TRAIL FORTRESS

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Rough Country 6600 Installation Instructions

Raised Steering Arm for 3-Bolt Open Knuckle Steering

Part number: 6600

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Rough Country

THE ORIGINAL OFF ROAD PEOPLE

INSTRUCTION SHEET

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

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

With the installation of all lift kits and larger tires it is important to check the condition of your steering stabilizer. If the stabilizer is worn or is leaking it should be replaced. Steering stabilizers are designed to restrain "bump steering" and front end vibration, giving added life to tires, ball joints, and other steering components. A multiple stabilizer kit is recommended for vehicles equipped with a snow plow, winch, or larger tires

PRODUCT USE INFORMATION

As a general rule, the taller a vehicle is, the easier it will roll. Offset, as much as possible, what is lost in rollover resistance by increasing tire track width. In other words, go "wide" as you go "tall". Many sportsmen remove their mud tires after hunting season and install ones more appropriate for street driving; always use as wide a tire and wheel combination as possible to enhance vehicle stability.
We strongly recommend, because of rollover possibility, that the vehicle be equipped with a functional roll-bar and cage system. Seat belts and shoulder harnesses should be worn at all times. Avoid situations where a side rollover may occur Generally, braking performance and capability are decreased when significantly larger/heavier tires and wheels are used. Take this into consideration while driving.
Do not add, alter, or fabricate any factory or after-market parts to increase vehicle height over the intended height of the Rough Country product purchased. Mixing component brands is not recommended.
Rough Country makes no claims regarding lifting devices and excludes any and all implied claims. We will not be responsible for any product that is altered.

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

NOTICE TO DEALER AND VEHICLE OWNER

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

INSTALLATION INSTRUCTIONS

1. Park the vehicle on a smooth, level concrete or asphalt surface. Block the rear wheels. Raise the front of the vehicle with a floor jack and support with jack stands.
2. Remove the front wheels. Disconnect the drag link from the steering arm by removing the cotter pin. Loosen the nut several turns, and tap the nut with a soft hammer until the tapered stud comes loose from the arm.
3. Remove the three nuts that hold the steering arm to the knuckle housing. It will be necessary to tap the steering arm with a soft hammer to loosen the tapered locks, which retain the arm.
4. Clean the mounting surface thoroughly, and install the new Rough Country steering arm using the new nuts supplied in the kit. Torque the nuts to 90 ft/lbs.
5. Inspect drag link assembly. If the drag link is worn out or the grease boot is torn, replace the entire assembly. Install the drag link assemble into steering arm but do not tighten nut completely. It may be necessary to adjust the drag link to achieve full turning from stop to stop without binding the assembly.
6. Replace the wheels and lower the truck to the ground. Set the front wheels so that they are pointing straight ahead. Remove the drag link assembly from the steering arm.
7. Turn the steering wheel all the way from left to right, counting the number of turns. Turn wheel back to center using half the number of turns.

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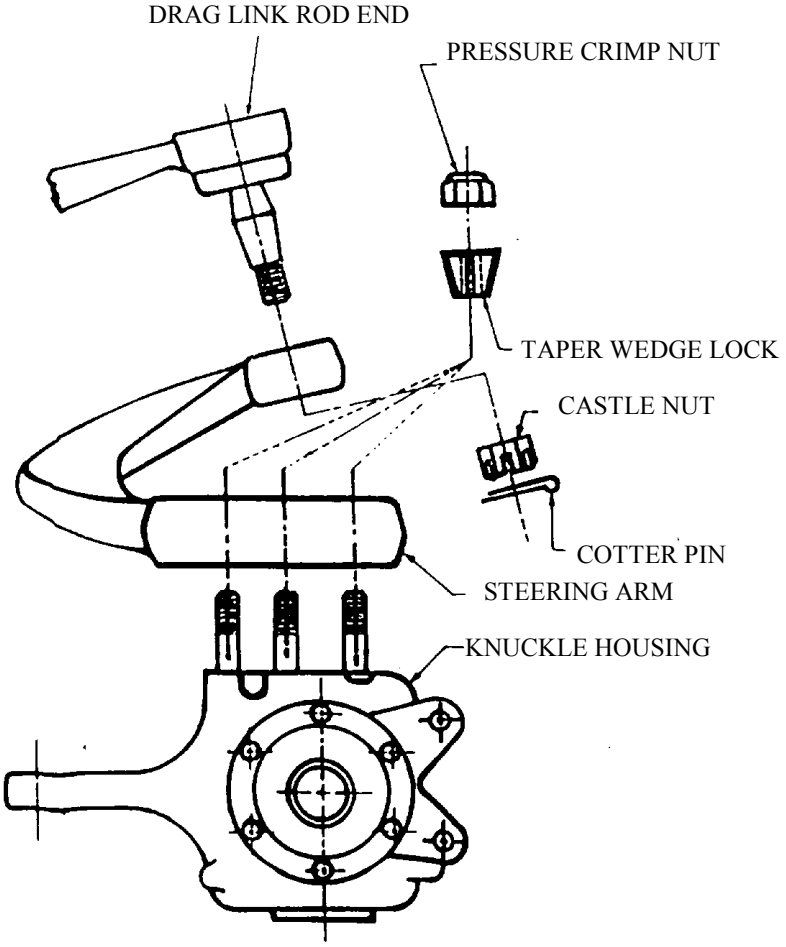
8. Adjust the drag link so that the stud fits freely into the steering arm. Tighten the nut and install the new cotter pin. Check the steering action again and make any minor adjustments if necessary.
9. Double check the tightness of all hardware, and inspect assembly periodically.

POST INSTALLATION INSTRUCTIONS

1. Check all fasteners for proper torque. Check to ensure there is adequate clearance between all rotating, mobile, fixed and heated members. Check steering gear for interference and proper working order. Test brake system.
2. Perform steering sweep. Check to ensure brake hoses have sufficient slack and will not contact rotating, mobile, or fixed members, adjust lines/brackets to eliminate interference and maintain proper working order. Failure to perform inspections may result in component failure.
3. Bump stops and extensions must be in place on all vehicles! Note:
   allowing suspension to over extend by neglecting to install or maintain stops and extensions may cause serious damage to OE and related components.
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 if applicable.

MAINTENANCE INFORMATION

It is the ultimate buyers responsibility to have all bolts/nuts checked for tightness after the first 100 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.





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