TRAIL FORTRESS

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Rough Country 29740 Installation Instructions

6-Inch Lift Kit with M1 Shocks for Chevy/GMC 2500 HD 4WD (2001-2010)

Part number: 29740

trailfortress.com/rough-country-6-inch-lift-kit-29740

Scan for fitment, price and install help

01-10 GM 2500HD / 01-06 1500HD & 07 1500HD CLASSIC 6” SUSPENSION KIT

Thank you for choosing Rough Country for 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 parts list. Be sure you have all the needed parts and understand where they go. Also please review the tools needed list and make sure you have needed tools.

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/heaver tires and wheels are used. Take this into consideration while driving. Also, speedometer recalibration is necessary when larger tires are installed.

Do not 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, and/or combining body lift with 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.

This kit is packaged as a leveling kit—raising the front 6” and the back 4”. If you desire a different look or if the vehicle has a tool box or added weight in the rear, please consult with your sales representative about other block and u-bolt options.

Due to differences in manufacturing, dimension and inflated measurements, tire and wheel combinations should be test fit prior to installation. For this application we recommend a wheel not to exceed 9” in width with 4.5 “ of backspacing.. Additionally a quality tire of radial design is recommended, not exceeding 35” tall and 12.5” wide. Please note that use of a 35” x 12.5” tire may require modification to the front valance. If this vehicle was equipped from the factory with 17” wheels and if purchasing new wheels, the wheel size must not be below 17” but can be larger than 17” due to the vehicle being equipped with larger calipers /rotor.

⚠NOTICE Gas models may require modification to exhaust crossover pipe. We recommend an exhaust professional perform this modification.

An optional kicker Bars Part #1297Box6 is available for this kit. Please contact you local Rough Country Dealer for more information.

⚠NOTICE NOTICE TO DEALER AND VECHICLE 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.

We hope installing your Rough Country lift kit is a positive experience. Please note that variations in construction and assembly in the vehicle manufacturing process will virtually ensure that some parts may seem difficult to install. Additionally, the current trend in manufacturing of vehicles results in a frame that is highly flexible and may shift slightly on disassembly prior to installation. The use of pry bars and tapered punches for alignment is considered normal and usually does not indicate a faulty product. However, if you are uncertain about some aspect of the installation process, please feel free to call our tech support department at 800-222-7023. We do not recommend that you modify the Rough Country parts in any way as this will void any warranty expressed or implied.

Kit Pic (29730A Shown)



Kit Boxes

29730A:

297BOX1
297BOX2
297BOX3
1297BOX1
1297BOX2
23153
23178

25930A:

297BOX1
297BOX2
259BOX3
1297BOX1
1297BOX2
23153
23178

220N3A:

220BOX1
297BOX2
297BOX3
1297BOX1
1297BOX2
23153
23178

Tools Needed:

Assorted Metric wrenches
Assorted Standard wrenches
Reciprocating saw
Floor Jack
Jack stands
Torsion bar tool
Hand grinder w/ cutoff & grinding disk
Thread Locker

Torque Specs:

Size	Grade 5	Grade 8	Size	Class 8.8	Class 10.9
5/16”	15 ft/lbs	20ft/lbs	6MM	5ft/lbs	9ft/lbs
3/8”	30 ft/lbs	35ft/lbs	8MM	18ft/lbs	23ft/lbs
7/16”	45 ft/lbs	60ft/lbs	10MM	32ft/lbs	45ft/lbs
1/2”	65 ft/lbs	90ft/lbs	12MM	55ft/lbs	75ft/lbs
9/16”	95 ft/lbs	130ft/lbs	14MM	85ft/lbs	120ft/lbs
5/8”	135ft/lbs	175ft/lbs	16MM	130ft/lbs	165ft/lbs
3/4”	185ft/lbs	280ft/lbs	18MM	170ft/lbs	240ft/lbs

29730A Kit Box & Bag Contents

Box Kit

297BOX1
- Radiator Hose Bracket-1
- Skid Plate-1
- Dr Diff Bracket-1
- Pass Diff Bracket-1
- Front Diff Bracket-1
- Sway Bar Brackets-4
- Bump Stop Mounts-2
- CV Spacers-2
- Rear Blocks-2
- U-Bolts-4
- Sway Links-2
- LINKBAG1
- 29730INSTBAG
- 1272BAG3
- 1297BAG1
- 29730BAG1
- 5/8BAG

297BOX2
- Front Crossmember-1
- Rear Crossmember-1

297BOX3
- Torsion Bar Drop Brackets-2
- 29730BAG2

1297BOX1
- Driver Knuckle-1

1297BOX2
- Passenger Knuckle-1

20153-Rear N3 Shock

20178-Rear N3 Shock

Kit Bags

29730INSTBAG
- Instruction Sheet-1
- Warning to Driver Sticker-1

29730BAG1-*Bump Stops & Skid Plate*
- 3/8” x 1” Bolts-8
- 3/8” Nylock Nuts-8
- 3/8” Flat Washers-20
- 1/2” x 1.25” Bolts-2
- 1/2” Nylock Nuts-2
- 1/2” Flat Washers-4
- 1/2” x 1 self Tapping Bolt-1
- 3/8” x 1.25” Bolts-4
- 3/8” Lock Washers-4

29730BAG2– *Torsion Bar Drop*
- Torsion Bar Drop Bushings-4
- Sleeves-2
- 1/2” x 1.25” Bolts-8
- 1/2” Nylock Nuts-8
- 1/2” Flat Washers-16

Kit Bags

1297BAG1– *Crossmember & Diff Drops*
- 16mm x 130mm Bolts-2
- 16mm x 120mm Bolts-2
- Flat Washers-8
- 16mm Nylock Nuts-4
- Diff Bracket Bushings-2
- 10mm x 55mm Bolts-5
- 10mm Flat Washers-5
- Sleeve-1
- 9/16” Flat Washers-2
- 9/16” x 4.5” Bolt-1
- 9/16” Nylock Nut-1
- 1/2” x 1.5” Bolts-2
- 1/2” Nylock Nuts-2
- 1/2” Flat Washers-4

1272BAG3- *CV Spacers*
- 10mm x 65mm Bolts-12

5/8BAG-*U-bolt Bag*
- 5/8” Washers-8
- 5/8” Nuts-8

25930A Kit Box & Bag Contents

Box Kit

297BOX1
- Radiator Hose Bracket-1
- Skid Plate-1
- Dr Diff Bracket-1
- Pass Diff Bracket-1
- Front Diff Bracket-1
- Sway Bar Brackets-4
- Bump Stop Mounts-2
- CV Spacers-2
- Rear Blocks-2
- U-Bolts-4
- Sway Links-2
- LINKBAG1
- 29730INSTBAG
- 1272BAG3
- 1297BAG1
- 29730BAG1
- 5/8BAG

297BOX2
- Front Crossmember-1
- Rear Crossmember-1

259BOX3
- Torsion Bar Drop Brackets-2
- 29730BAG2

1297BOX1
- Driver Knuckle-1

1297BOX2
- Passenger Knuckle-1

20153-Rear N3 Shock

20178-Rear N3 Shock

Kit Bags

29730INSTBAG
- Instruction Sheet-1
- Warning to Driver Sticker-1

29730BAG1-*Bump Stops & Skid Plate*
- 3/8” x 1” Bolts-8
- 3/8” Nylock Nuts-8
- 3/8” Flat Washers-20
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- 1/2” Nylock Nuts-2
- 1/2” Flat Washers-4
- 1/2” x 1 self Tapping Bolt-1
- 3/8” x 1.25” Bolts-4
- 3/8” Lock Washers-4

29730BAG2– *Torsion Bar Drop*
- Torsion Bar Drop Bushings-4
- Sleeves-2
- 1/2” x 1.25” Bolts-8
- 1/2” Nylock Nuts-8
- 1/2” Flat Washers-16

Kit Bags

1297BAG1– *Crossmember & Diff Drops*
- 16mm x 130mm Bolts-2
- 16mm x 120mm Bolts-2
- Flat Washers-8
- 16mm Nylock Nuts-4
- Diff Bracket Bushings-2
- 10mm x 55mm Bolts-5
- 10mm Flat Washers-5
- Sleeve-1
- 9/16” Flat Washers-2
- 9/16” x 4.5” Bolt-1
- 9/16” Nylock Nut-1
- 1/2” x 1.5” Bolts-2
- 1/2” Nylock Nuts-2
- 1/2” Flat Washers-4

1272BAG3- *CV Spacers*
- 10mm x 65mm Bolts-12

5/8BAG-*U-bolt Bag*
- 5/8” Washers-8
- 5/8” Nuts-8

220N3A Kit Box & Bag Contents

Box Kit

220BOX1
- Radiator Hose Bracket-1
- Skid Plate-1
- Sway Bar Brackets-4
- Bump Stop Mounts-2
- Rear Blocks-2
- U-Bolts-4
- Sway Links-2
- LINKBAG1
- 29730INSTBAG
- 1220BAG1
- 29730BAG1
- 5/8BAG

297BOX2
- Front Crossmember-1
- Rear Crossmember-1

297BOX3
- Torsion Bar Drop Brackets-2
- 29730BAG2

1297BOX1
- Driver Knuckle-1

1297BOX2
- Passenger Knuckle-1

20153-Rear N3 Shock

20178-Rear N3 Shock

Kit Bags

29730INSTBAG
- Instruction Sheet-1
- Warning to Driver Sticker-1

29730BAG1-*Bump Stops & Skid Plate*
- 3/8” x 1” Bolts-8
- 3/8” Nylock Nuts-8
- 3/8” Flat Washers-20
- 1/2” x 1.25” Bolts-2
- 1/2” Nylock Nuts-2
- 1/2” Flat Washers-4
- 1/2” x 1 self Tapping Bolt-1
- 3/8” x 1.25” Bolts-4
- 3/8” Lock Washers-4

29730BAG2– *Torsion Bar Drop*
- Torsion Bar Drop Bushings-4
- Sleeves-2
- 1/2” x 1.25” Bolts-8
- 1/2” Nylock Nuts-8
- 1/2” Flat Washers-16

Kit Bags

1220BAG1– *Crossmembers*
- 16mm x 130mm Bolts-2
- 16mm x 120mm Bolts-2
- Flat Washers-8
- 16mm Nylock Nuts-4

1272BAG3- *CV Spacers*
- 10mm x 65mm Bolts-12

5/8BAG-*U-bolt Bag*
- 5/8” Washers-8
- 5/8” Nuts-8

INSTALLATION INSTRUCTIONS

1 Make sure you have all of the proper tools and understanding of these directions before you proceed.
2 Measure the front and rear of the truck from center hub to top of fender. Keep measurement for later step. Driver Front Measurement_____, Pass Front_____, Driver Rear Measurement_____, Pass Rear_____
3 Place the truck on a clean level surface and set the parking brake. Chock the rear wheels and using a floor jack raise the front of the truck and support the frame rails with approved jack stands. **NEVER WORK UNDER AN UN-SUPPORTED VEHICLE.** Using a 21mm deep well socket remove the front wheels.
4. Locate the torsion bar adjuster bolt on the bottom of the rear cross member, measure the threads showing on the torsion bar adjuster bolt. Mark the position of the torsion bars on the control arm and torsion bar key. Mark both the drivers side and passenger side. **Warning:** Be extremely careful when loading and unloading the torsion bars; there is a tremendous amount of stored energy in the bars. Keep your hands and body clear of the adjuster arm assembly and the puller tool in case anything slips or breaks.
5. Using GM approved torsion bar tool relieve the pressure from the torsion bar adjuster bolt. Remove the bolt and threaded block from cross-member. Repeat for opposite side. **See Photo 1**.

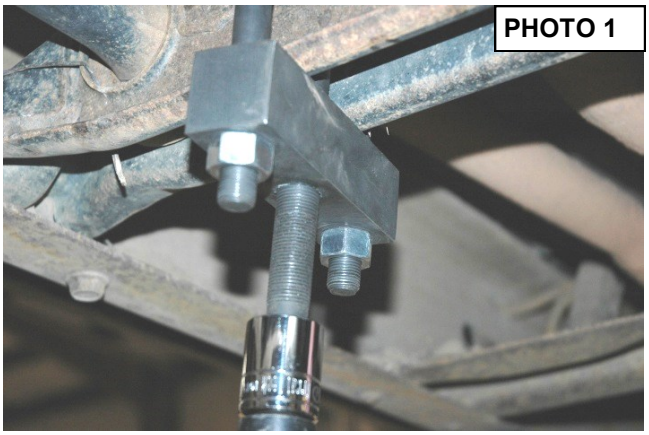


PHOTO 1

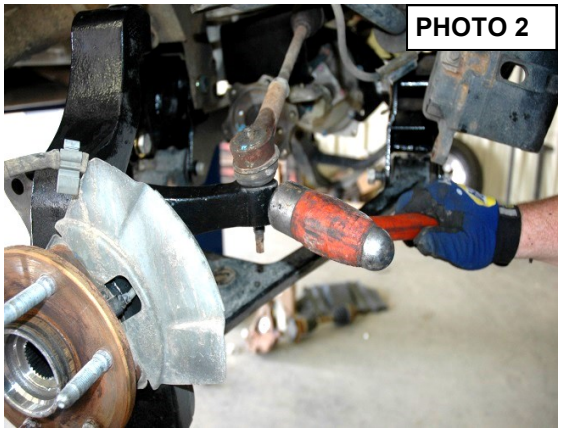


PHOTO 2

6. Using a 15 mm socket remove the factory upper and lower skid plates.
7. Starting on the drivers side use a 10mm wrench to remove the brake line from the upper control arm. Unplug the ABS wire from the frame.
8. Using a 21 mm socket remove the caliper bracket, pads, rotor and set aside.
9. Remove the bearing cap using a flat head screw driver remove the CV nut from the knuckle using a 35 mm socket.
10. Using a 18 mm deep well socket loosen but do not remove the tie rod nut. Hit the knuckle as shown in **Photo 2** until the tie rod pops out. Remove nut.
11. Using a 24 mm deep well socket loosen but do not remove the lower ball joint nut. Using a hammer, strike the knuckle as shown in **Photo 3** until the ball joint is free. The nut will keep the knuckle from falling out. Remove nut.
12. Using a 18 mm deep well socket, loosen the upper ball joint nut . Using a hammer hit the knuckle until the ball joint breaks free. Remove the nut and remove the knuckle from the vehicle. Repeat for opposite side.
13. Remove the four factory bolts that hold the wheel bearing. Remove the wheel bearing, dust cover & o-ring. Take caution not to damage the o-ring when removing from the stock knuckle. Install o-ring in new knuckle.
14. Using lock tight install the dust cover and bearing on the new knuckle. As shown in **Photo 4.** Tighten Hardware**.**

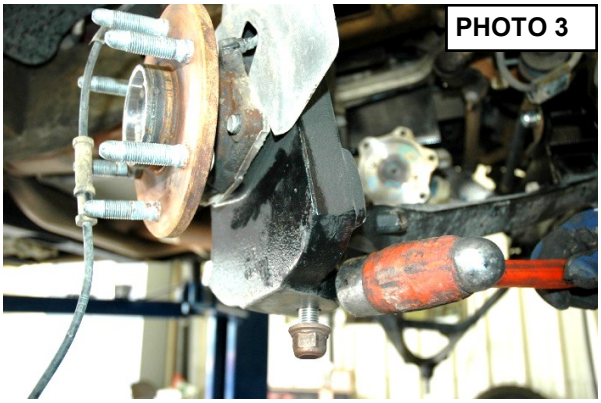


PHOTO 3

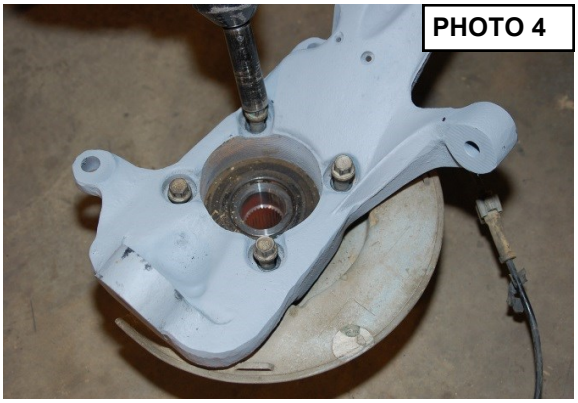
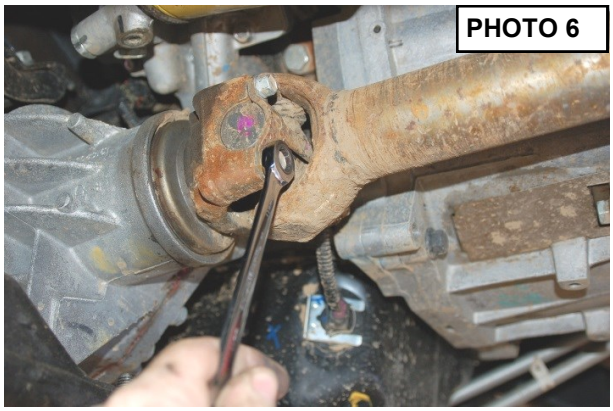


PHOTO 4

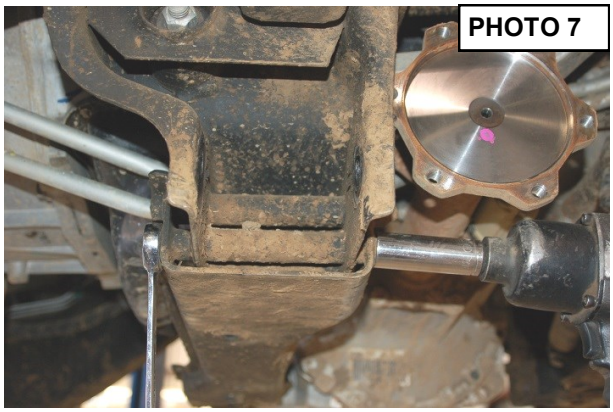
15. Using a 9/16” wrench remove the sway bar link.
16. Using a 15 mm wrench remove the upper shock nut. Using a 21 mm socket and 21 mm wrench remove the lower shock bolt. Remove the shock.
17. Using a 19mm wrench and a 24 mm socket remove the lower control arm nuts. Remove the bolts, lower control arm, and torsion bar. Retain the hardware for reuse.

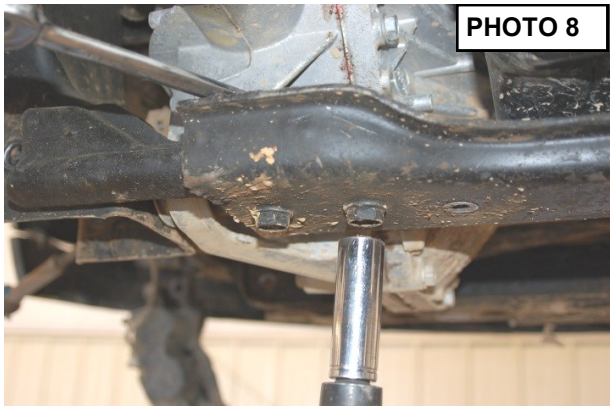
18. **2wd models skip to step 21.** Using an 15 mm socket remove the 6 inner CV bolts. Set CV half-shaft aside.
19. Repeat steps 7-18 for opposite side.
20. Unplug connector at differential as shown in **Photo 5**. Also remove the differential vent hose from the differential. Using a 11mm wrench, remove the drive shaft bolts as shown in **Photo 5.** Secure the driveshaft out of harms way.





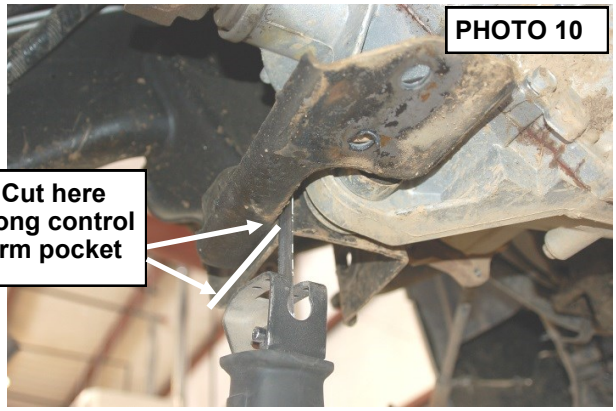
21. Using a 18mm wrench remove the bolts from the stock rear cross-member. **See Photo 7 & 8.**





22. **2wd models skip to step 26.** Using a 21mm wrench remove the lower side driver differential bolt as shown in **Photo 9**. The rest of the hardware will be removed after the frame is trimmed. Retain the fasteners for reuse.
23. Trim the frame as shown in **Photo 10** beside the lower control arm pocket**. Take care not to cut into the control arm pocket.** Note:The frame must be trimmed to allow the installation of the new cross-members and to allow the differential to be lowered.





24. While supporting the differential, remove the upper driver side bolt and remove the two nuts with a 21mm wrench on the passenger side that secure the differential to the frame. Retain the two passenger side nuts as they will be re-used. Also remove the factory bump-stop using a 15mm wrench, retain for reuse.

25. Lower the differential with the floor jack. Place the differential on a flat surface to allow grinding of the fins as shown in **Photo 11**. **It may be necessary to trial fit the differential after the cross members have been installed to check for clearance on cooling fins.** Using a reciprocating saw, cut the top of the differential mount as shown in **Photo 12** .

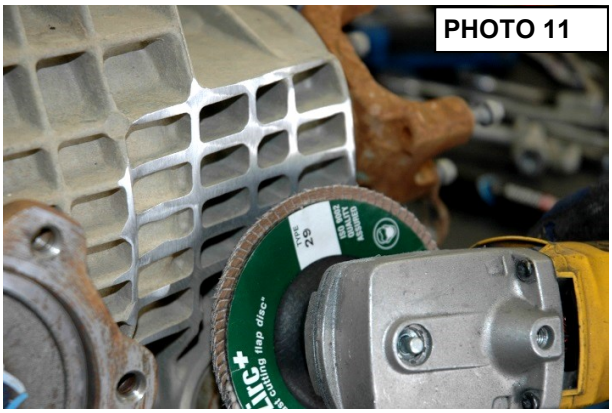


PHOTO 11

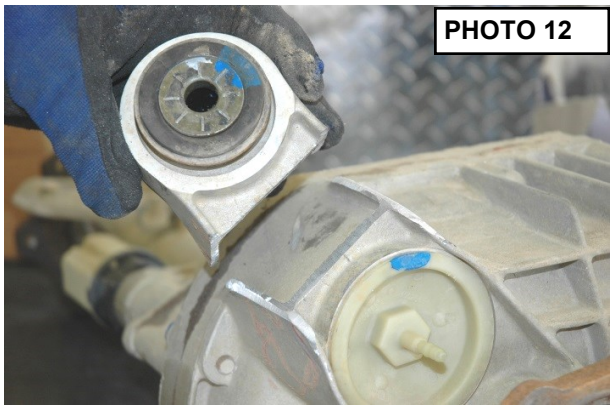


PHOTO 12

26. Using a 15mm socket, remove the factory bump stops from the factory locations. Retain hardware.
27. Attach the factory bump stops to the supplied bump stop brackets using the factory hardware. Tighten using a 15mm socket. **See Photo 13.**
27. Attach the new bump stop assemblies to each side of the supplied rear drop crossmember using the supplied 3/8" x 1" bolts, flat washers, and nylock nuts (29730BAG1). Torque to 30ft/lbs using a 9/16" socket and wrench. **See Photos 14 & 15.**

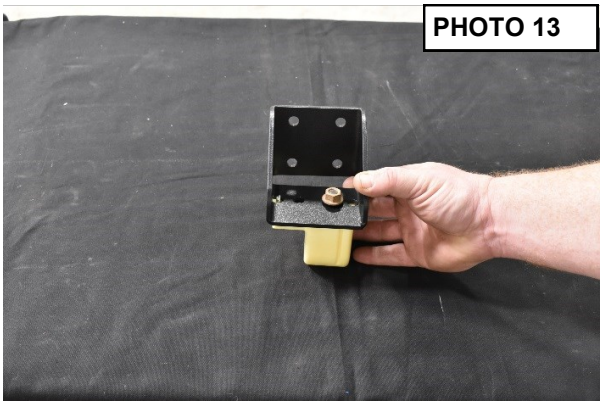


PHOTO 13

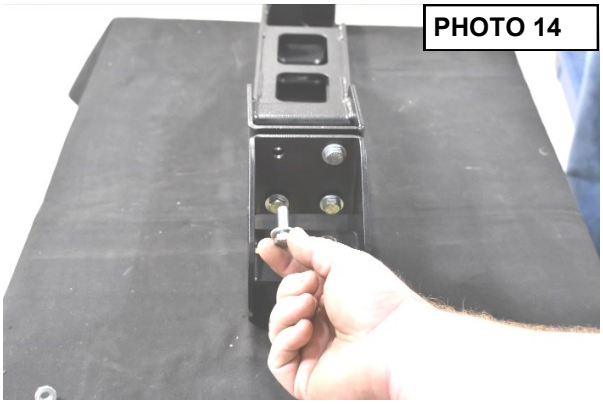


PHOTO 14

28. Install the rear cross-member as shown in with the supplied 16mm x 130mm hardware in 1297BAG1 using a 24mm wrench. Do not tighten at this time. **See Photo 16.**

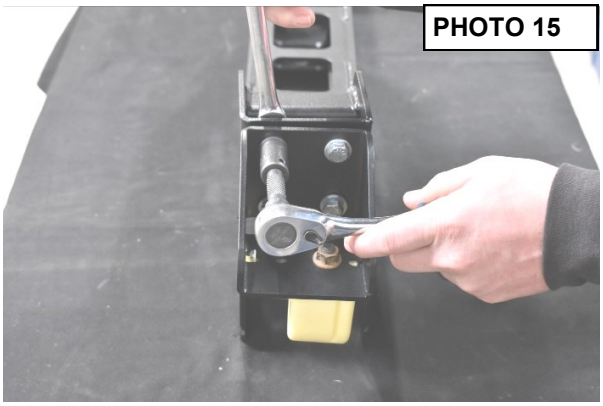


PHOTO 15

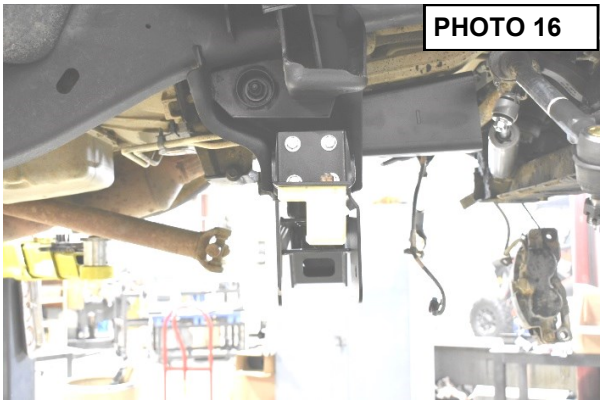
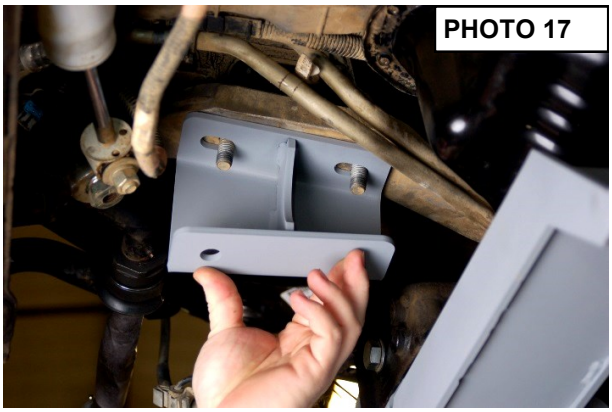
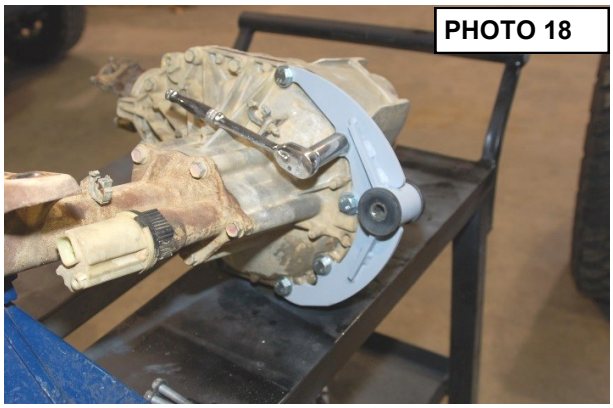


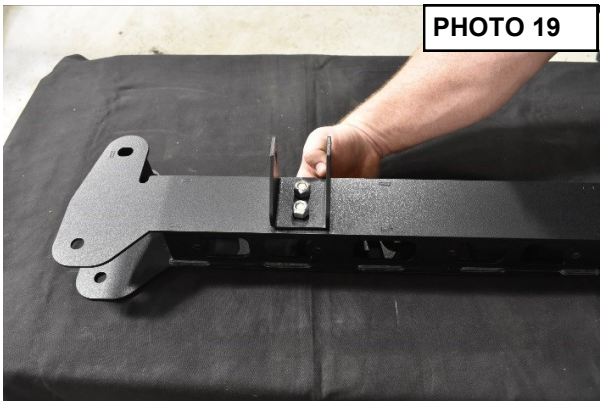
PHOTO 16

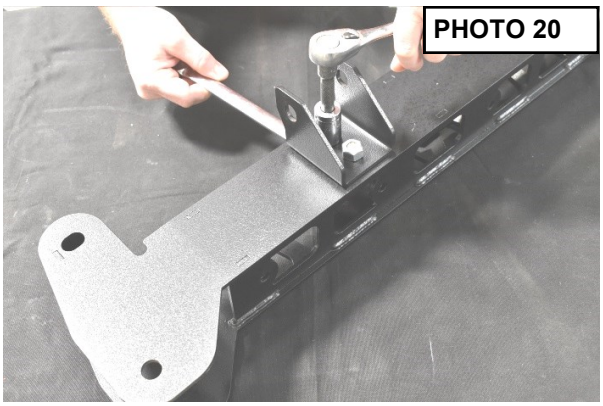
29. **2wd models skip to step 34.** Install the passenger side differential bracket at this time with the slotted holes to the top and center brace as shown in **Photo 17** using factory hardware. Do not tighten at this time.
30. Locate and install the supplied 2.4” sleeve and bushings for the driver side differential bracket in 1297BAG1. Remove front bolts out of differential using 15mm socket and install front differential bracket with supplied 10mm x 55mm bolts in 1297BAG1 and using a 17mm socket to tighten as shown in **Photo 18**. Note on 07-08 models it may be necessary to grind away part of casting around lower bolt mount to allow bracket holes to align.



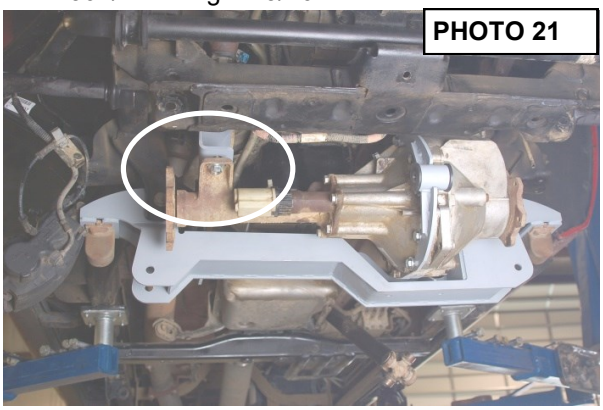


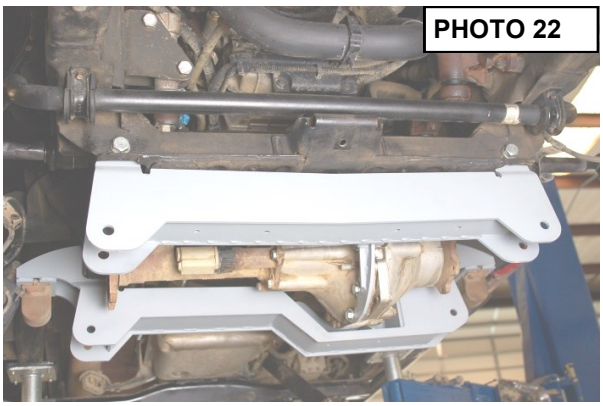
31. Attach the supplied front differential bracket to the supplied front crossmember using the supplied 1/2” x 1.25” bolts, flat washers, and nylock nuts from 29730BAG1. **See Photo 19.**
32. Torque the differential bracket bolts, from step 31, to 90ft/lbs using a 3/4” socket and wrench. **See Photo 20.**



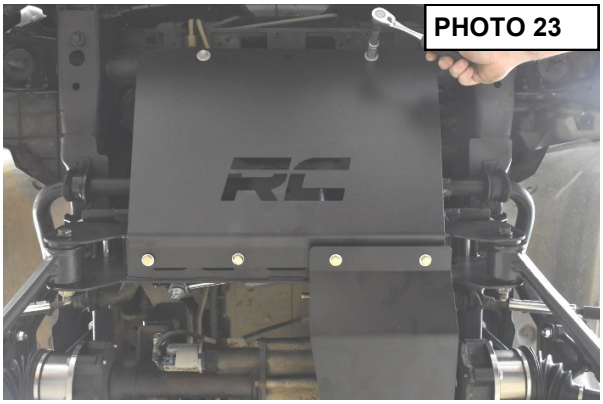


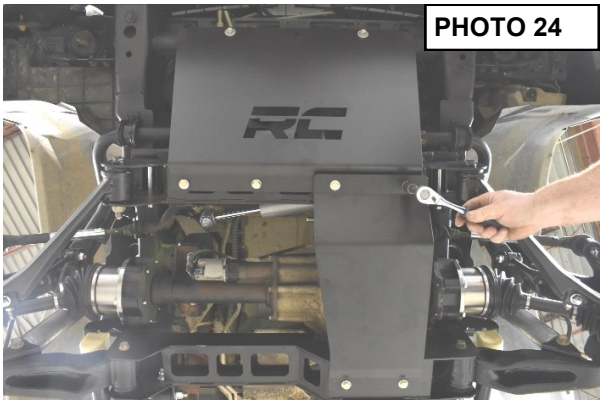
33. Install the differential as shown with stock hardware in the rear lower hole and using the supplied 1/2” x 1 1/2” hardware on the passenger side in 1297BAG1 as shown in **Photo 21.**
34. Install the front cross-member as shown in **Photo 22** with the supplied 16mm x 120mm hardware in 1297BAG1 and using a 24mm wrench. Do not tighten at this time. **2wd models skip to step 37.** Attach the differential to the front crossmember bracket using the supplied 9/16” x 4.5” bolt, flat washers, and nylock nut from 1297BAG1. Torque to 130ft/lbs using a 13/16” socket and wrench.



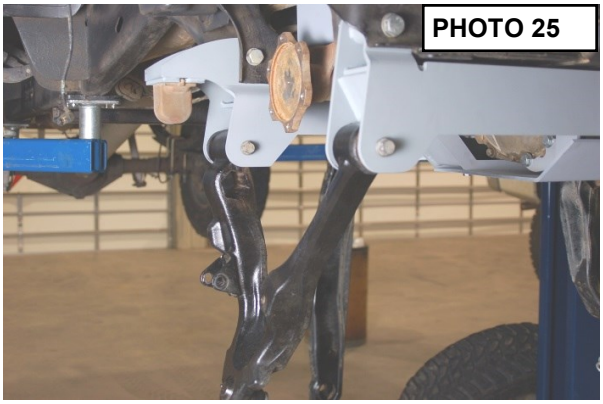


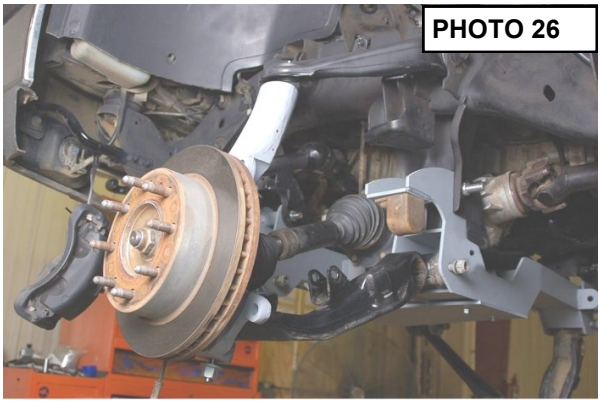
35. If installing the optional front skid plate, install using the supplied 3/8” x 1.25” bolts, lock washers, and flat washers. Then install the supplied bottom skid plate using the supplied 3/8” x 1.25” bolts, lock washers, and flat washers from 29730BAG1. **See Photos 23 & 24.**





36. Reinstall the driveshaft on the differential with the factory hardware and tighten. Plug in the connector on the differential that was removed in Step 20 and the differential vent hose. It may be necessary to pull some slack from the hard line above to reach the differential.
37. Install the factory control arms with the factory hardware using a 18mm and 24mm wrench. Do tighten at this time. See **Photo 25**.
38. Tighten all cross-member hardware at this time except for the lower control arm bolts.
39. Install the knuckle assembly on the lower control arm ball joint with factory hardware using a 24mm wrench. Install the upper ball joint with factory hardware using a 18mm wrench. **See Photo 26**. Tighten stock ball joint nut. Install rotor on assembly. ****Note** if the tie rod will not fit through the hole on the knuckle drill the bottom side of the taper out using a 9/16” drill bit**.





40. **2wd models skip to step 42.** Locate the shaft spacers supplied with kit and install between the stock half shaft and the differential as shown in **Photo 27**. Apply thread locker to supplied 10mm x 65mm socket head cap screws in 1297BAG3 and tighten hardware.
41. Install the factory axle nut in the knuckle using a 35mm socket and reinstall factory dust covers. Tighten nut to factory specifications.

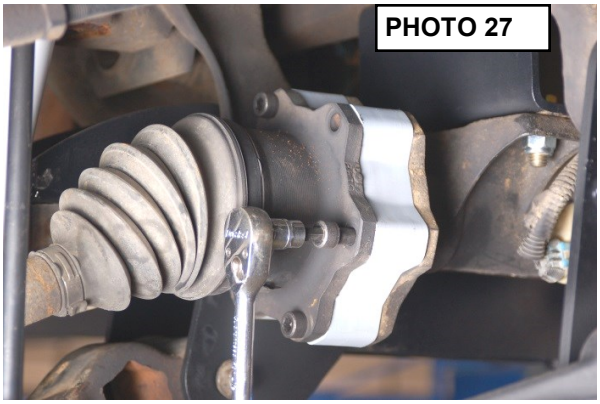


PHOTO 27

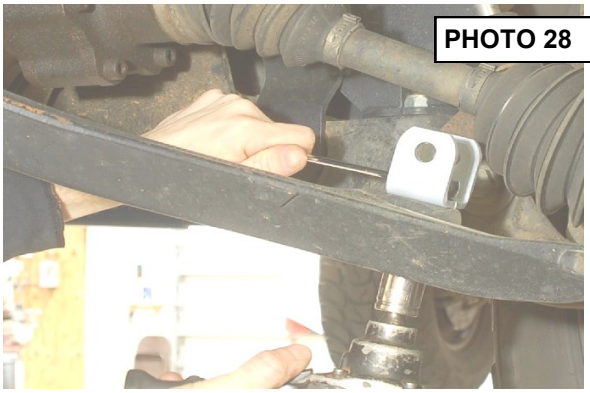


PHOTO 28

42. Install brake caliper / bracket on knuckle using factory hardware with 21mm socket.
43. Install the supplied sway bar bracket on the lower control arm and sway bar as shown with the supplied 12mm x 35mm bolts. Tighten using a 18mm & 19mm wrench. **See Photo 28**
44. Install the sway bar link in the sway bar bracket and lower control arm bracket using the supplied 12mm x 65mm bolts and flange locking nuts from LINKBAG1. Tighten using an 18mm & 19mm wrench. **See Photo 29 & 30**
The bolt will need to be installed as shown with the threads pointing forward.


Photo 29

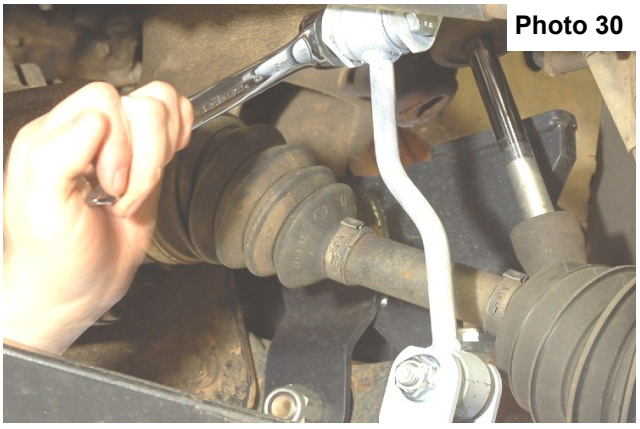


Photo 30

45. Reinstall the ABS sensor wire and brake line bracket using factory hardware to the knuckle and the upper control arm as shown in **Photo 31.**
46. ***If installing lift on a 2500HD diesel equipped vehicle***; Install the new radiator hose support bracket as shown in **Photo 32** with the supplied 1/2" self threading bolt in 29730BAG1 with a 3/4" wrench in the factory hole on the factory front cross-member. ***This will not be used on 1500HD models.***

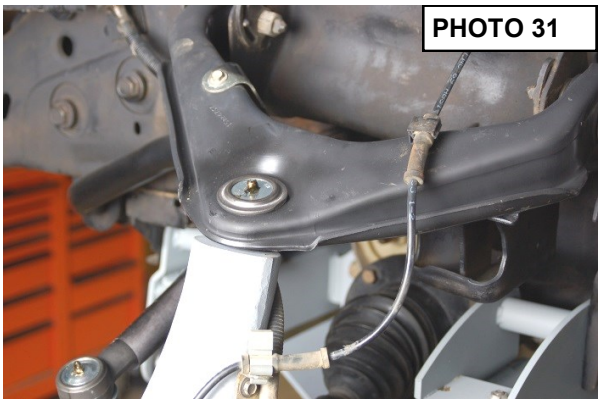


PHOTO 31

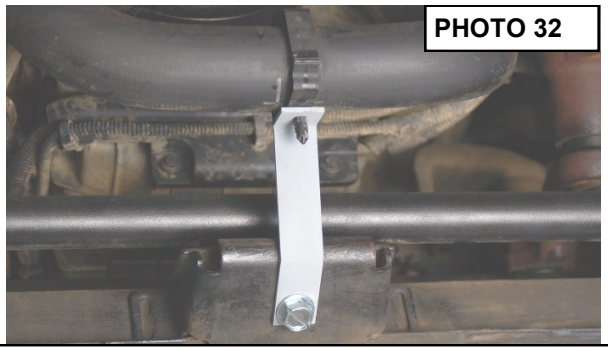


PHOTO 32

FOR USE WITH DIESEL EQUIPPED 2500HD ONLY

47. Remove the torsion bar cross-member as shown in **Photo 33 & 34** by removing the two cross-member bolts using a 21mm wrench. Retain the factory hardware for reuse. Install the supplied bushings and sleeves in the new torsion bar cross-member drop brackets in 29730BAG2.

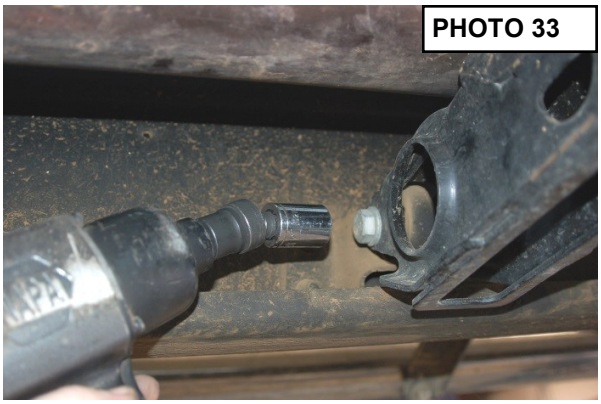


PHOTO 33


PHOTO 34

48. To ease installation, install the factory torsion bars in the lower control arms and slide forward slightly. Locate new torsion bar drop bracket over the factory rivets on the side of the frame rail as shown in **Photo 35** and clamp in place. Using the bracket as a guide, drill holes using a 17/32" drill bit.
49. Using supplied 1/2" x 1 1/4" bolts, washers & nuts in 29730BAG2, secure the bracket to the frame rail, but do not fully tighten to allow the installation of the factory torsion bar cross-member.
50. Install the factory torsion bar cross-member to the drop brackets using the factory hardware with a 21mm wrench. **See Photo 36**. **Note**: Be sure to slide the torsion bars back into the cross-member as the cross-member is installed. Install stock keys in torsion bar cross-member on torsion bars. Tighten all cross-member hardware.

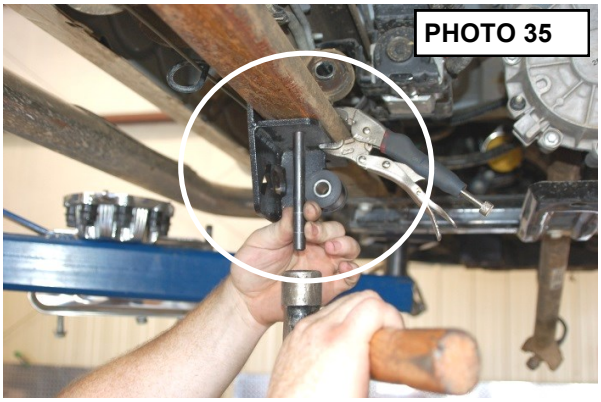


PHOTO 35

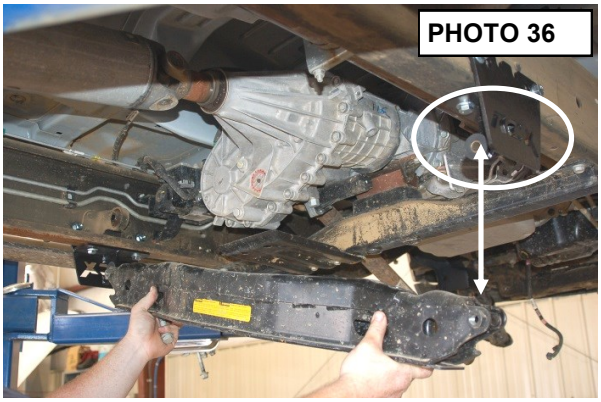


PHOTO 36

51. Using a torsion bar tool as shown in **Photo 37**, load the torsion bars and install the threaded factory adjuster block / adjuster bolts. Using the measurement recorded in Step 4, tighten the torsion bar adjuster bolt to recorded length.
52. Install the supplied front shock as shown in **Photo 38** with factory hardware on the lower mount and the supplied bushings/cup washers /nut on the upper shock mount.
53. Install the wheels and tires. Lower to the ground and tighten the lower control arms bolts with a 18mm & 24mm wrench. Tighten the kicker bars at this time with a 21mm & 22mm wrench.

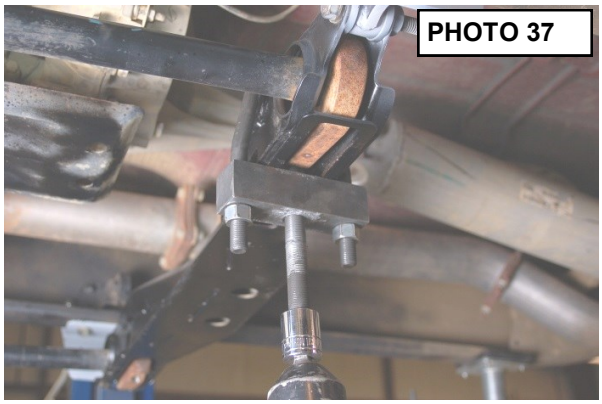


PHOTO 37

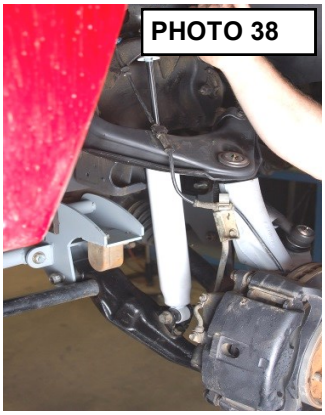


PHOTO 38

REAR BLOCK INSTALLATION INSTRUCTIONS

1. Chock the front wheels and jack up the rear of the vehicle. Secure with jack stands under the frame rail just forward of the leaf springs. Lower the vehicle on the jack stands, leaving the floor jack under the differential.
2. Remove the stock shock absorbers. Retain hardware for reuse.
3. Remove the stock u-bolts and lower the axle down with a floor jack.
4. Install the supplied 4” block on the axle spring pad with the center pin centered on the axle. **See Photo 1.**
5. Jack up the axle to meet the leaf springs making sure the center pin in installed in the block.
6. Install the new 5/8” x 14” u-bolts and tighten with the supplied 5/8” nuts & washers. **See Photo 2.**

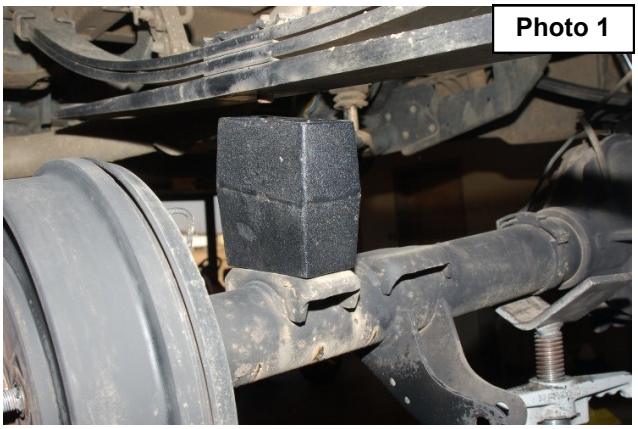


Photo 1

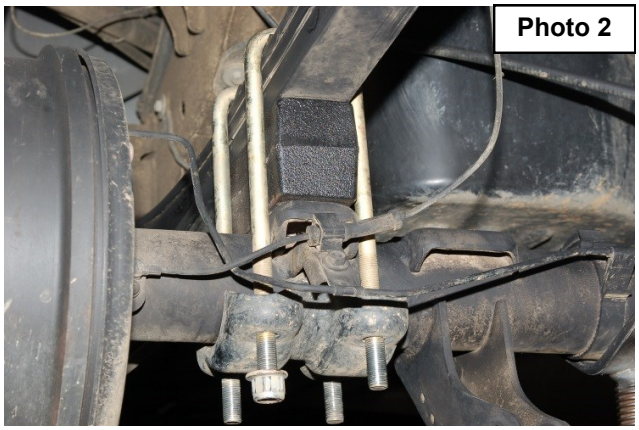


Photo 2

7. Install the supplied rear shock absorbers in the factory shock mounts with factory hardware and tighten. **See Photo 3.**
8. Install tires / wheels and lower the vehicle to the floor.
9. If add-a-leafs are being installed with this kit, please refer to instructions included with add-a-leaf kit.

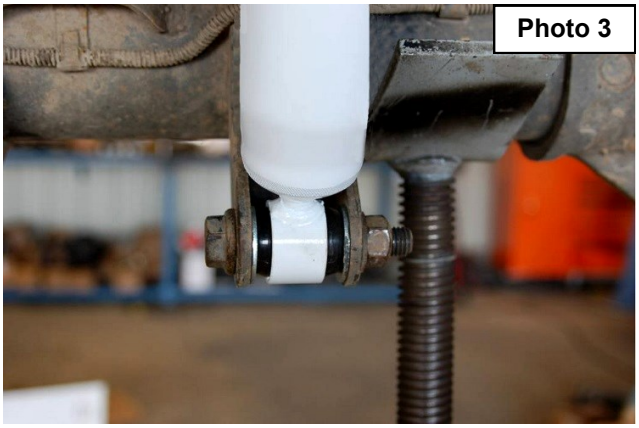


Photo 3

AN OPTIONAL KICKER BRACE KIT IS AVAILABLE FROM ROUGH COUNTRY. PLEASE CALL FOR DETAILS.



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 exhaust and brake lines, fuel lines, fuel tank, floor boards and wiring harness. Check steering gear for clearance. Test and inspect brake system.
2. Perform steering sweep to ensure front brake hoses have adequate slack and do not contact any rotating, mobile or heated members. Inspect rear brake hoses at full extension for adequate slack. Failure to perform hose check/ replacement may result in component failure.
3. 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.
4. Activate four wheel drive system and check front hubs for engagement.
5. Have a qualified alignment center align the vehicle immediately. Realign to factory specifications. The following are the recommended specifications:
   - Caster in degrees 4.5 +-1.0
   - Camber in degrees 0.0—.3
   - Toe In in degrees 0.1 +-.2
6. Perform head light check and adjustment to proper settings.
7. Check and retighten wheels at 50 miles and again at 500 miles.
8. All kit components must be retightened at 500 miles and then every three thousand miles after installation. Periodically check all hardware for tightness.
9. Install “Warning to Driver” decal on sun visor

Note: Installation of larger tires will require speedometer recalibration.

MAINTENANCE INFORMATION

It is the ultimate buyers responsibility to have all bolts/nuts checked for tightness after the first 100 miles and then after every 1000 miles. Wheel alignment steering system, suspension and driveline systems must be inspected by a qualified professional mechanic at least every 3000 miles.

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