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Rough Country 43130 Installation Instructions

5-Inch Lift Kit for Ford Ranger 4WD (1998-2011)

Part number: 43130

trailfortress.com/rough-country-5-inch-lift-kit-43130

Scan for fitment, price and install help

921431300

ROUGH COUNTRY SUSPENSION SYSTEMS®

43130BAG

Ford 1998-11 Ranger 5” Lift Kit

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.

⚠NOTICE Due to differences in manufacturing, dimension and inflated measurements, tire and wheel combinations should be test fit prior to installation. A quality tire of radial design is recommended. We recommend a minimum of a 17” diameter wheel not to exceed 9” in width with **4.5” of backspacing/ -12mm offset** and a **285/70-17** tire.

⚠NOTICE We **Highly Recommend** the installation of the 5089.1 Rough Country driveshaft with this lift kit.

⚠NOTICE If your truck is equipped with vacuum operated hubs some specialty tools will be needed. Refer to page 2 for proper disassembly and reassembly into the supplied Rough Country lifted knuckles.

⚠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.

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.

Vacuum Operated Hub Instructions

If your vehicle is equipped with vacuum operated hubs, several other specialty tools are needed.
Ford suggests that these factory front axle components be replaced. If the parts are in good condition and carefully removed, they can be reused.
There are two each, of these Ford part numbers, per vehicle:
#F87Z-1177-AA; O-ring for wheel bearing hub-to-knuckle
#F87Z-1177-BA; O-ring for locking hub-to-wheel bearing hub
#F87Z-1190-AA; axle half shaft main seal

Use a hub puller tool or carefully use a flat screwdriver to remove the locking hub assembly from the hub. Remove the metal/plastic retainer ring on the CV axle stub shaft.

Remove the three bolts that attach the wheel bearing hub-to-knuckle. Take care not to damage the hub O-ring if you plan to reuse it.

The axle half shaft main seal is located on the inboard side of the stock knuckle. Use a puller tool to remove the seal if you want to reuse it instead of purchasing a new one.

Install the components removed above onto the Rough Country lifted knuckle.

Use a seating tool to install the axle half shaft main seal into the knuckle. Generously fill the sealing surface with Ford High Temperature Wheel Bearing Grease #E8TZ-19590-A or its equivalent.
NOTE: Some hubs have a needle bearing in the wheel bearing assembly. If so equipped, lube the needle bearing generously with #E8TZ-19590-A grease or its equivalent.

Attach the wheel bearing hub to the knuckle with the three factory bolts. Take care not to damage the O-ring

Install the metal/plastic retaining ring, with the flat side facing inboard, onto the CV stub axle using snap ring pliers. Be sure the snap ring is fully seated in the snub axle groove.

Locking Hub - Be sure the rubber O-ring around the hub is not damaged. If O-ring damage is present, obtain replacements from the dealer before continuing. Position the hub onto the wheel hub and tap into place with a rubber hammer. Inspect the locking arms to ensure that they are fully seated in the hub groove.

⚠ NOTICE To aid installation, the locking hub should be in the engaged position while mating it to the wheel hub.

KIT CONTENTS



Kit Contents:

43130Box1:
- Front Crossmember
- Rear Crossmember

43130Box2:
- Dr & Pass. Knuckles

43130Box3:
- Dr Frt Diff Bracket
- Pass Diff Bracket
- Dr Rear Diff Bracket
- Frt Bump Stop Ext (2)
- Dr Torsion Drop Bracket
- Pass Torsion Drop Bracket
- Sway Link (2)
- 43130Bag
- 43130Bag1
- Dr Front Brake Line
- Pass Front Brake Line
- Skid Plate
- Torsion Tool Ubolt 5/8 x 4 3/8 x 11
- 44-766 Cam Bolts (2)

43130Box4:
- Rear Block (2)
- Rear Bump Stop (2)
- Ubolts 1/2 x 2 3/4 x 12 1/2 (4)
- 1/2Bag
- 1592Bag4
- 660798 Front Shock (2)
- 660741 Rear Shock (2)
- Rear Brake Line Bracket
- 43130Bag3

⚠ NOTICE

Highly Recommended 5089.1 Driveshaft

Fastener Breakdown:

For Front Cross Member: 43130Bag1
- *5/8" x 5" Bolts (2)*
- *5/8" Nylock Nuts (2)*
- *Flat Washers (4)*

For Rear Cross Member:
- *5/8" x 5" Bolts (2)*
- *5/8" Nylock Nut s(2)*
- *Flat Washers (4)*

For Diff Drop Brkts: 43130BAG1
- 12mm x 90mm Bolts (2)
- 12mm Flange Lock Nuts (2)
- 1/2" Flat Washers (2)

For Front Bump Stop Mounts: 43130Bag1
- 5/16" x 1" Bolts (4)
- 5/16" Flat Washers (8)
- 5/16" Nylock Nuts (4)

For Knuckles: 43130Bag1
- *Cotter Pins (4)*

For Torsion Drop Brackets: 43130Bag1
- *1/2" x 1.5" Bolts (4)*
- *1/2" Flat Washers (8)*
- *1/2" Nylock Nuts (4)*
- *3/8" x 1.25" Bolts (4)*
- *3/8" Flat Washers (4)*
- *3/8" Lock Washers (4)*

For Skid Plate: 43130BAG1
- *3/8" x 1" Bolts (4)*
- *3/8" Flat Washer (4)*
- *3/8" Lock Washers (4)*

For Front Brake Lines: 43130Bag1
- 1/4" x 1" Bolts (2)
- 1/4" Nylock Nuts (2)
- Brake Line Brackets (2)
- Cable Clamps (2)

For Drive Shaft: 43130Bag1
- 8mm x 25mm Bolts (6)
- 5/16" Flat Washer (6)

For Rear Brake Line Brackets: 43130Bag3
- 5/16" x 1" Bolt (1)
- 5/16" Flat Washers (2)
- 5/16" Nylock Nut (1)

For Rear Bump Stops: 43130BAG3
- 7/16" x 1.25" Bolts (8)
- 7/16" Nylock Nuts (8)
- 7/16" Flat Washers (16)

For Rear Ubolts: 1/2BAG
- 1/2" Nylock Nuts (8)
- 1/2" Flat Washers (8)

For Rear Anti-Wrap Block: 1592BAG4
- 7/16" x 3.125" x 4.25 Ubolts (4)
- 7/16" Flat Washers (8)
- 7/16" Lock Nuts (8)

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

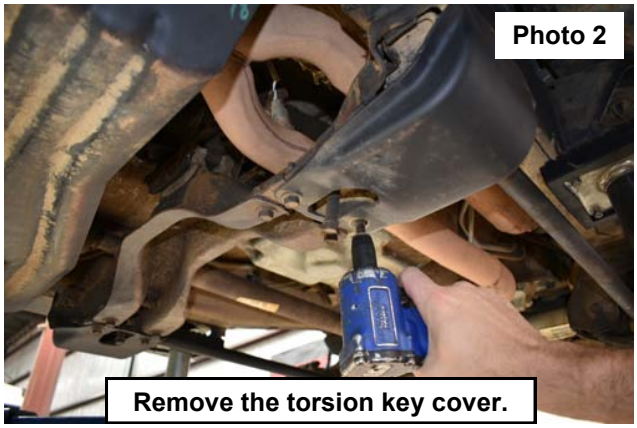
TOOLS NEEDED:

- 6mm Allen
- 10mm socket /wrench
- 13mm socket /wrench
- 15mm socket / wrench
- 16mm wrench
- 17mm socket / wrench
- 18mm socket /wrench
- 21mm socket /wrench
- 24mm socket /wrench
- 35mm socket
- T30
- Torque Wrench
- 1067 Rough Country Torsion Tool
- 7/16 socket/wrench
- 1/2 socket/ wrench
- 5/8 socket/ wrench
- 9/16 socket /wrench
- 11/16 socket/ wrench
- 13/16 socket/ wrench
- 15/16 socket/ wrench
- Loc-Tite
- Reciprocating Saw
- Floor Jack
- Jack Stands
- Pliers

INSTALLATION INSTRUCTIONS

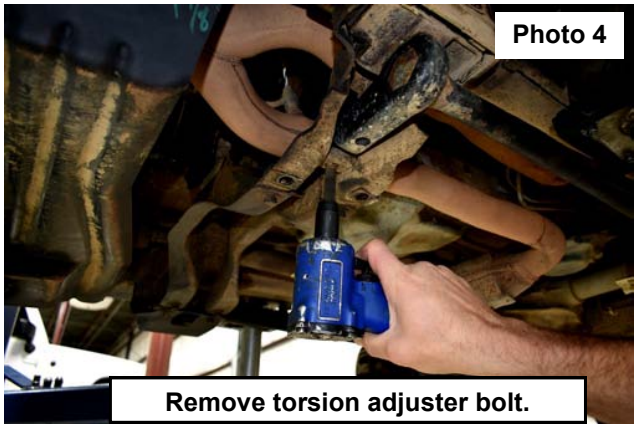
1. Chock the rear wheels.
2. Jack up the front of the vehicle.
3. Place jack stands on the frame behind the lower control arms.
4. Lower the vehicle onto the jack stands and remove the tires and wheels.
5. Using a 13mm socket, remove the torsion key covers. Retain factory hardware. **See Photos 1, 2 & 3**.





6. Measure the length of the torsion bar adjuster bolt and record.
7. Using a 13mm socket, remove the torsion bar adjuster bolt. Retain for reuse. **See Photo 4.**



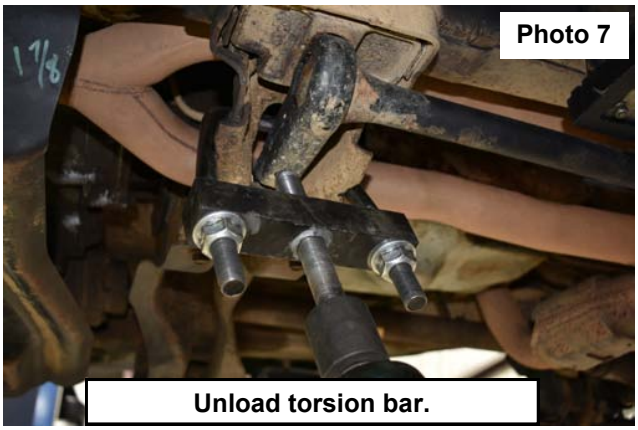


8. Measure 1.5” and mark, the front and back lip of the torsion bar crossmember. **See Photo 5.**
9. Grind down the lip and sand smooth. Paint to prevent rust. **See photo 6.**



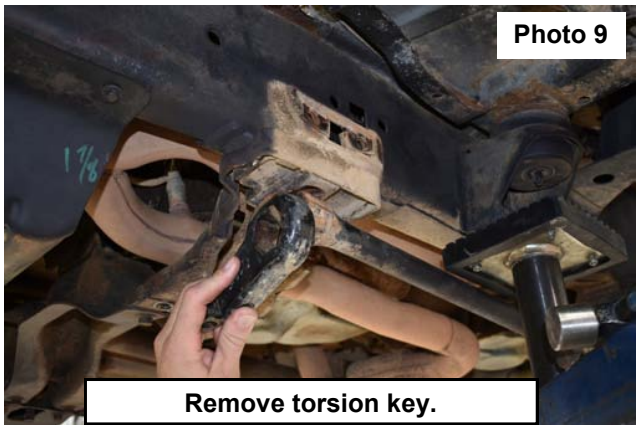


10. Using a Rough Country torsion bar tool (1067), remove the torsion key bridge from the crossmember. Retain for reuse. **See Photos 7 & 8.**



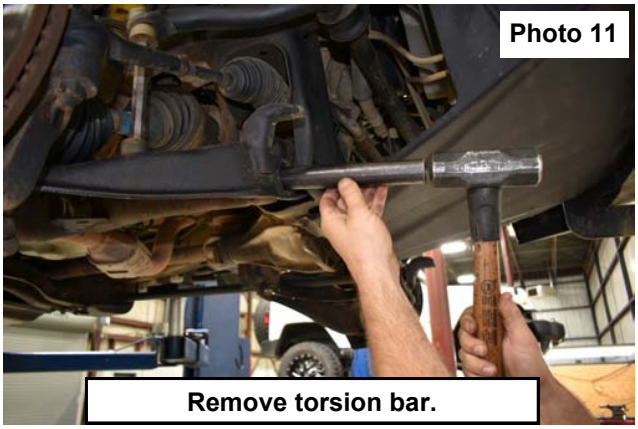


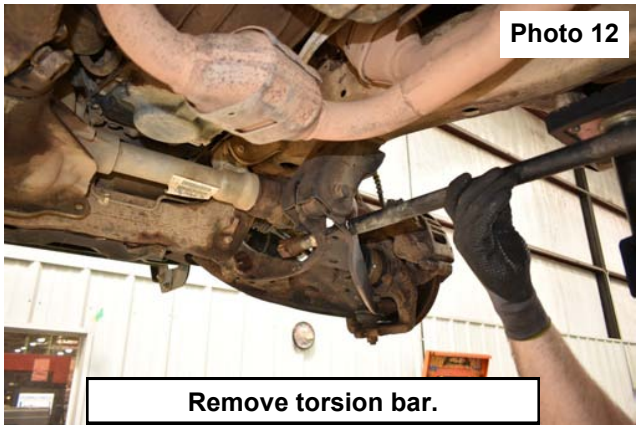
11. Slide the torsion bar forward and remove the torsion key and the torsion key isolator block. Retain for reuse. **See Photos 9 & 10.**





12. Remove the torsion bar from the lower control arm. You may have to drive the torsion bar out of the lower control arm using a hammer. **See Photos 11 & 12.**



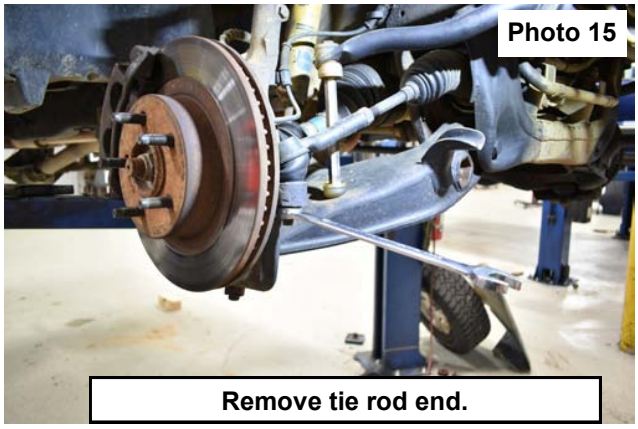


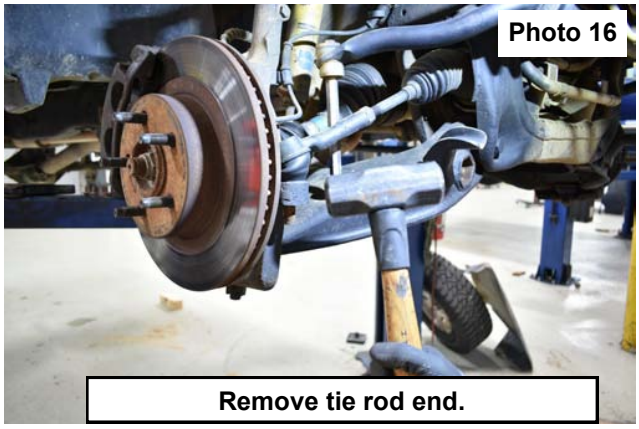
13. If equipped, remove the factory skid plate. **See Photos 13 & 14.**





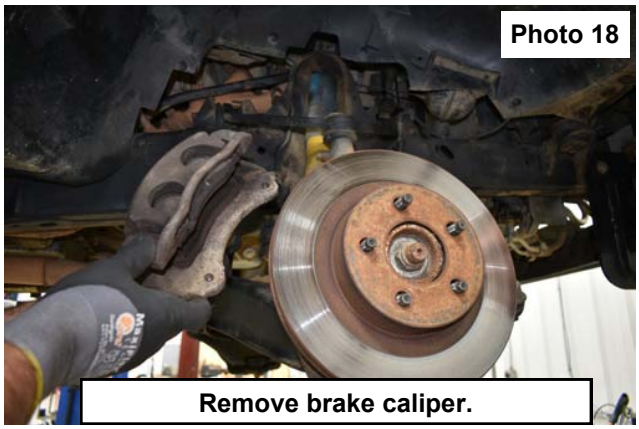
14. Using pliers, remove the cotter pin from the tie rod end nut.
15. Using a 21mm wrench, remove the tie rod nut from the tie rod end. Retain for reuse. **See Photo 15.**
16. Using a hammer, strike the knuckle at the tie rod to release the tie rod end taper. **See Photo 16.**



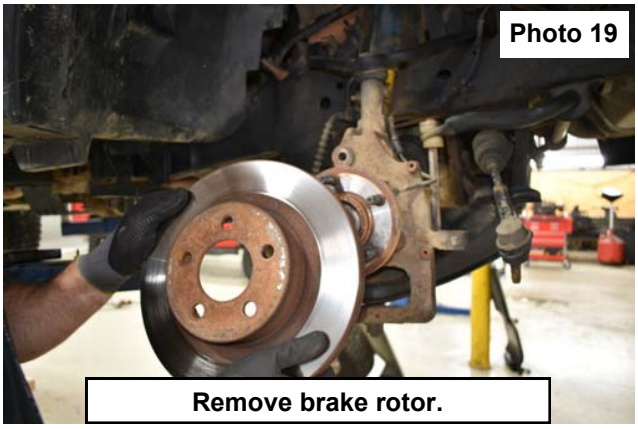


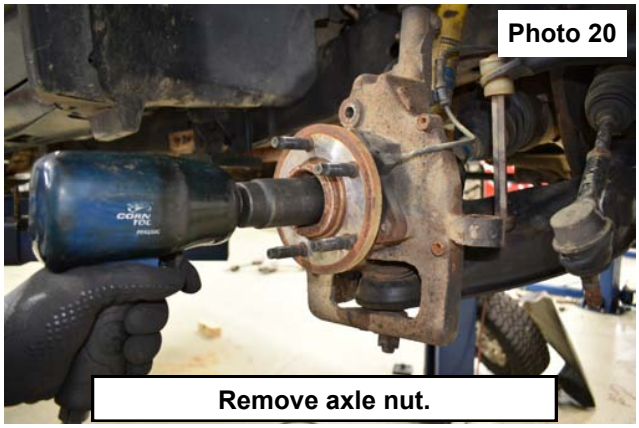
17. Using a 15mm socket, remove the brake caliper bolts. Retain for reuse. **See Photo 17.**
18. Remove the brake caliper and hang out of the way. **Do not hang the caliper by the brake line. See Photo 18.**



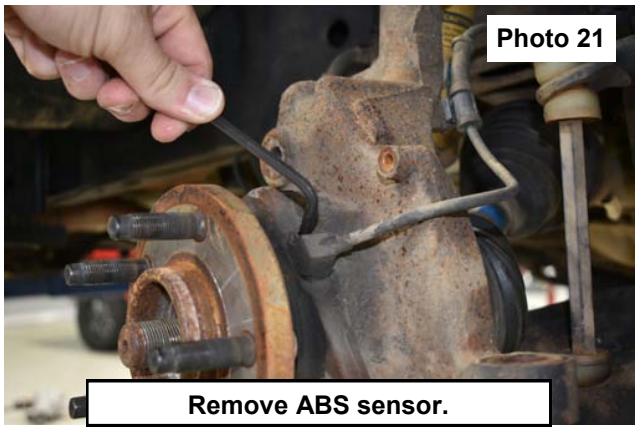


19. Remove brake rotor and place out of the way. **See Photo 19.**
20. Using a 32mm socket, remove the axle nut and washer. Retain for reuse. **Trucks with vacuum operated hubs, refer to the 2nd page of these instructions. See Photo 20.**





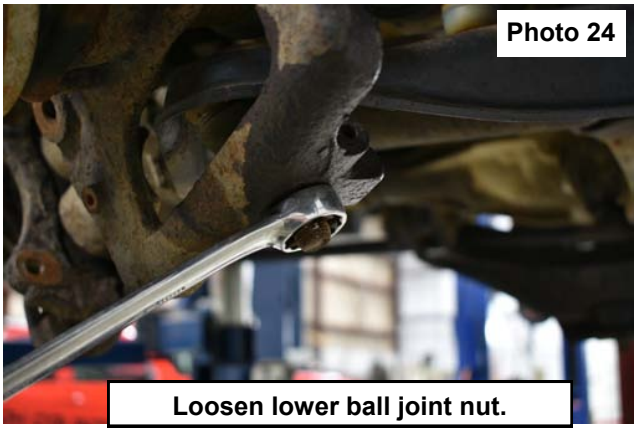
21. Using an 8mm socket, remove the dust shield from the knuckle.
22. Using a 5mm Allen, remove the ABS sensor from the knuckle. **See Photo 21.**
23. Using an 8mm wrench, remove the ABS mounting bolt from the inside of the knuckle. Retain for reuse. **See Photo 22.**





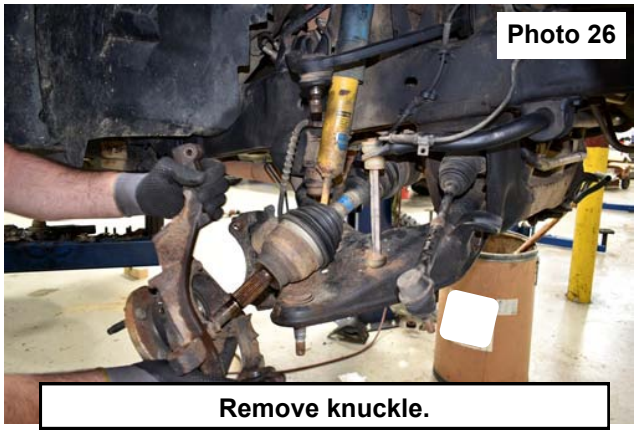
24. Using 15mm wrenches, remove the upper ball joint clamping bolt. Retain for reuse. **See Photo 23.**
25. Remove the cotter pin from the lower ball joint and loosen the lower ball joint nut using a 24mm wrench. **See Photo 24.**



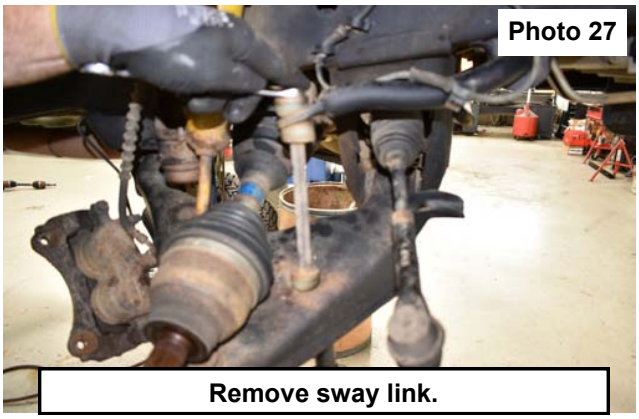


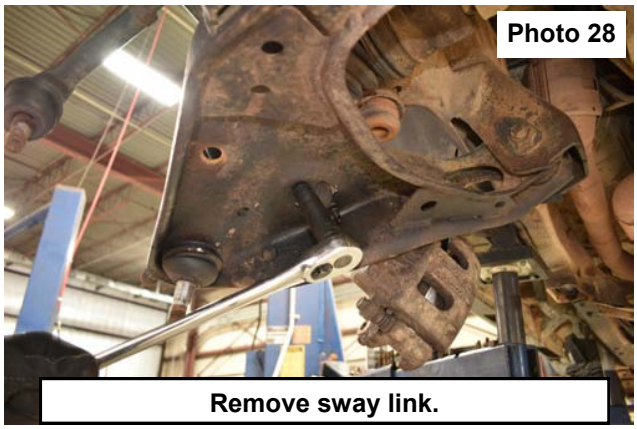
26. Using a hammer, strike the bottom side of the knuckle to release the lower ball joint taper. **See Photo 25.**
27. Remove the factory knuckle assembly from the truck. **See Photo 26.**



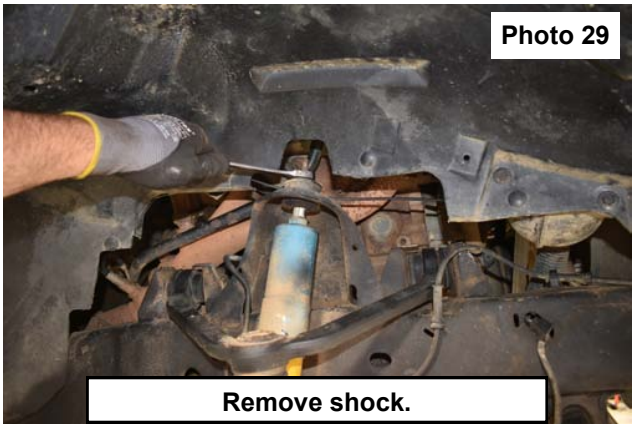


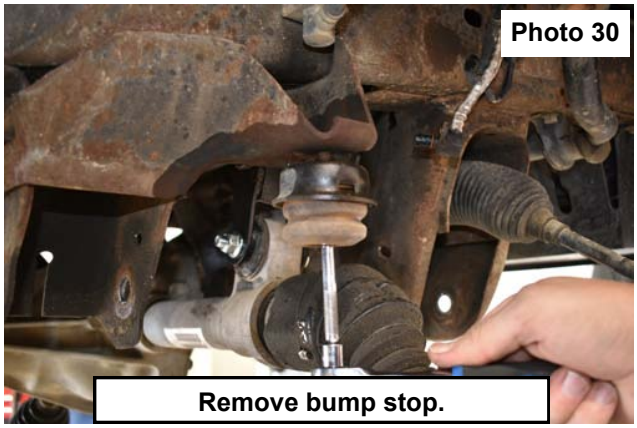
28. Using a 15mm wrench and a 16mm socket, remove the sway links. **See Photos 27 & 28.**



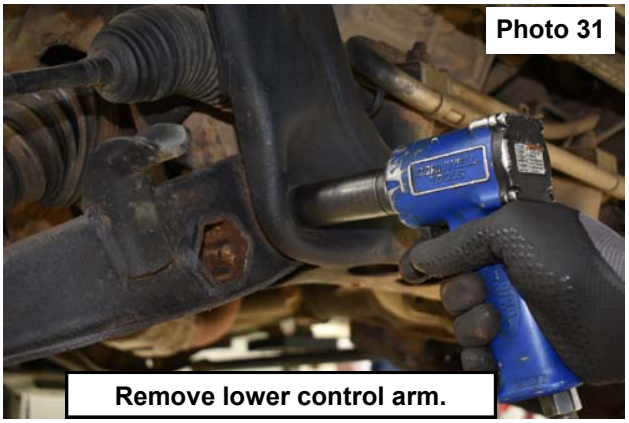


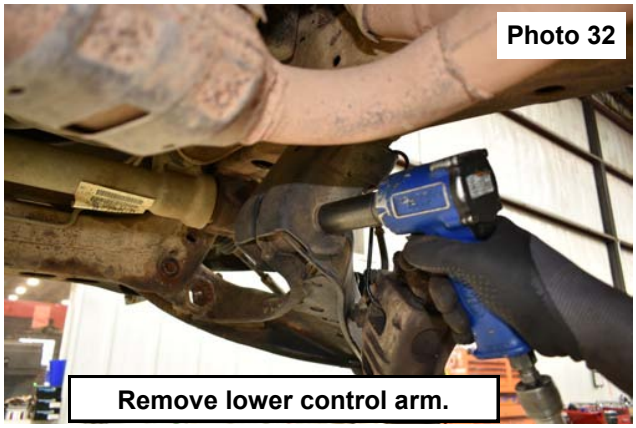
29. Using a 13mm socket and a 15mm wrench, remove shock hardware and the shock. **See Photo 29.**
30. Using a 10mm socket, remove the bump stop from the frame. **See Photo 30.**



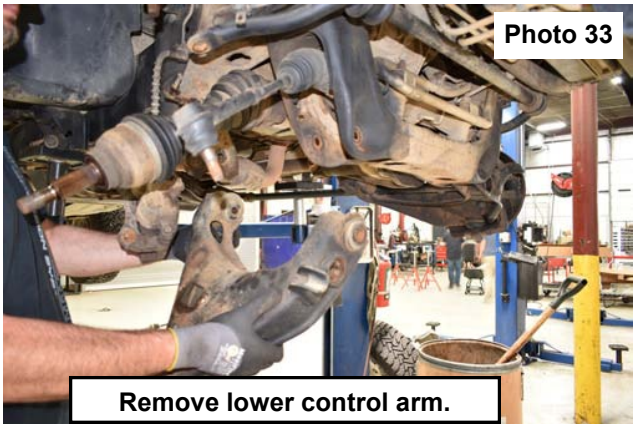


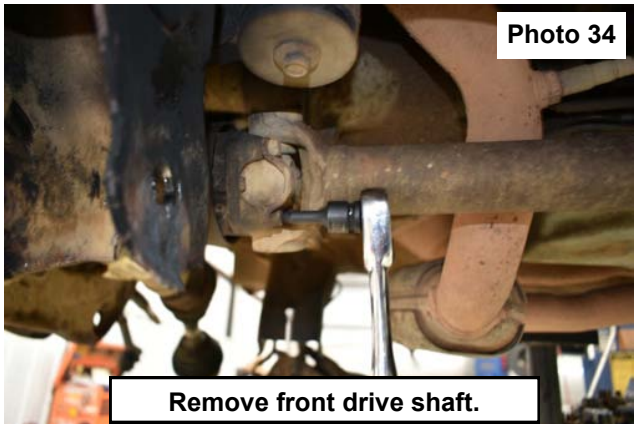
31. Using a 21mm socket, remove the front lower control arm hardware. Retain hardware for reuse. **See Photo 31.**
32. Using a 21mm socket, remove the rear lower control arm hardware. Retain hardware for reuse. **See Photo 32.**



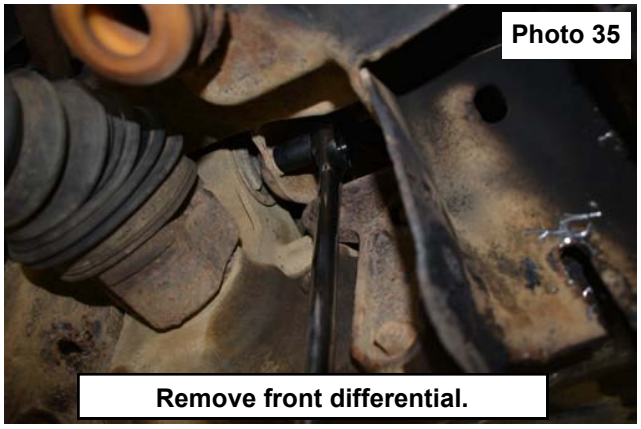


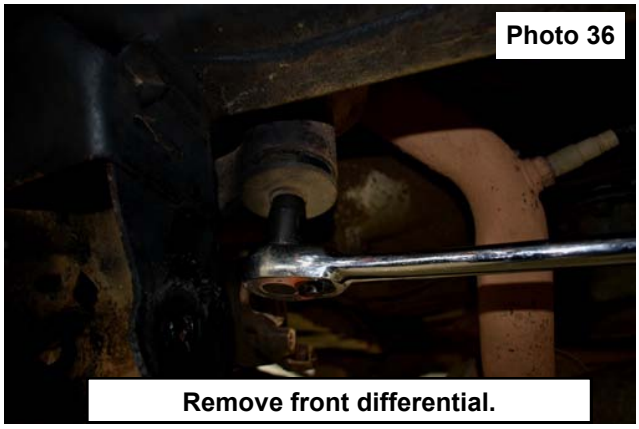
33. Remove the lower control arm. **See Photo 33.**
34. Remove the driveshaft from the front differential using a T40. **See Photo 34.**



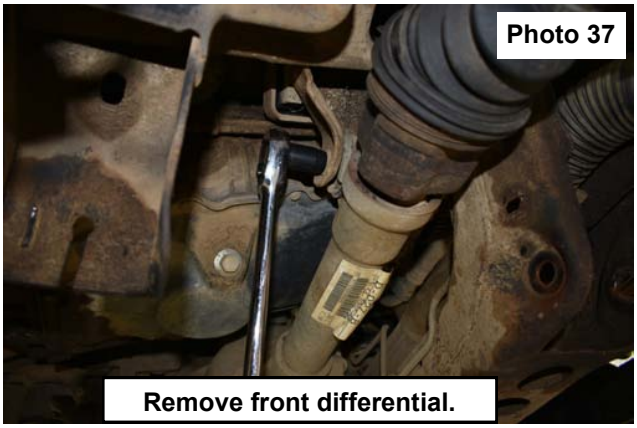


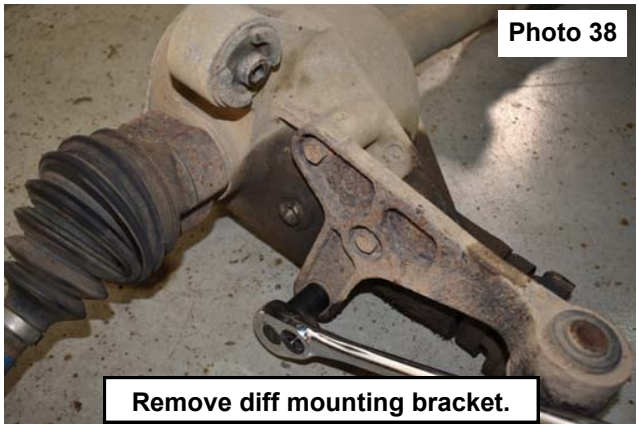
35. Remove the vent tube from the front differential.
36. Place a jack under the differential to support it while removing from the truck.
37. Using a 13mm socket, remove the differential mounting bolts and flag nuts. Retain for reuse. **See Photos 35, 36, & 37.**





38. Remove the differential from the truck.
39. Using a 15mm socket, remove the diff bracket from the diff. Retain hardware for reuse. **See Photo 38.**





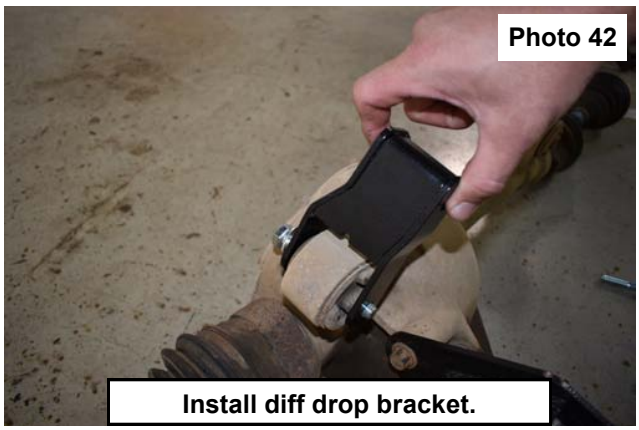
40. Install the supplied diff bracket using the factory hardware. Torque to factory specs using a 15mm socket. **See Photos 39 & 40.**



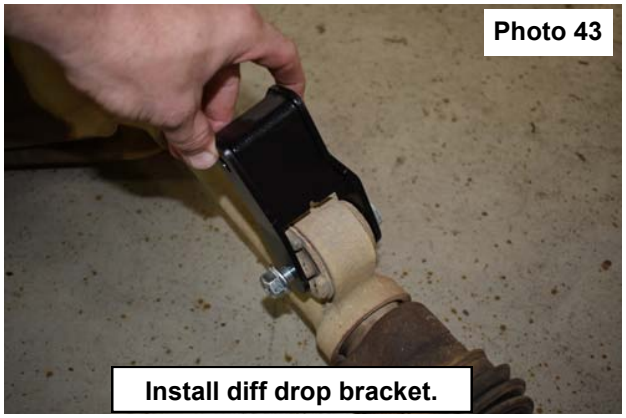


41. Locate the driver and pass diff brackets. The driver has a D shaped notch and the pass has a P shaped notch. **See Photo 41**
42. Install the driver side bracket on the driver side of the diff using the supplied 12mm 90mm bolt, 1/2" washer, and 12mm flange lock nut (43130BAG1). **Snug but do not tighten, you may have to move this bracket while installing the diff. See Photo 42.**



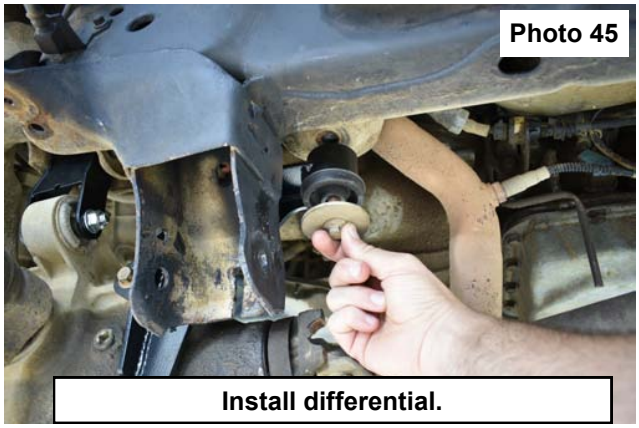


43. Install the pass side bracket on the pass side of the diff using the supplied 12mm 90mm bolt, 1/2" washer, and 12mm flange lock nut (43130BAG1). **Snug but do not tighten, you may have to move this bracket while installing the diff. See Photo 43.**
44. On the driver side rear lower control arm pocket, measure up 4" from the bottom and mark. Use a reciprocating saw to cut from the slot around to the crease towards the front of the truck. Sand and paint cut area to prevent rust. **See Photo 44**.



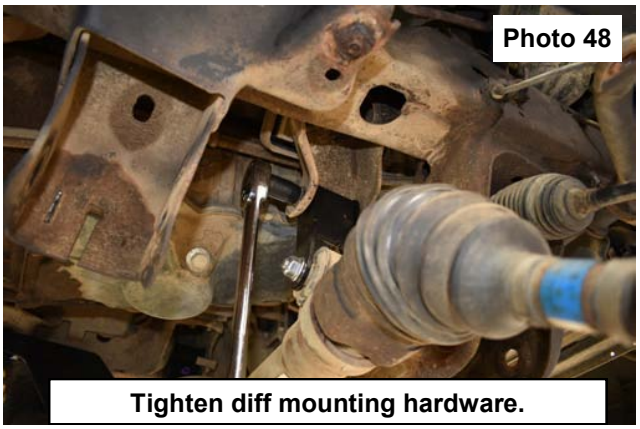


45. Install the differential using the factory hardware. **See Photo 45.**
46. Torque the factory diff hardware to factory specs using a 13mm socket. **See Photos 46, 47, & 48.**
47. Connect the differential vent tube.



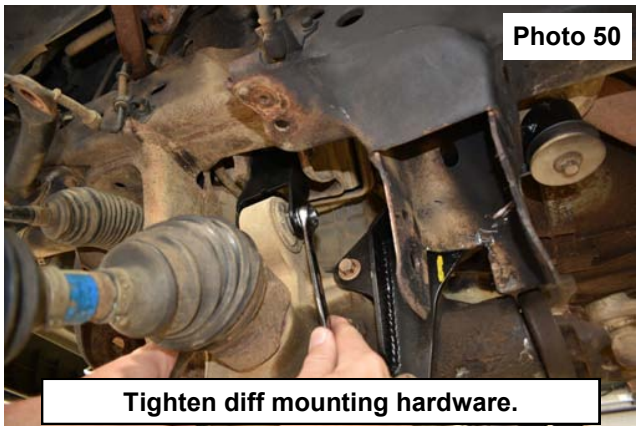




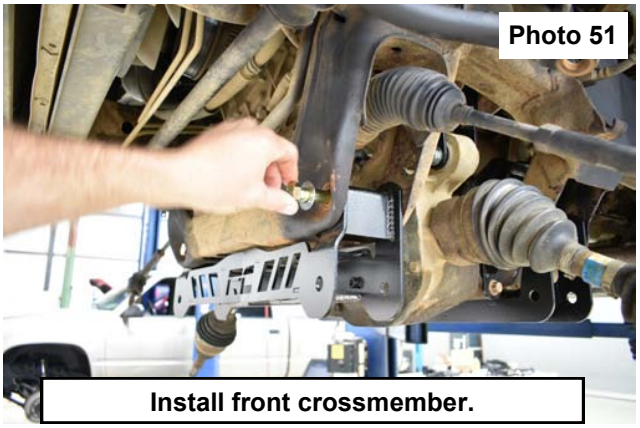


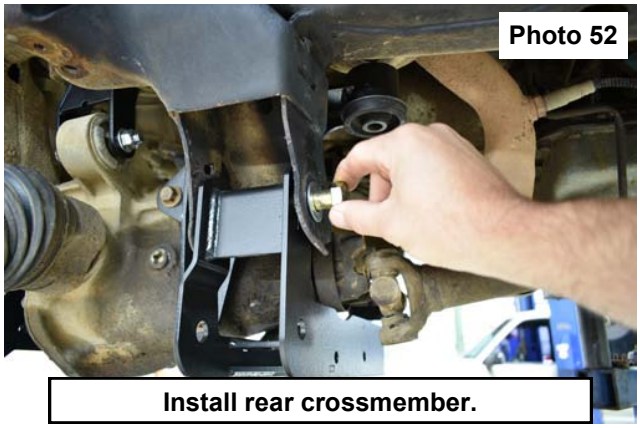
48. Torque the supplied 12mm hardware, using an 18mm socket and wrench, to 55ft-lbs. **See Photos 49 & 50.**



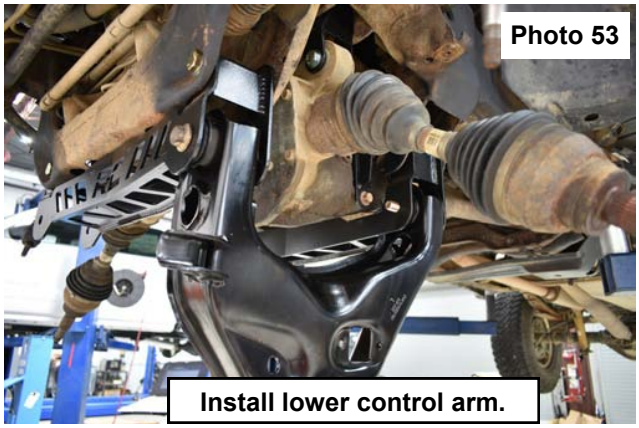


49. Install the supplied front crossmember using the factory hardware. **Do not tighten at this time. See Photo 51**.
50. Install the supplied rear crossmember using the factory hardware. **Do not tighten at this time. See Photo 52.**



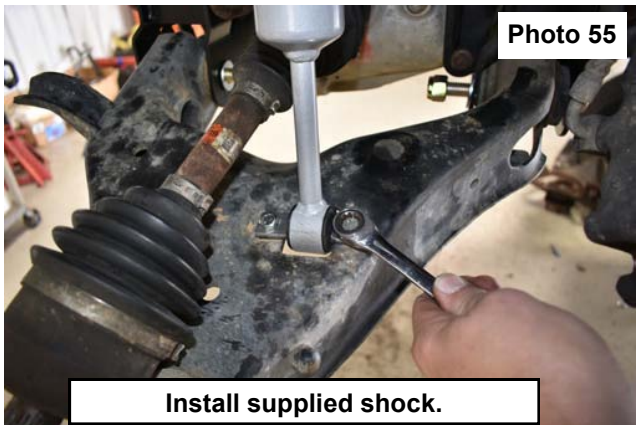


51. Install the lower control arms using the supplied 5/8" x 5" bolts, flat washers, and nylock nuts. **Do not tighten at this time. See Photo 53.**
52. Torque the crossmember mounting bolts to 175ft-lbs, using a 15/16" socket and wrench.
53. Install the supplied front shock (660798) in the upper mount using the supplied hardware with the shock. Cup washer up, then bushing, install shock, bushing, cup washer down, then the nut. Tighten using a 15mm wrench just until the bushings start to bulge under the washers. **See Photo 54.**





54. Install the shock in the lower mount using the factory hardware. Torque to factory specs using a 13mm socket and wrench. **See Photo 55**.
55. Install the factory bump stop on the supplied bump stop extension using the supplied 5/16" x 1" bolts, washers, and nylock nuts. Torque to 15ft-lbs using a 1/2" wrench and socket. **See Photo 56**.



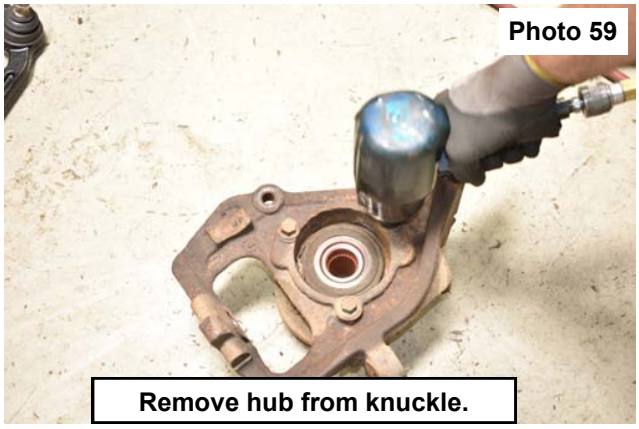


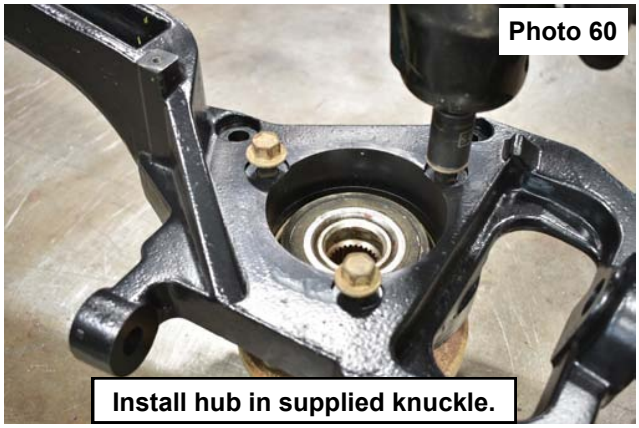
56. Install the bump stop assembly using the factory hardware in the factory hole and the supplied 5/16" x 1" bolts, washers, and nylock nuts in the remaining hole. Torque the factory hardware to factory specs and the supplied hardware to 15ft-lbs. **See Photos 57 & 58.**



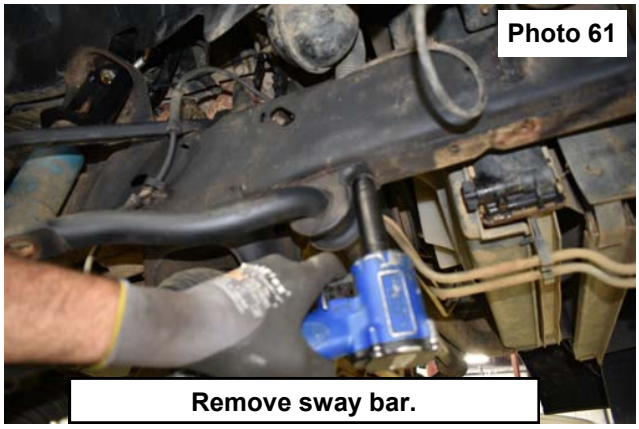


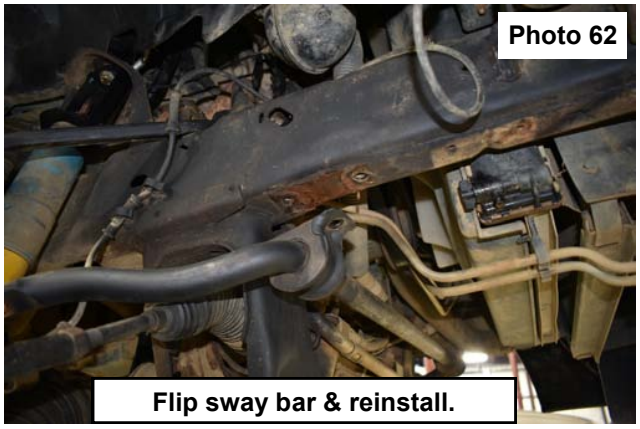
57. Using a 15mm socket, remove the hub from the factory knuckle. Retain hardware for reuse. **Trucks with vacuum operated hubs, refer to the 2nd page of these instructions See Photo 59.**
58. Install the factory hub into the supplied knuckle using the factory hardware and a thread locker. Torque to factory specs using a 15mm socket. **See Photo 60.**



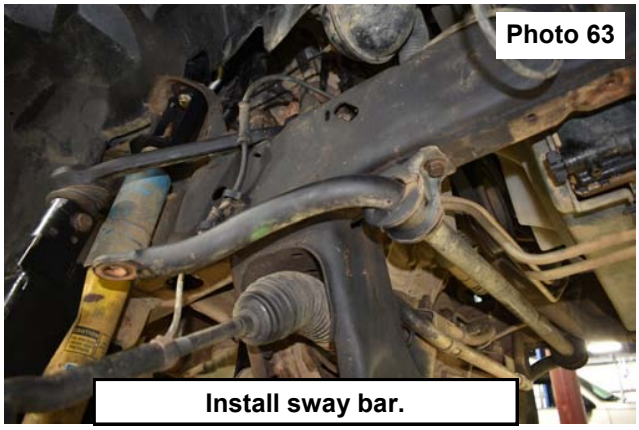


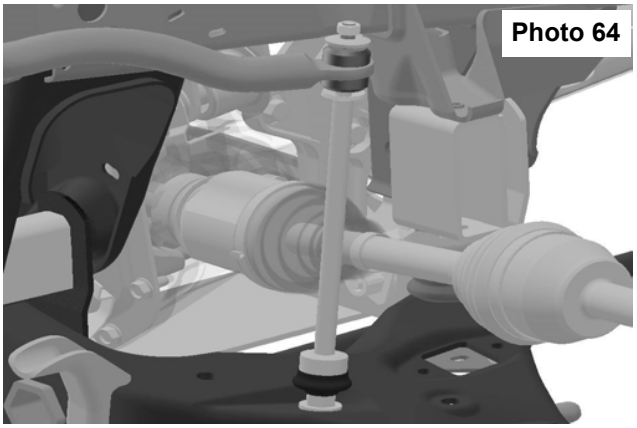
59. Using a 13mm socket, remove the 4 sway bar bolts. Retain hardware for reuse. **See Photo 61**.
60. Remove the sway bar and flip from left to right. **See Photo 62**.





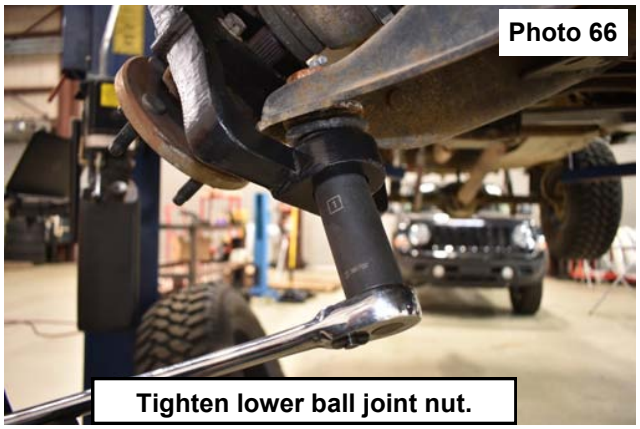
61. Reattach the sway bar using the factory hardware. Torque to factory specs using a 13mm socket. **See Photo 63.**
62. Install the supplied sway links making sure the ball joint end is installed in the lower control arm. **See Photo 64.**





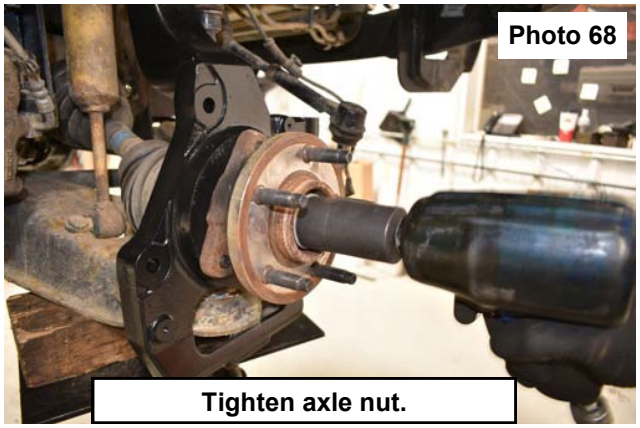
63. Tighten the sway links using 14mm, 19mm, and 21mm wrenches.
64. Install the knuckle assembly on the lower ball joint using the factory nut. **Trucks with vacuum operated hubs, refer to the 2nd page of these instructions. See Photo 65.**
65. Tighten the lower ball joint nut using a 24mm socket. **See Photo 66.**
66. Install the supplied new cotter pin in the lower ball joint.



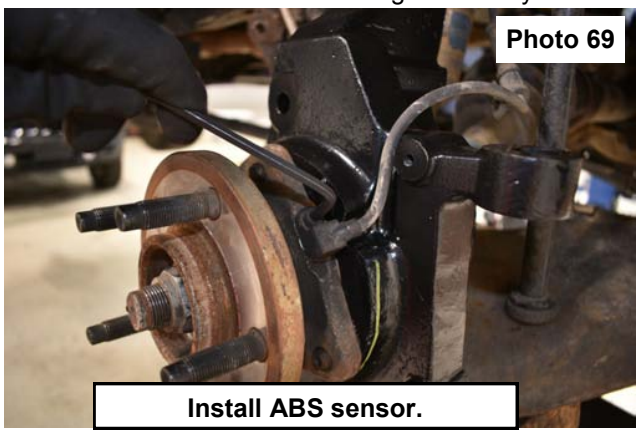


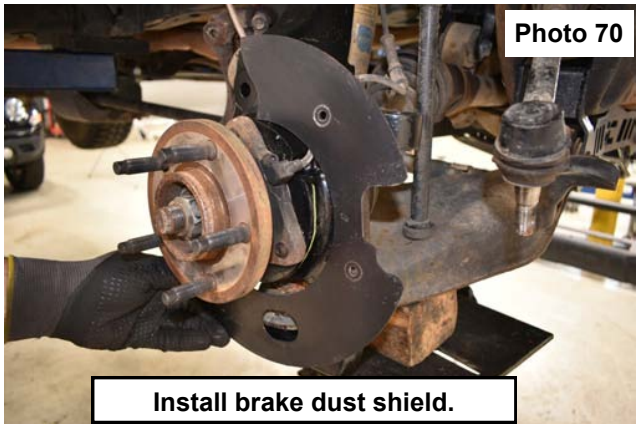
67. Install the factory upper ball joint pinch bolt and nut. Torque to factory specs using a 15mm socket and wrench. **See Photo 67**.
68. Install the axle nut and torque to factory specs using a 32mm socket. **See Photo 68**.



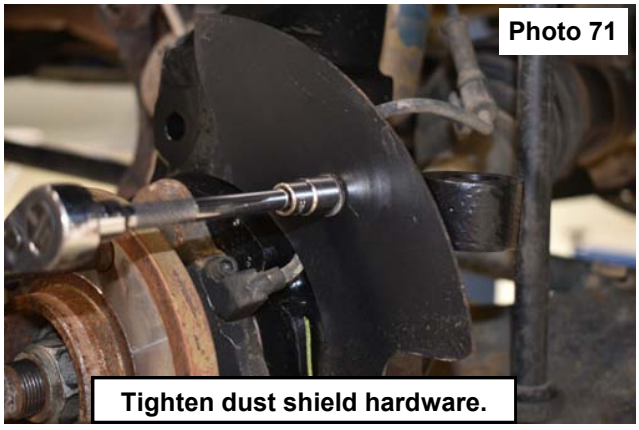


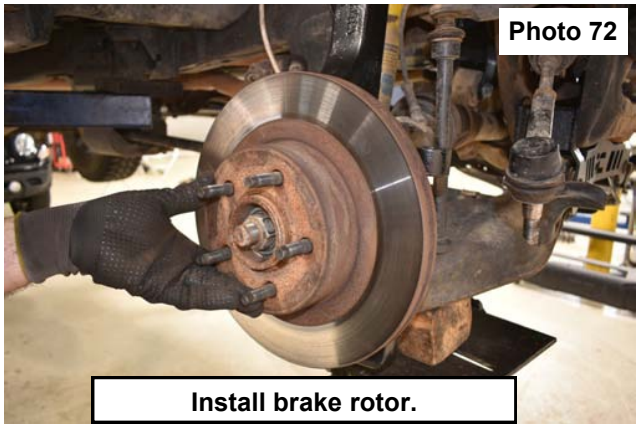
69. Install the ABS sensor in the knuckle using the factory hardware and a 5mm Allen. **See Photo 69.**
70. Install the brake dust shield using the factory hardware and an 8mm socket. **See Photos 70 & 71.**



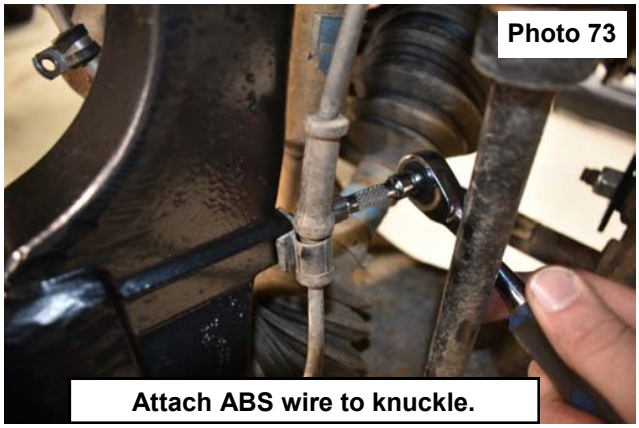


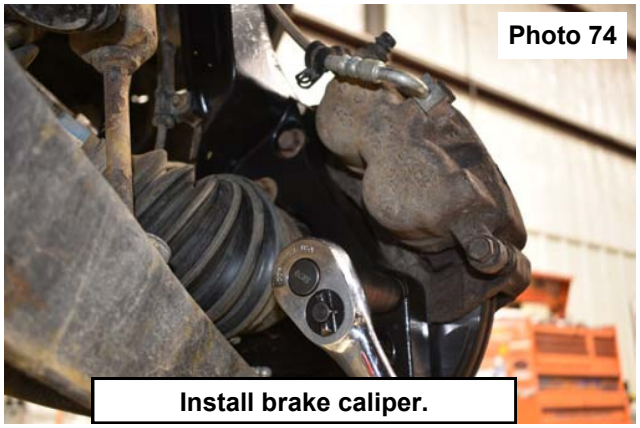
71. Install the brake rotor. **See Photo 72.**



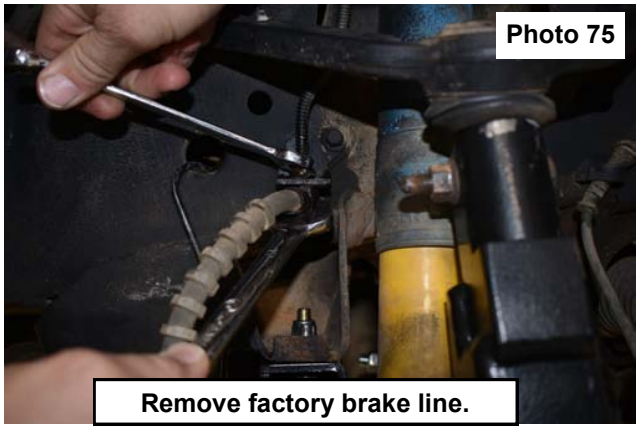


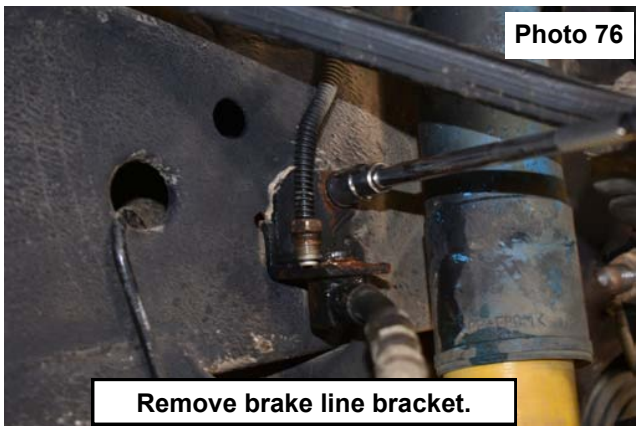
72. Install the ABS bracket on the knuckle using the factory hardware and an 8mm socket. **See Photo 73**.
73. Remove the factory brake line from the caliper using a 14mm wrench. Retain the bolt.
74. Install the brake caliper using the factory hardware and a 15mm socket. Torque to factory specs. **See Photo 74.**





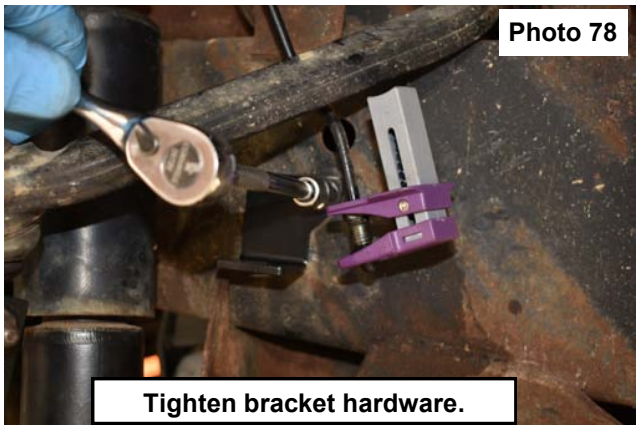
75. Remove the brake line from the frame mount using a 7/16" brake line wrench. **See Photo 75.**
76. Remove the frame mount from the frame using a 14mm socket. Retain hardware for reuse. **See Photo 76.**





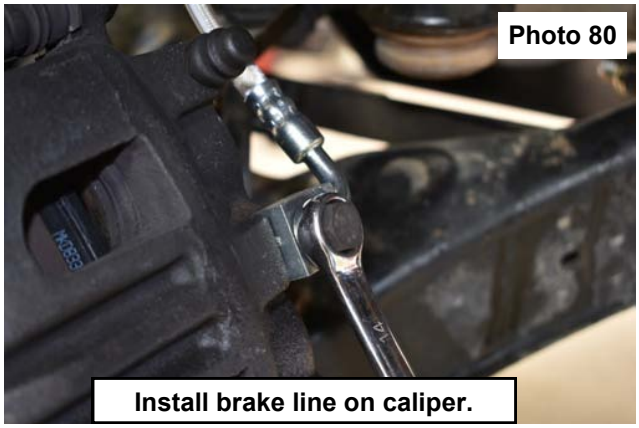
77. Install the supplied brake line bracket on the frame using the factory hardware and a 14mm socket. **See Photos 77 & 78.**



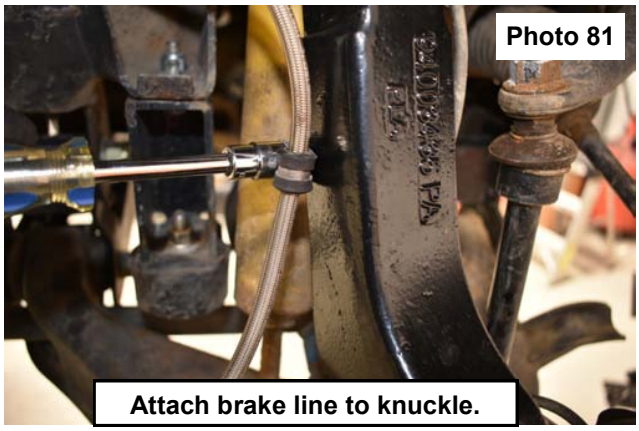


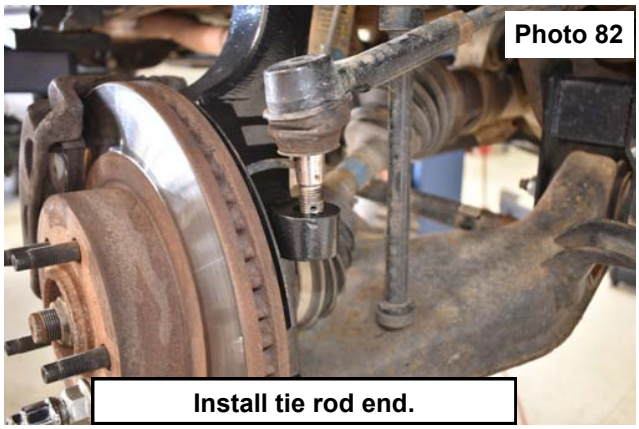
78. Install the supplied steel braided brake line in the new bracket using the supplied spring clip. **See Photo 79**.
79. Attach the steel braided line to the caliper using the factory bolt and the supplied copper washers. Tighten using a 14mm wrench. **See Photo 80.**



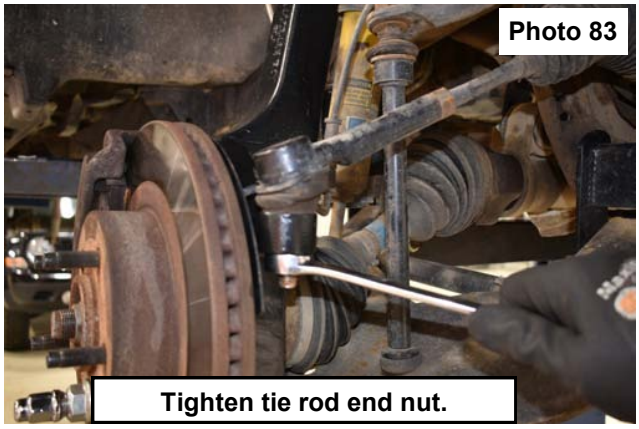


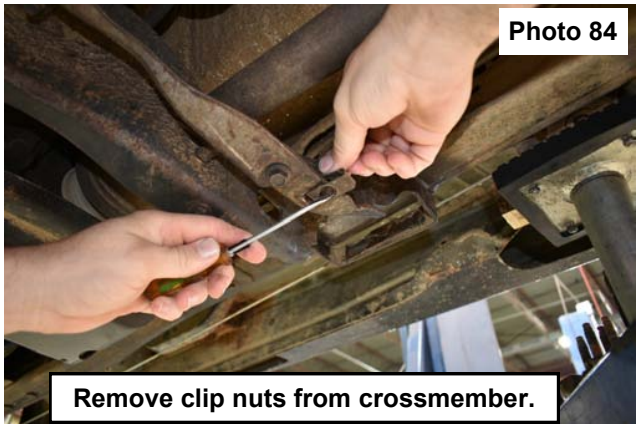
80. Attach the steel braided brake line to the knuckle using the supplied clamp and the supplied 1/4" x 1" bolt and nylock nut. **See Photo 81.**
81. Attach the tie rod end to the knuckle using the factory nut and the supplied cotter pin. Tighten using a 21mm wrench. **See Photos 82 & 83.**





82. Remove the factory clip nuts from the torsion bar crossmember. Retain for reuse **See Photo 84.**





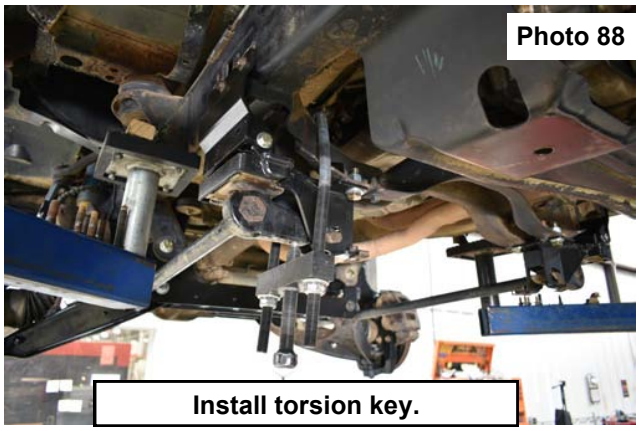
83. Attach the torsion drop bracket to the frame using the factory hardware on the side of the frame. Torque to factory specs using a 13mm socket. The passenger side bracket has a P laser cut into it. **See Photo 85**.
84. Attach the torsion drop bracket to the crossmember using the supplied 1/2" x 1.5" bolts, washers, and nylock nuts. Torque to 65ft-lbs using a 3/4" socket and wrench. **See Photo 86.**



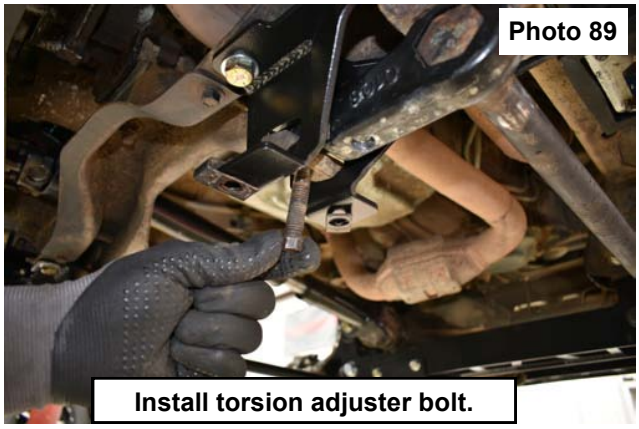


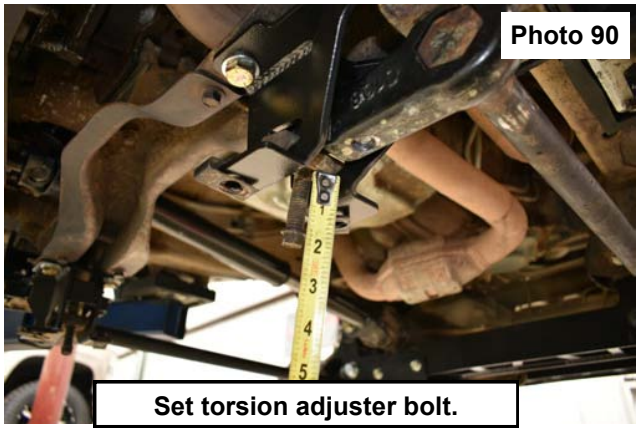
85. Install the factory clip nuts on the bottom of the torsion drop bracket. **See Photo 87.**
86. Install the torsion bar in the lower control arm.
87. Install the torsion key isolator block and the torsion key using the Rough Country torsion bar tool (1067) and the supplied 5/8" x 4 3/8" x 11" ubolt. **See Photo 88.**



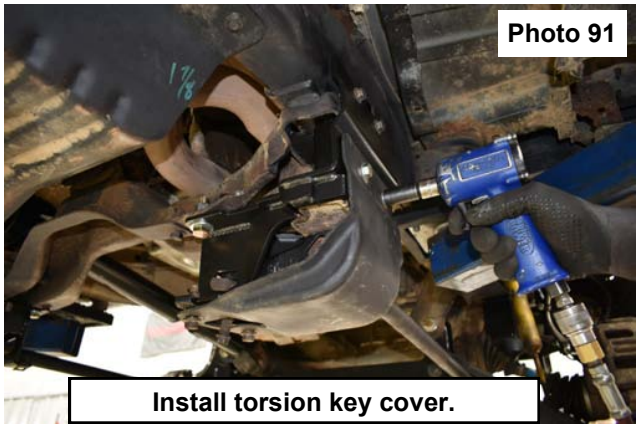


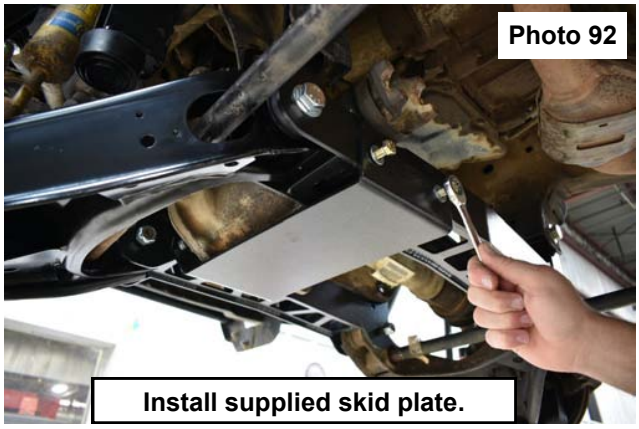
88. Install the torsion key bridge and the adjuster bolt. **See Photo 89.**
89. Adjust the torsion key adjuster bolt to the measurement taken in step 6. **See Photo 90.**



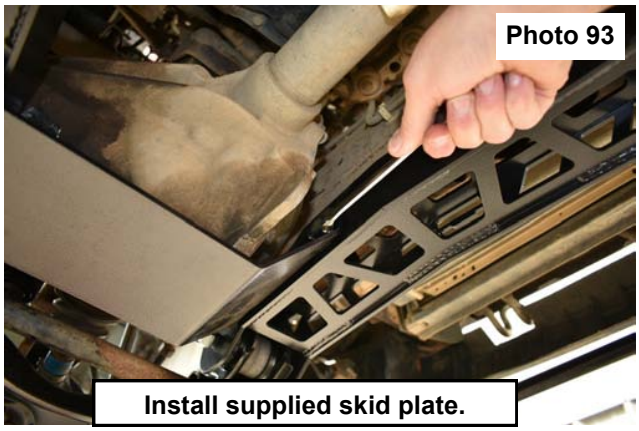


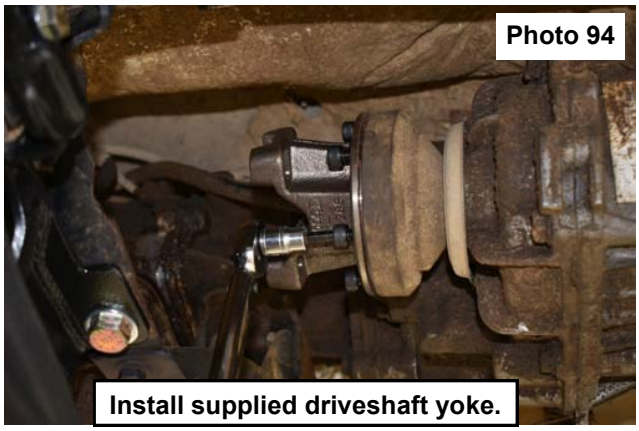
90. Install the torsion key covers using the supplied 3/8” x 1.25” bolts, lock washers, and flat washers on the side of the drop bracket. Torque to 30ft-lbs using a 9/16” socket. **See Photo 91**.
91. Use the factory hardware on the bottom of the cover, torque to factory specs using a 13mm socket.
92. Install the supplied skid plate using the supplied 3/8” x 1” bolts, lock washer, and flat washer. Torque to 30ft-lbs using a 9/16” socket. **See Photos 92 & 93.**



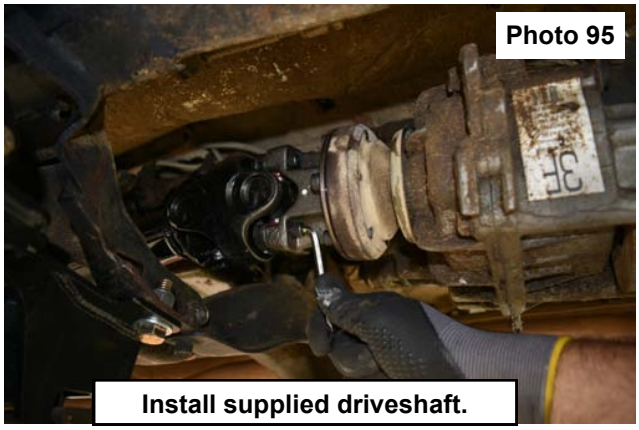


93. Install the supplied driveshaft yoke in the transfer case using the supplied 8mm x 25mm bolts and 5/16” washers. Use a thread locker on these bolts. Torque to 45ft-lbs using a 13mm socket. **See Photo 94.**





94. Attach the supplied driveshaft to the transfer case yoke using the supplied hardware. **See Photo 95.**
95. Attach the driveshaft to the differential using the factory hardware. **See Photo 96.**





89. Install the wheels and tires and lower the vehicle to the ground.
90. Torque the lower control arm bolts to factory specs using a 21mm socket.

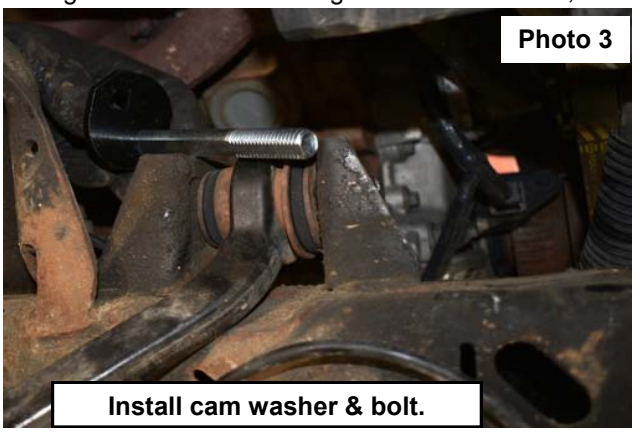
Upper Control Arm Cam Bolt Installation Instructions

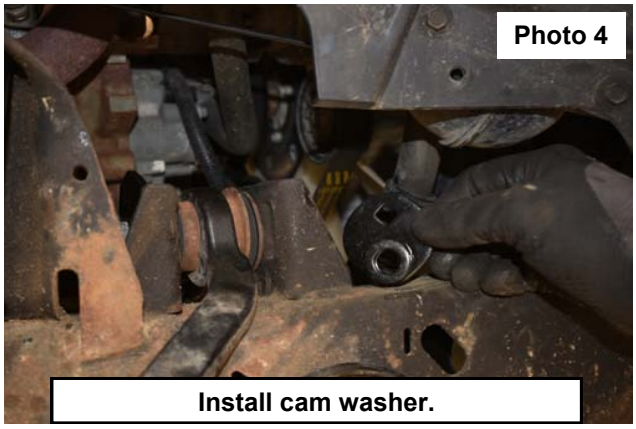
1. Chock the rear wheels.
2. Jack up the front of the vehicle.
3. Place jack stands on the frame behind the lower control arms.
4. Lower the vehicle onto the jack stands and remove the tires and wheels.
5. Using a 21mm socket, loosen the upper control arm bolts and remove. **See Photos 1 & 2.**
6. Remove the flag nuts as they will not be reused.



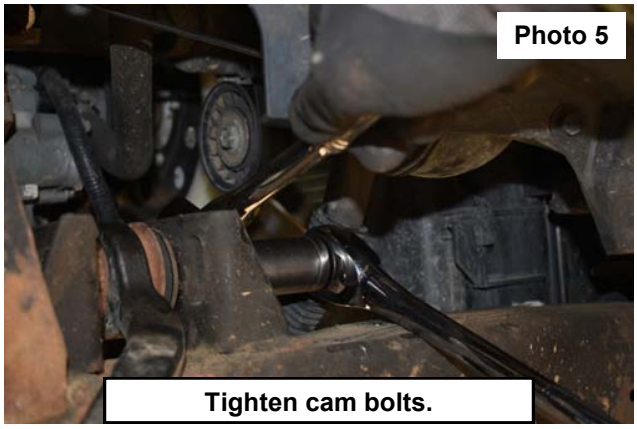


7. Place 1 supplied cam washer on the cam bolt and install into the upper control arm pocket and arm. **See Photo 3.**
8. Install another supplied cam washer and the supplied nut. **See Photo 4.**
9. Torque the 5/16” hardware to 15ft-lbs using a 1/2” wrench and socket.
10. Tighten the factory hardware using a 13mm wrench.
11. Tighten the cam bolt using a 3/8” drive ratchet, to hold the cam washer, and a 21mm socket. **See Photo 5.**



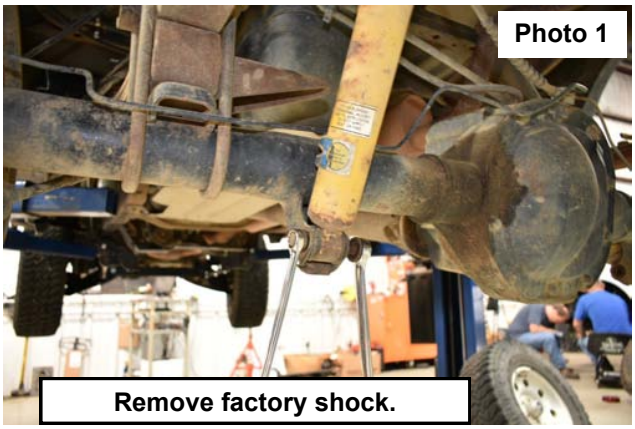


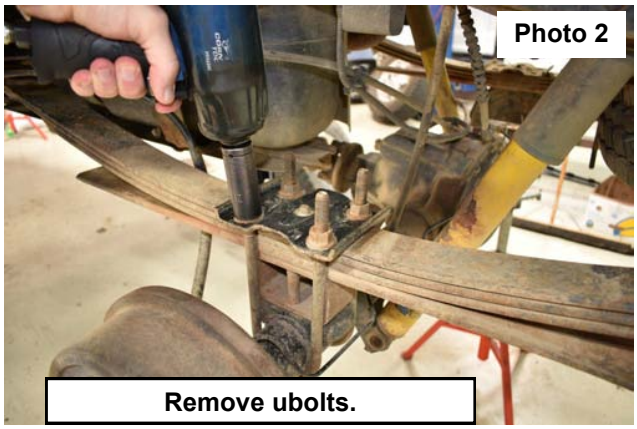
12. Install the wheels and tires
13. Lower the truck to the ground and have a qualified technician perform an alignment to the specs on the following page.



REAR INSTALLATION INSTRUCTIONS

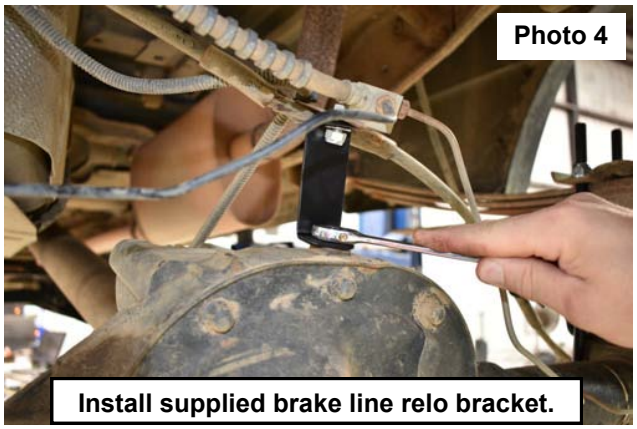
1. Chock the front tires.
2. Position a floor jack under the rear differential and jack up the vehicle.
3. Place jack stands under the frame rails just forward of the front leaf spring hangers and lower the frame on the jack stands.
4. Reposition the floor jack under the center of the differential and apply slight pressure for support, but do not raise the frame off the jack stands.
5. Using a 15mm and an 18mm wrench, remove the rear shock. Retain hardware for reuse. **See Photo 1.**
6. Using an 18mm socket remove the u-bolts, u-bolt plate, and rear block. **See Photo 2.**



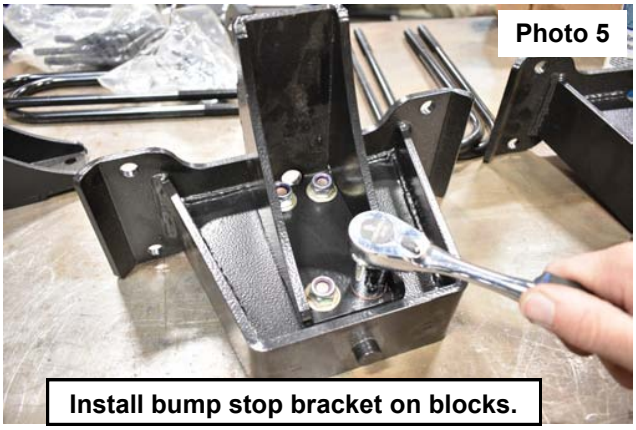


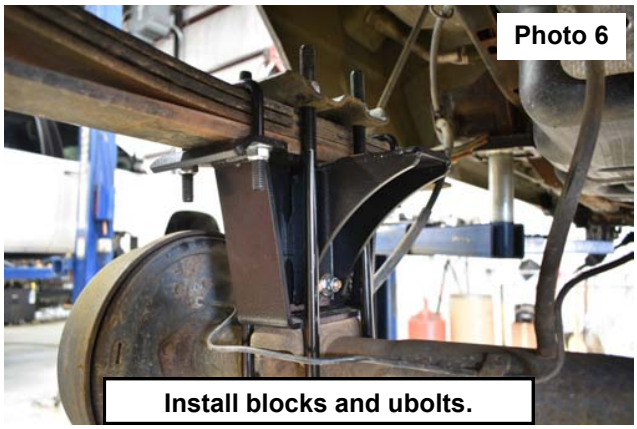
7. Using a 13mm socket, remove the brake line bracket from the differential. Retain hardware for reuse. **See Photo 3.**
8. Install the supplied brake line relocation bracket using the supplied 5/16" x 1" bolt, washer, and nut to attach the factory bracket to the relocation bracket. Use the factory hardware to attach the relocation bracket to the differential. **See Photo 4.**
9. Torque the 5/16" hardware to 15ft-lbs using a 1/2" wrench and socket.
10. Tighten the factory hardware using a 13mm wrench.





11. Attach the supplied bump stop bracket to inside of the supplied anti-wrap block using the supplied 7/16" x 1.25" bolts, washers, and nuts. Torque to 45ft-lbs using a 5/8" socket and wrench. **See Photo 5.**
12. Install the block assembly between the axle and the leaf springs, making sure the taller end of the block is to the rear of the truck and the bump stop bracket is to the inside. **See Photo 6.**





12. Torque the larger 1/2” ubolts to 90ft-lbs using a 3/4” socket and the 7/16” smaller ubolts to 45ft-lbs using a 5/8” socket.
13. Install the supplied rear shocks, 660741, using the factory hardware. Torque to factory specs using a 15mm wrench and an 18mm socket. **See Photo 7.**
14. Install wheels and tires and lower the vehicle to the ground.
15. Tighten lug nuts to factory specifications.

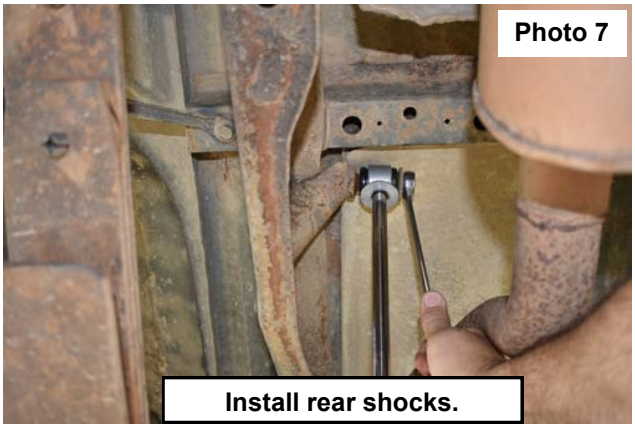


Photo 7

Install rear shocks.

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. 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. Activate four wheel drive system and check front hubs for engagement.
4. Have a qualified alignment center align the vehicle immediately. Realign to factory specifications. Have headlights adjusted to proper settings.
6. Perform head light check and adjustment to proper settings.
7. Check and retighten wheels at 50 miles and again at 500 miles.
8. Recheck lifted height and adjust torsion bar as necessary.
9. All kit components must be retightened at 500 miles and then every three thousand miles after installation. Periodically check all hardware for tightness.
10. Install “Warning to Driver” decal on sun visor.

Alignment Specs

Front	←	→←	→
Total Toe	-0.13°	+0.12°	+0.37°
Front Camber	-1.20°	-0.50°	+0.20°
Caster	+2.90°	+3.90°	+4.90°
King-Pin	———	———	———
Incl. Angle	———	———	———
Rear			
Total Toe	°	°	°
Rear Camber	°	°	°
Thrust Angle	-.025°	+0.00°	+0.25°

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.