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Rough Country 51530 Installation Instructions

4-Inch Lift Kit with N3 Shocks for 1983-1997 Ford Ranger 2WD

Part number: 51530

trailfortress.com/rough-country-4-inch-lift-kit-51530

Scan for fitment, price and install help



83-97 FORD RANGER, 2WD 4" KIT

Thank you for choosing Rough Country for all your suspension needs.

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 on this page. Be sure you have all needed parts and know where they go. Also please review tools needed list and make sure you have needed tools. Always wear safety glasses.

PRODUCT USE INFORMATION

As a general rule, the taller a vehicle is, the easier it will roll. 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 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.

Due to inconsistency of vehicles when manufactures and various options available, the amount of actual lift gained by this lift kit could vary.

This suspension system was developed using a 32x11.50x15 tire with factory wheels. Aftermarket wheels will fit with 3 5/16" back spacing. Larger tire and wheel combinations may increase leverage on suspension, steering, and related components. Consider the additional stress you could be adding on the OE components, when selecting combinations larger than OE.

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.

Kit Contents

7543 Installation Kit
- 1-Driver Side Drop Bracket
- 1-Passengers Side Drop Bracket
- 1-Driver Side Radius Arm Drop Bracket
- 1-Passenger Side Radius Arm Drop Bracket
- 1-Kit Bag
  - 11– 7/16"-1.1/4" bolts & nuts
  - 22– 7/16" washers
  - 4– 1/2"- 1.5" bolts & nuts
  - 8– 1/2" washers
  - 1-9/16"- 1.5" bolt, nut & washers

9261 Coil Spring
6601 Pitman Arm (Power Steering)
6604 Pitman Arm (Manuel Steering)
6576 Block and U-Bolt Kit (Ranger)
8120/9120 Front Shock
8111/9111 Rear Shock
1018– Sway Bar Drop (optional)

Tools Needed

3/4" Deep Well Socket
1 1/8" Wrench
1 3/16" Wrench
3/4" Wrench
5/8" Wrench
18mm Wrench
19mm Wrench
21mm Wrench
1/2" Wrench
7/8" Socket
11/16" Socket

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

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FRONT INSTALLATION

1. Raise front of vehicle and place jack stands behind radius arm pivot points. Block rear tires. Remove wheels and tires , using a 3/4” deep well socket.
2. Using a 18mm socket remove bottom shock bolt on both sides. **Do not** remove the shock completely. Leave the shock attached at the top. **See Figure 1**
3. Using a 18mm socket unbolt the sway bar link. Retain factory hardware. **See Figure 2**
4. Remove spring retaining nut and washer, both sides, using a 1 1/8”wrench. **See Figure 3**

Figure 1



Figure 2



Figure 3



5. Remove the factory coil springs.
6. Begin on passenger side by removing the axle pivot bracket for the driver side axle using a 21mm socket. Retain stock hardware for re-use. **See Figure 4**
7. Slide the new drop bracket into the original mounting point. Use the stock hardware to bolt bracket into place. **See Figure 5**
8. Reinstall the original pivot bolt
9. Using a 21mm wrench, remove the nut from the drag link that attaches to the pitman arm. Separate drag link from pitman arm using a puller tool. **See Figure 6**

Figure 4



Figure 5



Figure 6



10. On the driver side of the truck, remove the passenger side axle pivot bolt from pivot mount. Center punch and drill the 2 rivets out that hold the bracket to the cross-member. (Some trucks may have bolts instead of rivets) **See Figure 7**
11. Drill and center punch, or use an air chisel to remove the two rivets above the bracket that was just removed. Hold bracket up to see the hole alignment before removing the rivets. **See Figure 8**
12. Install the new Rough Country bracket using the supplied 7/16” bolts, washers and nuts on the top two holes of the bracket. The remaining two holes will use the supplied 9/16” bolts washers and nuts. Tighten bolts at this time. **See Figure 9**.
13. .Reinstall the original axle bolt. Tighten bolt

Figure 7



Figure 8



Figure 9



15. Using a air hammer or center punch and drill the two rivets that hold the cross member to the frame. **See Figure 10**
16. Repeat steps 15 and 16 on the passengers side.
17. Loosen the bolts that hold the cross member together. This will enable the cross member to be widened for the installation of the radius arm drop brackets. **See Figure 11**
18. Install the radius arm drop bracket on the drivers side. Using the original hardware, bolt the top of the radius arm bracket to the top of the frame. It may be necessary to grind off the rivets that holds the radius arms to the frame. **See Figure 12**
19. Install the upper 7/16” x 1 1/4” bolts on the top of the bracket. Tighten using a 5/8” wrench. **See Figure 13**
20. Bolt the stock radius arm bracket to the bottom of the rough country bracket using the 7/16” x 1 1/4” bolts, washers and nuts. Tighten using a 5/8” wrench. Install the two 1/2” x 1 1/2” bolt to the bottom of the stock radius arm bracket. **See Figure 14**
21. Repeat steps 21-23 on passengers side.
22. Double check all fasteners installed to this point to ensure tightness.

Figure 9



Figure 10



Figure 11



Figure 12



Figure 13



Figure 14



23. Install new coil springs. Be sure to get coil springs in securely at the top by turning the coil as far to the right as possible. Place the coil washer and nut onto the bottom of the coil spring seats and tighten using a 1 1/8” wrench. **See Figure 15**.

Figure 15

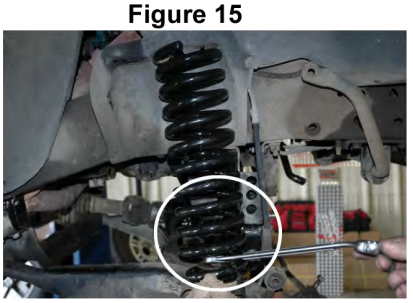


Figure 16



25. Remove the pitman arm form the steering sector output shaft using a puller tool. Inspect the shaft splines for excessive ware, repair if needed. **See Figure 17**
26. The new arm and shaft splines should be clean and free of grit. Install new arm, lock washer and nut: torque to 170-230 ft. lbs. **See Figure 18**
27. Reattach the drag link to the new arm using factory hardware. Tighten using a 21mm wrench **See Figure 20**

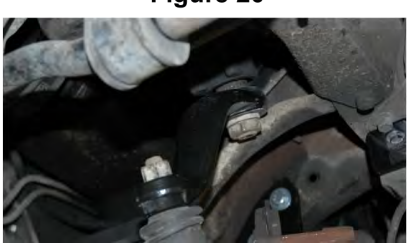
Figure 17



Figure 19



Figure 20



the 1018 sway bar drop bracket kit, you will need to drop the front sway bar at this time.
29. Detach the anti sway bar body from the frame.
30. The Rough Country brackets are to be positioned between the sway bar body and the frame. Position the brackets so that the bar body is slightly shifted toward the front of the vehicle. When positioned correctly, the side of each bracket that has the part number stamped onto it will be facing forward.
31. Loosely attach the relocating brackets to the frame using the provided hardware, with flat washers on both the frame and bracket sides. Reuse the factory bolts if the frame has threaded inserts. The bolts will be tightened later.
32. Attach the bar body to the bottom of the relocating brackets using the new hardware. Use flat washers on both sides
33. Be sure the sway bar body is square in relation to the vehicle frame. The brackets slotted holes can allow the bar to be misaligned. Torque the bolts to 33 ft. lbs.

REAR INSTALLATION

1. Use rear block kit part # 6576.These kits will level the vehicle
2. Jack up the rear of the vehicle and remove the wheels and tires. Place the vehicle on jack stands. Position the jack stands directly in front of the spring hanger on the frame
3. Place a floor jack under the center of the axle and remove the stock u-bolts. Also remove the stock shock absorbers. Lower the axle away from the leaf springs to allow for installation of lift blocks
4. Install the blocks with the flat part of the block on the leaf springs and the narrow part of the block toward the center of the vehicle Do not forget to install the block pin in the block for proper positioning
5. Install the new u-bolts and tighten to 80-100 ft/lbs.
6. Install the new shock absorbers, using factory hardware
7. Reinstall tires and wheels. Jack up the rear of the vehicle and remove the jack stands.

POST INSTALLATION

1. Check all fasteners for proper torque. Check to ensure there is adequate clearance between all rotating, mobile, fixed and heated members. Check steering for interference and proper working order. Test brake system.
2. Perform steering sweep. The distance between the tire sidewall and the brake hose must be checked closely. Cycle the steering from full turn to full turn to check for clearance. Ensure there is adequate clearance between exhaust and brake line, fuel lines, fuel tank, and wiring harnesses. Failure to perform inspections may result in component failure.
3. Check clearance between the inner side wall of tires and links. It may be necessary to adjust steering stops.
4. Re torque all fasteners after 500 miles. Visually inspect components and re torque fasteners during routine vehicle service.
5. Readjust headlights to proper settings.
6. Vehicle will have to have an alignment.
7. Some vehicles may experience drive line vibrations. Angles may require tuning, shafts may need to be lengthened or trued, and u-joints may need to be replaced.

MAINTENANCE INFORMATION

It is the ultimate buyers responsibility to have all bolts/nuts checked for tightness after the first 500 miles and then every 1000 miles. Wheel alignment steering system, suspension and driveline systems must be inspected by a qualified professional mechanic at least every 3000 miles.

