TRAIL FORTRESS

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Rough Country 725.20 Installation Instructions

2/4-Inch Lowering Kit for Chevy & GMC C1500 2WD (1988-1999)

Part number: 725.20

trailfortress.com/rough-country-lowering-kit-725-20

Scan for fitment, price and install help

92725200

88-98 2” FRONT & 4” REAR GM 1500 2WD LOWERING 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 kit contents list on the back page. Be sure you have all needed parts and know where they go. Also please review tools needed list and make sure you have the tools needed to install the kit.

PRODUCT USE INFORMATION

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 decrease vehicle height over the intended height of the Rough Country product purchased. Mixing component brands is not recommended.

Rough Country makes no claims regarding lowering devices and excludes any and all implied claims. We will not be responsible for any product that is altered.

Always inspect (replace if necessary), bearings, ball joints, tie rods and ends as well as steering components before installation is completed.

We will be happy to answer any questions concerning the design, function, and use of our products.

NOTICE TO DEALER AND VEHICLE OWNER

INSTALLING DEALER / OWNER - 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 life.

⚠WARNING

This kit was designed for **88-98 GM 1500 Extended Cab** trucks. It will fit **92-98 GM 1500 Standard Cab** models with no modification.
Installation on **88-91 GM 1500 Standard Cab** models will require the use of rotors and bearings from the **88-98 GM 1500 Extended Cab** model.

Tools Needed:

24mm Wrench
22mm Wrench
21mm Wrench
18mm Wrench
15mm Wrench
13mm Wrench
12mm Wrench
10mm Allen Wrench
5/8 Socket and Wrench
Drill Motor
Screwdriver
Needle Nose Pliers
Vise Grips
Die grinder
Air Chisel
Floor Jack
Jack Stands

FRONT INSTALLATION INSTRUCTIONS

1. Lift the front of the vehicle using a jack and support the vehicle with jack stands, so that the front wheels are off the ground

2. Remove the front tires/wheels.





3. Using 18mm wrench, loosen Tie Rod End nut. **Do not remove**. **See Photo 1**.

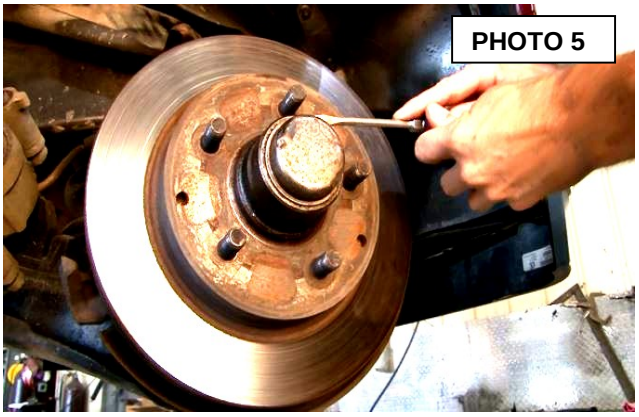
4. Using a hammer, strike the side of the knuckle to loosen the Tie Rod End. Remove nut and Tie Rod End from knuckle. **See Photo 2..**





5. Using a 10mm Allen remove the upper and lower caliper bolts. **See Photo 3.**

6. Remove caliper from knuckle. **Do not hang from brake line. See Photo 4.**

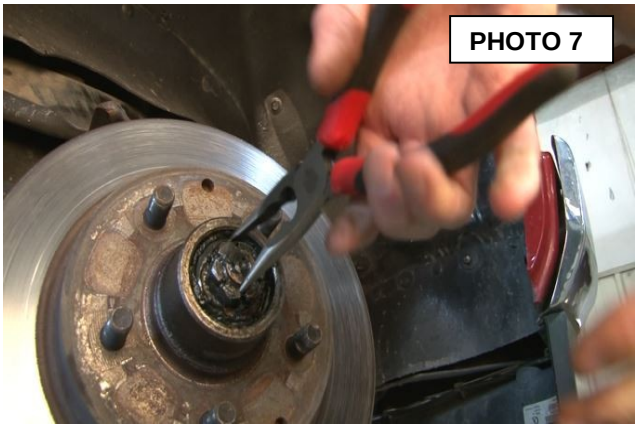




7. Using a flat screwdriver, pry dust cap from hub. **See Photo 5.**

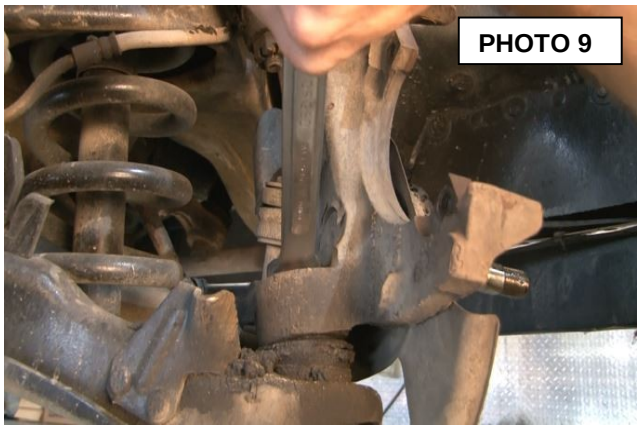
8. Remove cotter pin from spindle. **See Photo 6.**

9. Remove spindle nut. **See Photo 7.**
10. By holding pressure on the nut, you can remove the hub assembly. **NOTICE** Hub contains tapered bearings and races, inspect and replace if necessary. **See Photo 8.**



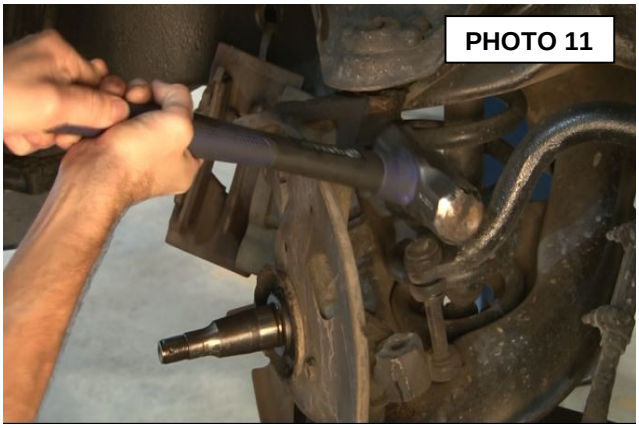


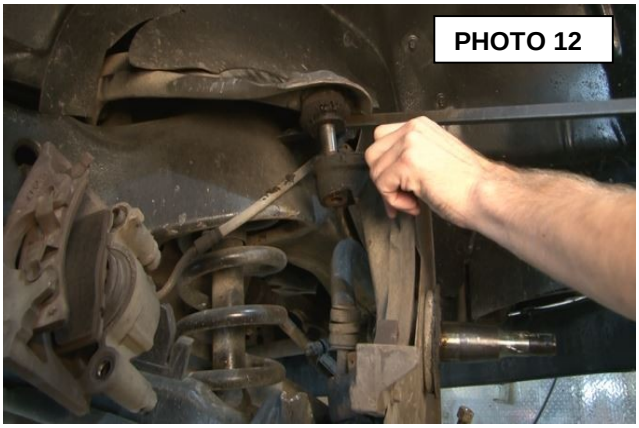
11. Using 24mm wrench, loosen lower ball joint nut. **Do Not Completely Remove Nut. See Photo 9.**
12. Using 21mm wrench, loosen upper ball joint nut. **Do Not Completely Remove Nut. See Photo 10.**



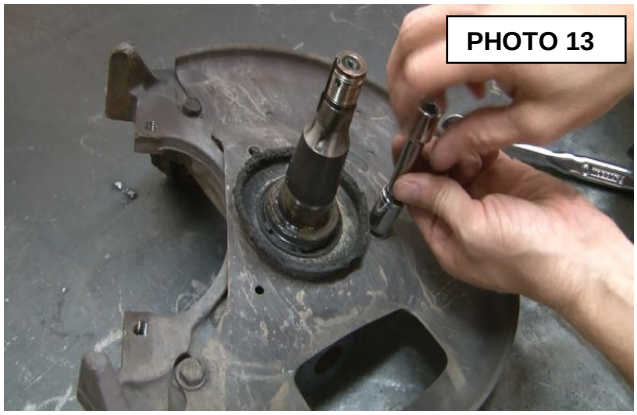


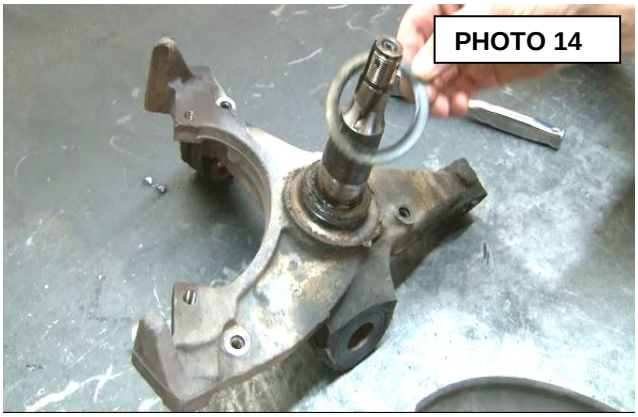
13. Strike front side of knuckle at upper ball joint to loosen. Once the upper control arm pops up, remove nut from ball joint. **See Photo 11.**
14. Place a pry bar under the upper control arm and on top of the spindle. Pry the upper control arm up until the ball joint clears the spindle. **See Photo 12.**
15. Remove lower ball joint nut. Pull spindle up and off of the lower ball joint.



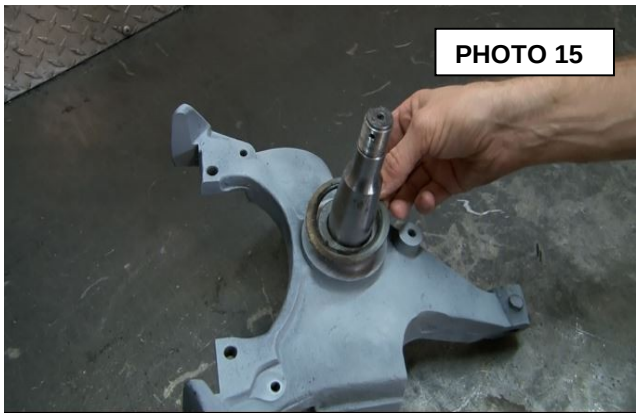


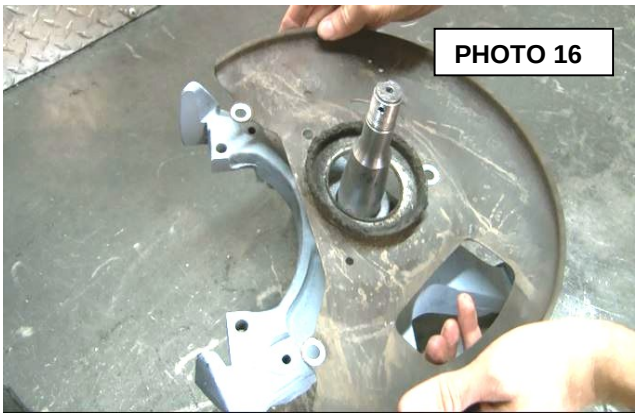
16. Using a 13mm socket remove the 3 bolts holding the dust shield to the spindle. **See Photo 13.**
17. Carefully remove dust seal from old spindle and place on new lowered spindle. **See Photos 14 & 15.**



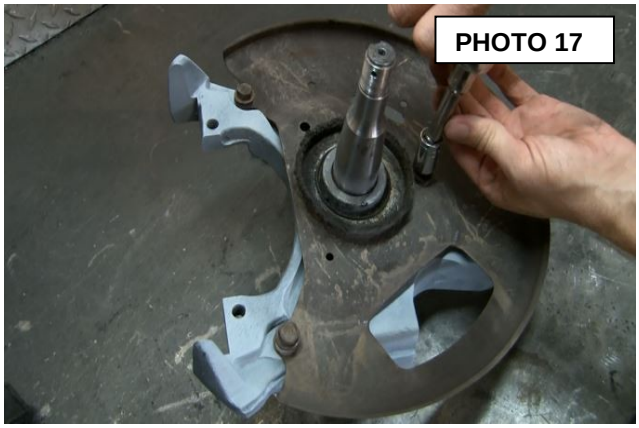


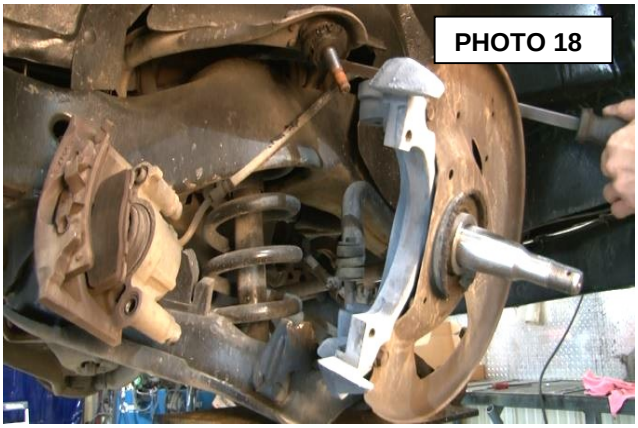
18. Place dust shield on new spindle using stock hardware. Tighten with 13mm socket. **See Photos 16 & 17.**





19. Place new drop spindle on lower ball joint. Place factory nut on lower ball joint and hand tighten.
20. Place pry bar under upper control and on top of spindle. Pry upper control arm up until ball joint will go into spindle. Place factory nut on ball joint and hand tighten. **See Photo 18.**

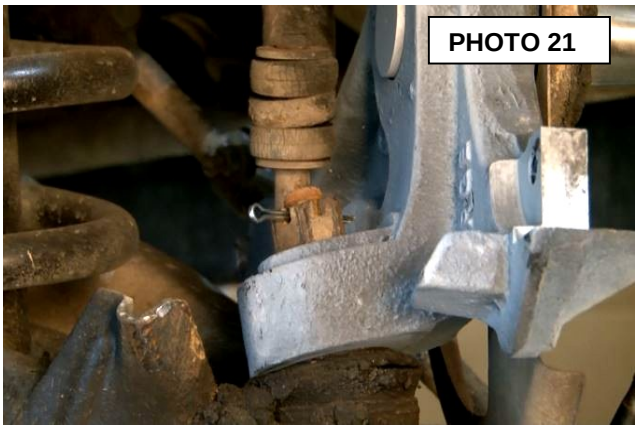






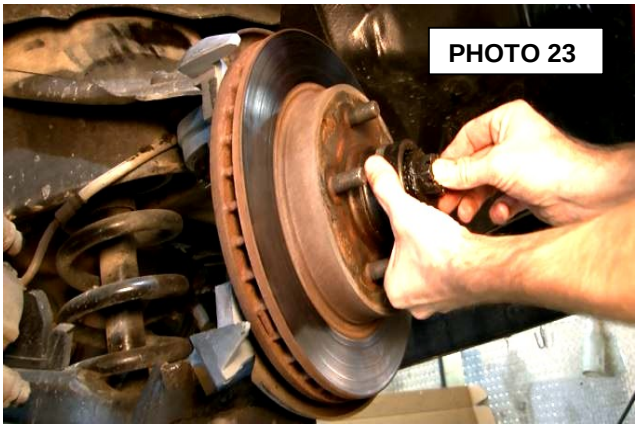


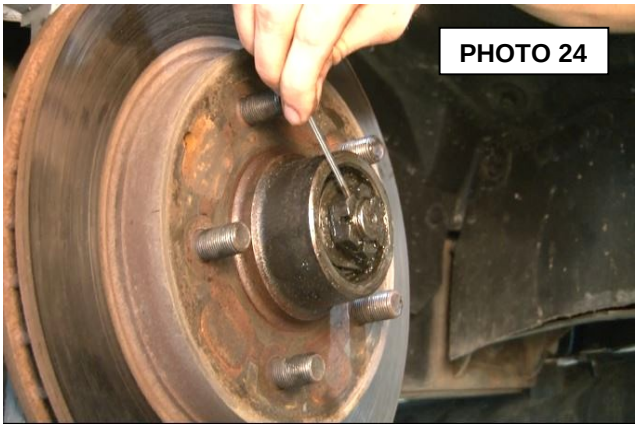
21. Using a 21mm wrench, tighten upper ball joint. **See Photo19.**
22 . Using a 24mm wrench, tighten lower ball joint. **See Photo 20.**





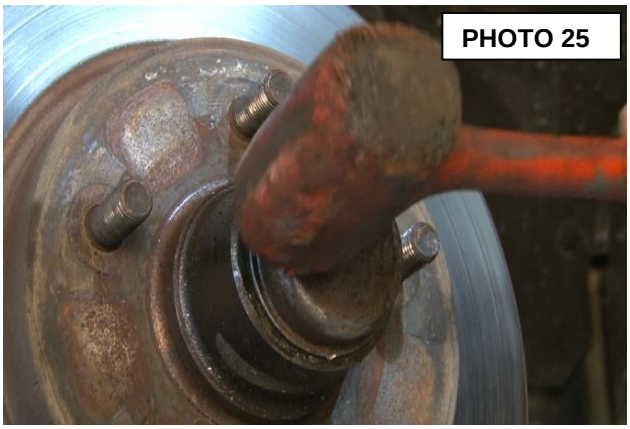
23. Place supplied cotter pins in upper and lower ball joints and bend ends over. **See Photo 21.**
24. Grease clean spindle shaft with quality automotive bearing grease. **See Photo 22.**

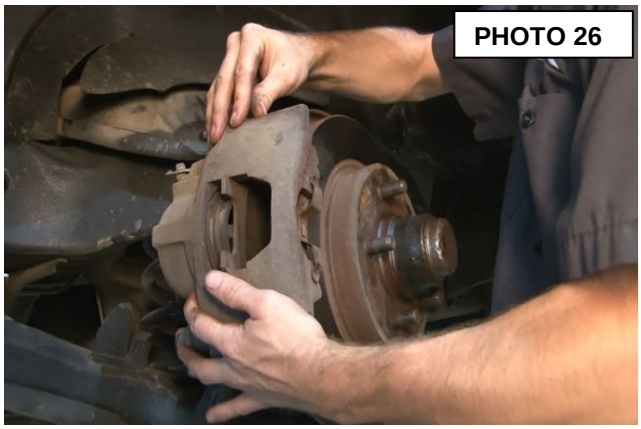




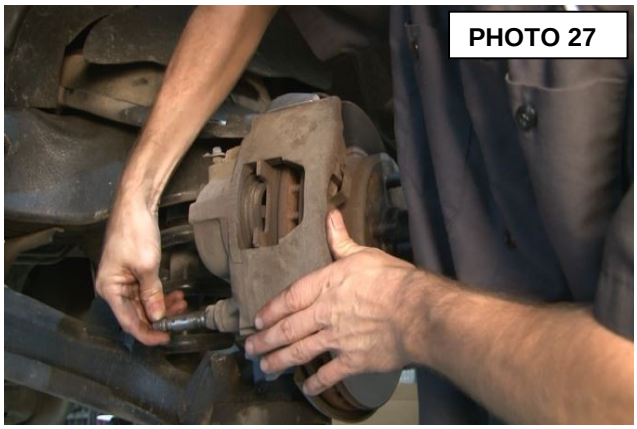
25. Place hub assembly on greased spindle, using factory nut preload bearings where hub will spin and hole on shaft lines up with slots in the castle nut. **See Photo 23.**
26. Using supplied cotter pin, secure nut and bend ends over. **See Photo 24.**

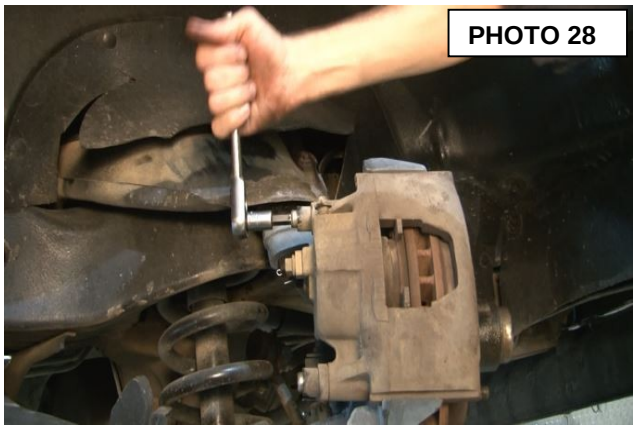
27. Replace factory dust cover, bump into place using rubber mallet. **See Photo 25.**
28. Install brake caliper on lowered spindle. **See Photo 26.**





29. Place a small amount of grease on caliper bolts and reinstall into caliper. **See Photo 27.**
30. Using 10mm Allen, tighten caliper bolts. **See Photo 28.**



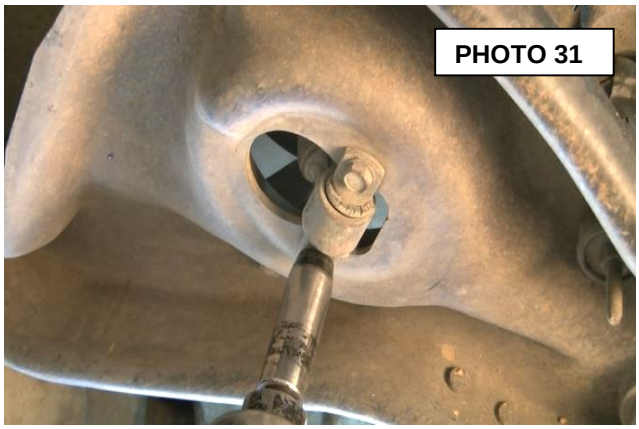


31. Reinstall Tie Rod into spindle, using factory nut, tighten with 18mm wrench. **See Photo 29.**
32. Place supplied cotter pin in Tie Rod End and bend ends over.
33. Remove upper shock nut with a 15mm socket. **See Photo 30.**





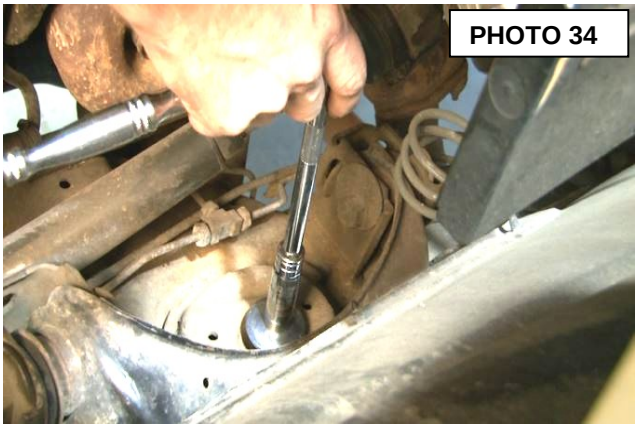
34. Remove lower shock bolts using a 13mm socket. Remove shock through hole in lower control arm. **See Photo 31.**
35. Place conical washer (facing upward), then bushing on shock stem. Push shock up through lower control arm. **See Photo 32.**





36. Install factory bolts through shock bar pin and tighten using 13mm socket. **See Photo 33.**
37. Place supplied bushing then conical washer (face down) on shock stem. Using supplied nut, tighten using 9/16 socket. **See Photo 34.**

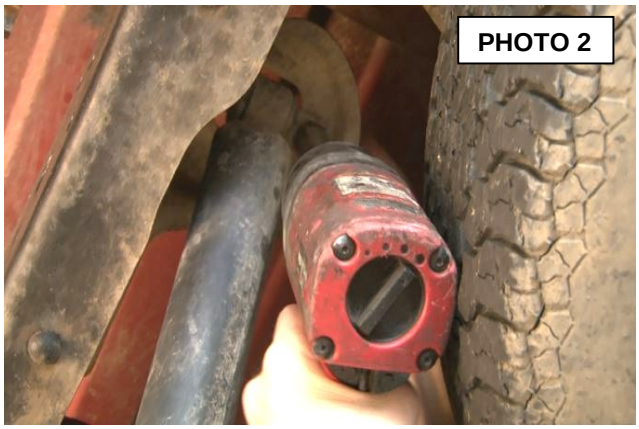




38. Repeat steps 3-37 for opposite side of vehicle.

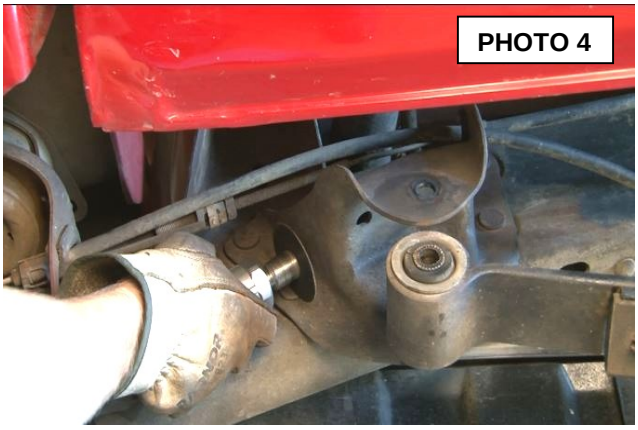
Rear Installation Instructions



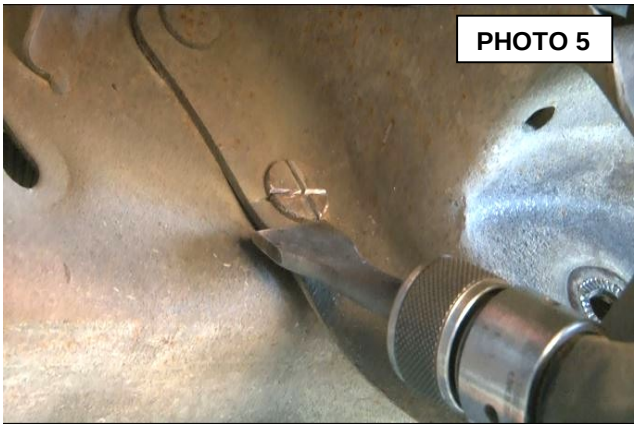


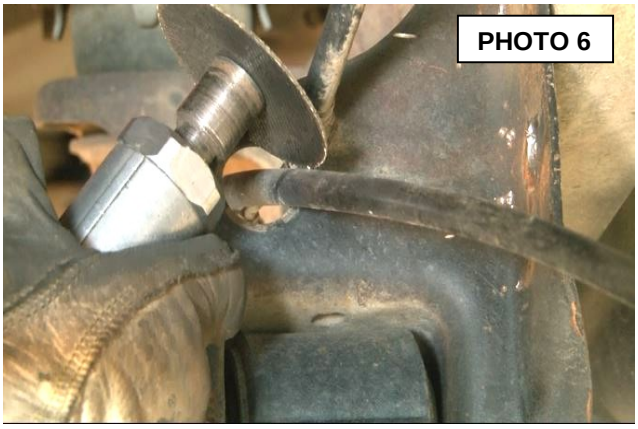
1. Using 18mm socket and wrench, remove lower shock bolt. **See Photo 1.**
2. Using 13mm socket remove upper shock bolts. **See Photo 2.**





3. Using 22mm socket and wrench, remove front spring bolt and hardware. **See Photo 3.**
4. Using a cutoff wheel on a die grinder, cut a + pattern in the head of the factory rivet. **See Photos 4 &5.**





5. Using an air chisel, remove the factory rivets from the spring hanger bracket. **See Photo 5.**
6. Using cutoff wheel, cut out hole in hanger so that the emergency brake cable can be removed from bracket. **See Photo 6.**

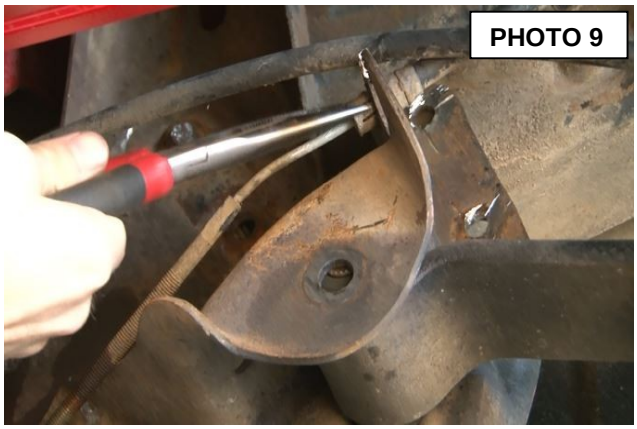
Thank you for purchasing a Rough Country Lowering System.

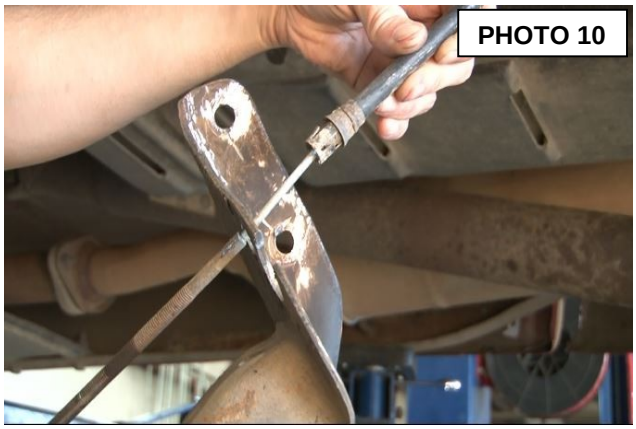
7. Remove outer parking brake cable from bracket. **See Photo 7.**
8. Using a locking pliers and a 12mm wrench, disassemble the inner parking brake cable. **See Photo 8.**



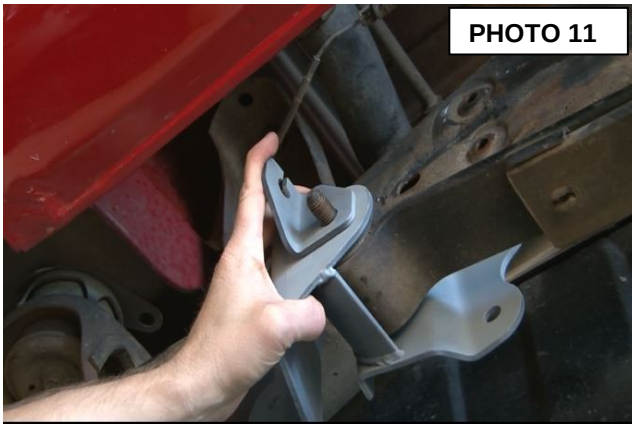


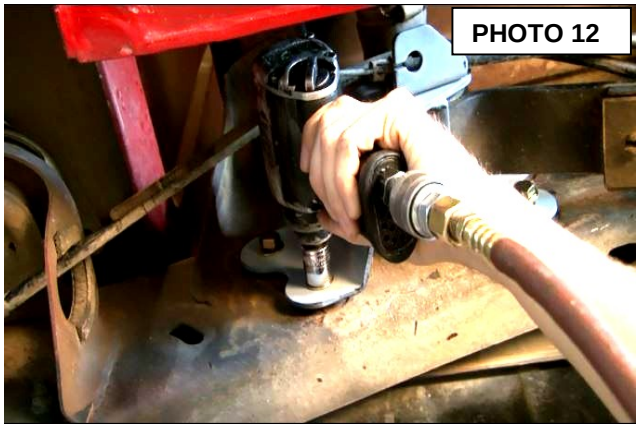
9. Using a pair of needle nose pliers, crimp cable locks at bracket and push through. **See Photo 9.**
10. Completely remove parking brake cable from original bracket. **See Photo 10.**



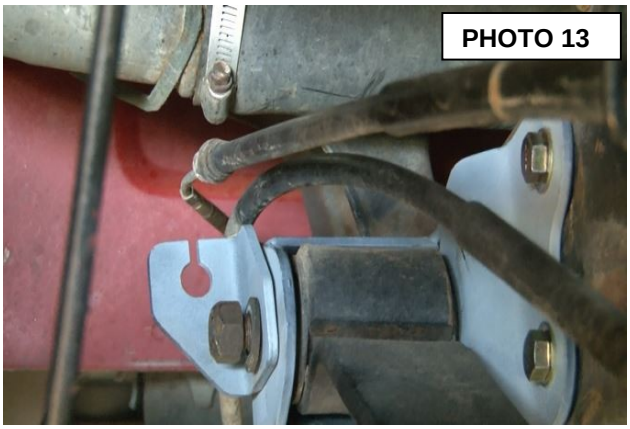


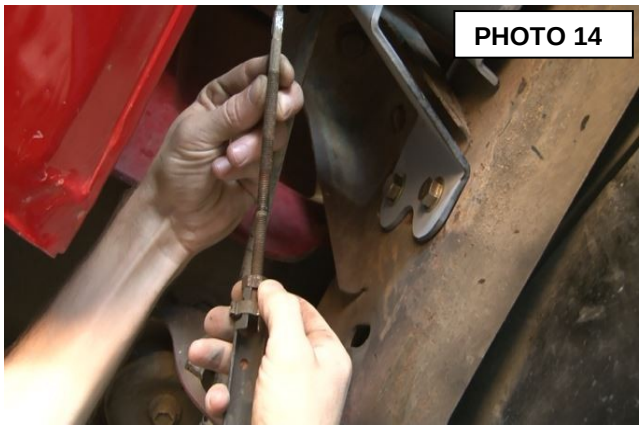
11. Using factory hardware, place spring in hanger. Next, install supplied emergency brake bracket on outside of hanger. Install factory nut and washer on bolt and **Do Not Tighten** at this time. **See Photo 11.**
12. Using supplied 7/16 bolts, washers, and nuts, secure spring hanger to frame in factory holes. Torque to spec on page 12. **See Photo 12.**



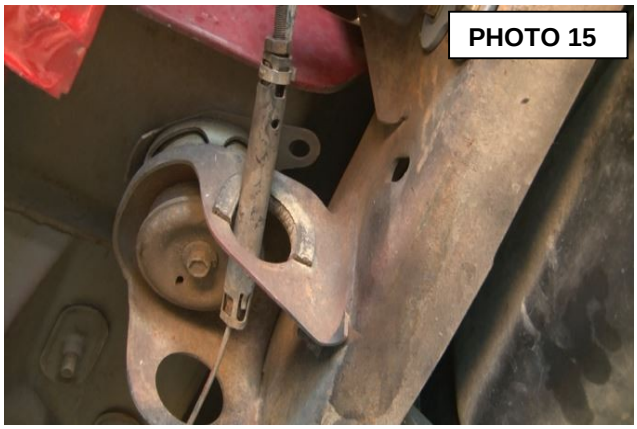


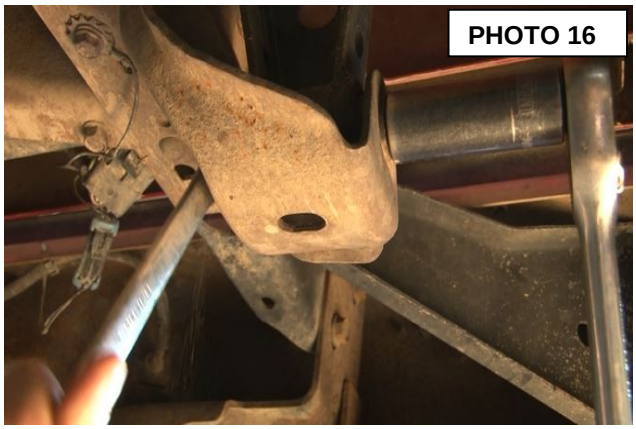
13. Place emergency brake cable in bracket and lock into place by pushing cable towards front of truck. **See Photo 13.**
14. Reassemble and adjust cable to factory specs. **See Photos 14 & 15.**



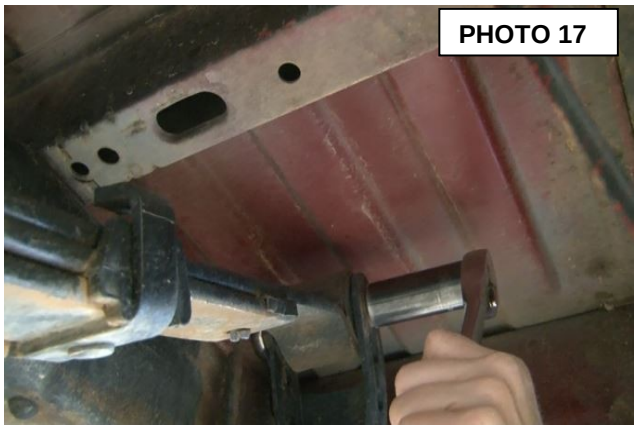


15. Using 22mm socket and wrench, remove lower shackle bolt. **See Photo 16.**





16. Using 22mm socket and wrench, remove upper shackle bolt. **See Photo 17.**
17. Using the stock hardware, install upper bolt in lowering shackle. **Do Not Tighten. See Photo 18.**





18. Place factory hardware in lower shackle mount. **See Photo 19.**
19. Using 22mm socket and wrench, tighten upper and lower shackle bolts to factory specs. **See Photo 20.**


PHOTO 19


PHOTO 20

20. Using 13mm socket and wrench, install factory upper hardware in Rough Country N2.0 shock. Tighten to factory spec. **See Photo 21.**
21. Install factory hardware into lower shock mount. **See Photo 22.**

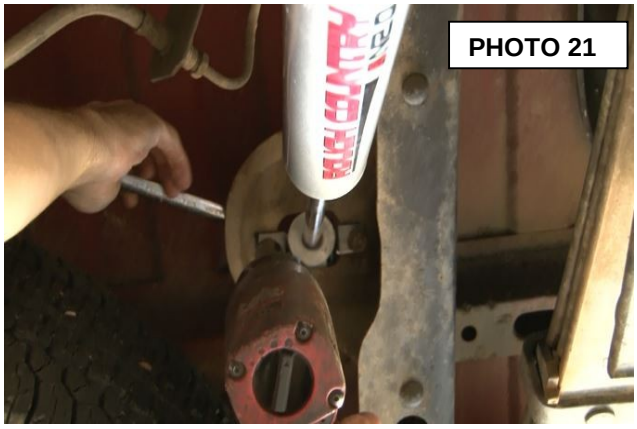

PHOTO 21



PHOTO 22

23. Using 18mm wrenches, tighten lower shock hardware to factory specs. **See Photo 23.**
24. Repeat steps **1-23** for opposite sides.


PHOTO 23

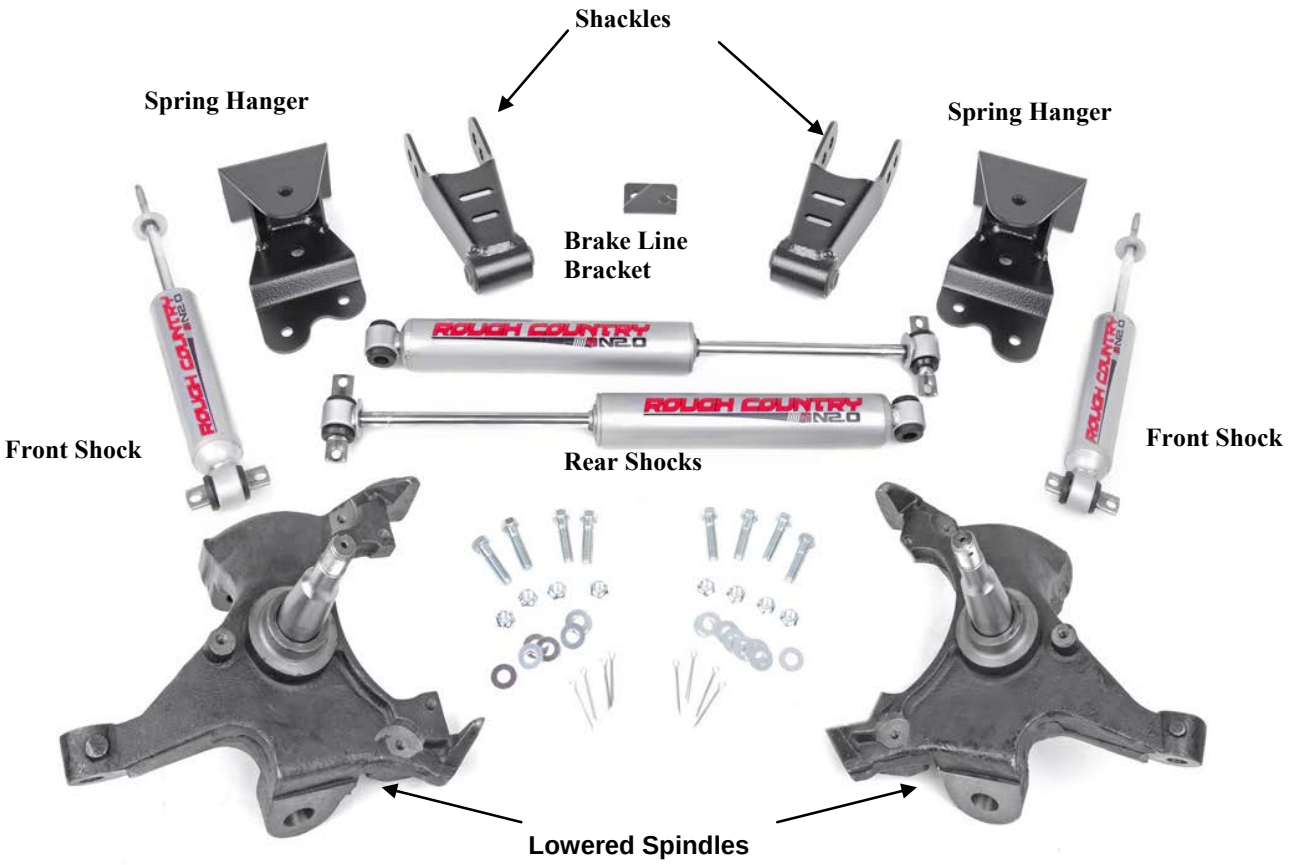
Post Installation Instructions

1. Check all fasteners for proper torque. Check to ensure there is adequate clearance between all rotating, mobile, fixed and heated members. Check steering 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.
3. Re torque all fasteners after 500 miles. Visually inspect components and re torque fasteners during routine vehicle service.
4. Readjust headlights to proper settings and take truck in for a front-end alignment to a qualified alignment

Kit Contents

1725BOX1
- 1– Driver Spindle
- 1– Passenger Spindle

1725BOX2-
- 1– Brake Line Relocation Bracket
- 2– Spring Hanger Brackets
- 1– 1725BAG1– Hardware
- 1– 1725BAG2– Instructions
- 2– Front Shocks
- 2– Rear Shocks



Thank you for purchasing a Rough Country Lowering System.