Rough Country 27130 Installation Instructions

27130

Part number: 27130

trailfortress.com/rough-country-6-inch-lift-kit-27130

Scan for fitment, price and install help

921271300

ROUGH COUNTRY SUSPENSION SYSTEMS®

127130BAG1

GM 88-98 2WD 1500 6” LIFT

Thank you for choosing Rough Country for all of your suspension needs.
Rough Country recommends a certified technician installs 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 all the instructions before beginning the installation. Check the kit hardware against the Kit Contents list on next page. Be sure you have all the needed parts and understand where they go. Also please review the tools needed list to be certain that you have the tools necessary to complete the installation.

PRODUCT USE INFORMATION

⚠WARNING As a general rule, the taller a vehicle is the easier it will roll. We strongly recommend, because of rollover possibility, that seat belts and shoulder harnesses should be worn at all times. Avoid situations where a side rollover may occur. Braking performance and capabilities are decreased when significantly larger/heavier tires and wheels are used. Take this into consideration while driving. Also, speedometer recalibration is necessary when larger tires are installed.

Do no add, alter, or fabricate any factory or after-market parts which increase vehicle height over the intended height of the Rough Country product purchased. Mixing component brands, lifts, with this suspension lifts voids all warranties. 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.

Due to differences in manufacturing, dimension and inflated measurements, tire and wheel combinations should be test fit prior to installation. This kit was developed using a 33x12.50 on a wheel with 3.75” backspacing.

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

⚠NOTICE **NOTICE TO DEALER AND VEHICLE OWNER**

Any vehicle equipped with any Rough country product must have the “Warning to Driver” decal installed on the sun visor or dash. The decal is to 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 to forward these installation instructions on too the vehicle owner for review and to be kept in the vehicle for its service life.

⚠NOTICE **The stock shock will appear longer than the new shock due to the factory using a longer upper stud. If measured correctly from base of upper mounting surface to center of mounting bar pin the new shock will essentially be the same measurement. A longer shock is *NOT* needed for a spindle lift.**

Tools Needed:
3/8” Allen
13mm Wrench & Socket
14mm Socket
1/2” Wrench & Socket
19mm Wrench
21mm Wrench
22mm Socket
27mm Wrench
Torque Wrench
Hammer
Jack
Jack Stands
Grinder



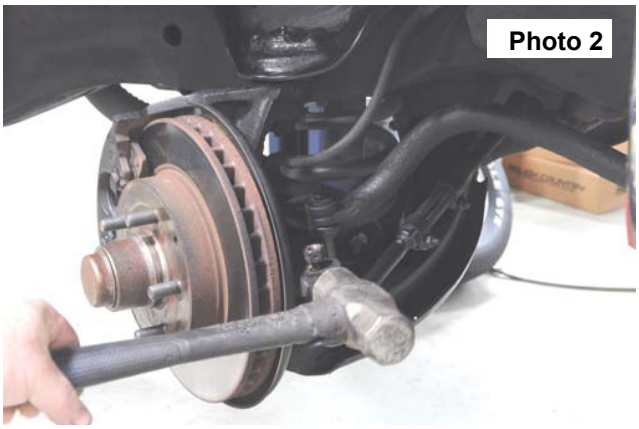
Kit Contents

7500– Spindles
9234-Coil Springs
127130BOX1

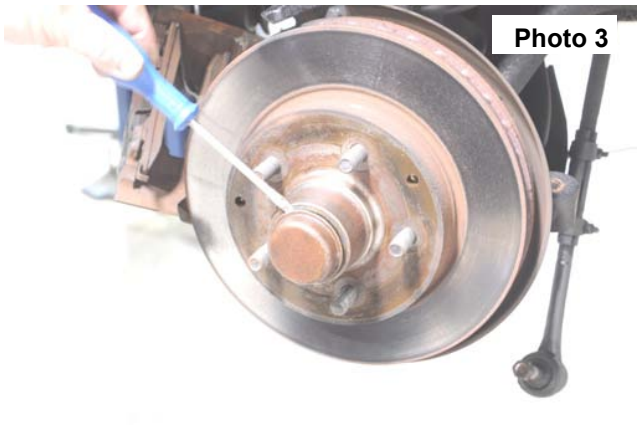
- 9/16BAG– Ubolt Hardware
- 127130BAG1-Instructions
- 127130BAG2– Brake Line Bracket Hardware
- (4) 9/16” x 2.5”x 13.5” Ubolts
- (2) Rear Blocks
- (2) 658723 Front Shocks
- (2) 660790 Rear Shocks
- (2) Ball Joint Spacers
- (1) Frt Dr Brake Line Bracket
- (1) Frt Pass Brake Line Bracket

1. Park the vehicle on a level surface and chock the rear wheels.
2. Jack up the front of the vehicle and place jack stands under the frame rails. Lower the vehicle onto the jack stands and remove the front wheels and tires.
3. Using a 19mm wrench, loosen the tie rod end nut. **See Photo 1.**
4. Using a hammer, strike the spindle at the tie rod end to release the taper. Remove the tie rod end nut and retain for reuse. **See Photo 2.**



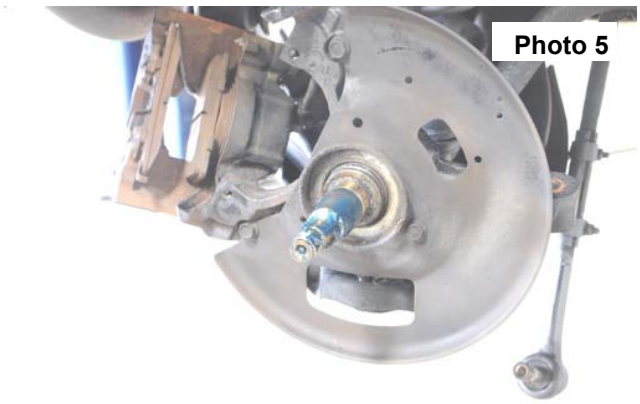


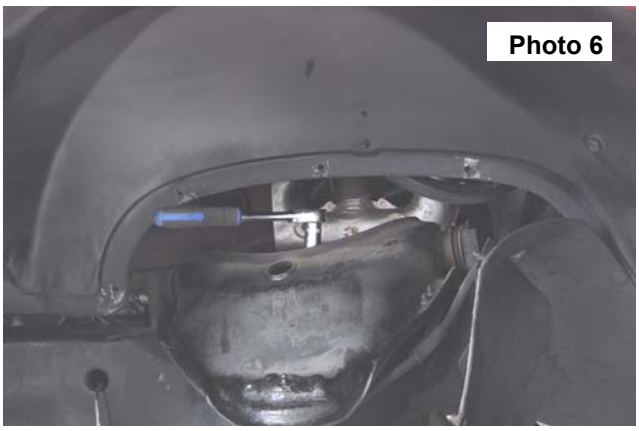
5. Using a 3/8” Allen, remove the brake caliper bolts and remove the brake caliper. Do not hang the caliper by the brake line. Retain hardware for reuse.
6. Remove the dust cover, cotter pin and nut from the spindle stub shaft. **See Photo 3.**
7. Remove the bearings and the rotor. Inspect bearings for wear/damage. **See Photos 4 & 5.**





8. Using a 14mm socket, remove the upper shock nut. **See Photo 6.**





9. Using a 13mm socket, remove the lower shock mounting bolts and lower the shock out through the lower control arm. **See Photo 7.**
10. Using a 13mm wrench and socket, remove the sway link. **See Photo 8.**





11. Using a 27mm wrench, loosen but do not remove the upper and lower ball joint nuts. **See Photos 9 &10.**





12. Using a jack, support the lower control arm and use a hammer to strike the spindle at the ball joints to release the taper. **See Photo 11.**
13. Slowly lower the jack and remove the coil spring and spring isolator. **See Photo 12.**





14. Remove the spindle from the lower ball joint. **See Photo 13.**
15. Using a grinder or sanding disk, sand the rivet heads down that attach the factory steering stop to the lower control arm. **See Photo 14.**





16. Remove the steering stop from the lower control arm. Paint sanded area to prevent rust. **See Photo 15.**



BALL-JOINT SPACER INSTALLATION INSTRUCTIONS

17. Grind the head of the rivets off that hold the ball joint on to the upper control arm. This should allow the ball joint to slip out of the upper control arm. **See Photos 16 & 17.**

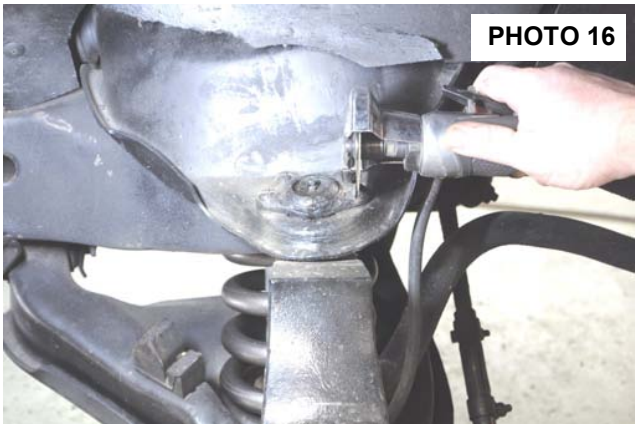


PHOTO 16


PHOTO 17

18. Remove the ball joint from the upper control arm. **See Photo 18.**

⚠ NOTICE Check the ball joint to verify it is in good working order, if it is not it will need to be replaced before proceeding.

19. Assemble the ball joint and ball joint spacer to the upper control arm using the bolts and nuts supplied with the kit. Install the ball joint and spacer into the upper control arm from the bottom side of the upper control arm. **See Photo 19.**

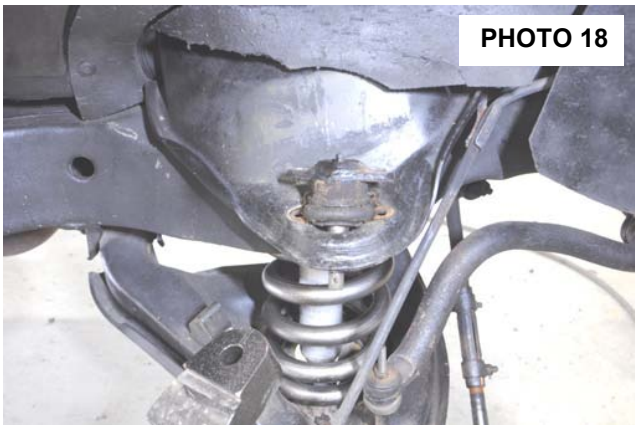


PHOTO 18


PHOTO 19

20. Torque the nuts to 30ft/lbs. The order of the components from the top down will be control arm, ball joint spacer and the ball joint. **See Photo 20.**


PHOTO 20

21. Install the supplied lift spindle, on the lower ball joint, using the factory hardware. **See Photo 21.**
22. Install the supplied lift coil using the factory coil spring isolator. **See Photo 22.**



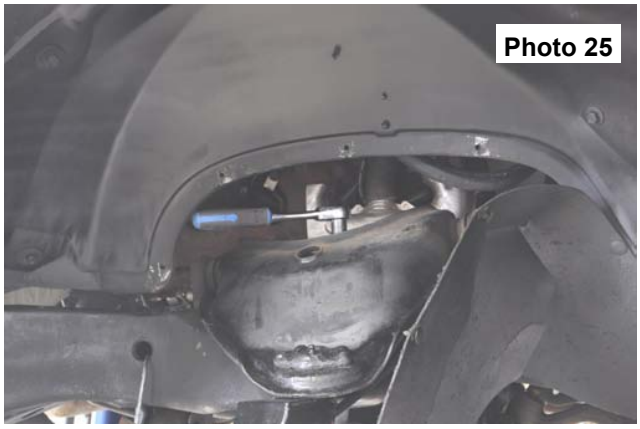


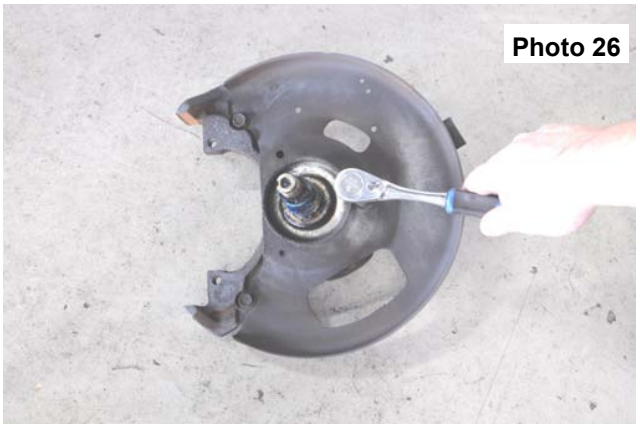
23. Install the upper ball joint in the spindle using the factory hardware. Tighten upper and lower ball joints using a 27mm wrench. **See Photo 23.**
24. Install the supplied 658723 front shocks using the supplied upper hardware and the factory lower hardware. Torque to factory specs using 13mm &14mm sockets. **See Photos 24 & 25.**





25. Using a 13mm socket, remove the dust shield from the stock spindle. Retain hardware for reuse. **See Photo 26.**





26. Install the dust shield on the lift spindle using the factory hardware. Torque to factory specs using a 13mm socket. **See Photo 27.**
27. Install the bearings and rotor using the factory hardware. **Make sure the bearings are greased before installing. See Photo 28.**


Photo 27


Photo 28

28. Install the brake caliper using the factory hardware. Torque to factory specs using a 3/8" Allen. **See Photo 29.**
29. Install the sway link using a 13mm socket and wrench. Torque to factory specs. **See Photo 30.**

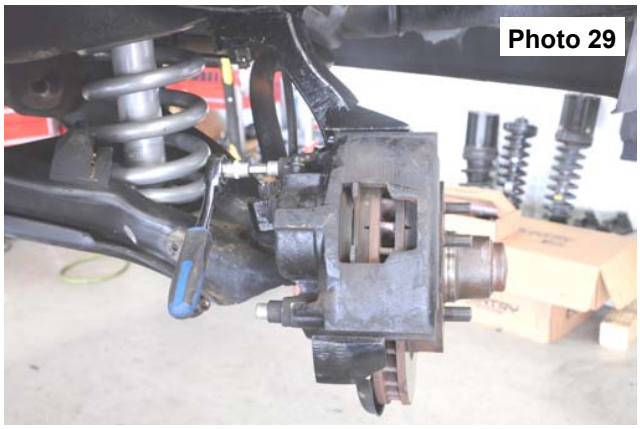


Photo 29


Photo 30

30. Install the tie rod end in the spindle and tighten using a 19mm wrench. **See Photo 31.**
31. Using a 13mm socket, remove the brake line bracket from the frame. Retain hardware for reuse. **See Photo 32.**


Photo 31


Photo 32

32. Using a flat screwdriver, slightly pry open the brake line clamp on the upper control arm. **See Photo 33.**
33. Install the supplied brake line bracket to the factory bracket using the supplied 5/16” x 3/4” bolts, washers, and nuts. **See Photo 34.**





34. Tighten the hardware using a 1/2” socket and wrench. Torque to 15ft-lbs. **See Photo 35.**
35. Attach the supplied brake line bracket to the frame using the factory hardware and a 13mm wrench. **See Photo 36.**





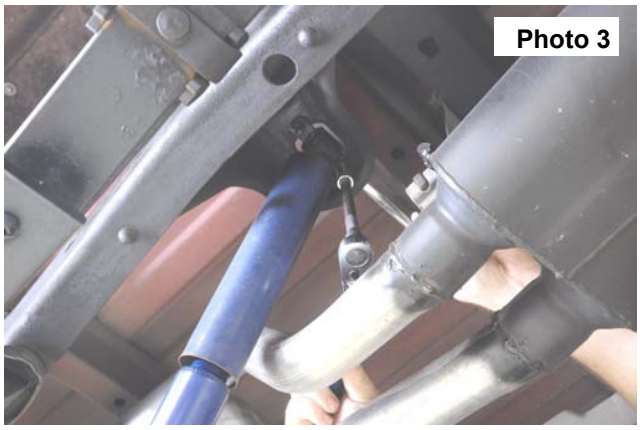
Rear Installation

1. Chock the front wheels.
2. Place a floor jack under the differential and jack up the rear of the vehicle.
3. Place jack stands under the frame rails and lower the vehicle onto the jack stands while supporting the rear end with the jack.
4. Remove the wheels and tires.
5. Using a 13mm socket, remove the bolts holding the brake line brackets to the differential. Retain for reuse. **See Photo 1.**
6. Using a 13mm socket and 19mm and 21mm wrenches, remove the shocks. **See Photos 2 &3.**





7. Using a 21mm socket, remove the rear ubolts. **See Photo 4.**





8. Install the supplied blocks, **the arrow will point towards the front of the vehicle (shorter end of the block to the front). See Photo 5.**
9. Install the supplied ubolts using a 22mm socket. Torque to 90ft-lbs in a X pattern.
10. Install the supplied 660790 shocks using the factory hardware.
11. Attach the brake line brackets to the differential using the factory hardware. Tighten using a 13mm socket.
12. Install the wheels and tires and lower the vehicle to the ground.



POST INSTALLATION INSTRUCTIONS

1. Check all fasteners for proper torque. Check to ensure for adequate clearance between all rotating, mobile, fixed, and heated members. Verify clearance between brake lines. Check steering gear for clearance. Test and inspect brake system.
2. On some vehicles the front lower skirting will need to be trimmed if using certain wheel /tire combinations and with heavy offset wheels. Trim only as needed.
3. **Have a qualified alignment center align the vehicle immediately. Realign to factory specifications. Have headlights adjusted to proper settings.**
4. Perform head light check and adjustment to proper settings.
5. Check and retighten wheels at 50 miles and again at 500 miles.
6. All kit components must be retightened at 500 miles and then every three thousand miles after installation. Periodically check all hardware for tightness.
7. Install “Warning to Driver” decal on sun visor.

Note: Installation of larger tires will require speedometer recalibration.

Torque Specs:

Size	Grade 5	Grade 8
5/16”	15 ft/lbs	20 ft/lbs
3/8”	30 ft/lbs	35 ft/lbs
7/16”	45 ft/lbs	60 ft/lbs
1/2”	65 ft/lbs	90 ft/lbs
9/16”	95 ft/lbs	130 ft/lbs
5/8”	135 ft/lbs	175 ft/lbs
3/4”	185 ft/lbs	280 ft/lbs

	Class 8.8	Class 10.9
6MM	5 ft/lbs	9 ft/lbs
8MM	18ft/lbs	23 ft/lbs
10MM	32ft/lbs	45ft/lbs
12MM	55ft/lbs	75ft/lbs
14MM	85ft/lbs	120ft/lbs
16MM	130ft/lbs	165ft/lbs
18MM	170ft/lbs	240ft/lbs

By purchasing any item sold by Rough Country, LLC, the buyer expressly warrants that he/she is in compliance with all applicable , State, and Local laws and regulations regarding the purchase, ownership, and use of the item. It shall be the buyers responsibility to comply with all Federal, State and Local laws governing the sales of any items listed, illustrated or sold. The buyer expressly agrees to indemnify and hold harmless Rough Country, LLC for all claims resulting directly or indirectly from the purchase, ownership, or use of the items.