



Part # 55906
2004 Toyota Tundra
5" Suspension system

Parts contained in Box 1 of 2

<u>Part #</u>	<u>Description</u>	<u>Qty.</u>
55905-04	Front upper strut spacer	2
TOYBRAKE-01	Rear brake proportioning valve bracket	1
TOYDSDIFF-01	DS differential relocation bracket	1
TOYPSDIFF-01	PS differential relocation bracket	1
TOYDSSWAY-01	DS sway bar relocation bracket	1
TOYPSSWAY-01	PS sway bar relocation bracket	1
TOYSTEER-01	Steering shaft relocation bracket	1
TOYRACK-01	Rack & pinion support bracket	1
TOYRACK-02	Center rack and pinion bracket	1
TOYSUB-01	Sub frame	1
54800-06	Bump stop relocation brackets	4
52904BL	Rear extended brake line	1
55907NB	Hardware bag	1
55906NB1	Hardware bag	1
5U-243S	9/16" x 2 9/16" x 10 5/8" sq u-bolt	4
916NW	Hardware bag	1
BL401	4" rear lifted blocks	2
55906INST	Instruction sheet (customer copy)	1
55906INST	Instruction sheet (installer copy)	1
MIRRORHANGER	Rear view mirror hanger	1
WARNINGDECAL	Warning decal	1
DECAL	Window sticker	1

Parts contained in Box 2 of 2

<u>Part #</u>	<u>Description</u>	<u>Qty.</u>
5900-01	Driver side knuckle	1
5900-02	Passenger side knuckle	1

Congratulations on your selection to purchase a Tuff Country EZ-Ride Suspension System. We at Tuff Country are proud to offer a high quality product at the industries most competitive pricing. Thank you for your confidence in us, and our product.

Before installation begins, it is the customers/installers responsibility to make sure that all parts are on hand. If any parts are missing, please feel free to call one of our customer service representatives @ (801) 280-2777.

Tuff Country EZ-Ride Suspension packages (2) sets of instruction sheets with this box kit. (1) is for the installer and (1) is for the customer. The (1) for the customer has some post installation procedure literature and it is the installers responsibility to make sure that the customer receives a copy of the installation manual along with the literature.

Installation manual
5" Suspension system
2004
Toyota Tundra
Part # 55906

sj030207rev.02

Important customer information:

Tuff Country EZ-Ride Suspension highly recommends that a qualified and/or certified mechanic performs this installation.

If you desire to return your vehicle to stock, it is the customers responsibility to save all stock hardware.

This vehicles reaction and handling characteristics may differ from standard cars and/or trucks. Modifications to improve and/or enhance off road performance may raise the intended center of gravity. Extreme caution must be utilized when encountering driving conditions which may cause vehicle imbalance or loss of control. DRIVE SAFELY! Avoid abrupt maneuvers, such as sudden sharp turns which could cause a roll over, resulting in serious injury or death.

It is the customers responsibility to make sure that a re-torque is performed on all hardware associated with this suspension system after the first 100 miles of installation. It is also the customers responsibility to do a complete re-torque after every 3000 miles or after every off road use.

After the original installation, Tuff Country EZ-Ride Suspension also recommends having the alignment checked every 6 months to ensure proper tracking, proper wear on tires and front end components. Tuff Country EZ-Ride Suspension takes no responsibility for abuse, improper installation or improper suspension maintenance.

It is the responsibility of the customer or the mechanic to wear safety glasses at all times when performing this installation.

It is the customers/installers responsibility to read and understand all steps before installation begins. OEM manual should be used as a reference guide.

Make sure to use lock tite on all new and stock hardware associated with this installation.

The Tuff Country EZ-Ride Suspension product safety label that is included in your kit box must be installed inside the cab in plain view of all occupants.

Limited lifetime warranty

Notice to all Tuff Country EZ-Ride Suspension customers: It is your responsibility to keep your original sales receipt! If failure should occur on any Tuff Country EZ-Ride Suspension component, your original sales receipt must accompany the warranted unit to receive warranty. Warranty will be void if the customer can not provide the original sales receipt. Do not install a body lift in conjunction with a suspension system. If a body lift is used in conjunction with any Tuff Country EZ-Ride Suspension product, your Tuff Country EZ-Ride Suspension WARRANTY WILL BE VOID. Tuff Country Inc. ("Tuff Country") suspension products are warranted to be free from defects in material and workmanship for life if purchased, installed and maintained on a non-commercial vehicle; otherwise, for a period of twelve (12) months, from the date of purchase and installation on a commercial vehicle, or twelve thousand (12,000) miles (which ever occurs first). Tuff Country does not warrant or make any representations concerning Tuff Country Products when not installed and used strictly in accordance with the manufacturer's instructions for such installation and operation and accordance with good installation and maintenance practices of the automotive industry. This warranty does not apply to the cosmetic finish of Tuff Country products nor to Tuff Country products which have been altered, improperly installed, maintained, used or repaired, or damaged by accident, negligence, misuse or racing. ("Racing is used in its broadest sense, and, for example, without regards to formalities in relation to prizes, competition, etc.) This warranty is void if the product is removed from the original vehicle and re-installed on that or any other vehicle. This warranty is exclusive and is in lieu of any implied warranty of merchantability, fitness for a particular purpose or other warranty of quality, whether express or implied, except the warranty of title. All implied warranties are limited to the duration of this warranty. The remedies set forth in this warranty are exclusive. This warranty excludes all labor charges or other incidental of consequential damages. Any part or product returned for warranty claim must be returned through the dealer of the distributor from whom it was purchased. Tuff Country reserves the right to examine all parts returned to it for warranty claim to determine whether or not any such part has failed because of defect in material or workmanship. The obligation of Tuff Country under this warranty shall be limited to repairing, replacing or crediting, at its option, any part or product found to be so defective. Regardless of whether any part is repaired, replaced or credited under this warranty, shipping and/or transportation charges on the return of such product must be prepaid by the customer under this warranty.

Important information that needs to be read before installation begins:

The stock wheels will not work in conjunction with this suspension system. New wheels with a 4.5" back spacing is required. Tuff Country recommends a 33x12.50 tire package. If larger than a 33x12.50 tire is installed on your vehicle in conjunction with part # 55906; Tuff Country assumes no liability and the warranty will be VOID.

If the vehicle that you are working on is equipped without ABS front brakes, (2) of part # 54900-13 (ABS plugs for new knuckles) need to be purchased as a separate part #. If you have not already ordered the new ABS plugs, please feel free to contact Tuff Country or your local Tuff Country dealer and order the new ABS plugs. If these parts are not installed to the new knuckles, damage will occur to the stock hub assembly and Tuff Country will not be liable for damages.

This suspension system WILL NOT work on vehicles that are NOT equipped with front automatic hubs.

Before installation begins, Tuff Country EZ-Ride Suspension highly recommends that the installer performs a test drive on the vehicle. During the test drive, check to see if there are any uncommon sounds or vibrations. If uncommon sounds or vibrations occur on the test drive, uncommon sounds or vibrations will be enhanced once the suspension system has been installed. Tuff Country EZ-Ride Suspension highly recommends notifying the customer prior to installation to inform the customer of these issues if they exist.

New longer rear shocks are needed after this suspension system has been installed and the rear shocks need to be ordered as a separate part #. If you have not already ordered your rear shocks, please feel free to contact Tuff Country or your local Tuff Country dealer and order your rear shocks. Tuff Country recommends installing a 26" fully extended nitrogen gas shock in the rear.

Torque settings:

5/16"	15—18 ft lbs.
3/8"	28—32 ft lbs.
7/16"	30—35 ft lbs.
1/2"	65—85 ft lbs.
9/16"	85—120 ft lbs.
5/8"	95—130 ft lbs.
3/4"	100—140 ft lbs.

Hardware bag 55907NB includes:

<u>Description</u>	<u>Quantity</u>
1/2" unitorque nuts	4
1/2" USS flat washers	2
1/2" x 1 1/2" bolts	4
1/4" USS flat washers	12
10 mm fine nuts	4
10 mm flat washers	8
10 mm lock washers	8
10 mm x 25 mm fine bolts	4
3/4" unitorque nuts	4
3/4" flat washers	8
3/4" x 5 1/2" bolts	2
3/4" x 5" bolts	2
3/8" lock washers	6
3/8" nylock nuts	6
3/8" unitorque nuts	8
3/8" x 1 1/4" bolts	4
3/8" x 1" bolts	4
5/16" unitorque nuts	6
5/16" USS flat washers	22
5/16" x 1" bolts	4
5/16" x 3/4" bolts	2
7/16" USS flat washers	8
9/16" lock washers	2
9/16" USS flat washers	5
9/16" x 2 1/2" bolts	2
S10107 (over size washers)	4

Hardware bag 55906NB1 includes:

<u>Description</u>	<u>Quantity</u>
PB2408 (poly bushings)	4
S10082 (.875" x .563" x 2.080" sleeves)	2
MO2382 (poly bushings)	2
MO3354 (poly bushings)	2
S10075 (.750" x .625" x 1.275" sleeve)	1
S10076 (.750" X .629" X 2.875" sleeve)	1
S10077 (over size washers)	2
PB8297 (poly bushings)	4
BLR01 (front brake line relocation bracket)	2
SHOCKTIE (shock ties)	2
BLR09 (relocation bracket)	2
ECLIP (rear brake line e-clip)	1
LUBE (poly lube packs)	2
S10137 (rear brake line relocation bracket)	1
S10138 (1/4" x 3/4" self tapping screw)	1
WIRETIE (knuckle ball joint boot tie)	2
COTTER01 (cotter pin)	2
S10140 (9/16" fender washer)	2

Special note: Before installation begins, it is the customers/installers responsibility to make sure that all parts are on hand. If any parts are missing, please feel free to call one of our customer service representatives @ (801) 280-2777.

Recommended tools selection;

Cut off wheel
Sawzall
Torque wrench
Standard socket set
Standard wrench set
Metric socket set
Metric wrench set
Tape measure
Hydraulic floor jacks

Please follow instructions carefully:

Before installation begins, measure from the center of the hub, to the bottom of the fender well, and record measurements below.

Pre-installation measurements:

Driver side front: _____

Passenger side front: _____

Driver side rear: _____

Passenger side rear: _____

At the end of the installation take the same measurements and compare to the pre-installation measurements.

Post installation measurements:

Driver side front: _____

Passenger side front: _____

Driver side rear: _____

Passenger side rear: _____

Front end installation:

1. To begin installation, block the rear tires of the vehicle so that the vehicle is stable and can't roll backwards. Safely lift the front of the vehicle and support the frame with a pair of jack stands. Place a jack stand on both the driver and the passenger side. Next, remove the front wheels and tires from both sides.

2. Remove the stock front upper skid plate and set the stock front upper skid plate and hardware aside for later re-installation.

Photo # 1

3. Working on the driver side, remove the stock lower sway bar end link mounting hardware from the stock location and set aside for later re-installation. Repeat procedure on the passenger side.

Photo # 2

4. Working on the driver side, remove the stock mounting hardware that connects the stock end link to the stock sway bar. Save the stock mounting hardware for later re-installation. Repeat procedure on the passenger side.

Photo # 3

5. Working on the driver side, remove the stock mounting hardware that attaches the stock sway bar to the stock sway bar mounting location. Save the stock hardware for later re-installation. Repeat procedure on the passenger side. Set the stock sway bar aside for later re-installation.

Photo # 4

6. Working on the driver side, remove the stock cotter pin and nut that connects the stock rack and pinion outer ball joint to the stock knuckle. Save the stock cotter pin and nut

for later re-installation. Carefully break the stock taper on the stock rack and pinion outer ball joint and remove the stock rack and pinion outer ball joint from the stock knuckle. **Special note: Take special care not to rip or tear the stock rack and pinion outer ball joint dust boot. A strike with a hammer will help break the stock taper.** Repeat procedure on the passenger side.

Photo # 5

Photo # 6

7. Working on the driver side, remove the stock ABS plug from the stock knuckle. Save the stock hardware for later re-installation. Repeat procedure on the passenger side.

Special note: If the vehicle that you are working on is equipped without ABS front brakes, (2) of part # 54900-13 (ABS plugs for new knuckles) need to be purchased as a separate part #. If you have not already ordered the new ABS plugs, please feel free to contact Tuff Country or your local Tuff Country dealer and order the new ABS plugs. If these parts are not installed to the new knuckles, damage will occur to the stock hub assembly and Tuff Country will not be liable for damages.

Photo # 7

8. Working on the driver side, remove the stock brake line bracket from the back side of the stock knuckle. Save the stock hardware for later re-installation. Repeat procedure on the passenger side.

Photo # 8

9. Working on the driver side, remove the stock ABS line bracket that attaches the stock ABS line to the neck of the stock knuckle. The stock hardware may be discarded. Repeat procedure on the passenger side.

Photo # 9

10. Working on the driver side, remove the stock hardware that connects the stock brake line to the stock upper control arm. The stock hardware may be discarded. Also, at this time, remove the stock brake line bracket from the stock brake line and discard. Repeat procedure on the passenger side.

Photo # 10

Photo # 11

11. Working on the driver side, remove the stock brake line bracket from the stock bump stop bracket. Save the stock hardware for later re-installation.

Photo # 12

12. Working on the driver side, remove the stock cotter pin from the stock upper control arm ball joint. The stock cotter pin may be discarded. Loosen, but do not remove the stock upper control arm castle nut. With a hammer, strike the stock upper control arm next to the stock ball joint to break the stock upper ball joint taper. Remove the stock upper castle nut completely. The stock upper castle nut may be discarded. Remove the stock knuckle from the stock upper control arm. Repeat procedure on the passenger side.

Photo # 13

Photo # 14

Photo # 15

13. Working on the driver side, remove the stock brake caliper from the stock knuckle. Set the stock hardware aside for later re-installation. Carefully tie the stock brake caliper up and out of the way in the stock fender well. Repeat procedure on the passenger side.

Photo # 16

14. Working on the driver side, remove the stock rotor from the stock location and set aside for later re-installation. Repeat procedure on the passenger side.

Photo # 17

15. Working on the driver side and using a flat head screw driver, remove the stock axle cap from the stock hub assembly. Set the stock axle cap aside for later re-installation. Repeat procedure on the passenger side.

Photo # 18

16. Working on the driver side, remove the stock cotter pin and castle nut cap that attached the stock front CV axle to the stock hub assembly. Set the stock cotter pin and castle nut cap aside for later re-installation. Now, remove the stock axle nut and set aside for later re-installation. Repeat procedure on the passenger side.

Photo # 19

17. Working on the driver side, remove the (4) stock mounting bolts that connect the stock lower ball joint plate to the stock knuckle. Save the stock hardware for later re-installation. Carefully remove the stock knuckle from the vehicle and set aside for further instructions. Repeat procedure on the passenger side.

Photo # 20

Photo # 21

18. Working on the driver side and using some white out or a white marker, write a "D" on the driver side strut. Repeat procedure on the passenger side with a "P".

Photo # 22

19. Working on the driver side, remove the (3) stock upper nuts that hold the stock strut assembly into the stock upper pocket. Save the stock hardware for later re-installation. **Special note: DO NOT remove the stock upper center nut that holds the stock strut into the stock location. If the nut is removed, a coils spring compressor is going to be needed to replace the stock strut.** Repeat procedure on passenger side.

Photo # 23

20. Working on the driver side, remove the stock lower bolt that holds the stock strut into the stock location and save the stock hardware for later re-installation. Repeat procedure on passenger side. Set the driver and passenger side stock struts aside for further instructions.

Photo # 24

Photo # 25

21. Working on the passenger side, remove the stock hardware that connects the stock rack and pinion hi pressure and return lines to the stock rack and pinion. Save the stock hardware for later re-installation.

Photo # 26

22. Working on the driver side, carefully tie the stock rack and pinion to the stock sway bar mount. Repeat procedure on the passenger side. **Special note: This is done so that when the rack and pinion is removed from the stock location it will be up out of the way when the stock rear cross member needs to be cut.**

23. Working on the driver side, remove the stock hardware that connects the stock rack and pinion to the stock rear cross member. Save the stock hardware for later re-installation.

Photo # 27

24. Locate the center stock bolt that connects the stock rack and pinion to the stock rear cross member. Remove and discard the stock bolt.

Photo # 28

25. Working on the passenger side, remove the stock upper mounting bolt that connects the stock rack and pinion to the stock mounting location. The stock bolt may be discarded. Next, remove the stock lower mounting all thread nut that connects the stock rack and pinion to the stock rear cross member. Save the stock lower mounting nut for later re-installation.

Photo # 29

Special note: If you have not already done so, please make sure that the steering wheel is locked. If the steering wheel is not locked and the steering wheel is turned during these next steps, damage may occur to the steering column.

26. Working on the driver side and using some white out or a white marker, scribe a mark on the stock rack and pinion flange and the stock steering shaft bracket.

27. Working on the driver side, remove the stock steering shaft flange from the stock rack and pinion flange. The stock hardware may be discarded.

28. Working on the center of the of the rear cross member, remove the stock mounting nut that connects the stock front differential to the stock rear cross member. Set the stock hardware aside for later re-installation.

Photo # 30

29. Working on the driver side, remove the stock lower control arm mounting cams from the stock front and rear mounting locations. Save the stock hardware for later

re-installation. Set the stock lower control arms aside for later re-installation. Repeat procedure on the passenger side.

Photo # 31

30. Working on the driver side, measure from the stock rear lower control arm mounting point towards the inside of the vehicle 3 1/4". Scribe a mark on the stock rear cross member. Using a suitable cutting tool, carefully cut the stock rear cross member. **Special note: Tuff Country does not recommend using a torch when making this cut. Tuff Country recommends using a sawzall to make this cut. Also, take special care not to cut any lines, hoses or wires.**

Photo # 32

31. Working on the passenger side, measure from the stock rear lower control arm mounting point towards the inside of the vehicle 5 3/4". Scribe a mark on the stock rear cross member. Using a suitable cutting tool, carefully cut the stock rear cross member. **Special note: Tuff Country does not recommend using a torch when making this cut. Tuff Country recommends using a sawzall to make this cut. Also, take special care not to cut any lines, hoses or wires. The stock rear cross member that was cut out may be discarded.**

Photo # 33

Photo # 34

32. Place a hydraulic floor jack under the front differential and carefully raise up on the hydraulic floor jack until it makes contact with the front differential.

33. Working on the driver side, remove the stock mounting hardware that connects the stock driver side differential bracket to the stock front cross member. Save the stock hardware for later re-installation. Repeat procedure on the passenger side.

Photo # 35

34. Working on the driver side, remove the (3) stock bolts that connect the driver side differential bracket to the stock front differential. Save the stock hardware for later re-installation. Repeat procedure on the passenger side. **Special note: On the passenger side, the stock differential bracket is attached to the stock front differential with (2) stock bolts.**

Photo # 36

Photo # 37

35. With a tie down strap, carefully tie the stock front differential to the stock frame rail. This is done so the front differential will hang. With the front differential hanging, remove the hydraulic floor jack from under the front differential.

Photo # 38

36. Locate the new driver and passenger side differential relocation brackets. Locate (4) PB2408 poly bushings and

(2) S10082 sleeves from hardware bag 55906NB1. Install the new poly bushings into the new driver and passenger side differential relocation brackets. Next, install the new sleeves into the newly installed poly bushings. **Special note: Make sure to use a lithium or moly base grease prior to inserting the new bushings into the new driver and passenger side differential relocation brackets. This will increase the life of the bushings as well as prevent squeaking.**

37. Locate the new driver side differential relocation bracket. Locate the (3) stock mounting bolts that were removed in step # 34. Also, locate (3) 9/16" USS flat washers from hardware bag 55907NB. Working on the driver side, install the new driver side differential relocation bracket to the stock front differential and secure using the stock mounting bolts and the new 9/16" USS flat washers. **Do not tighten at this point.**

Photo # 39

38. Locate the new passenger side differential relocation bracket. Locate the (2) stock mounting bolts that were removed in step # 34. Also locate (2) 9/16" USS flat washers from hardware bag 55907NB. Working on the passenger side, install the new passenger side differential relocation bracket to the stock front differential and secure using the stock mounting bolts and the new 9/16" USS flat washers. **Do not tighten at this point.**

Photo # 40

39. Locate the stock driver and passenger side mounting hardware that attached the stock differential brackets to the stock front cross member that were removed in step # 33. Working on the driver side, install the new driver side differential relocation bracket to the stock front cross member using the stock hardware. **Do not tighten at this point.** Repeat procedure on the passenger side.

40. Locate (2) 3/4" x 5 1/2" bolts, (2) 3/4" x 5" bolts, (8) 3/4" flat washers and (4) 3/4" unitorque nuts from hardware bag 55907NB. Also, locate the new one piece lower sub frame. Install the new one piece lower sub frame into the stock front and rear lower control arm pockets and secure using the new 3/4" x 5 1/2" bolts into the front location and the new 3/4" x 5" bolts and hardware into the rear location. **Special note: Do not tighten at this point. Also, when installing the new one piece lower sub frame, make sure that the rear mounting stud on the rear portion of the front differential seats properly into the new one piece lower sub frame.**

Photo # 41

41. Locate (1) 1/2" x 1 1/2" bolt, (2) 7/16" USS flat washers, and (1) 1/2" unitorque nut from hardware bag 55907NB. Working on the driver side, install the newly installed one piece lower sub frame to the newly installed driver side differential relocation bracket and secure using the new 1/2" x 1 1/2" bolt and hardware. **Special note: Do not tighten at this point. Also, when installing the new**

driver side differential relocation bracket to the new one piece lower sub frame, make sure that the new driver side differential relocation bracket is installed towards the inside of the new differential tabs on the new one piece lower sub frame.

Photo # 42

42. Locate (1) 1/2" x 1 1/2" bolt, (2) 7/16" USS flat washers, and (1) 1/2" unitorque nut from hardware bag 55907NB. Working on the passenger side, install the newly installed one piece lower sub frame to the newly installed passenger side differential relocation bracket and secure using the new 1/2" x 1 1/2" bolt and hardware. **Special note: Do not tighten at this point. Also, when installing the new passenger side differential relocation bracket to the new one piece lower sub frame, make sure that the new passenger side differential relocation bracket is installed towards the inside of the new differential tabs on the new one piece lower sub frame.**

Photo # 43

43. Locate the stock mounting hardware that was removed in step # 28. Secure the rear mounting stud on the rear portion of the front differential to the new one piece lower sub frame using the stock hardware. **Do not tighten at this point.**

44. Move back to the newly installed 3/4" x 5" bolts and 3/4" x 5 1/2" bolts securing the new one piece lower sub frame into the new location and add some thread locker or lock tite. Torque the new 3/4" bolts and hardware to **125 ft lbs.**

Photo # 44

45. Move back to the (3) stock bolts holding the newly installed driver side differential relocation bracket to the stock front differential and add some thread locker or lock tite. Torque to **85 ft lbs.** Repeat procedure on the passenger side.

Photo # 45

46. Move back to the new 1/2" x 1 1/2" bolts holding the newly installed driver side differential relocation bracket to the tab on the newly installed one piece sub frame and add some thread locker or lock tite. Torque to **75 ft lbs.** Repeat procedure on the passenger side.

Photo # 46

47. Move back to the stock hardware holding the newly installed driver side differential relocation bracket to the stock front cross member and add some thread locker or lock tite. Torque to **85 ft lbs.** Repeat procedure on the passenger side.

Photo # 47

48. Move back to the rear mounting stud on the rear portion of the front differential and add some thread locker or lock tite. Torque to **75 ft lbs.**

Photo # 48

49. It is now ok to remove the tie down strap holding the stock front differential to the stock frame rail.

50. Locate the stock lower control arm mounting cams and the stock lower control arms that were removed in step # 29. Working on the driver side, install the stock lower control arm to the newly installed one piece lower sub frame using the stock cams. Do not tighten at this point. Repeat procedure on the passenger side.

Photo # 49

51. Working on the driver side of the stock rack and pinion, remove the stock rubber bushing and discard.

Photo # 50

52. Working on the center of the stock rack and pinion, remove the stock rubber bushing and discard.

Photo # 51

53. Locate (2) new MO3354 poly bushings and (1) S10075 sleeve from hardware bag 55906NB1. Working on the center of the stock rack and pinion, install the new bushings and sleeves into the stock rack and pinion. **Special note: Make sure to use a lithium or moly base grease prior to inserting the new bushings into the stock rack and pinion. This will increase the life of the bushings as well as prevent squeaking.**

Photo # 52

54. Locate (2) MO2382 poly bushings and (1) S10076 sleeve from hardware bag 55906NB1. Working on the driver side of the stock rack and pinion, install the new bushings and sleeves into the stock rack and pinion. **Special note: Make sure to use a lithium or moly base grease prior to inserting the new bushings into the stock rack and pinion. This will increase the life of the bushings as well as prevent squeaking.**

Photo # 53

Photo # 54

55. Working on the driver side stock sway bar mounting bracket attached to the inside part of the stock frame rail and using a tape measure, measure from the top leading edge of the front portion of the bracket downward 1 1/2". Using some white out or a white marker, scribe a line. Now measure from the inside leading edge towards the stock frame rail 1". Using some white out or a white marker, scribe a line.

Photo # 55

56. Using a die grinder, carefully cut out the front portion of the stock sway bar mount. **Special note: Tuff Country does not recommend using a torch when making this cut. Tuff Country recommends using a die grinder to make this cut. The stock gas line runs on the inside of the stock frame rail, take special care not to cut the stock gas lines. Also when making this cut, take special care not to cut into the stock frame rail. Clean up any exposed slag from the trimming performed in this**

installation step.

Photo # 56

Photo # 57

Photo # 58

57. Locate the new steering shaft extension bracket. Also locate (2) 3/8" x 1" bolts, (4) 5/16" USS flat washers and (2) 3/8" unitorque nuts from hardware bag 55907NB. Install the new steering shaft extension bracket to the stock steering shaft using the new 3/8" x 1" bolts and hardware. **Do not tighten at this point.**

58. Locate the new passenger side rack and pinion support bracket. Working on the passenger side, install the new passenger side rack and pinion support bracket to the stock rack and pinion bolt.

Photo # 59

59. Locate the stock driver side rack and pinion mounting hardware that was removed in step # 23. Also, locate (2) S10077 over size washers from hardware bag 55906NB1. Working on the driver side, install the stock rack and pinion to the driver side of the newly installed one piece sub frame and secure using the stock hardware and the new over size washers. **Do not tighten at this point. Special note: make sure to install one of the over size washers between the stock rack and pinion and the one piece sub frame.**

60. Locate the center rack and pinion bracket. Locate (1) 9/16" x 2 1/2" bolts, (1) 9/16" lock washer, (1) 1/2" USS flat washer, (2) 1/2" x 1 1/2" bolts, (4) 7/16" USS flat washers and (2) 1/2" unitorque nuts from hardware bag 55907NB. Also, locate (2) S10140 (9/16" fender washers) from hardware bag 55906NB1. Working on the center of the newly installed sub frame, install the center rack and pinion bracket to the sub frame and secure using the new 1/2" x 1 1/2" bolts and hardware. **Special note: make sure to install the bracket with the weld on the spud towards the ground. Do not tighten at this point.** Next, install the stock rack and pinion to the new center rack and pinion bracket using the new 9/16" x 2 1/2" bolts, hardware and 9/16" fender washers. **Special note: The fender washers need to be installed on top of the stock rack and pinion and between the stock rack and pinion and the new center rack and pinion bracket. Do not tighten at this time. Special note: The bolt will be installed from the top of the rack and pinion downward.**

61. Locate the stock passenger side rack and pinion all thread nut that was removed in step # 25. Also, locate (1) 9/16" x 2 1/2" bolt, (1) 9/16" lock washer from hardware bag 55907NB. Remove and re-install the stock rack and pinion mounting bracket in the upside down position around the stock rack and pinion bushing. Secure the upper part of the stock rack and pinion bracket to the stock bolt and secure using the stock all thread nut. **Do not tighten at this point.** Secure the bottom part of the stock bracket to the newly installed one piece sub frame using the new 9/16" x 2 1/2"

bolt and hardware. **Do not tighten at this point.**

Photo # 60

Photo # 61

62. Locate (1) BLR09 (relocation bracket) from hardware bag 55906NB1. Locate (1) 5/16" x 1" bolt, (2) 1/4" USS flat washers and (1) 5/16" unitorque nut from hardware bag 55907NB. Also, locate the stock rack and pinion hi pressure line mounting hardware that was removed in step # 21. Install the new relocation bracket to the stock rack and pinion hi pressure lines and secure using the new 5/16" x 1" bolt and hardware. Do not tighten at this point. Next secure the previously installed relocation bracket to the stock rack and pinion and secure using the stock hardware. Make sure to use thread lock or lock tite and torque to **12 ft lbs.** Move back to the new 5/16" x 1" bolt installed earlier in this step and add some thread locker or lock tite and torque the new 5/16" x 1" bolt to **14 ft lbs.**

Photo # 62

63. Locate (2) 3/8" x 1" bolts, (4) 5/16" USS flat washers and (2) 3/8" unitorque nuts from hardware bag 55906NB1. Install the newly installed steering shaft extension bracket to the stock rack and pinion flange and secure using the new 3/8" x 1" bolts and hardware. Add some thread locker or lock tite to the new bolts and torque to **18 ft lbs. Special note: make sure that the marks that were scribed in step # 26 line up with each other.**

64. Move back to the stock driver side bolt holding the stock rack and pinion to the new sub frame and add some thread locker or lock tite and torque to **110 ft lbs.** Move back to the passenger side rack and pinion and add some tread locker or lock tite to the stock all thread nut and the new 9/16" x 2 1/2" bolt and torque both to **85 ft lbs.** Move to the center rack and pinion bracket attached to the new sub frame and add some thread locker or lock tite to the 1/2" x 1 1/2" bolt and torque to **65 ft lbs.** Now move back to the 9/16" x 2 1/2" bolt holding the stock rack and pinion to the new center rack and pinion bracket and torque to **85 ft lbs.**

Special note: During the installation of the stock hub assembly to the new knuckles, special care needs to be taken not to damage the hub assembly or knuckle. We need to make sure that we press the knuckle onto the hub assembly NOT THE HUB ASSEMBLY ONTO THE KNUCKLE. If you have any questions, please call the Tech Department @ Tuff Country. (801) 280 - 2777

65. Locate the stock driver side knuckle that was removed from step # 17. Working on the stock driver side knuckle, carefully remove the inner stock oil seal from the stock knuckle. **Special Note: Take special care not to damage the stock oil seal during removal. Set the stock oil seal aside for later instructions.**

Photo # 63

Photo # 64

66. Working on the stock driver side knuckle, carefully press out the stock hub assembly from the stock knuckle. **Special Note: Tuff Country highly recommends that this step be performed by a capable installer or technician. If special care is not taken, the stock hub assembly, ABS speed sensor rotor or bearing spacer may be damaged. If the stock hub assembly, ABS speed sensor rotor or bearing spacer are damaged a new hub assembly, ABS speed sensor or bearing spacer will need to be purchased from your local dealer.** Once the stock hub assembly has been pressed out, set the stock hub assembly, ABS speed sensor rotor and bearing spacer aside for later instructions.

Photo # 65
Photo # 66

67. Working on the stock driver side knuckle, remove the (4) stock bolts holding the stock dust cover to the stock driver side knuckle. Set the stock bolts and dust cover aside for later instructions. Also, at this time remove the outer stock oil seal from the stock knuckle. **Special note: Take special care not to damage the stock oil seal during removal. Set the stock oil seal aside for later instructions. The stock knuckle may be discarded.**

Photo # 67
Photo # 68
Photo # 69
Photo # 70

68. Locate the new driver side knuckle. Locate the stock outer oil seal, the (4) stock bolts and the stock dust cover that were removed in step # 67. Install the stock outer oil seal to the new knuckle. **Special note: Take special care not to damage the stock oil seal during installation.** Next, install the stock dust cover to the new driver side knuckle using the stock hardware. **Special note: Make sure to use thread locker or lock tite. Torque the stock hardware to 13 ft lbs.**

Photo # 71
Photo # 72

69. Locate the stock hub assembly, the stock ABS speed sensor rotor and bearing spacer that were removed from step # 66. **Carefully press the new knuckle onto the stock hub assembly. Special note: Tuff Country highly recommends that this step be performed by a capable installer or technician. If special care is not taken, the stock hub assembly or new driver side knuckle may be damaged. If the stock hub assembly or the new driver side knuckle are damaged, new parts will need to be purchased.** Re-install the stock ABS speed sensor and bearing spacer into the new driver side knuckle. **Special note: Tuff Country highly recommends that this step be performed by a capable installer or technician. If special care is not taken, the stock ABS speed sensor or bearing spacer may be damaged. If the stock ABS speed sensor rotor or bearing spacer are damaged, new ABS speed sensor rotor or bearing spacer will need to be purchased.**

Photo # 73 / Photo # 74
Photo # 75 / Photo # 76
Photo # 77

70. Locate the stock inner oil seal that was removed from step # 65. Carefully re-install the stock inner oil seal to the new driver side knuckle. **Special note: Take special care not to damage the stock oil seal during installation. Set the new driver side knuckle aside for later re-installation.**

Photo # 78
Photo # 79

71. Repeat steps 65 — 70 for the passenger side knuckle.

72. Locate (1) wire tie from hardware bag 55907NB1. Locate the new driver side knuckle. Remove the new upper ball joint castle nut and set aside for later installation. Install the wire tie around the new upper ball joint dust boot on the new driver side knuckle. Working on the driver side, carefully slide the stock drive shaft into the new driver side knuckle. Secure the new driver side knuckle to the stock upper control arm and finger tighten the new upper ball joint castle nut that was removed earlier in this step.

Photo # 80
Photo # 81

73. Locate the (4) stock bolts that connected the stock lower control arm ball joint plate to the stock knuckle that were removed from step # 17. Secure the stock lower control arm ball joint plate to the new driver side knuckle using the stock hardware. **Make sure to use thread locker or lock tite. Torque to 39 ft lbs.**

Photo # 82

74. Locate (1) new cotter pin from hardware bag 55906NB1. Working on the driver side, torque the new upper castle nut that connects the upper ball joint to the stock driver side upper control arm to **80 ft lbs.** Making sure that the hole in the new castle nut and the new upper ball joint are lined up, install the new cotter pin. **Special note: If the new cotter pin can not be installed because the hole in the new castle nut does not line up with the new ball joint, DO NOT loosen the new castle nut so that the cotter pin can fit, tighten the new castle nut some more so that the new cotter pin can be installed.**

Photo # 83
Photo # 84

75. Locate the stock cotter pin, stock lock cap and the stock axle nut that was removed in step # 16. Working on the driver side, secure the stock drive shaft to the stock hub assembly using the stock nut. **Special note: Make sure to use thread locker or lock tite. Torque to 174 ft lbs.** Next, install the stock lock cap and the stock cotter pin.

Photo # 85
Photo # 86
Photo # 87

76. Locate the stock grease cap that was removed in step # 15. Working on the driver side, re-install the stock grease cap into the stock location.

Photo # 88

77. Repeat steps 72 — 76 for the passenger side knuckle.

78. Locate the new driver and passenger side sway bar relocation brackets. Also, locate (4) 3/8" x 1 1/4" bolts, (8) 5/16" USS flat washers and (4) 3/8" unitorque nuts from hardware bag 55907NB. Working on the driver side, install the new driver side sway bar relocation bracket to the stock frame mount location and secure using the new 3/8" x 1 1/4" bolts and hardware. **Special note: Do not tighten at this point.** Repeat procedure on the passenger side.

Photo # 89

79. Locate the stock sway bar and the stock hardware that was removed from step # 5. Working on the driver side, install the stock sway bar to the newly installed sway bar relocation bracket and secure using the stock hardware. **Do not tighten at this point.** Repeat procedure on the passenger side.

Photo # 90

80. Locate the stock sway bar end link hardware and the stock sway bar end links that were removed from steps # 3 & 4. Working on the driver side, install the stock sway bar to the stock lower control arm using the stock hardware. **Make sure to use thread locker or lock tite.** Torque to **22 ft lbs.** Next secure the stock end link to the stock sway bar and secure using the stock hardware. Make sure to use thread locker or lock tite and torque to **22 ft lbs.** Repeat procedure on the passenger side.

Photo # 91

81. Working on the driver side, add some thread locker or lock tite to the new hardware attaching the new sway bar relocation bracket to the stock location and torque to **24 ft lbs.** Now add some thread locker or lock tite to the stock hardware that is attaching the stock sway bar to the newly installed sway bar relocation bracket and torque to **18 ft lbs.**

82. Locate the stock rotors that were removed from step # 14. Working on the driver side, re-install the stock rotor to the stock hub assembly. Repeat procedure on the passenger side.

Photo # 92

83. Locate the stock hardware that attached the stock brake caliper to the stock knuckle that was removed from step # 13. Working on the driver side, carefully untie the stock brake caliper that was tied in the stock fender well and attach the stock brake caliper to the new driver side knuckle. **Special note: Make sure to use thread locker or lock tite.** Torque to **90 ft lbs.** Repeat procedure on the passenger side.

Photo # 93

Photo # 94

84. Locate the stock brake line bracket and hardware that was attached to the stock knuckle that was removed in step # 8. Working on the driver side, attach the stock brake line bracket to the newly installed knuckle using the stock hardware. **Special note: Make sure to use thread locker or lock tite.** Torque to **10 ft lbs.** Repeat procedure on the passenger side.

Photo # 95

85. Locate the stock ABS line hardware that connected the stock ABS line to the stock knuckle that was removed from step # 7. Working on the driver side, attach the stock ABS line to the newly installed knuckle using the stock hardware. **Special note: Make sure to use thread locker or lock tite.** Torque to **71 in lbs.** Repeat procedure on the passenger side. **Special note: If the vehicle that you are working on is equipped without ABS front brakes, (2) of part # 54900-13 (ABS plugs for new knuckles) need to be purchased as a separate part #. If you have not already ordered the new ABS plugs, please feel free to contact Tuff Country or your local Tuff Country dealer and order the new ABS plugs. If these parts are not installed to the new knuckles, damage will occur to the stock hub assembly and Tuff Country will not be liable for damages.**

Photo # 96

Photo # 97

86. Working on the driver side, attach the stock ABS line clip into the stock brake line bracket that attaches to the back side of the newly installed driver side knuckle. Repeat procedure on the passenger side.

Photo # 98

87. Locate (2) front brake line relocation brackets from hardware bag 55906NB1. Locate (2) 5/16" x 3/4" bolts, (4) 1/4" USS flat washers and (2) 5/16" unitorque nuts from hardware bag 55907NB. Also, locate the stock brake line bracket hardware that was removed in step # 11. Working on the driver side, attach the new brake line relocation bracket to the stock location and secure using the stock hardware. **Do not tighten at this point.** Now attach the stock brake line bracket to the newly installed brake line relocation bracket using the new 5/16" x 3/4" bolt and hardware. Make sure to use thread locker or lock tite and torque to **14 ft lbs.** Add some thread locker or lock tite to the stock bolt holding the new brake line relocation bracket to the stock location and torque to **12 ft lbs.** Repeat procedure on the passenger side.

Photo # 99

88. Locate the (2) shock ties from hardware bag 55906NB1. Working on the driver side, tie the stock brake line bracket and the stock ABS lines together. Cut off the excess part of the shock tie. Repeat procedure on the passenger side.

Photo # 100

89. Locate (2) new front upper strut spacers. Locate the stock hardware that connected the stock strut into the stock location that was removed from step # 19. Locate the stock driver side strut that was removed in step # 20. Working on the driver side strut, install the new front upper strut spacer to the stock strut using the stock hardware. **Special note: Make sure to use thread locker or lock tite. Torque to 38 ft lbs.** Repeat procedure on the passenger side strut.

Photo # 101

90. Locate (6) 3/8" nylock nuts, (6) 5/16" flat washers and (6) 3/8" lock washers from hardware bag 55907NB. Working on the driver side, install the stock driver side strut into the stock upper location, secure using the new 3/8" hardware. **Special note: Make sure to use thread locker or lock tite. Torque to 38 ft lbs. Also, make sure that you install the driver side strut on the driver side of the vehicle and the same goes for the passenger side strut. Refer to the markings that were made in step # 18.** Repeat procedure on passenger side.

Photo # 102

91. Locate the stock lower hardware that attached the stock strut to the stock lower control arm that was removed from step # 20. Working on the driver side, install the lower eyelet of the stock strut into the stock location using the stock hardware. **Special Note: Make sure to use thread locker or lock tite. Torque to 85 ft lbs.** Repeat procedure on the passenger side.

Photo # 103

92. Working on the driver side, remove the stock front bump stop from the stock location. Save the stock bump stop for later re-installation. Repeat procedure on the driver side rear bump stop. Repeat procedure on the passenger side.

Photo # 104

93. Locate (4) new bump stop relocation brackets. Locate (4) 10 mm flat washers, (4) 10 mm lock washers and (4) 10 mm x 25 mm fine bolts from hardware bag 55907NB. Working on the driver side, install the new bump stop relocation brackets to the stock front and rear location and secure using the new 10 mm x 25 mm fine bolts and hardware. Make sure to use thread locker or lock tite and torque to **28 ft lbs.** Repeat procedure on the passenger side.

Photo # 105

94. Locate (4) 10 mm fine nuts, (4) 10 mm flat washers and (4) 10 mm lock washers from hardware bag 55907NB. Also, locate the stock front and rear bump stops that were removed in step # 92. Working on the driver side, install the stock front and rear bump stops to the newly installed front and rear bump stop relocation brackets and secure using the new 10 mm hardware. Make sure to use thread locker or lock tite and torque to **28 ft lbs.** Repeat procedure on the

passenger side.

Photo # 106

95. Locate the stock skid plate that was removed in step # 2. Place the stock skid plate flat on a work bench. Working on the driver side of the stock skid plate and referring to Photo # 107 measure from the leading edge of the stock skid plate towards the back of the stock skid plate 1 1/4" and scribe a mark with white out or a white marker. Now referring to Photo # 108 measure 1 1/2" from the leading edge towards the inside of the vehicle and scribe a mark. Repeat procedure on the passenger side of the stock from skid plate. With a suitable cutting tool, carefully notch out the stock skid plate on the lines that were scribed earlier in this step.

Photo # 107

Photo # 108

96. Locate the stock skid plate hardware that was removed in step # 2. Install the stock skid plate into the stock location and secure using the stock hardware. Make sure to use thread locker or lock tite and torque to **18 ft lbs.**

Photo # 109

97. Locate the stock rack and pinion outer ball joint cotter pin and nut that was removed in step # 6. Working on the driver side, install the stock rack and pinion outer ball joint to the stock lower ball joint plate and secure using the stock nut. Torque to **75 ft lbs.** Making sure that the holes in the stock castle nut and the stock rack and pinion outer ball joint lined up, install the stock cotter pin. **Special note: If the stock cotter pin can not be installed because the hole in the stock castle nut does not line up with the stock rack and pinion ball joint, DO NOT loosen the stock castle nut so that the cotter pin can fit, tighten the stock castle nut some more so that the stock cotter pin can be installed.** Repeat procedure on the passenger side.

Photo # 110

98. Install the tires and wheels and carefully lower the vehicle to the ground.

99. With the weight of the vehicle on the ground, working on the driver side, torque the stock cam bolts that attach the stock front lower control arm to the newly installed one piece lower sub frame to **96 ft lbs.** Repeat procedure on the passenger side.

100. Check and double check to make sure that all steps were performed properly. And then check them again.

Front End Installation Complete:

Rear End Installation:

101. To begin installation, block the front tires of the vehicle so that the vehicle is stable and can't roll forward. Safely lift the rear of the vehicle and support the frame with a pair of

jack stands. Place a jack stand on both the driver and passenger side. Next, remove the rear wheels and tires from both sides.

102. Using a pair of hydraulic floor jacks, place one hydraulic floor jack on the driver side of the rear axle and one on the passenger side.

103. Working on the driver side, remove the stock shock from the stock upper and lower location. The stock shock and the stock upper hardware may be discarded. Save the stock lower hardware for later re-installation. **Special Note: New longer rear shocks are needed, if you have not already ordered your new rear shocks, please contact Tuff Country or your local Tuff Country dealer and order the proper shocks. Tuff Country recommends using a 26" fully extended nitrogen gas shock. Repeat procedure on passenger side.**

104. Working on the passenger side of the rear axle, remove the stock brake proportioning valve bracket from the stock location and save the stock hardware for later re-installation.

Photo # 111

105. Working on the driver side, remove the stock emergency brake cable bracket from the bottom of the stock frame rail. Save the stock hardware for later re-installation.

Photo # 112

106. Locate the new rear brake line. Remove the stock rear brake line from the stock upper and lower location. The stock upper brake line clip and the stock brake line may be discarded. **Special note: Brake fluid will drain out, so place something under the vehicle to catch the fluid as it drains out.** For now, install the new brake line to the stock upper and lower location and just hand tighten. This will help eliminate some brake fluid from draining out.

107. With a hammer, carefully hit the stock upper brake line bracket that is attached to the stock rear cross member. Hit with a hammer until the bracket is pointing directly down.

Photo # 113

Photo # 114

108. Locate (1) new S10137, rear brake line bracket, from hardware bag 55906NB1. Using a pair of vise grips, clamp the new brake line bracket to the stock brake line bracket.

Photo # 115

109. Locate (1) new S10138, 1/4" x 3/4" self tapping screw from hardware bag 55906NB1. Using a 1/8" drill bit and using the new brake line bracket as a guide, carefully drill a 1/8" hole into the stock brake line bracket. Now install the new 1/4" x 3/4" self tapping screw to secure the new brake line bracket to the stock brake line bracket. Remove the pair of vise grips.

Photo # 116

110. Remove the new brake line from the stock hard mount and install the new brake line and hard mount back together at the new brake line bracket. Torque to **26 ft lbs.** Now torque to bottom mount of the new brake line to the stock bottom mount to **26 ft lbs.**

Photo # 117

111. Locate (1) new e-clip from hardware bag 55906NB1. Install the new e-clip into the stock location.

Photo # 118

112. Working on the driver side, remove the stock u-bolts from the stock location and discard the stock u-bolts and u-bolt hardware. Set the stock upper bump stop and lower u-bolt plate aside for later re-installation. Repeat procedure on the passenger side.

113. Carefully lower down on both hydraulic floor jacks at the same time approximately 4.5". Take special care not to kink on over extend any brake lines and/or hoses.

114. Locate (2) new 4" lifted blocks. Working on the driver side, install the new 4" lifted block between the stock spring assembly and the stock axle. **Special note: The new 4" lifted block has a slight taper to it, make sure that when you install the new block that you install it with the taper going towards the front of the vehicle.** Repeat procedure on the passenger side.

115. Carefully raise up on both hydraulic floor jacks at the same time until the new 4" lifted rear blocks seat properly to the stock rear springs.

116. Locate (4) 9/16" x 2 9/16" x 10 5/8" square u-bolts. Locate the (8) new 9/16" u-bolt high nuts and (8) new u-bolt harden washers from hardware bag 916NW. Also, locate the stock upper bump stops and the stock lower u-bolt plates that removed in step # 112. Working on the driver side, install the stock upper bump stop, lower u-bolt plate and the new u-bolts into the stock location and secure using the new high nuts and harden u-bolt washers. Torque to **115 ft lbs.** Repeat procedure on the passenger side.

Photo # 119

117. Carefully remove both hydraulic floor jacks from under the vehicle.

118. Locate (1) new rear brake proportioning valve bracket. Also, locate the stock rear brake proportioning valve bracket hardware that was removed in step # 104. Install the new rear brake proportioning valve bracket to the stock location using the stock hardware. **Make sure to use thread locker or lock tite and torque to 12 ft lbs.**

Photo # 120

119. Locate the stock emergency brake cable bracket hardware that was removed in step # 105. Also, locate (1) new BLR09 from hardware bag 55906NB1. Install the new BLR09 to the bottom side of the stock frame rail and secure

using the stock hardware. Make sure to use thread locker or lock tite and torque to **12 ft. lbs.**

120. Locate (1) 5/16" x 1" bolt, (2) 1/4" USS flat washers and (1) 5/16" unitorque nut from hardware bag 55907NB. Install the stock emergency brake line bracket to the newly installed BLR09 and secure using the new 5/16" x 1" bolt and hardware. Make sure to use thread locker or lock tite and torque to **18 ft. lbs.**

Photo # 121

121. Locate (2) 5/16" x 1" bolts, (4) 1/4" flat washers and (2) 5/16" unitorque nuts from hardware bag 55907NB. Install the stock rear brake proportioning valve bracket to the newly installed rear brake proportioning valve bracket using the new 5/16" x 1" bolts and hardware. **Special Note: Make sure to use thread locker or lock tite and torque to 18 ft lbs.**

Photo # 122

122. Locate the new rear shocks. **Special Note: New longer rear shocks are needed once this suspension system has been instead and the new rear shocks need to be ordered as a separate part #. If you have not already ordered your new rear shock, please contact Tuff Country or your local Tuff Country dealer and order your new rear shocks. Tuff Country recommends using a 26" fully extended nitrogen gas shock in the rear of your vehicle.** Locate (4) new S10107 over size washers from hardware bag 55907NB. Also, locate (4) PB8297 front upper shock bushings from 55906NB1. Install the new bushings and proper sleeves into the lower eyelet of your new shocks. **Special note: The new bushings and sleeves are supplied with your new shocks. Also, make sure to use a lithium or moly base grease prior to inserting the new bushings and sleeves into the new shocks. This will increase the life of the bushings and will help prevent squeaking.** Install the new shock boots onto the new shocks. **Special note: The new shock boots are not included with this suspension system and the new shock boots need to be ordered as a separate part #. If you have not already ordered your new shock boots, please feel free to contact Tuff Country or your local Tuff Country dealer and order your new shock boots.** Install the S10107 over size washer and upper shock bushing onto the stud of the new shocks. Working on the driver side, install the new shock into the stock upper location, install the new upper shock bushing and new over size washer and secure the new shock into the stock upper location using the new nut. **Special note: The new upper shock nut is supplied with your new shocks. Do not tighten at this point. Repeat procedure on the passenger side.**

123. Locate the stock rear lower shock hardware that was removed in step # 103. Working on the driver side, install the new shock into the stock lower location using the stock hardware. Torque the lower stock hardware to **65 ft lbs.** and torque the stock upper nut to **18 ft lbs.**

124. Re-install the tires and wheels and safely lower the vehicle to the ground.

125. With the new rear brake line being replaced, brake fluid drained out. Top of the brake fluid with the proper brake fluid and bleed the brakes. Refer to the owners manual for proper instruction on how to bleed the brake lines.

126. Check and double check to make sure that all steps were performed properly. And then check them again.

Congratulations, installation complete!

Special note: After the completion of the installation, Tuff Country EZ-Ride Suspension recommends taking the vehicle to an alignment shop and having a proper front end alignment performed.

Tuff Country EZ-Ride Suspension recommends that a complete re-torque is done on all bolts associated with this suspension system. It is the customers responsibility to make sure that a re-torque is performed on all hardware associated with this suspension system after the first 100 miles of installation. It is also the customers responsibility to do a complete re-torque after every 3000 miles or after every off road use. Neglect of following these steps could cause brackets to come loose and cause serious damage to the suspension system and to the vehicle.

Tuff Country EZ-Ride Suspension packages (2) sets of instruction sheets with this box kit. (1) is for the installer and (1) is for the customer. The (1) for the customer has some post installation procedure literature and it is the installers responsibility to make sure that the customer receives a copy of the installation manual along with the literature.

If you have any questions or concerns, please feel free to contact Tuff Country or your local Tuff Country dealer.



Photo # 1

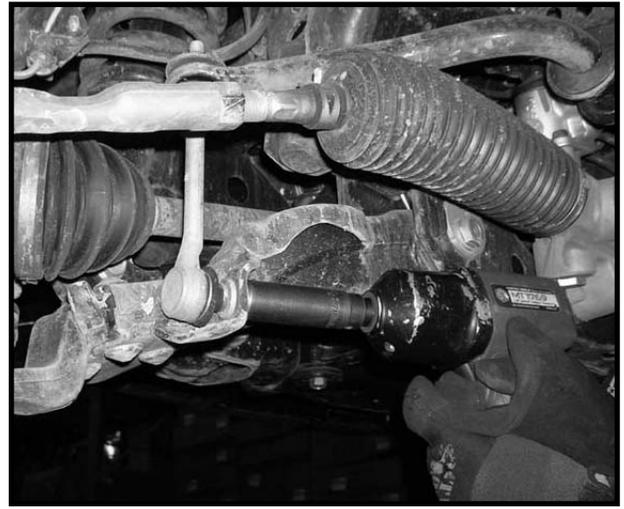


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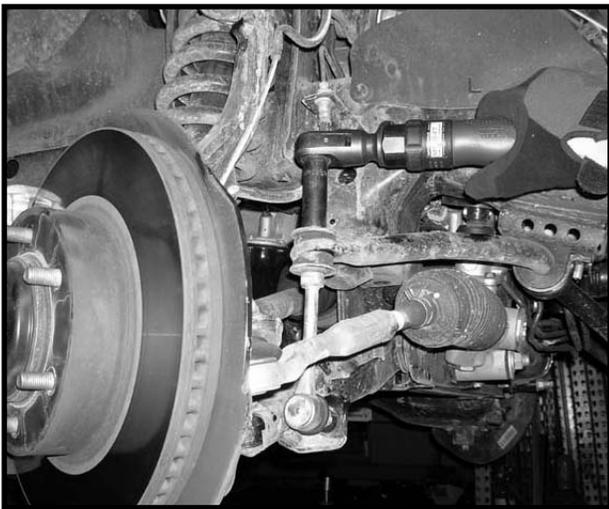


Photo # 3



Photo # 4

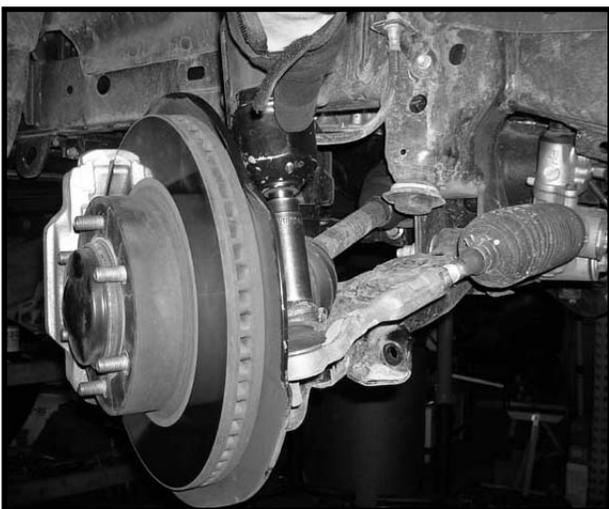


Photo # 5



Photo # 6



Photo # 7



Photo # 8

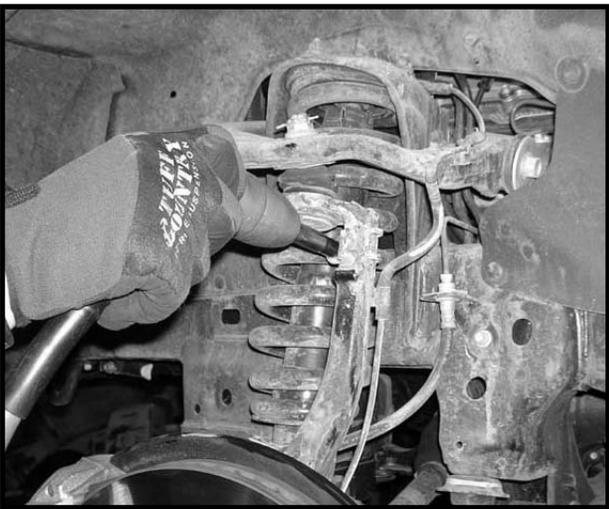


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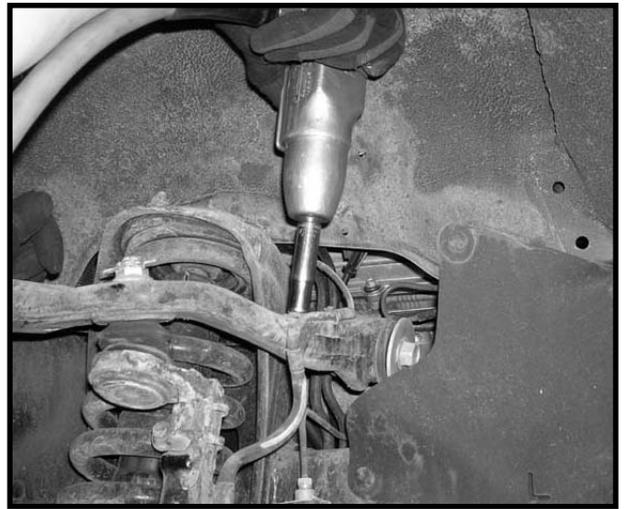


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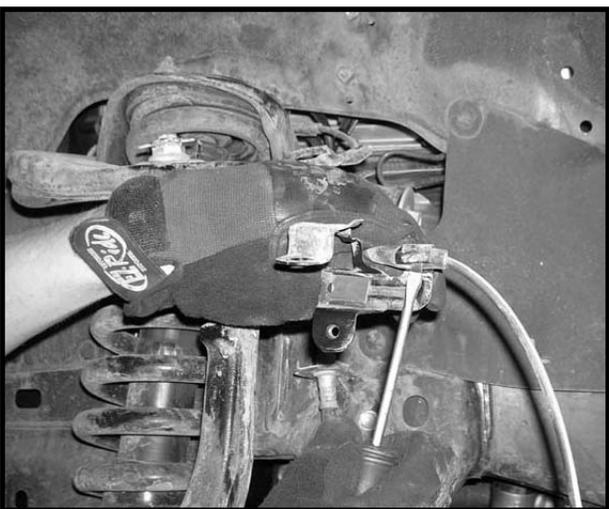


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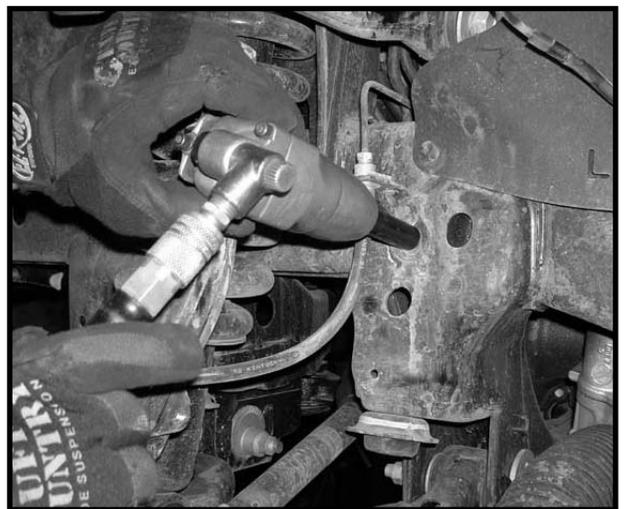


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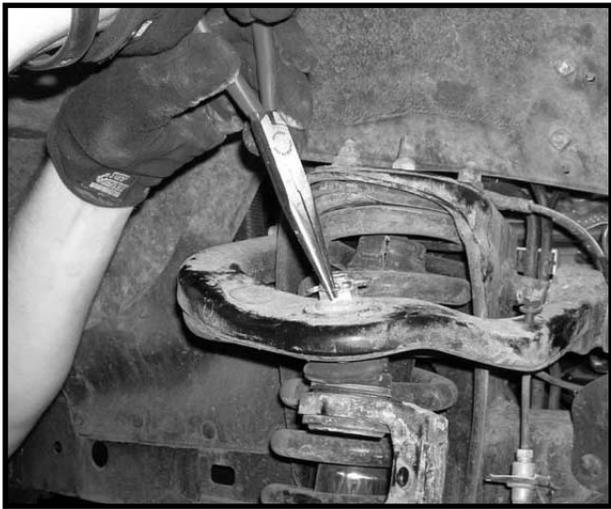


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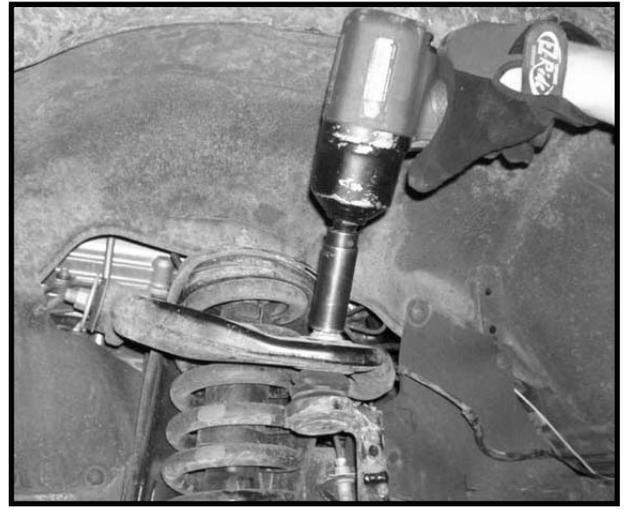


Photo # 14



Photo # 15

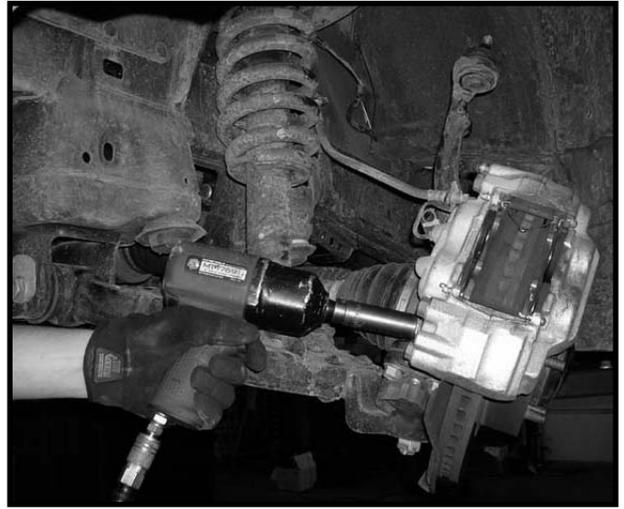


Photo # 16



Photo # 17



Photo # 18



Photo # 19



Photo # 20



Photo # 21



Photo # 22



Photo # 23

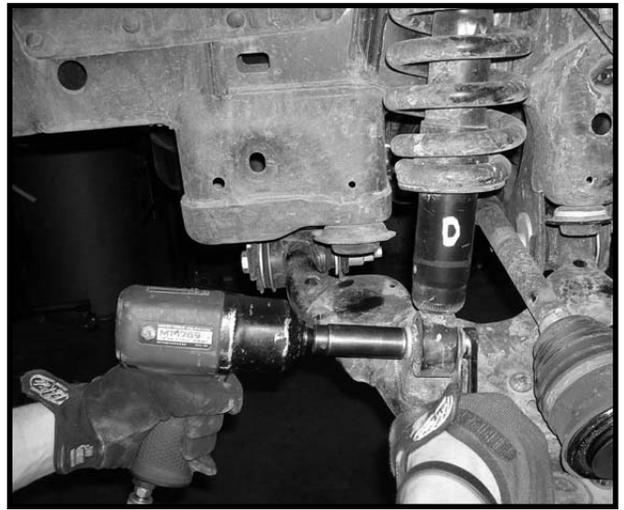


Photo # 24



Photo # 25

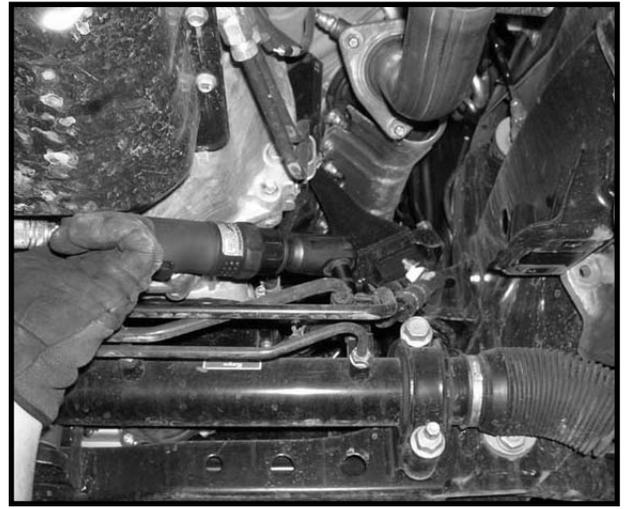


Photo # 26



Photo # 27



Photo # 28

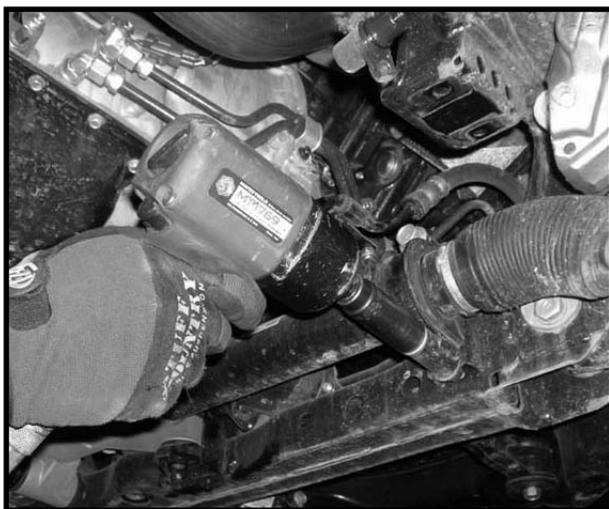


Photo # 29



Photo # 30



Photo # 31

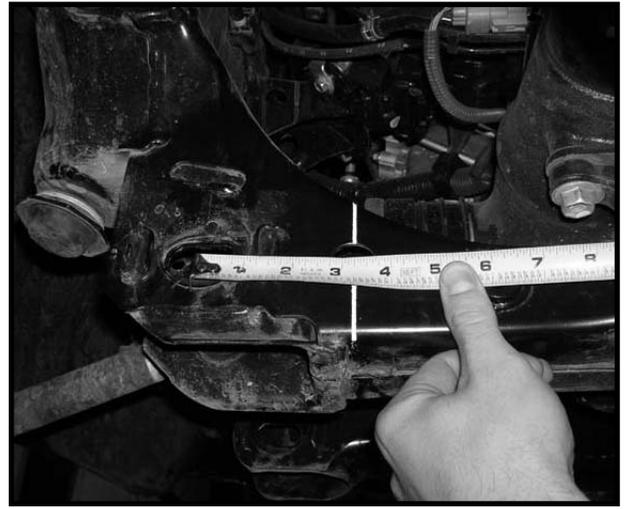


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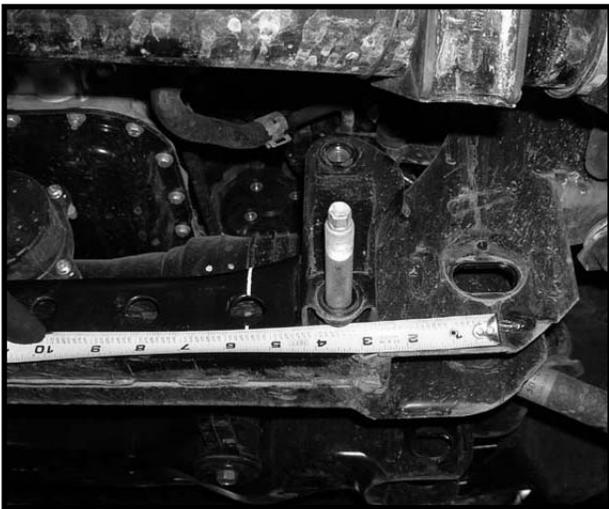


Photo # 33



Photo # 34



Photo # 35



Photo # 36



Photo # 37

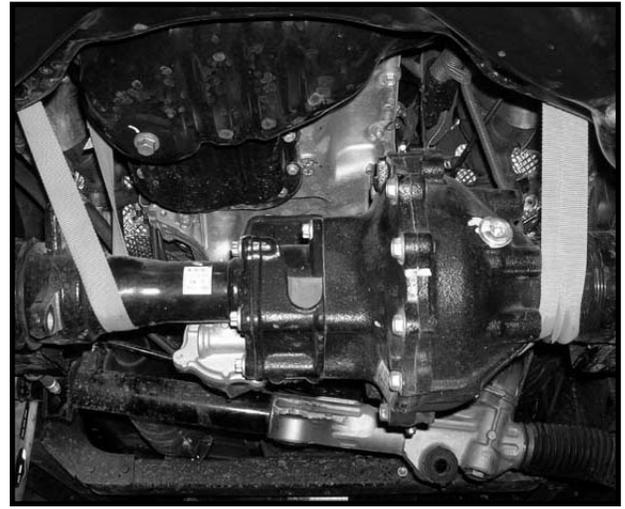


Photo # 38

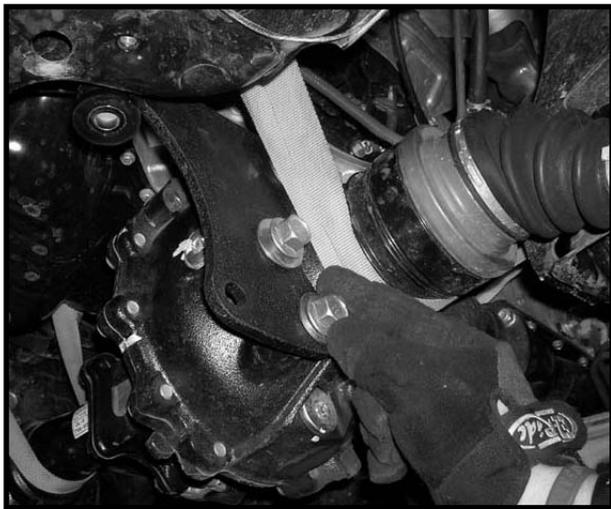


Photo # 39



Photo # 40

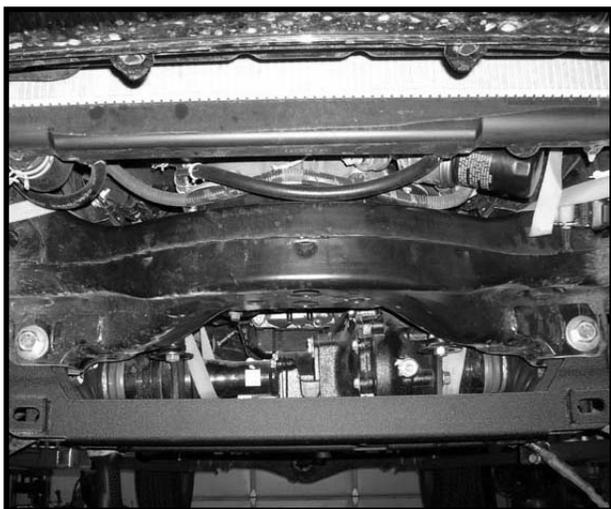


Photo # 41



Photo # 42



Photo # 43

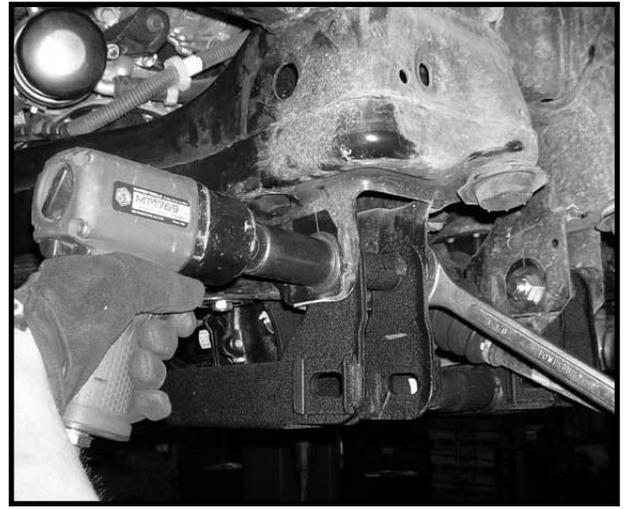


Photo # 44

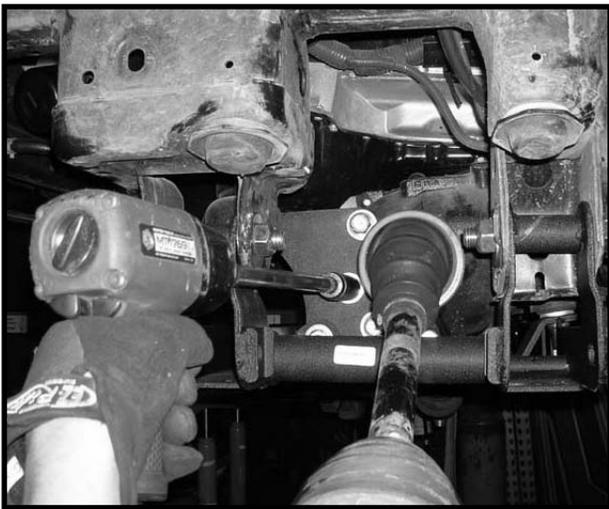


Photo # 45

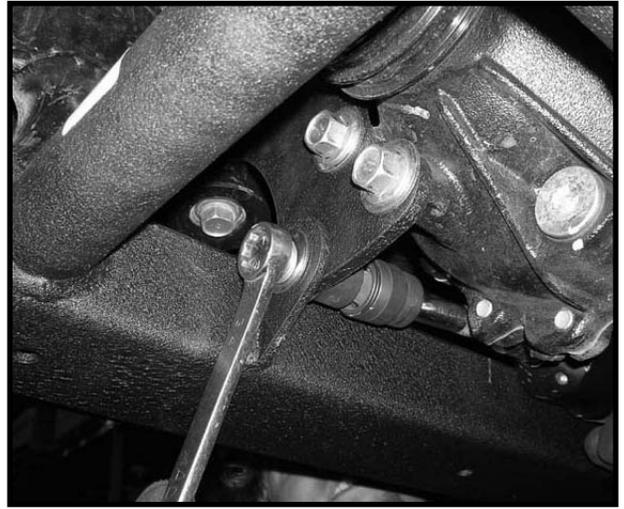


Photo # 46



Photo # 47

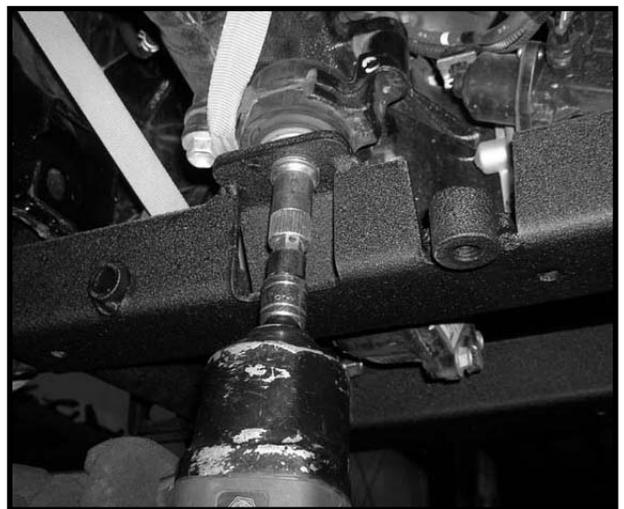


Photo # 48



Photo # 49

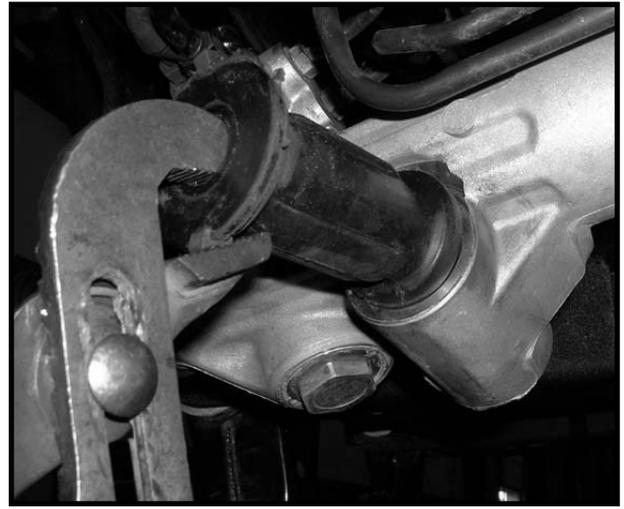


Photo # 50



Photo # 51



Photo # 52



Photo # 53



Photo # 54



Photo # 55

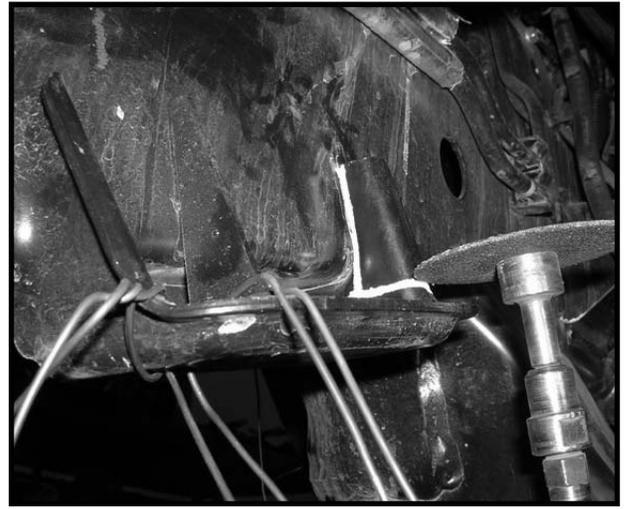


Photo # 56

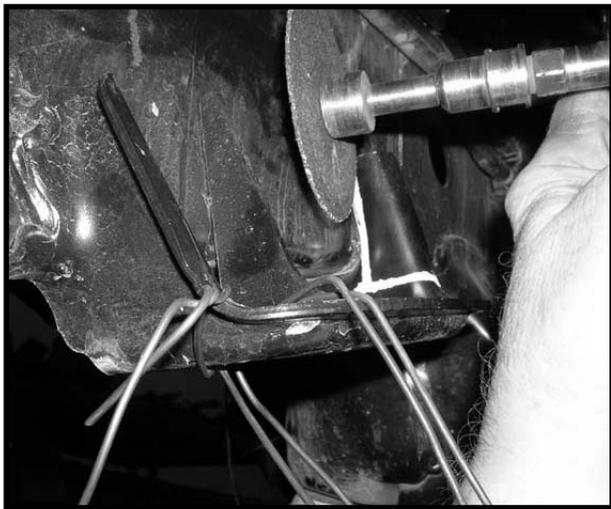


Photo # 57



Photo # 58

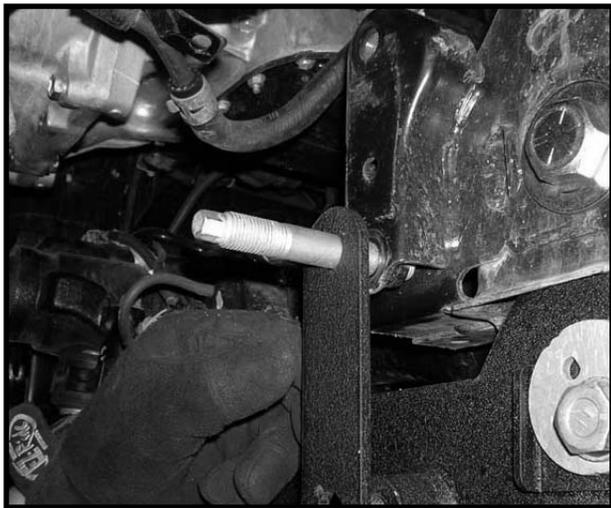


Photo # 59



Photo # 60

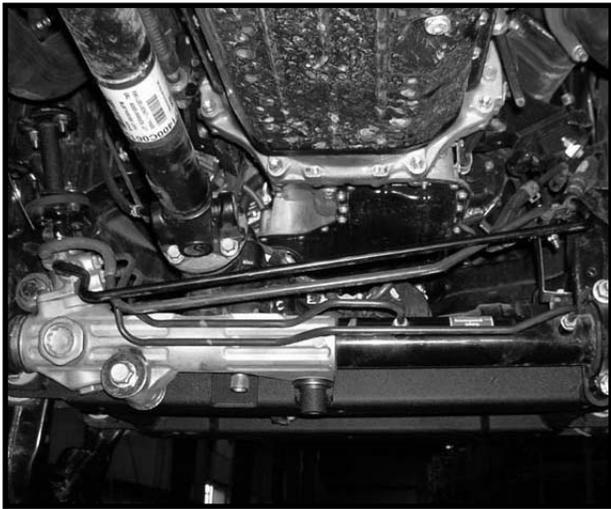


Photo # 61

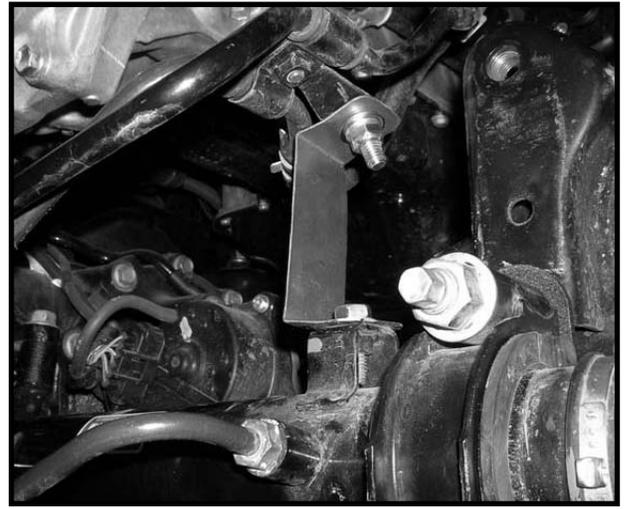


Photo # 62



Photo # 63



Photo # 64



Photo # 65



Photo # 66



Photo # 67



Photo # 68



Photo # 69



Photo # 70



Photo # 71



Photo # 72



Photo # 73



Photo # 74



Photo # 75

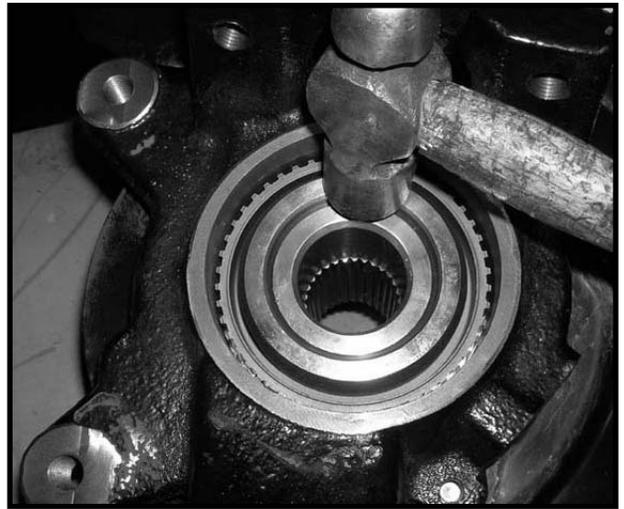


Photo # 76

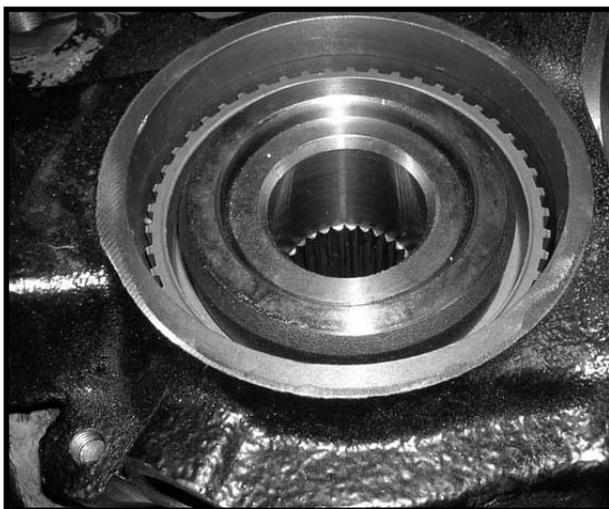


Photo # 77



Photo # 78



Photo # 79



Photo # 80



Photo # 81



Photo # 82



Photo # 83



Photo # 84



Photo # 85



Photo # 86



Photo # 87



Photo # 88



Photo # 89

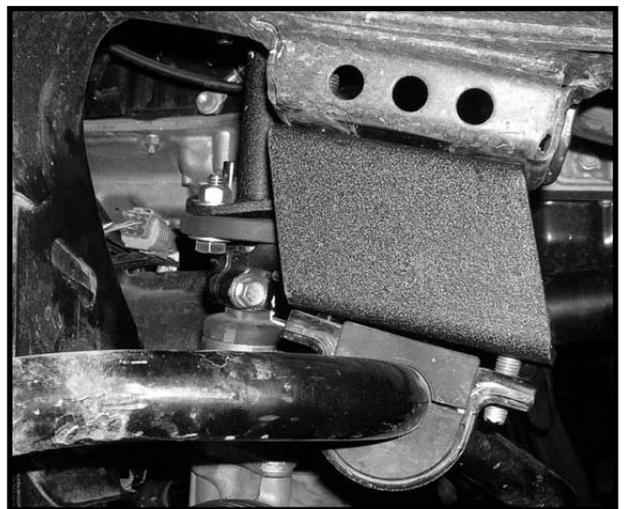


Photo # 90

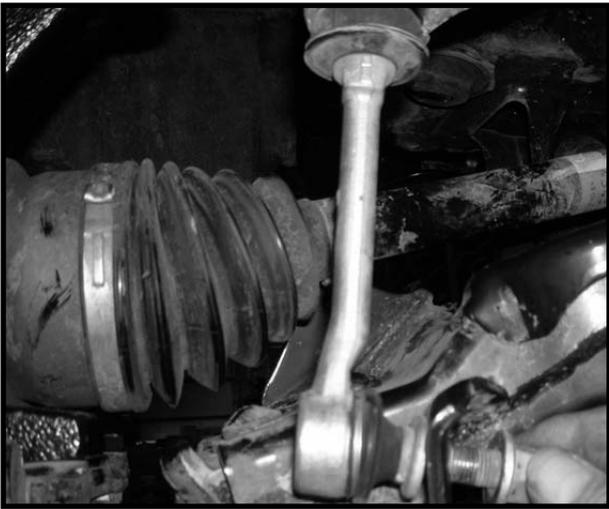


Photo # 91



Photo # 92

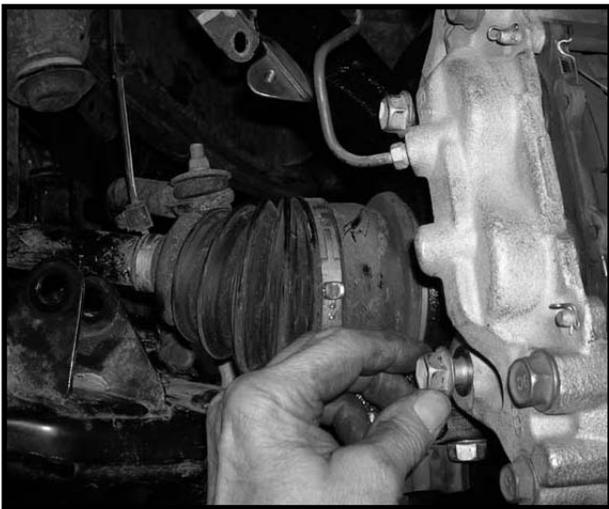


Photo # 93



Photo # 94



Photo # 95



Photo # 96



Photo # 97



Photo # 98



Photo # 99

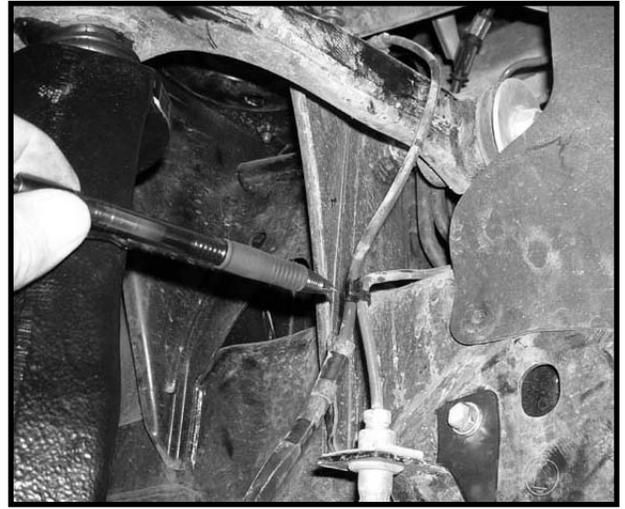


Photo # 100

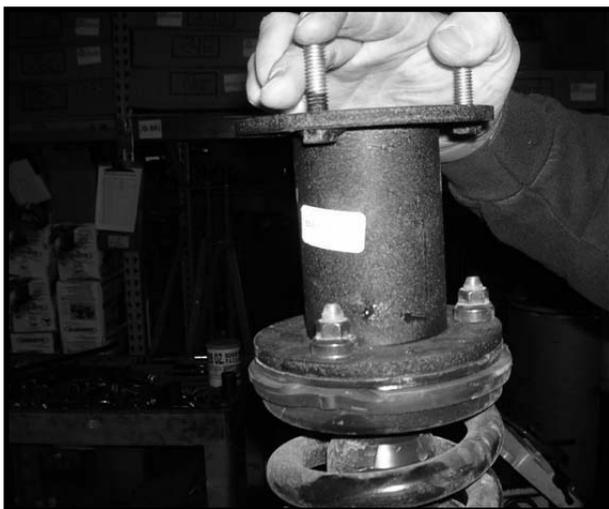


Photo # 101



Photo # 102



Photo # 103

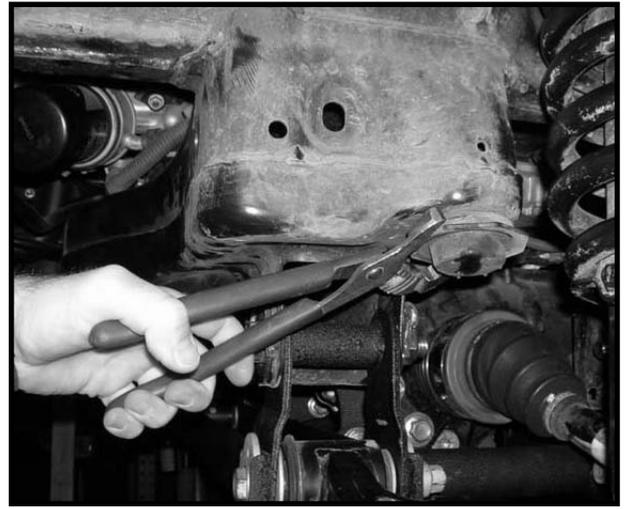


Photo # 104

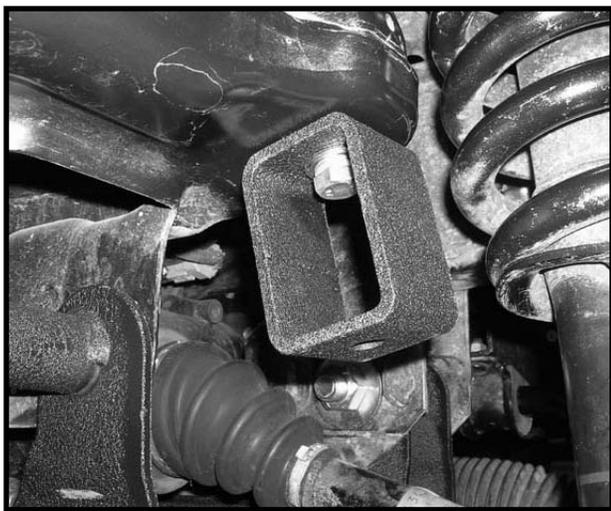


Photo # 105



Photo # 106



Photo # 107

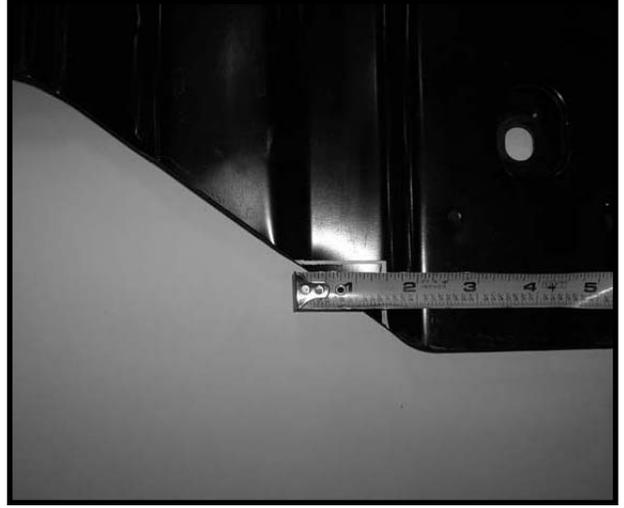


Photo # 108



Photo # 109

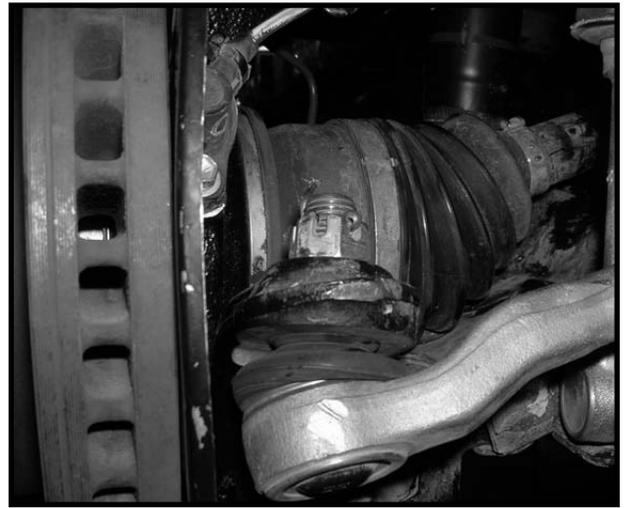


Photo # 110



Photo # 111



Photo # 112



Photo # 113



Photo # 114



Photo # 115



Photo # 116



Photo # 117

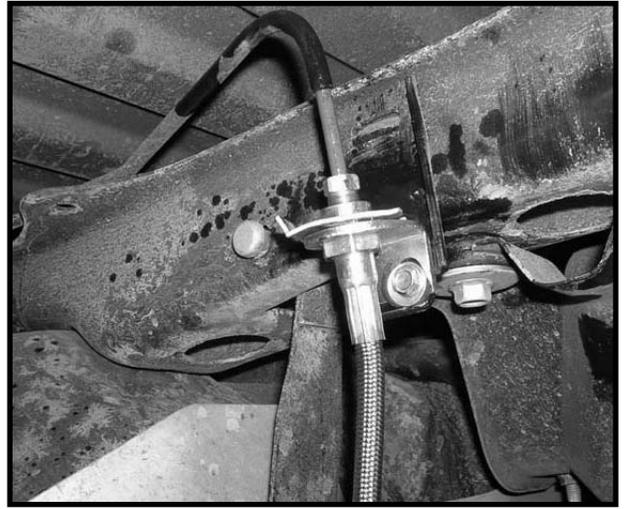


Photo # 118



Photo # 119

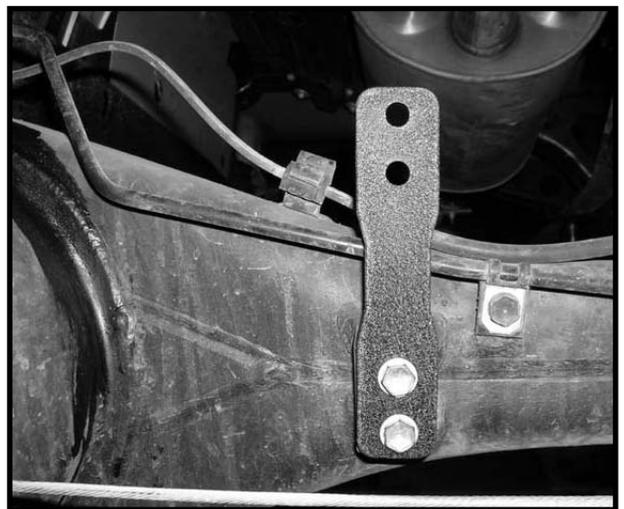


Photo # 120



Photo # 121



Photo # 122



5900-01 (1)
Driver side knuckle



5900-02 (1)
Passenger side knuckle



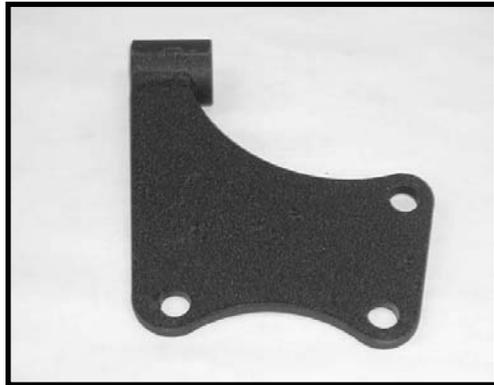
55905-04 (2)
Front upper strut spacers



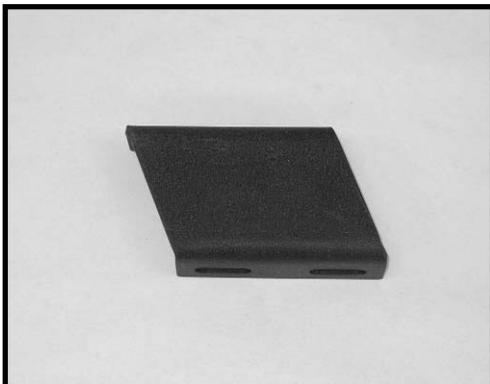
TOYBRAKE-01 (1)
Rear brake proportioning valve bracket



TOYDSDIFF-01 (1)
DS differential relocation bracket



TOYPSDIFF-01 (1)
PS differential relocation bracket



TOYDSSWAY-01 (1)
DS sway bar relocation bracket



TOYPSWAY-01 (1)
PS sway bar relocation bracket



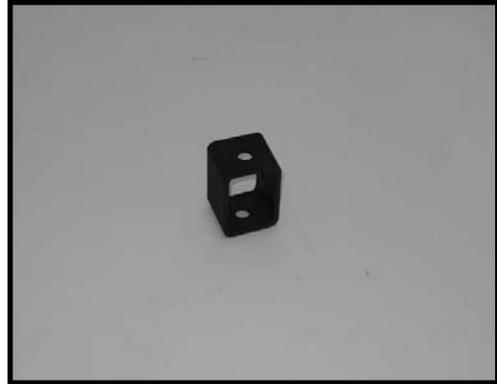
TOYSTEER-01 (1)
Steering shaft extension bracket



TOYRACK-01 (1)
Rack and Pinion support bracket



TOYSUB-01 (1)
One piece lower sub frame



54800-06 (4)
Bump stop relocation brackets



BLR01 (2)
Relocation bracket



BLR09 (2)
Relocation bracket



TOYRACK-02 (1)
Center rack and pinion bracket