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Rough Country 80530 Installation Instructions

1.5-2 Inch Lift Kit with N3 Shocks for 1986-1994 Nissan D21 4WD

Part number: 80530

trailfortress.com/rough-country-1-5-2-inch-lift-kit-80530

Scan for fitment, price and install help



86 1/2—97 NISSAN 1.5”-2” LIFT KIT

Thank You for choosing Rough Country for your suspension needs.

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 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 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

KIT CONTENTS:

Dr Control Arms
Pass Control Arms
Control Arm Bushing Poly Bag
Rear Lift Shackles

Options:
Front Shocks-8109 Hydro /9109 Nitro
Rear Shocks-8105 Hydro /9109 Nitro

TORQUE SPECS:

Size	Grade 5	Grade 8
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

	Class 8.8	Class 10.9
10MM	32ft/lbs	45ft/lbs
12MM	55ft/lbs	75ft/lbs

ROUGH COUNTRY SUSPENSION SYSTEMS

INSTALLATION INSTRUCTIONS

1. Raise the front of the vehicle and support with jack stands on the frame rails.
2. Be extremely careful when loading and unloading the torsion bars, there is a tremendous amount of energy in them. Keep your hands and body clear of the adjuster arm assembly in case anything breaks or slips.
3. Unloading the torsion bars is accomplished by loosening the adjuster arm bolts. Before loosening, measure the length of the exposed threads for reference in a later step.
4. Stock upper control arm removal is performed one side at a time, beginning with the drivers side.
5. Support only, do not load , the lower control arm with a floor jack. Remove the 4 upper ball joint to upper control arm bolts and separate the joint from the arm. Loosen, do not remove, the nut on the each end of the upper control arm spindle. Inspect the ball joints. If the ball joints are loose or damaged replace with new ball joints.
6. Carefully remove the two upper control arm spindle to frame bolts. Note the positioning of the alignment shims, since they may be reused with the new Rough Country arms.
7. Press the spindle bushing assembly out of the upper control arm. Retain the factory spindle washers for reuse. Do not damage threads on control arm spindle.
8. Install a furnished sleeve into a upper control arm bushing and install in one side of new upper control arm. Install the bushing with the flange outward.
9. Position the spindle with factory inner washers in the opposite leg of the control arm that the bushing was installed. Install the bushing and sleeve on spindle. With factory washers in place torque spindle to 56-76 ft/lbs.
10. Prior to installing the 90 degree grease fittings coat the threads with the furnished thread locking compound to ensure fittings stay facing front on the front and rear on the rear.
11. Bolt the upper control arm assembly to frame.. If vehicle was equipped with alignment shims, reinstall shims at this point. Torque to 80-108 ft/lbs. Note: If the vehicle was equipped with alignment shims because the vehicle was lifted before, do not use shims.
12. Apply thread locking compound to the supplied 8mm bolts / lock nuts for the ball joints and attach the upper control arm to the ball joint / knuckle assembly. Torque to 12-15 ft/lbs.
13. Install the new shock absorbers. It may be necessary to raise the upper / lower control arm assembly with a floor jack to gain access for installation.
14. Grease the bushings in the new control arms.
15. Repeat steps for opposite side.
16. Again lubricate the torsion bar adjuster arm bolts and adjust to approximately 1.5” past the stock adjustment point measured earlier. Lower the vehicle to the ground and bounce the front of the vehicle several times to normalize the torsion bars. Continue to adjust the bolts until the desired ride height is achieved. Consider that after the vehicle is driven, the bars will settle anywhere from .5” to 1”.
17. Depending on the bar type and condition, it may be necessary to re-index the adjuster arms, in relation to the torsion bars, to increase bar rotation and achieve the desired lift. If this step is to be performed proceed to step 18-19. If not proceed to step20.
18. To re-index the arm completely unload bar and remove the adjusting bolt. Prior to arm removal, scribe a line noting the arms position in relation to the torsion bar. Slip the rubber dust boot, located just forward of the arm, towards the front of the truck to access the c clip. With the c-clip removed the arm can be shifted rearward, beneath its housing, and off of the bar.
19. The arms should be re-indexed one spline on the torsion bar. As viewed from the rear of the vehicle, looking forward, the drivers side should be rotated clockwise, the passengers side counter clockwise. Carefully inspect the splines for wear and deformations. Replace as necessary. Reinstall the adjuster bolt and lubricate bolt. Adjust bolt to set ride height.
20. Reinstall the tires / wheels. Tighten lug nuts to factory specifications.
21. Recheck all steering components and lift components before removing jack stands and lowering vehicle to the ground.

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REAR INSTALLATION

1. Chock the front tires and raise the vehicle with a floor jack. Secure the vehicle with jack stands on the frame rails just ahead of the spring mounting point. Lower the vehicle onto the jack stands. Remove the rear tires.
2. Position a floor jack so that it supports the rear axle but does not raise it.
3. Remove the bolt securing the spring shackle (attached to the rear spring eye) to the frame, followed by the bolt that secures the shackle to the spring. Discard the stock spring shackle but retain all hardware for reuse.
4. Slide the supplied sleeves inside the factory shoulder sleeves in the spring bushings. Position the Rough Country spring shackle over the rear spring eye and attach using the provided 12mm x 100mm bolt, lock washer and nut, then attach the other end of the shackle to the frame. Snug at this time, do not tighten
5. Reinstall the tires and torque the lug nuts.
6. Lower the vehicle to the ground.
7. Tighten shackle hardware to 90 ft/lbs.

POST INSTALLATION INSTRUCTIONS

1. Adjust steering wheel to re-center prior to driving.
2. 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.
3. 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. Longer replacement hoses, if needed can be purchased from a local parts supplier.
4. Have a qualified alignment center realign front end to
   Caster min– 4.0 degree
   Camber –0.6—.09 degree
   Toe –.10– .15 degree
5. Install Warning to Driver decal on sun visor.
6. Re-torque all nuts, bolts, and especially u-bolts after the first 100 miles, again after another 100 miles and then check periodically thereafter.
7. All components must be retightened after 500 miles, and every three thousand miles after installation
8. Adjust headlights to proper settings.

KIT CONTENTS



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