Rough Country 231N2 Installation Instructions

4-Inch Lift Kit with N3 Shocks for Chevy Tahoe and Suburban 2WD

Part number: 231N2

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92750000 88-98 GM 2WD Lift Spindle Instructions

Rough Country recommends a certified technician install this system. In addition to these instructions, professional knowledge of disassemble/reassembly procedures as well as post installation checks must be known. Attempts to install this system without this knowledge and expertise may jeopardize the integrity and/or operating safety of the vehicle.

Please read instructions before beginning installation. Check the kit hardware against the parts list. Be sure you have all needed parts and know where they go.

With the installation of all lift kits and larger tires it is important to consider the installation of a steering stabilizer. Steering stabilizers are designed to restrain “bump steering” and front end vibration, giving added life to tires, ball joints, and other steering components.

PRODUCT USE INFORMATION

As a general rule, the taller a vehicle is, the easier it will roll. Offset, as much as possible, what is lost in rollover resistance by increasing tire track width. In other words, go "wide" as you go "tall".

We strongly recommend, because of rollover possibility, that the vehicle be equipped with a functional roll-bar and cage system. Seat belts and shoulder harnesses should be worn at all times. Avoid situations where a side rollover may occur

Generally, braking performance and capability are decreased when significantly larger/heavier tires and wheels are used. Take this into consideration while driving.

Do not add, alter, or fabricate any factory or after-market parts to increase vehicle height over the intended height of the Rough Country product purchased. Mixing component brands is not recommended.

Rough Country makes no claims regarding lifting devices and excludes any and all implied claims. We will not be responsible for any product that is altered.

If question exist we will be happy to answer any questions concerning the design, function, and correct use of our products.

NOTICE TO DEALER AND VEHICLE OWNER

Any vehicle equipped with any Rough Country product should have a “Warning to Driver” decal installed on the inside of the windshield or on the vehicle’s dash. The decal should act as a constant reminder for whoever is operating the vehicle of its unique handling characteristics.
INSTALLING DEALER - it is your responsibility to install the warning decal and forward these installation instructions on to the vehicle owner for review. These instructions should be kept in the vehicle for its service life.

PRE- INSTALLATION NOTES

1. On some early 88 model GMC trucks you may have to purchase updated bearings and rotors to install these spindles.
2. These spindles, like all spindles, will slightly increase you front end stance.
3. Vehicles that will receive oversized tires should have ball joints, tie rod ends and idler arm checked every 3,000 miles.

INSTALLATION INSTRUCTIONS

1. Set the emergency brake and chock rear tires to prevent rolling.
2. Jack up the front of the vehicle and support the frame rails with jack stands.
3. **NEVER WORK UNDER AN UNSUPPORTED VEHICLE!!!**
4. Starting on the driver’s side of the vehicle, remove the tire.
5. Remove the 2 bolts holding the brake line tab to the upper control arm and the bolt holding the brake line to the top of the frame rail.
6. Remove the brake caliper and secure it to the frame rail, **DO NOT LET CALIPER HANG FROM THE BRAKE LINE!**
7. Remove the nut from the tie rod end to the spindle. Use a ball joint puller to separate the tie rod from the spindle.
8. Remove the dust cap from the rotor, remove the cotter pin and castle nut from the axle and slide the rotor off the spindle. Keep the bearing inside the rotor and set it aside in a clean place.
9. Remove the dust cover by the three bolts on the spindle, carefully remove the Rubber dust ring (ONLY NON ABS VEHICLES HAVE THE RUBBER DUST RING) and the cover and place aside; these will be used on the new spindle.
10. **If you have removed the factory shock SUPPORT THE LOWER CONTROL ARM WITH A FLOOR JACK**.
11. Remove the cotter pins from the upper and lower ball joints.
12. Remove the castle nuts from the upper and lower ball joints.
13. Using a ball joint puller to separate the spindle from the ball joints and set the spindle aside.
14. **CHECK YOUR BALL JOINTS FOR WEAR, A PROPER ALIGMENT WILL BE AFFECTED BY WORN OUT PARTS!**

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