Rough Country 8592_A Installation Instructions

2-Inch Leveling Kit for Chevrolet K2500 4WD (1988-1998)

Part number: 8592_A

trailfortress.com/2-inch-leveling-kit-chevrolet-k2500-4wd-rough-country-8592-a

Scan for fitment, price and install help

92859500

ROUGH COUNTRY SUSPENSION SYSTEMS®

02-10 HD TORSION ADJUSTERS W/SHOCK BRACKETS

Thank you for choosing Rough Country for 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.

PRODUCT USE INFORMATION

⚠WARNING 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".

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, lifts, and/or combining body lift with 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.

Braking performance and capability are decreased when significantly larger/heavier tires and wheels are used. Take this into consideration while driving.

The required installation time for this system is approximately 2 hours. This suspension system was developed using 285x75R16 tire on an 8" wheel. Before installing other combinations, please consult your local tire and wheel specialist.

⚠NOTICE A front-end alignment should ALWAYS be checked after installing ANY vehicle suspension lift. This kit typically requires a slight toe-in adjustment. Record the ride height measurement at the time of alignment. If, in the future the torsion bars settle excessively, alignment can be restored by adjusting-up the bars to their original ride height.

⚠NOTICE **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.

RECOMMENDED TOOLS

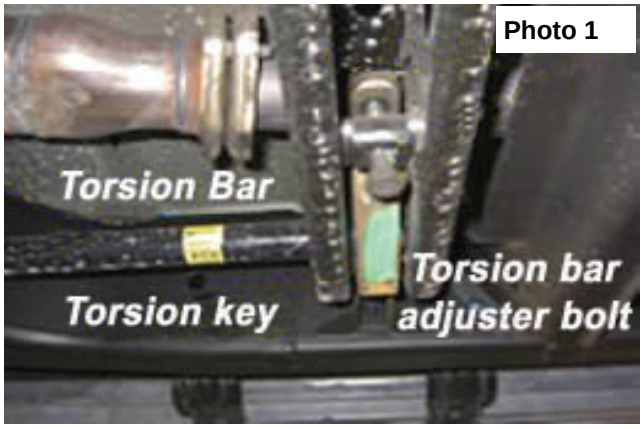
• Floor jack • Heavy duty jack stands • Safety glasses	• Wheel chocks • Ball Joint Remover like **OTC7249**	• Impact gun • 18 mm socket • 15 mm socket • 21 mm socket

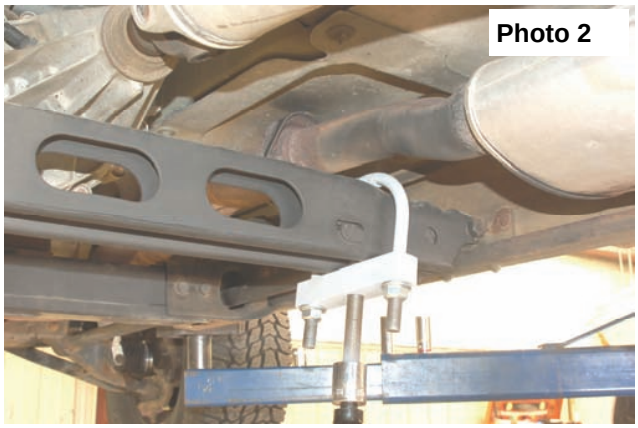


By purchasing any item sold by Rough Country, LLC, the buyer expressly warrants that he/she is in compliance with all applicable , State, and Local laws and regulations regarding the purchase, ownership, and use of the item. It shall be the buyers responsibility to comply with all Federal, State and 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.

FRONT INSTALLATION INSTRUCTIONS

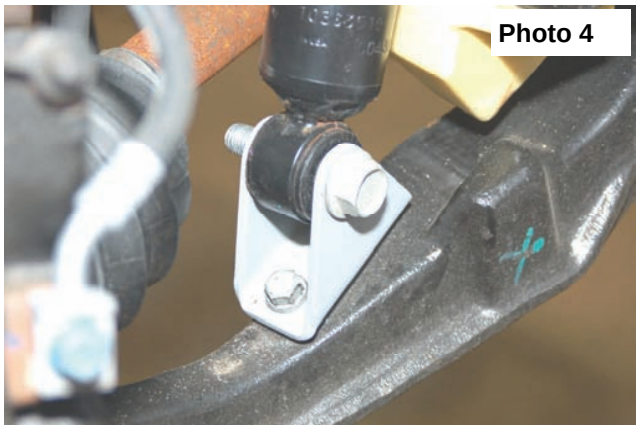
1. Place the vehicle in neutral. Raise the front of the vehicle with a jack to slightly raise the tires of the ground and support the frame with jack stands beneath each frame rail behind the lower control arms. Installation is done one side at a time, starting with the driver side. The torsion bar adjusters are under the cab of the vehicle at the rearward end of the torsion bars.
2. Measure or make a note of how much thread is remaining on the torsion bar adjuster bolt. You will reset the bars at this same location with the new adjusters. **See Photo 1.**
3. Use extreme caution when loading and unloading the torsion bars; there is a tremendous amount of energy stored in them. Keep your hands and body clear of the adjuster arm assembly and the puller tool in case anything slips or breaks. Note: Because of the extreme loads generated by the torsion bars on these vehicles. A torsion bar tool is recommended for the safe installation of these torsion bar keys. Rough Country offers a torsion bar key. Call Rough Country or your local dealer to purchase.
4. On the driver side, using a torsion bar removal tool, remove the stock torsion bar adjuster by loading the torsion bar using the tool and removing the bolt and nut block. Slide the torsion bar forward allowing the OE torsion key to fall out. **See Photo 2**.
5. Install the new torsion bar adjuster using the torsion bar tool.





   Reinstall the threaded block and adjuster bolt.
6. Repeat steps for passenger side. Making sure the driver and passenger side torsion bar adjuster bolts are adjusted the same amount. Fine-tuning is done in a later step.
7. Remove the shock from the lower mount using a 21mm wrench and remove the bracket as shown in **Photo 3** using a 15mm wrench. Retain the factory hardware.
8. Install the new bracket as shown in **Photo 4** in the stock location and reinstall the factory shock absorber on the lower control arm with factory hardware and using a 15mm wrench.
9. Jack up the front of the vehicle and remove the jack stands. Lower the vehicle to the ground to where the torsion bars are supporting the weight of the vehicle.





POST INSTALLATION INSTRUCTIONS

After the torsion bar adjusters have been installed and tightened to the factory measurement taken in step #2. additional adjustment may need to be performed to level the vehicle. This is done by either tightening or loosening the torsion bar adjuster bolts. Use a floor jack to support the side of the vehicle that is being adjusted, raising the tires slightly of the ground and only adjusting the bolt 1-2 turns at a time to ensure the leveling of the truck. After adjustment lower the vehicle to the ground and recheck for level. This may take several attempts. As with any lift installed, adjustment of the front headlights is required after installation. Note – the air dam on the front may need to be trimmed for additional clearance, depending on the tire size.