Rough Country 8735530 Installation Instructions

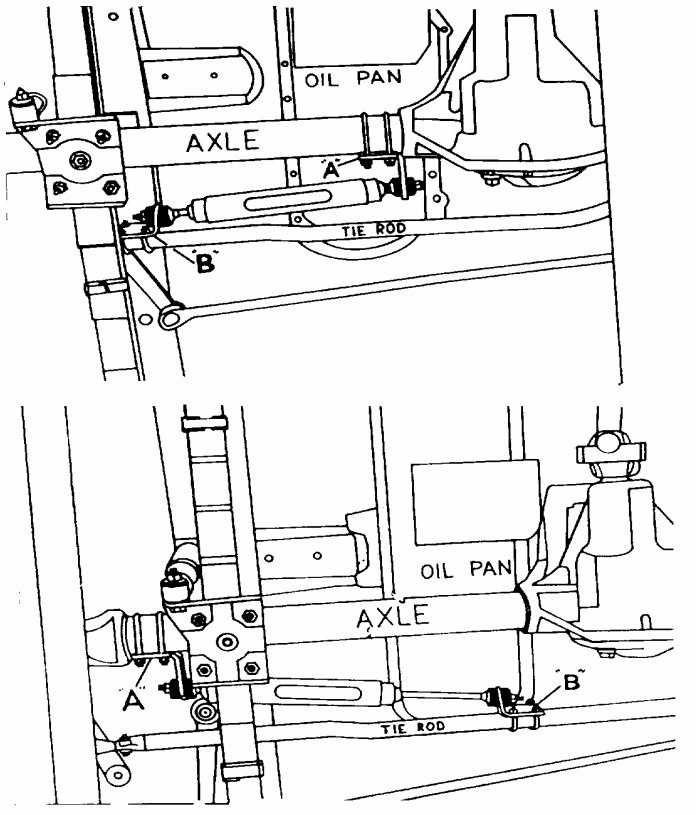
N3 Steering Stabilizer for Classic 4WD Trucks (1968–1993)

Part number: 8735530

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Scan for fitment, price and install help

INSTALLATION INSTRUCTIONS **FORM NO. 82151**



BOX CONTENT
1 – stabilizer cylinder
1 – installation sheet
1 – mounting bracket (axle)

POLY BAG # 1
2 – rubber bushings
2 – cup washers
1 – hex nut 3/8
2 – u-bolts
4 – flanged lock nuts 3/8

POLY BAG #2
2 – rubber bushings
2 – cup washers
4 – flanged lock nuts 5/16
1 – hex nut 3/8
2 – u-bolts (see note)
1 – mounting bracket (tie rod)

NOTE: This installation instruction sheet is used in several different kits. Some kits have (4) u-bolts to fit different sizes of tie rods.

NOTE: All surfaces should be clean and dry before attaching brackets.

Your Hydraulic steering stabilizer, sometimes described as a steering shock absorber, is designed to fit several makes of vehicles covering several years. Configuration of the front end of your vehicle will determine where you mount the unit. Differential cases are built into the vehicle either on the left or right side. The stabilizer can be installed on either side as shown in illustrations. Attaching brackets can be rotated up or down on the axle and tie rod to attain proper clearance.

Select the location for the stabilizer that best fits your vehicle. Be absolutely sure that nothing interferes with any part of the steering mechanism and that installation clears brake line.

Turn front wheels to a straight forward position. Install both brackets loosely to axle and tie rod. (Some kits have two sets of u-bolts for tie rod bracket. Choose the size that best fits your vehicles.) Move hydraulic brake line away from axle to clear u-bolts if brake line is attached to axle.

Attach stabilizer to brackets with piston rod extended 4 1/2 inches, assembling bushings and washers as shown on stack-up instructions printed on bag.

Position stabilizer by rotating brackets so that the unit will operate free and clear of interference. Turn front wheels full right and full left to check clearance. Be sure that unit does not touch differential case, oil drain plug or any other obstruction.

Check to be sure that piston rod does not bottom out in either direction. Recheck all nuts for tightness. Pal lock nuts should be used on each end of the cylinder to lock the 3/8-inch nuts.

CAUTION: Any and all warranties including but not limited to any express warranties, implied warranty of merchantability, or implied warranty of fitness for a particular purpose shall not apply to any product altered in any way outside the premises of the manufacturer or to any product which is not installed in accordance with the written instructions provided by the manufacturer for installation of the product.

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