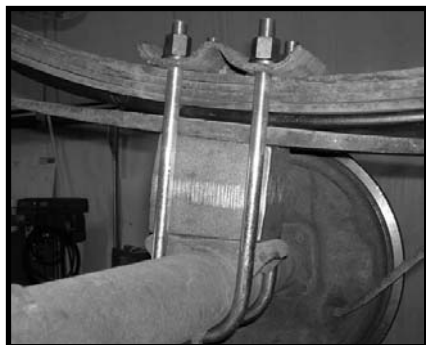
grips on each side of the stock centering bolt. Carefully remove the stock centering bolt and nut and discard. Carefully remove the "C" clamp vise grips that are holding the stock springs together. **Special note: Be very careful when removing the "C" clamps, the stock springs are under tension and can be dangerous.** Repeat procedure on passenger side.

38. Locate (2) new rear add-a-leaf, (2) 3/8" x 6" centering bolt and (2) 3/8" fine nut from box kit 81250. Install the new rear add-a-leaf into the stock spring assembly. Secure the new rear add-a-leaf to the stock spring assembly using the new 3/8" center bolt and nut. Torque to **28 ft. lbs.** **Special note: If the new add-a-leaf that you are installing into the stock spring assembly has an offset center hole location, place the longest side of the add-a-leaf towards the rear of the vehicle. Also the new add-a-leaf should be installed into the stock spring assembly in progression in order, from longest to shortest. The new add-a-leaf should be installed between the stock overload and the stock spring pack. The stock overload is usually the un-arched spring at the bottom of the stock leaf pack. Also, Tuff Country EZ-Ride Suspension recommends not using any air tools when installing the new add-a-leaves into the stock spring assembly. If air tools are used the centering bolt may strip, causing the stock spring assembly to come apart. With a suitable cutting tool, cut off the extra thread from the new centering bolt.** Repeat procedure on passenger side.

39. Locate the new 4" rear lifted blocks from box kit 79004. Working on the driver side, install the new 4" block between the modified stock spring assembly and the rear differential. **Special note: The new 4" block has a slight taper to it, make sure that the smaller end of the block is installed towards the front end of the vehicle.** Repeat procedure on the passenger side.

40. Carefully raise up on both hydraulic floor jacks at the same time until the modified stock spring comes into contact with the newly installed 4" block. **Special note: Make sure that the head of the centering bolts seats properly into the newly installed blocks.**

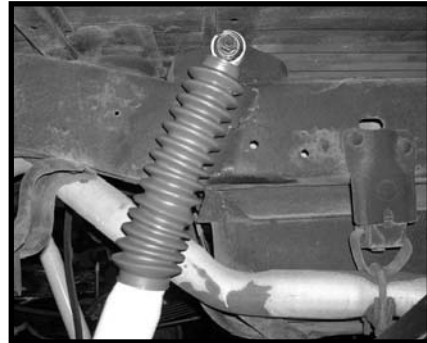
41. Locate (4) new 5/8" x 3 1/2" x 13 1/2" round u-bolts. Locate (8) 5/8" high nuts and (8) 5/8" u-bolt harden washers. Also, locate the stock u-bolt plates. Working on the driver side, install the new u-bolts into the stock location and secure using the new hardware and the stock u-bolt plates. Repeat procedure on the passenger side. Working in a criss-



cross direction, torque the new u-bolts on the driver and passenger side to **110 ft lbs.**

42. Locate the new rear shocks. **Special note: New longer rear shocks are needed after this suspension system has been installed and the rear shocks need to be ordered as a separate part #. If you have not already ordered your rear shocks, please feel free to contact Tuff Country or your local Tuff Country dealer and order your new rear shocks. Tuff Country recommends installing a 30" fully extended nitrogen gas shock in the rear.** Working on the new shocks, install the new bushings and proper sleeves that are packaged with the new shocks into each eyelet of the new shocks. **Special note: Make sure to use a lithium or moly base grease prior to installing the new bushings and sleeves into the eyelets of the new shocks. This will help with the life of the bushings as well as prevent squeaking.**

43. Locate the stock upper and lower shock mounting hardware. Working on the driver side, install the new shocks into the stock location using the stock upper and lower hardware. Make sure to use thread locker or loctite and torque both the upper and lower hardware to **65 ft lbs.** Repeat procedure on the passenger side. **Special note: Tuff Country highly recommends installing shock boots onto the new shocks. If shocks boots are not installed, damage may occur to the piston of the new shock. If you have not already ordered your new shocks boots, please contact Tuff Country or your local Tuff Country dealer and order some new shock boots. Tuff Country offers, dark blue, light blue, gray, black, red or yellow shock boots.**



44. Remove both hydraulic floor jacks from under the rear differential.

45. Install the tires and wheels and carefully lower the vehicle to the ground.

46. Check and double check to make sure that all steps were performed properly for the rear end and check again.

47. Move back to the front of the vehicle and add some thread locker or loctite to the newly installed hardware that connects the new front spring to the stock shackle. Torque the stock upper and new lower hardware to **35 ft lbs.** **Special note: if these bolts are over torqued, they will have an effect on the ride quality of the front springs.**

48. Add the proper type of brake fluid in the brake fluid reservoir and with the help from a buddy, bleed the front and rear brake lines.

49. If you were not able to install the new front sway bar relo-

cation bracket while the vehicle was up in the, perform this step now that the weight of the vehicle is on the ground.

**Congratulations, installation complete!**

**Special note: After the completion of the installation, Tuff Country EZ-Ride Suspension recommends taking the vehicle to an alignment shop and having a proper front end alignment performed.**

**Tuff Country EZ-Ride Suspension recommends that a complete re-torque is done on all bolts associated with this suspension system. It is the customers responsibility to make sure that a re-torque is performed on all hardware associated with this suspension system after the first 100 miles of installation. It is also the customers responsibility to do a complete re-torque after every 3000 miles or after every off road use. Neglect of following these steps could cause brackets to come loose and cause serious damage to the suspension system and to the vehicle.**

**Tuff Country EZ-Ride Suspension packages (2) sets of instruction sheets with this box kit. (1) is for the installer and (1) is for the customer. The (1) for the customer has some post installation procedure literature and it is the installers responsibility to make sure that the customer receives a copy of the installation manual along with the literature.**

**If you have any questions or concerns, please feel free to contact Tuff Country or your local Tuff Country dealer.**