



## EZ - Ride Suspension

**PART NUMBER : 55900**  
**1999—2003 TOYOTA TUNDRA**  
**5" SUSPENSION SYSTEM**  
**PARTS LIST:**

<b>Part #</b>	<b>Description</b>	<b>Qty.</b>
T5I-01	Rear Brake Cable Extension	1
T5I-02	Upper Ball Joint Spacer Driver and Passenger Side	2
T5I-03	Upper Strut Spacer Driver and Passenger Side	2
T5I-04	Driver Side Differential Drop	1
T5I-05	Passenger Side Differential Drop	1
T5I-06	Driver Side Sway Bar Drop	1
T5I-07	Passenger Side Sway Bar Drop	1
T5I-08	5" Lower Sub Frame	1
T5I-10	Steering Shaft Extension	1
T5I-11	Lower Skid Plate	1
T5I-12	Upper Ball Joint Spindle Plate	2
T5I-14	Rack and Pinion Support Bracket	1
T5I-15	Driver Side Spindle Support Bracket	1
T5I-16	Pass. Side Spindle Support Bracket	1
5U-5161316R	5/16" x 1 3/16" x 2" Round U-bolt	4
516FLN	5/16" Flange Lock Nut	4
BL301	3" Lifted Rear Blocks	2
5U-247S	9/16" x 2 1/2" x 9 5/8" Square U-bolt	4
916NW	Hardware Bag	1
55900NB	Hardware Bag	1
55900SL	Hardware Bag	1
55900INST	Instruction Sheet	1

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

**For a list of all parts, please refer to the Parts Description Page, at the end of the Installation Manual.**

**Make sure to use thread locker or locktite on all new and stock hardware associated with the installation of this suspension system.**

**It is the responsibility of the installers to make sure that the rear view mirror hanger is hung from the rear view mirror. The rear view mirror hanger has instructions on proper post installation procedure.**

## **INSTALLATION MANUAL** **TOYOTA TUNDRA 5"** **SUSPENSION SYSTEM** **1999—2003** **PART # 55900**

Sj073103rev.01

### **IMPORTANT CUSTOMER INFORMATION**

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

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

**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.**

**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.**

**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 or 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:

A wheel backspacing of no more than 4.75" is required when installing this kit

Special Notice to customer and installer: Please be notified that due to the different front strut assembly offered from Toyota, a limited number of vehicle may not gain the full 5" of lift. Any question or concerns please contact Tuff Country or your local Tuff Country dealer.

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 front and rear shocks.

## 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 55900NB Includes:**

<u>Description</u>	<u>Quantity</u>
5/16" x 1 1/2" Bolts	4
5/16" Flat Washers	8
5/16" U-nut Torque Nuts	4
5/16" Lock Washers	4
3/8" x 1" Bolts	4
3/8" Flat Washers	14
3/8" U-nut Torque Nuts	10
3/8" Lock Washers	10
7/16" x 1 1/2" Bolts	4
7/16" Lock Washers	4
1/2" x 1 1/4" Bolts	8
1/2" Flat Washers	16
1/2" U-nut Torque Nuts	8
1/2" Lock Washers	8
9/16" x 2 1/4" Bolt	1
9/16" x 2 1/2" Bolt	1
9/16" Flat Washers	7
9/16" Lock Washers	2
3/4" x 4 1/2" Bolts	2
3/4" x 5 1/2" Bolts	2
3/4" Flat Washers	8
3/4" U-nut Torque Nuts	4
12 mm U-nut Torque Nut	1
12 mm Lock Washer	1

**Hardware Bag 55900SL Includes:**

<u>Description</u>	<u>Quantity</u>
Poly Bushings (PB2408G)	4
Crush Sleeve (9/16" x 2 1/2" w/hole)	2

**Hardware Bag 916NW Includes:**

<u>Description</u>	<u>Quantity</u>
9/16" U-Bolt High Nuts	8
9/16" U-bolt Harden Washers	8

**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.**

**Please Follow Instruction 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: \_\_\_\_\_

**Please follow instructions carefully:**

**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 passenger side. Next, remove the front wheels and tires from both sides.

2. Remove the stock front skid plate. Save the stock skid plate and hardware for later re-installation.

3. Working on the driver side, remove the stock bolt that holds the stock brake line bracket to the side of the stock frame rail. Save the stock bolt for later re-installation. Repeat procedure on passenger side.

4. Working on the driver side, remove the stock hardware from the stock sway bar end link and save the stock hardware for later re-installation. Repeat procedure on passenger side.

5. Working on the driver side, remove the stock sway bar from the stock location and save the stock hardware for later re-installation. Repeat procedure on passenger side. Set the stock sway bar a side for later re-installation.

6. Using a pair of hydraulic floor jacks, support the front axle on the driver and passenger side.

7. Working on the driver side, scribe a mark on the stock strut indicating driver side. This will allow you to re-install the driver side strut back into the stock location at a later step. Repeat procedure on passenger side.

8. Working on the driver side, remove the (3) upper stock 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.

9. Working on the driver side, remove the lower stock bolt that holds the stock strut into the stock location and save hardware for later re-installation. Repeat procedure on passenger side. Set the driver and passenger side stock strut's a side for later re-installation.

10. Working on the driver side, remove the stock cotter pin and castle nut the secures the stock ball joint to the stock upper control arm. The stock cotter pin and castle nut may be discarded. Carefully separate the taper on the stock ball joint and the upper control arm. Repeat procedure on the passenger side.

11. Working on the driver side, remove the stock upper control arm from the stock location and set a side for later re-installation. Save the stock hardware. Repeat procedure on passenger side.

12. Working on the driver side, carefully remove the stock ball joint from the stock spindle and discard. **Special Note: A ball joint puller may be needed to help make removal easier. When removing the stock ball joint take special care not to damage the stock spindle.** Repeat procedure on passenger side.

13. Working on the passenger side, remove the two bolts that hold the rack and pinion hi pressure and return lines to the inside of the stock frame rail. Save the stock hardware for later re-installation.

14. 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 an pinion is removed from the stock location it will be out of the way when the stock rear cross member needs to be cut.**

15. Working on the driver side, remove the stock hardware that connects the stock rack and pinion to the stock steering shaft. Save the stock hardware for later re-installation.

16. 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.

17. On the front differential, remove the nut that connects the rear part of the front differential to the stock rear cross member and discard the stock nut.

18. Locate the center of the stock rack and pinion and remove the stock hardware that connects the stock rack to the stock rear cross member. The stock hardware may be discarded.

19. Working on the passenger side, remove the stock mounting hardware that connects the stock rack and pinion to the stock rear lower control arm mount. The upper mounting hardware may be discarded. Save the lower mounting hardware for later re-installation. Remove the stock bracket that connects the stock rack to the stock passenger side location and save for later re-installation.

20. Make sure that the stock rack and pinion is secured to the stock sway bar mounting points and is out of the way so that the stock rear cross member can be cut.

21. Working on the driver side, measure from the stock 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.** Working on the passenger side, measure from the stock lower control arm mounting point towards the inside of the vehicle 5 1/2". 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.** Discard stock rear cross member.

**See Illustration # 1**

22. Support the stock front differential with a pair of hydraulic floor jacks. Place a hydraulic floor jack on the driver and passenger side.

23. Working on the driver side, remove the (3) stock bolts that connect the stock differential drop bracket to the stock differential. Save the stock hardware for later re-installation. Next, remove the stock differential drop bracket from the stock front cross member and save hardware for later re-installation. The stock differential drop bracket may be discarded.

24. Working on the passenger side, remove the (2) stock bolts that connect the stock differential drop bracket to the stock differential. Save the stock hardware for later re-installation. Next, remove the stock differential drop bracket from the stock front cross member and save hardware for later re-installation. The stock differential drop bracket may be discarded.

25. Carefully lower down on the two hydraulic floor jacks that are supporting the front differential. Lower down approximately 4", this will allow the new driver and passenger side differential drop brackets to be installed to the stock front differential.

26. Locate (1) new driver side differential drop bracket, (3) 9/16" flat washers from hardware bag 55900NB, (2) PB4902G poly bushings and (1) 9/16" x 2 1/8" anti crush

sleeve from hardware bag 55900SL. Install the new poly bushings into the new driver side differential drop bracket. Next, install the new anti crush sleeve 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 differential drop bracket. This will increase the life of the bushing as well as prevent squeaking.**

27. Working on the driver side, install the new driver side differential drop bracket into the stock location on the front cross member. Secure using the stock hardware that was removed from step # 23. **Do not tighten at this point and make sure to use thread locker or lock tite.** Next, secure the driver side of the stock differential to the newly installed driver side differential drop bracket. Secure using the stock bolts that was removed from step # 23 and the new 9/16" flat washers. **Do not tighten at this point and make sure to use thread locker or lock tite.**

**See Illustration # 2**

28. Locate (1) new passenger side differential drop bracket, (2) 9/16" flat washers from hardware bag 55900NB, (2) PB4902G poly bushings and (1) 9/16" x 2 1/8" anti crush sleeve from hardware bag 55900SL. Install the new poly bushings into the new passenger side differential drop bracket. Next, install the new anti crush sleeve 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 differential drop bracket. This will increase the life of the bushing as well as prevent squeaking.**

29. Working on the passenger side, install the new passenger side differential drop bracket into the stock location on the front cross member. Secure using the stock hardware that was removed from step # 24. **Do not tighten at this point and make sure to use thread locker or lock tite.** Next, secure the passenger side of the stock differential to the newly installed passenger side differential drop bracket. Secure using the stock bolts that was removed from step # 24 and the new 9/16" flat washers. **Do not tighten at this point and make sure to use lock tite.**

**See Illustration # 3**

30. Once the new driver and passenger side differential drop brackets have been installed, carefully remove both hydraulic floor jacks from under the differential.

31. Working on the driver side, remove the stock cam bolts that secures the stock lower control arm to the stock front and rear lower control arm mounting points. Later re-installation. Repeat procedure on the passenger side.

32. Working on the driver side, carefully remove the stock lower control arm from the stock front and rear mounting points. Repeat procedure on passenger side.

33. Locate the new one piece lower sub frame, (2) 3/4" x 4 1/2" bolt, (2) 3/4" x 5 1/2" bolt, (4) 3/4" unitorque nut and (8) 3/4" flat washers from hardware bag 55900NB. Install the new one piece sub frame to the stock front and rear lower control arm mounting points and secure using the new 3/4" bolts and hardware. **Special Note: The new 3/4" x 5 1/2" bolt is for the front stock mounting point and the new 3/4" x 4 1/2" bolt is for the rear stock mounting point. Do not tighten at this point.**

**See Illustration # 4 for the front part of the sub frame**  
**See Illustration # 5 for the rear part of the sub frame**

**Special Note: When installing the new one piece sub frame, make sure that the stock spud that comes out of the rear part on the front differential seats properly into the rear portion of the new one piece sub frame.**

**See Illustration # 6**

34. Locate (2) 1/2" x 1 1/4" bolts, (4) 1/2" flat washers, (2) 1/2" lock washers and (2) 1/2" unitorque nuts from hardware bag 55900NB. Working on the driver side, secure the new driver side differential drop bracket to the newly installed one piece sub frame and secure using the new 1/2" x 1 1/4" bolt and hardware. **Do not tighten at this point.** Repeat procedure on passenger side differential drop bracket and one piece sub frame.

35. Locate (1) 12 mm lock washer and (1) 12 mm fine unitorque nut from hardware bag 55900NB. Working on the rear portion of the newly installed one piece sub frame, secure the stock stud that comes out of the rear part of the front differential to the newly installed one piece sub frame with the new 1/2" lock washer and new M12 unitorque nut. Torque to **45 ft lbs.**

**See Illustration # 7**

36. Move back to the stock hardware that connects the new driver and passenger side differential drop brackets to the stock location and torque to **85 ft. lbs.**

37. Move back to the new 1/2" hardware that connects the new driver and passenger side differential drop brackets to the newly installed one piece sub frame and torque to **85 ft. lbs.**

38. Move back to the new 3/4" hardware that connects the newly installed one piece sub frame to the front lower control arm mounting points and torque to **135 ft. lbs.**

39. Working on the driver side, install the stock lower control arm into the newly installed one piece sub frame and secure using the stock cam bolts that were removed from step # 31. Center the stock cam bolt and torque **120 ft lbs.** Repeat procedure on passenger side.

**See Illustration # 8**

40. Working on the inside of the driver side frame rail,

carefully cut the front corner out of the stock sway bar mounting bracket. See illustration for proper cut line and measurements. **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.**

**See Illustration # 9**

41. Locate (1) steering shaft extension bracket, (2) 5/16" x 1 1/2" bolt, (4) 5/16" flat washers, (2) 5/16" unitorque nuts and (2) 5/16" lock washers from hardware bag 55900NB. Working on the driver side, install the new steering shaft extension bracket to the stock steering shaft and secure using the new 5/16" bolt and hardware. Torque to **18 ft lbs.**

**See Illustration # 10**

42. Locate the stock steering shaft hardware that was removed from step # 15. Secure the new steering shaft extension bracket to the stock rack and pinion using the stock hardware that was removed from step # 15. Torque to **18 ft lbs.**

**See Illustration # 11**

43. Locate the driver side stock rack and pinion hardware that was removed from step # 16. Secure the stock rack and pinion to the newly installed one piece sub frame using the stock hardware. Do not tighten at this point.

**See Illustration # 12**

44. Locate (1) 9/16" x 2 1/2" bolt and (2) 9/16" flat washers from hardware bag 55900NB. Secure the center of the stock rack and pinion to the newly installed one piece sub frame. **Special Note: Make sure to use (1) new 9/16" flat washer between the stock rack and pinion and the upper part of the new spud on the one piece sub frame. Refer to the illustration for proper washer placement. Do not tighten at this point and make sure to use thread locker or lock tite.**

**See Illustration # 12**

45. Locate the passenger side stock rack and pinion mounting bracket that was removed from step # 19, (1) 9/16" x 2 1/4" bolt, (1) 9/16" lock washer and (1) rack and pinion support bracket from hardware bag 55900NB. Re-install the stock rack and pinion mounting bracket in the upside down position around the stock rack and pinion. Secure the upper part of the bracket with the stock hardware that was removed from step # 19. **Special Note: Make sure to install the rack and pinion support bracket between the upper stock mounting point, lower mounting point to the new one piece sub frame and the stock rack and pinion mounting bracket. Do not tighten at this point.** Secure the

bottom part of the stock bracket to the newly installed one piece sub frame using the 9/16" bolt and hardware. **Make sure to use thread locker or lock tite.** Torque the new bottom 9/16" bolt to **85 ft lbs.** Move back to the upper hardware and also torque to **85 ft. lbs.**

**See Illustration # 13**

46. Move back to the 9/16" bolt that connects the center of the rack and pinion to the newly installed one piece sub frame and torque to **85 ft. lbs.**

47. Move back to the driver side of the stock rack and pinion and torque the stock bolt that connects the driver side rack and pinion to the newly installed one piece sub frame, to **110 ft lbs.**

48. Locate the stock driver and passenger side strut's that were removed from step # 9, the upper stock strut hardware that was removed from step # 8 and (2) upper strut spacer. Working on the driver side strut, secure the new upper strut spacer to the top of the stock strut using the stock hardware that was removed from step # 8. Torque to **45 ft lbs.** Repeat procedure on the passenger side strut.

49. Locate (6) 3/8" unitorque nuts, (6) 3/8" flat washers and (6) 3/8" lock washers from hardware bag 55900NB. Working on the driver side, install the stock driver side strut into the stock location, secure using the new 3/8" hardware. Torque to **38 ft lbs.** Repeat procedure on passenger side.

**See Illustration # 14**

50. Locate the stock lower strut bolts and hardware that was removed from step # 9. Working on the driver side, secure the stock strut lower mounting point to the stock location on the stock lower control arm. Secure using the stock hardware. Torque to **85 ft lbs.** Repeat procedure on passenger side.

**See Illustration # 15**

51. Locate the (2) bags that have the new ball joint spacers in them. Follow the instruction from Toyota on how to install the new dust boot cover on the new ball joint.

52. Locate the stock driver side upper control arm that was removed in step # 11, (1) ball joint castle nut and (1) ball joint cotter pin. Install the new ball joint spacer into the stock upper control arm and secure using the new ball joint castle nut and cotter pin. Repeat procedure on the passenger side upper control arm.

53. Working on the driver side, install the stock upper control arm and the newly installed ball joint spacer into the stock location and secure using the stock hardware that was removed in step # 11. Torque stock bolt to **70 ft lbs.** Repeat procedure on passenger side.

**See Illustration # 16**

54. Locate (1) upper ball joint spindle plate. Working on the driver side, press the spacer plate into the stock spindle. Refer to the illustration on how the spacer plate is to be installed. **Special Note: The holes in the spacer plate need to face towards the inside of the vehicle. This will allow you to install the ball joint spacer with the big hole facing towards the inside of the vehicle.** Repeat procedure on the passenger side.

**See Illustration # 17**

55. Locate the driver and passenger side spindle support bracket, (4) new 5/16" x 1 3/16" x 2" U-bolts and (4) new 5/16" flange lock nuts. Also, locate (4) 7/16" x 1 1/2" bolts, (4) 7/16" lock washers and (2) 3/8 x 1 1/2" bolts from hardware bag 55900NB. Working on the driver side, secure the previously installed ball joint spacer and the spindle support bracket to the neck of the stock spindle using the new 7/16" hardware. Get the 7/16" hardware started but do not tighten at this point. Secure the driver side spindle support bracket to the body of the stock spindle using the new 5/16" x 1 3/16" x 2" U-bolts and hardware but do not tighten at this point. Secure the 3/8" x 1 1/2" bolt to the new spindle support bracket but do not tighten at this point. Move back to the new 7/16" x 1 1/2" bolt and hardware and torque to **45 ft lbs.** Then tighten the 3/8" x 1 1/2" bolt until it makes contact with the body of the stock spindle. Once the new 3/8" x 1 1/2" bolts makes contact with the stock spindle torque the U-bolts to **24 ft lbs. Make sure to use thread locker or lock tite on the new 7/16" hardware.** Repeat procedure on passenger side.

**See Illustration # 18**

56. Locate (1) driver side sway bar drop bracket and (1) passenger side sway bar drop bracket. Also, locate (4) 3/8" x 1" bolt, (8) 3/8" flat washers, (4) 3/8" lock washers and (4) 3/8" unitorque nuts from hardware bag 55900NB. Working on the driver side, secure the new driver side sway bar drop bracket to the stock location and secure using the new 3/8" x 1" bolt and hardware. Torque to **32 ft. lbs.** Repeat procedure the passenger side.

**See Illustration # 19**

57. Locate the stock sway bar and the stock sway bar hardware that was removed from step # 5. Working on the driver side, install the stock sway bar to the newly installed sway bar drop brackets and secure using the stock hardware. Torque to **18 ft lbs.** Repeat procedure on the passenger side.

**See Illustration # 20**

58. Locate the stock sway bar end link hardware that was removed from step # 4. Working on the driver side, install the stock sway bar to the stock sway bar end link position and secure using the stock hardware. Torque to **18 ft lbs.** Repeat procedure on the passenger side.

59. Locate the stock brake line bracket hardware that was removed from step # 3. Working on the driver side, secure the stock brake line bracket to the lower hole on

the side of the stock frame rail. Refer to the illustration on proper placement. Torque to **15 ft lbs.** Repeat procedure on passenger side.

**See Illustration # 21**

60. Locate the new lower skid plate. Also, locate (6) 1/2" x 1 1/4" bolt, (12) 1/2" flat washers, (6) 1/2" unitorque nuts and (6) 1/2" lock washers from hardware bag 55900NB. Working on the front of the vehicle, secure the new lower skid plate to the previously installed one piece sub frame and secure using the new 1/2" x 1/14" bolt and hardware. Torque to **75 ft lbs.**

**See Illustration # 22**

61. Locate the stock hardware that was removed from step # 13. Re-install the stock front mounting bracket on the rack and pinion hi pressure and return lines to the stock location and secure using the stock hardware. The rear bracket does not need to be reattached.

62. Locate the stock skid plate and the stock skid plate hardware that was removed from step # 2. Secure the stock skid plate to the stock location using the stock hardware. Torque to **12 ft lbs.**

63. Working on the driver side, install the tires and wheels. Repeat procedure on passenger side.

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

65. Safely lower the vehicle to the ground.

**Front End Installation Complete:**

**Rear End Installation:**

66. 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.

67. 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.

68. Working on the driver side, remove the stock shock from the stock location and discard. Save hardware for later re-installation. Repeat procedure on passenger side.

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

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

71. Carefully lower down on both hydraulic floor jacks at the same time approximately 3.5". Take special care not to kink or over extend any brake lines and or hoses.

72. Locate (2) 3" lifted blocks. Working on the driver side, install the new 3" lifted block between the stock spring assembly and the stock axle. **Special Note: The new 3" 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.

73. Locate (4) 9/16" x 2 1/2" x 9 5/8" square U-bolts and (8) 9/16" U-bolt high nuts and washers from hardware bag 916NW. Working on the driver side, install the new U-bolt into the stock location and secure using the new high nuts and washers. Torque to **115 ft lbs.** **Special Note: Make sure to re-install the stock upper bump stop and lower U-bolt plate into the stock location.** Repeat procedure on the passenger side.

**See Illustration # 23**

74. Locate (1) new rear brake proportioning valve bracket, (2) 5/16" x 1 1/2" bolt, (2) 5/16" lock washers, (4) 5/16" flat washers and (2) 5/16" unitorque nuts from hardware bag 55900NB. Install the new rear brake proportioning valve bracket into the stock location and secure using the stock hardware that was removed from step # 70. Next, secure the stock brake proportioning valve bracket to the newly installed rear brake proportioning valve bracket using the new 5/16" x 1 1/4" bolt and hardware. Torque to **16 ft lbs.**

**See Illustration # 24**

75. Working on the driver side, install the new rear shock into the stock location and secure using the stock hardware that was removed from step # 68. Repeat procedure on the passenger side.

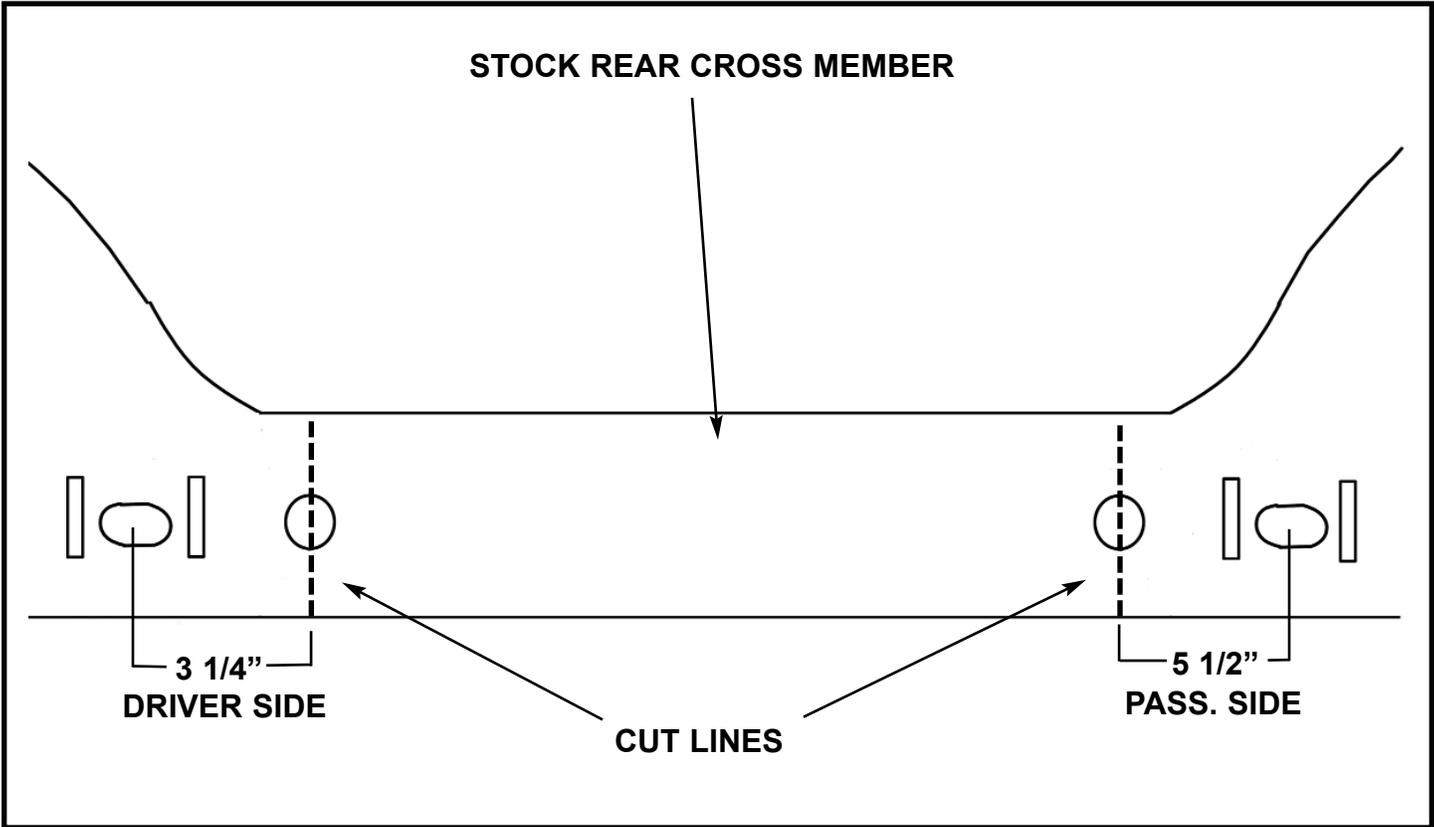
76. Re-install the wheels and tire.

77. Remove both hydraulic floor jacks from under the rear axle.

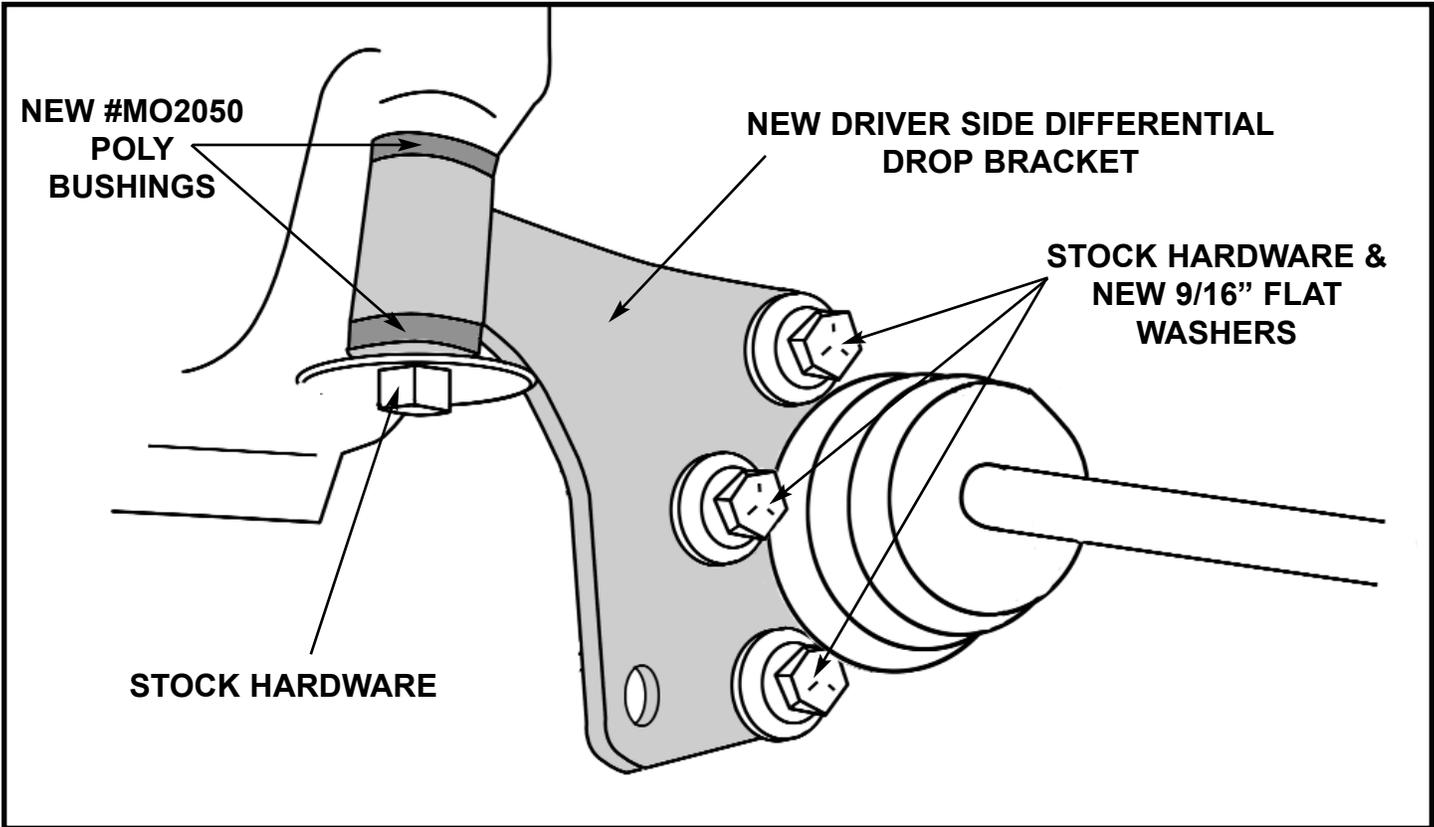
78. Safely lower the vehicle to the ground.

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

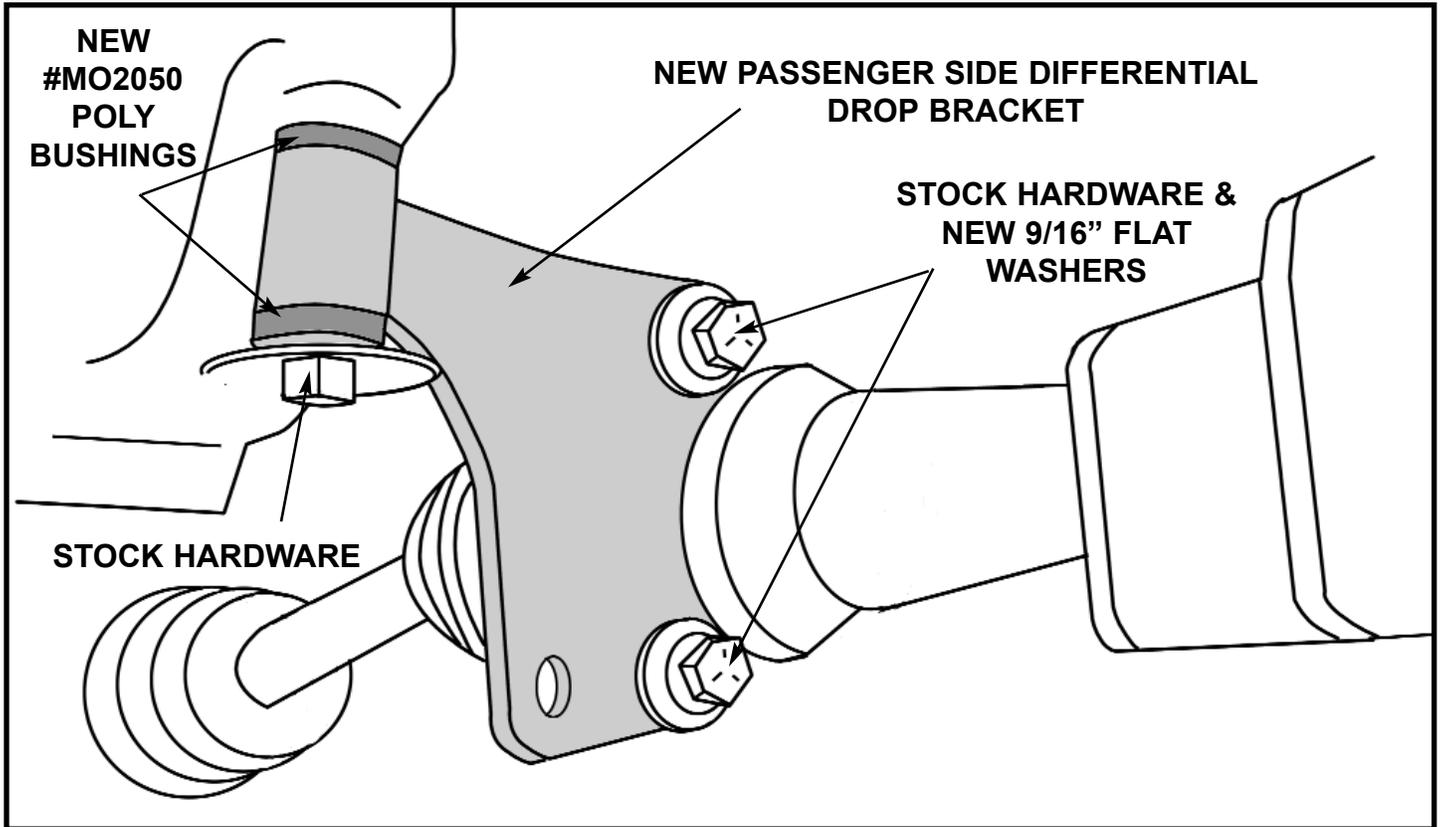
**Congratulations, take vehicle directly to an alignment shop for proper alignment**



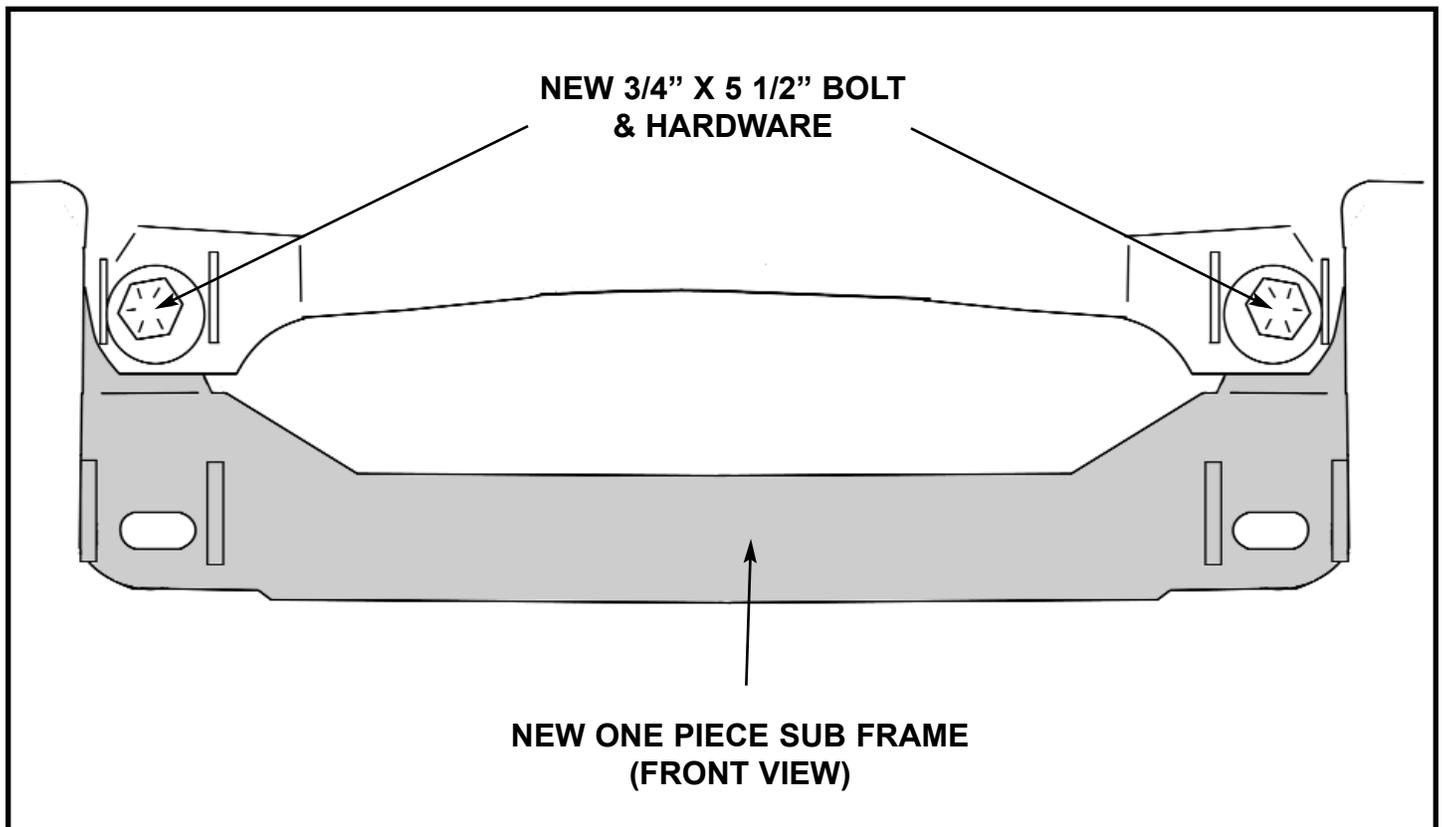
**ILLUSTRATION # 1**



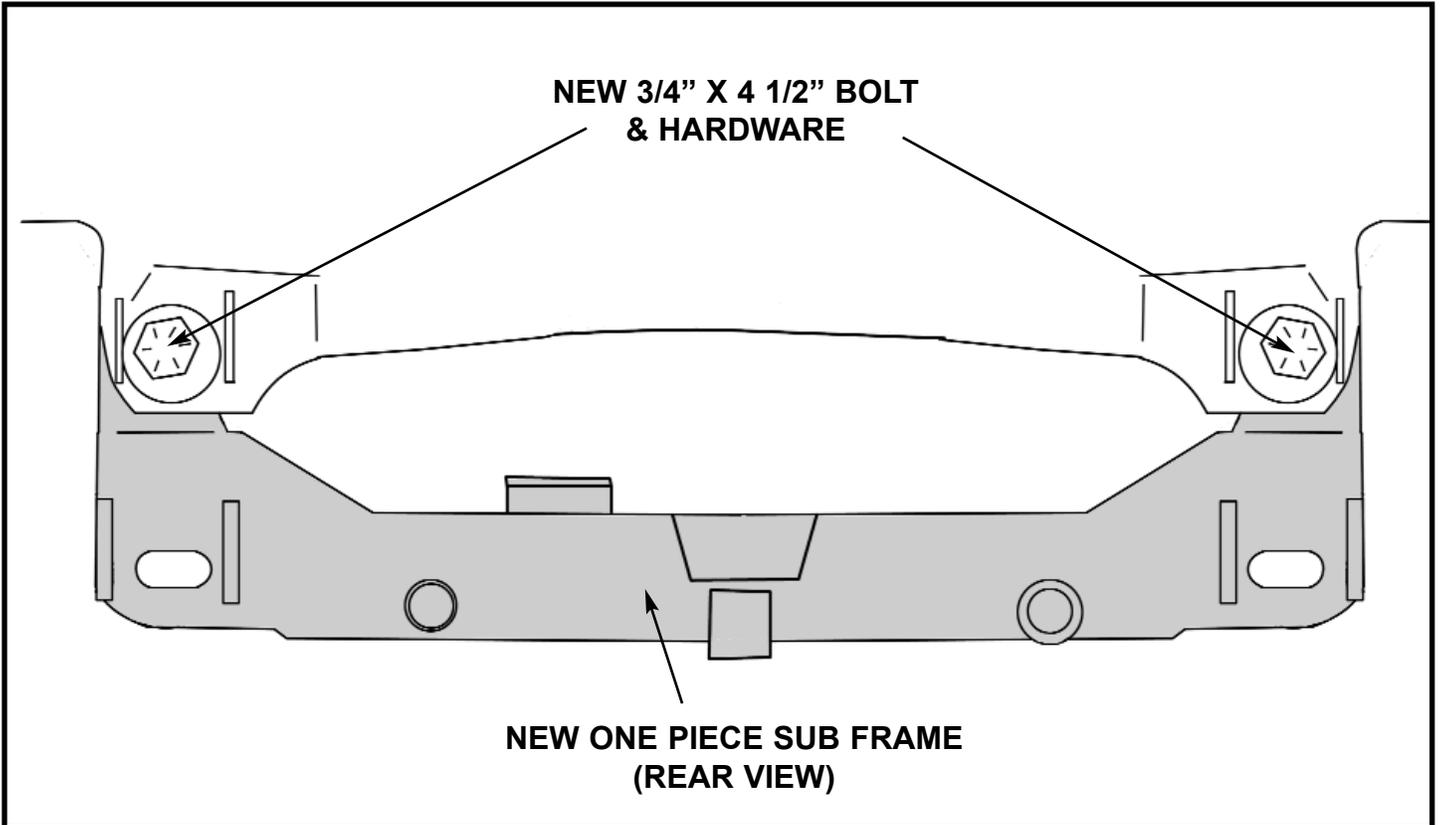
**ILLUSTRATION # 2**



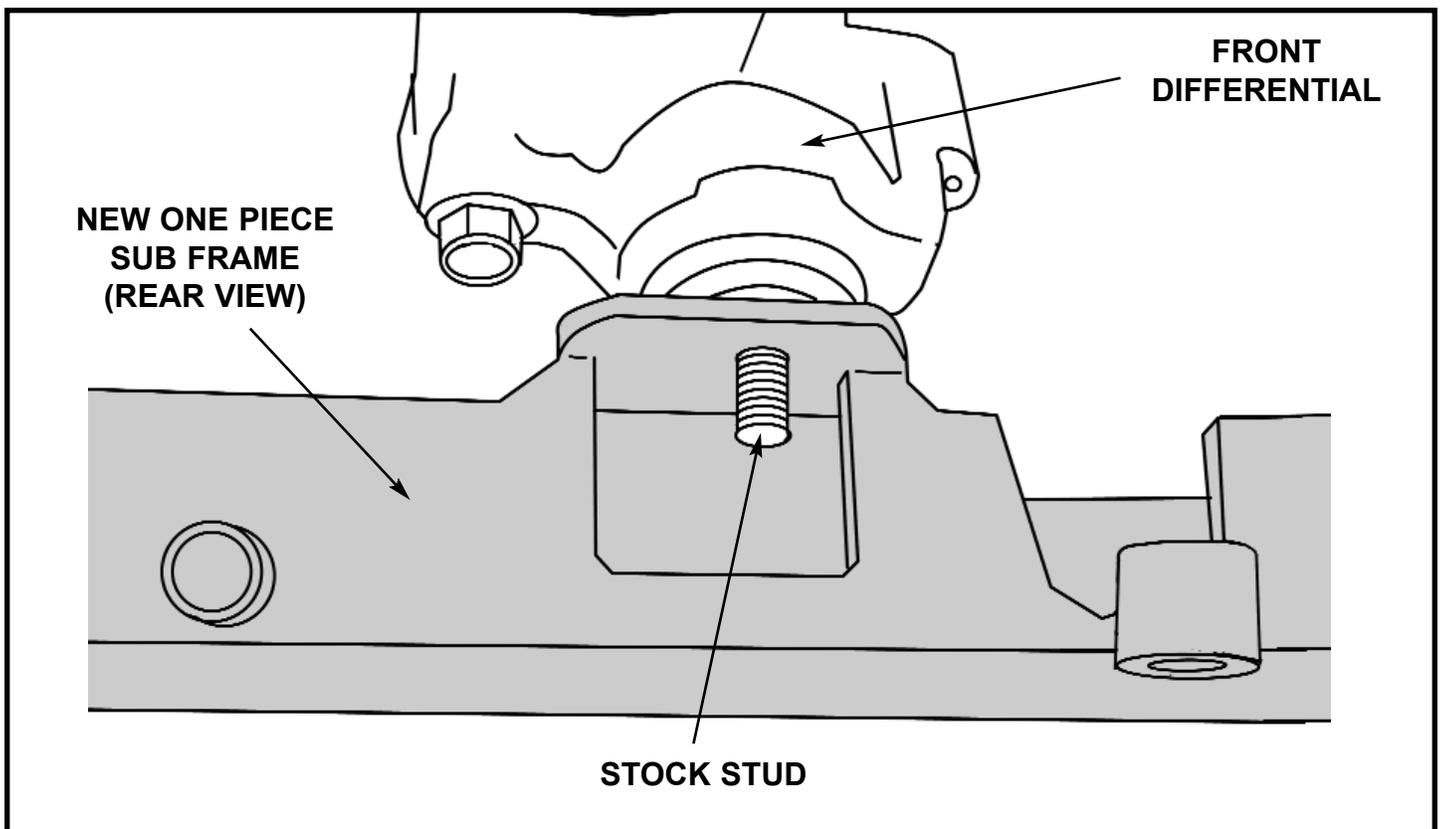
**ILLUSTRATION # 3**



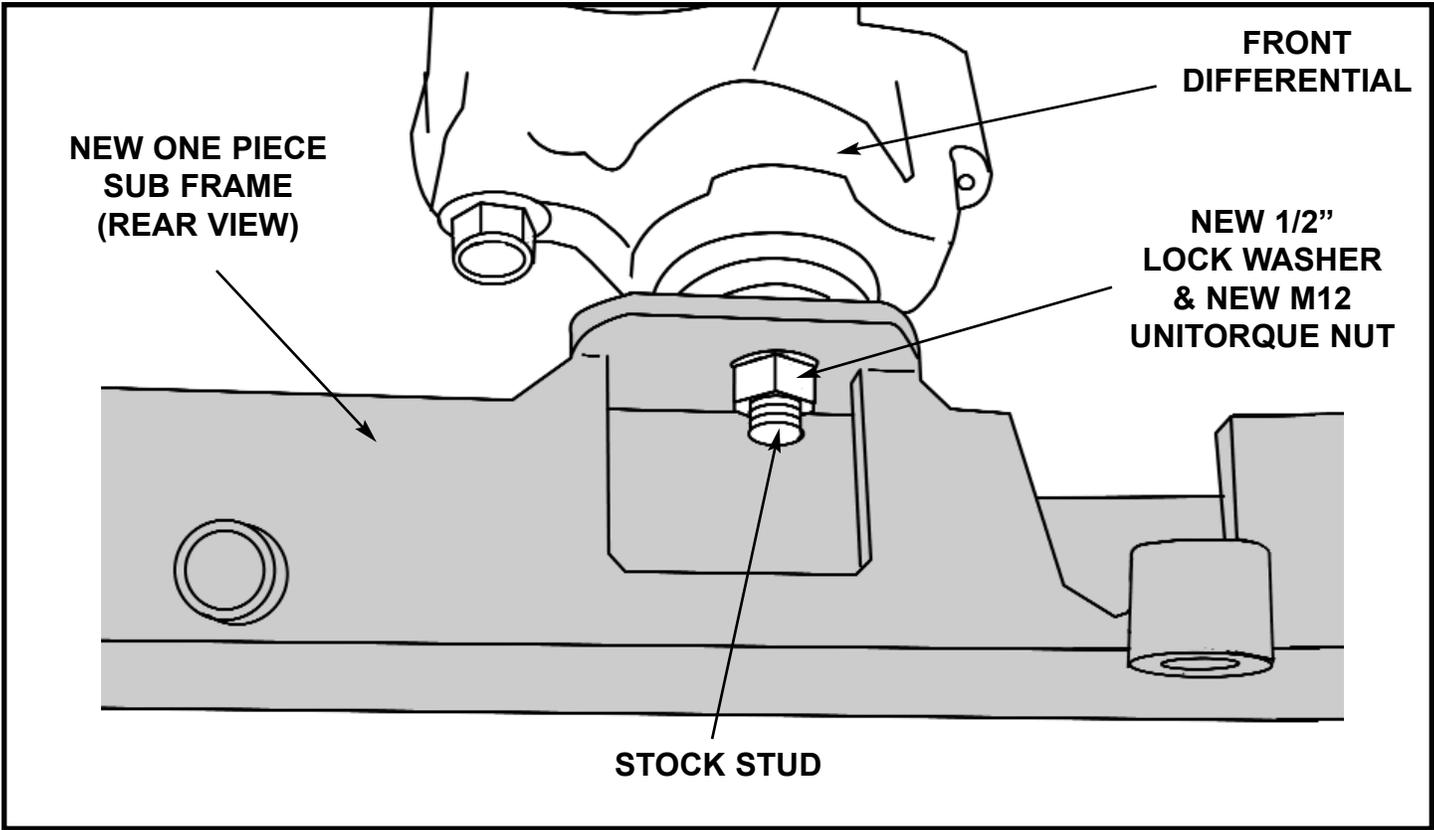
**ILLUSTRATION # 4**



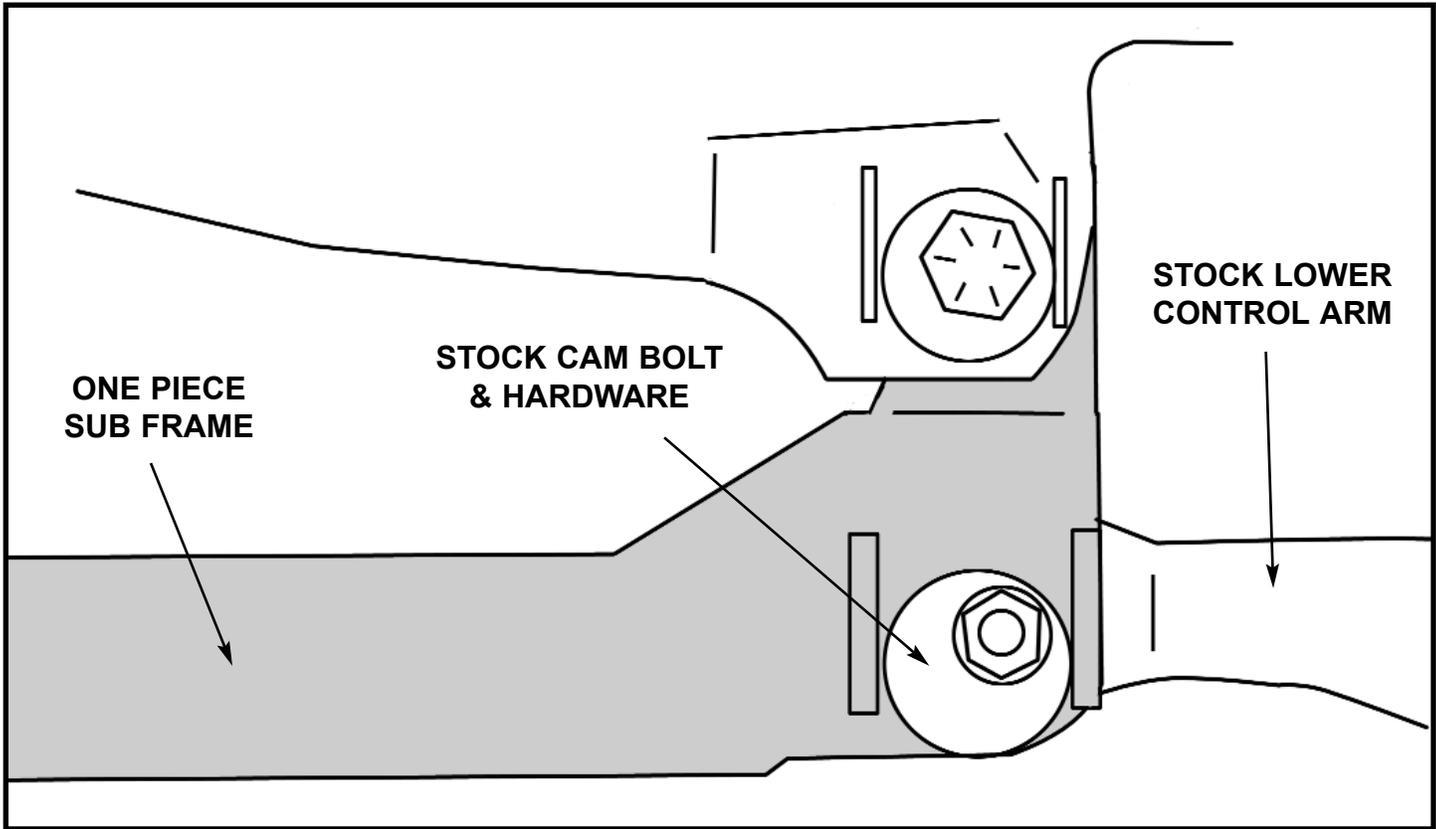
**ILLUSTRATION # 5**



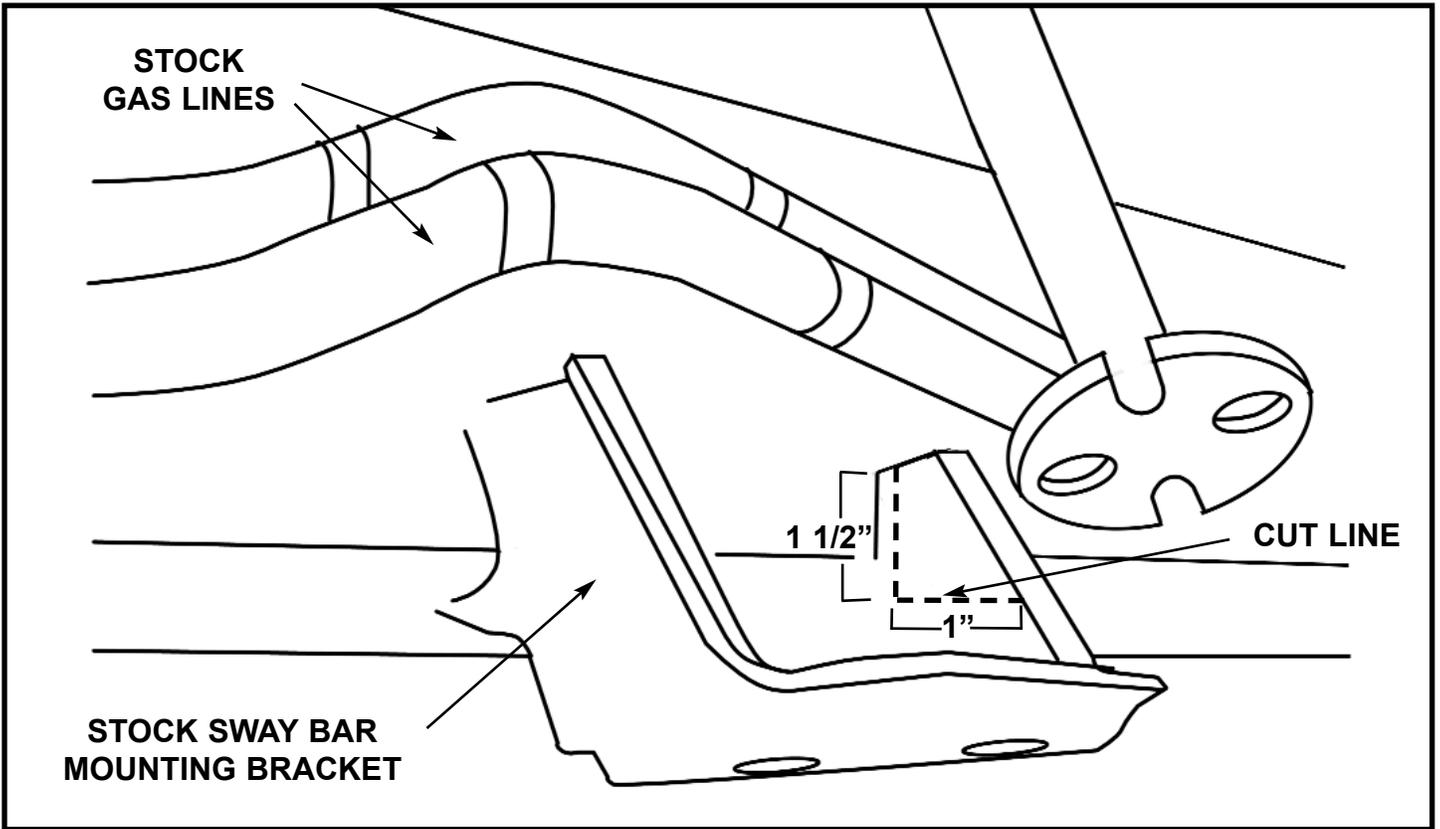
**ILLUSTRATION # 6**



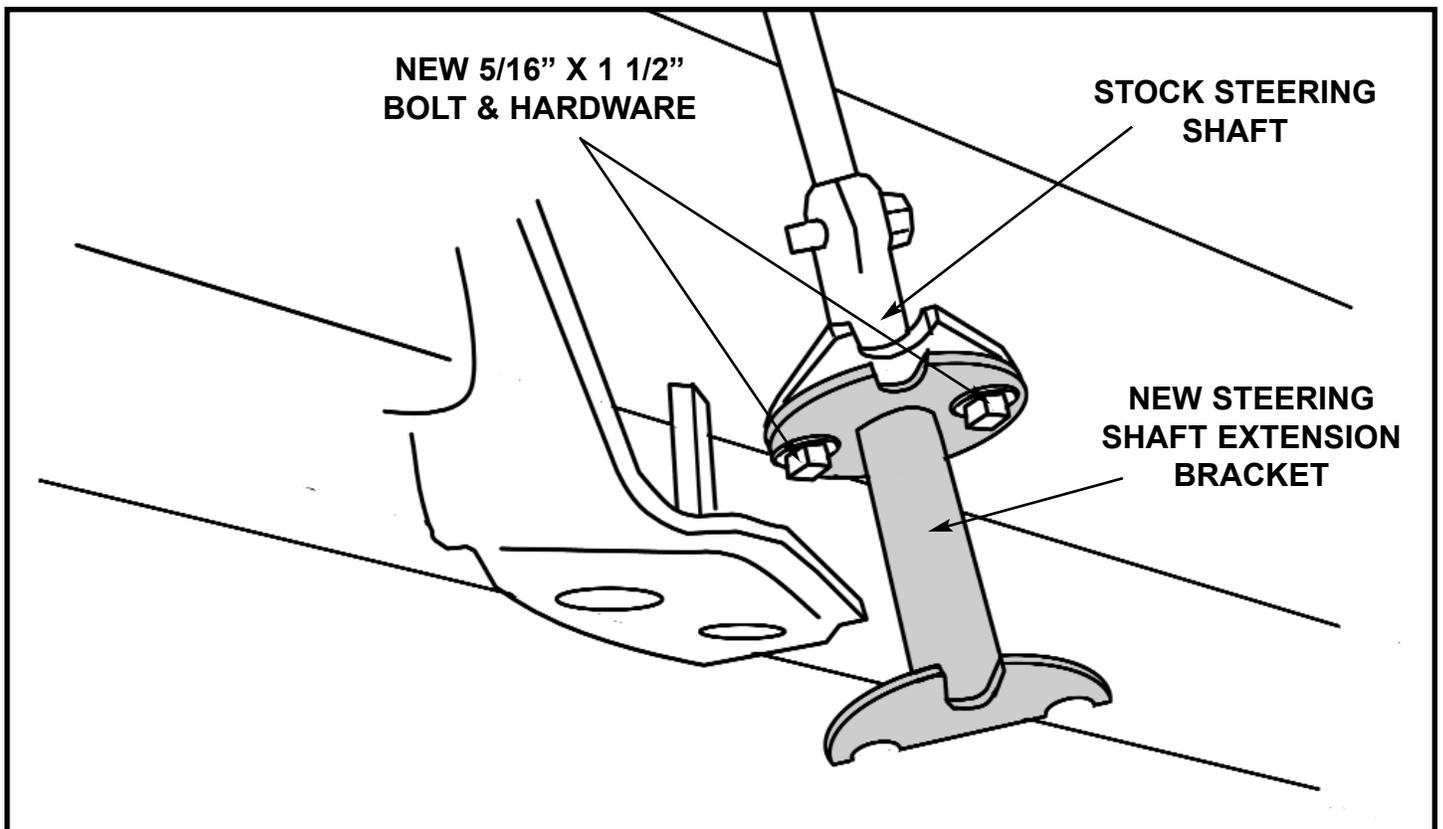
**ILLUSTRATION # 7**



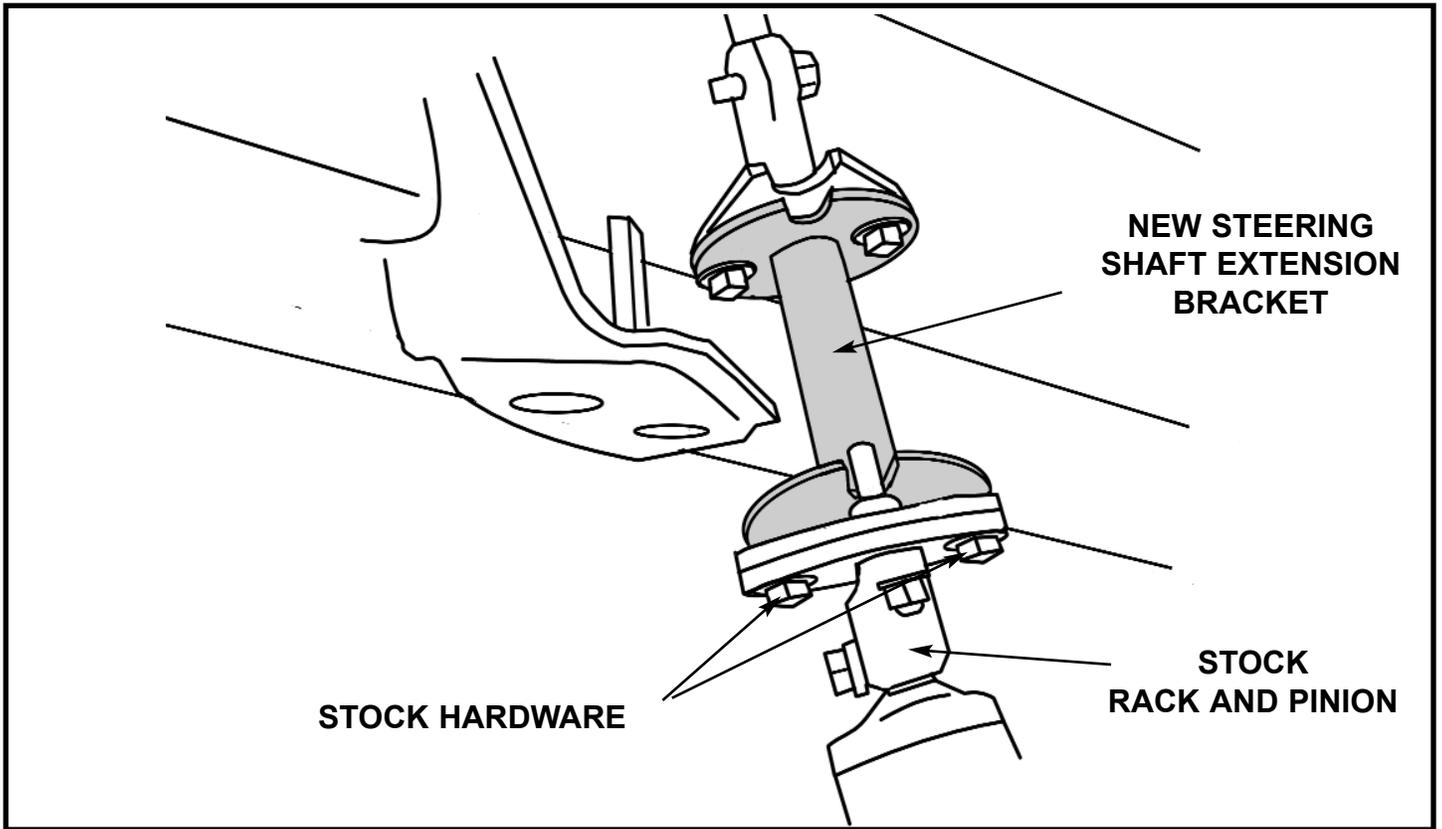
**ILLUSTRATION # 8**



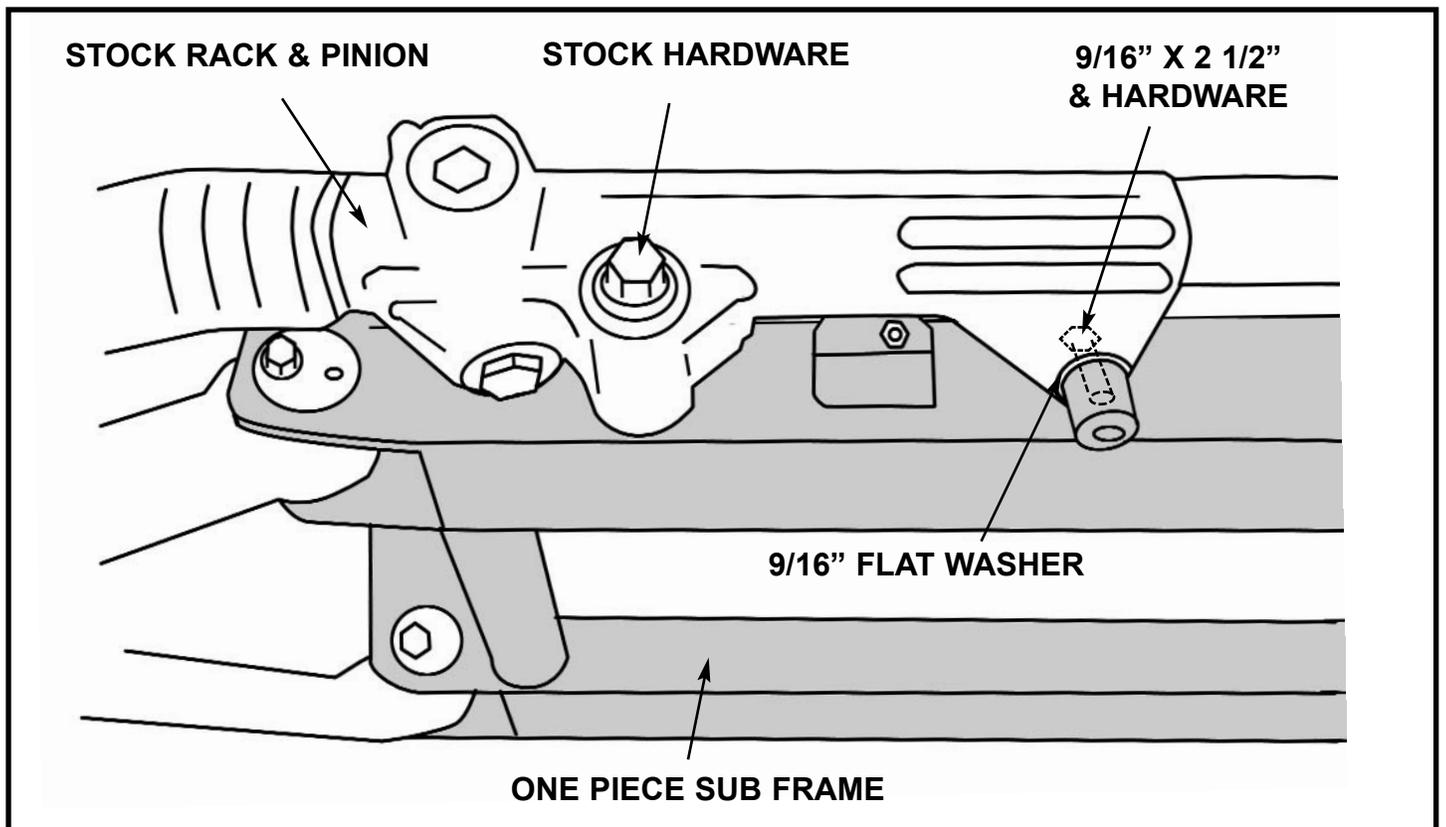
**ILLUSTRATION # 9**



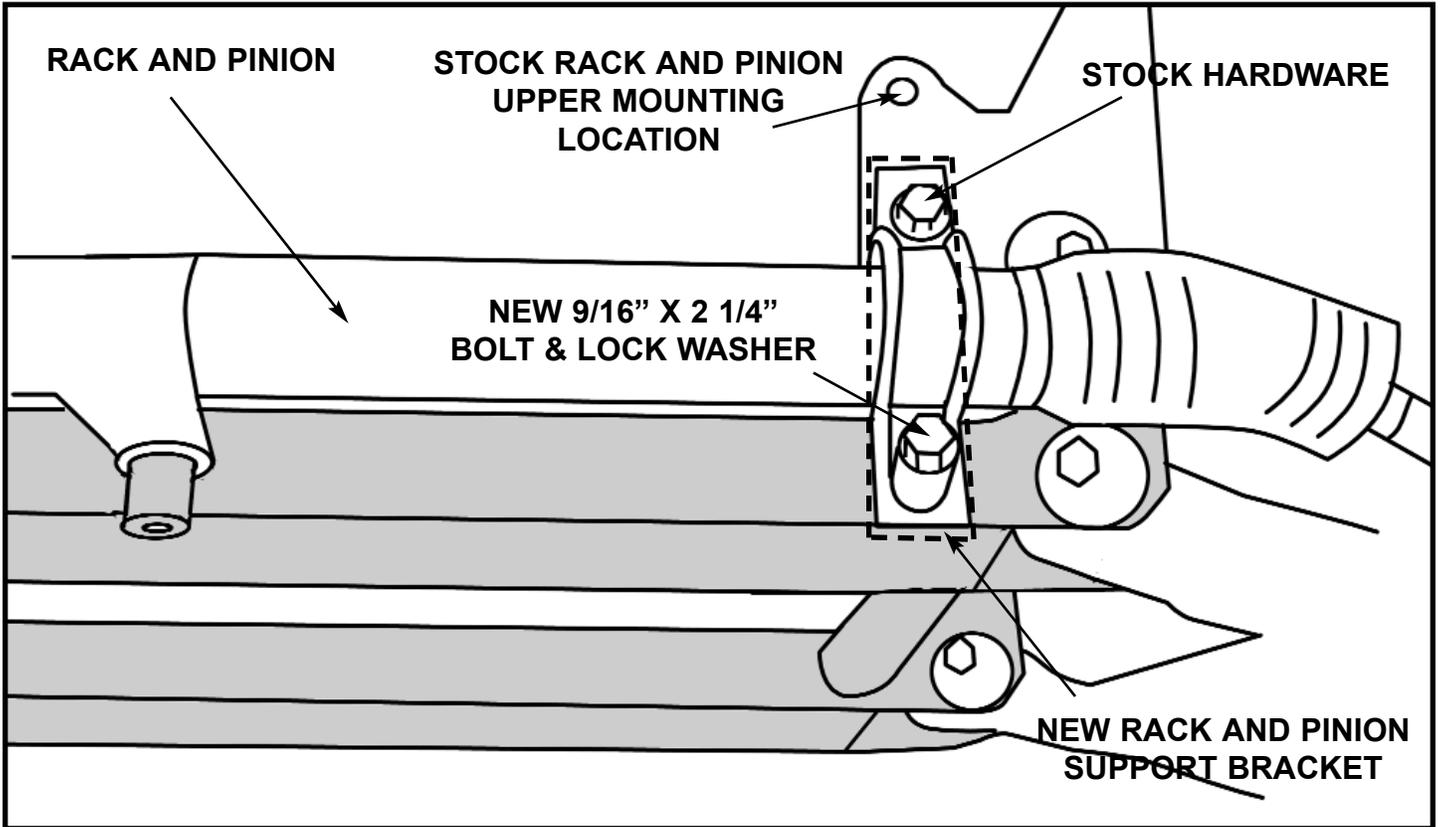
**ILLUSTRATION # 10**



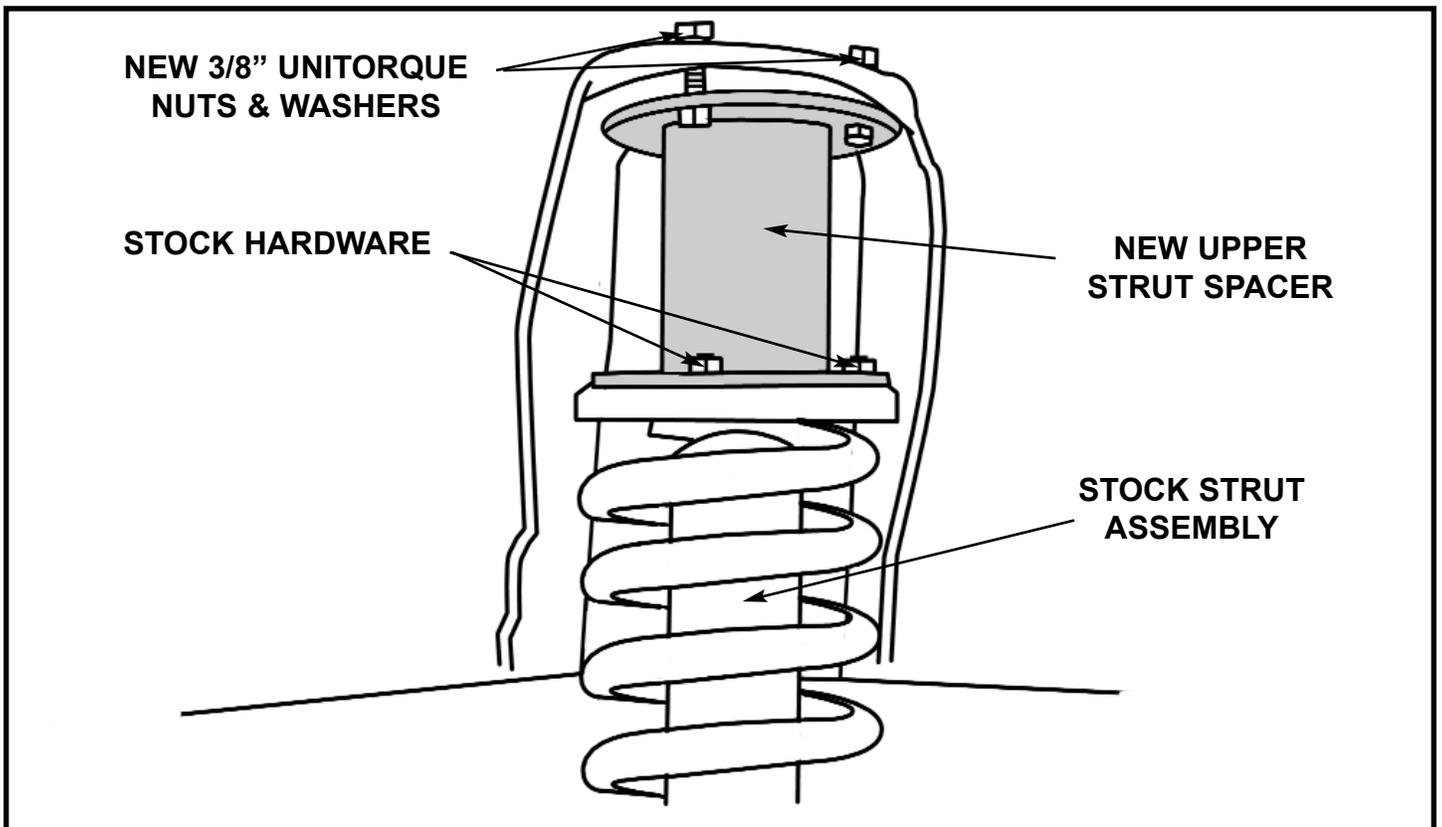
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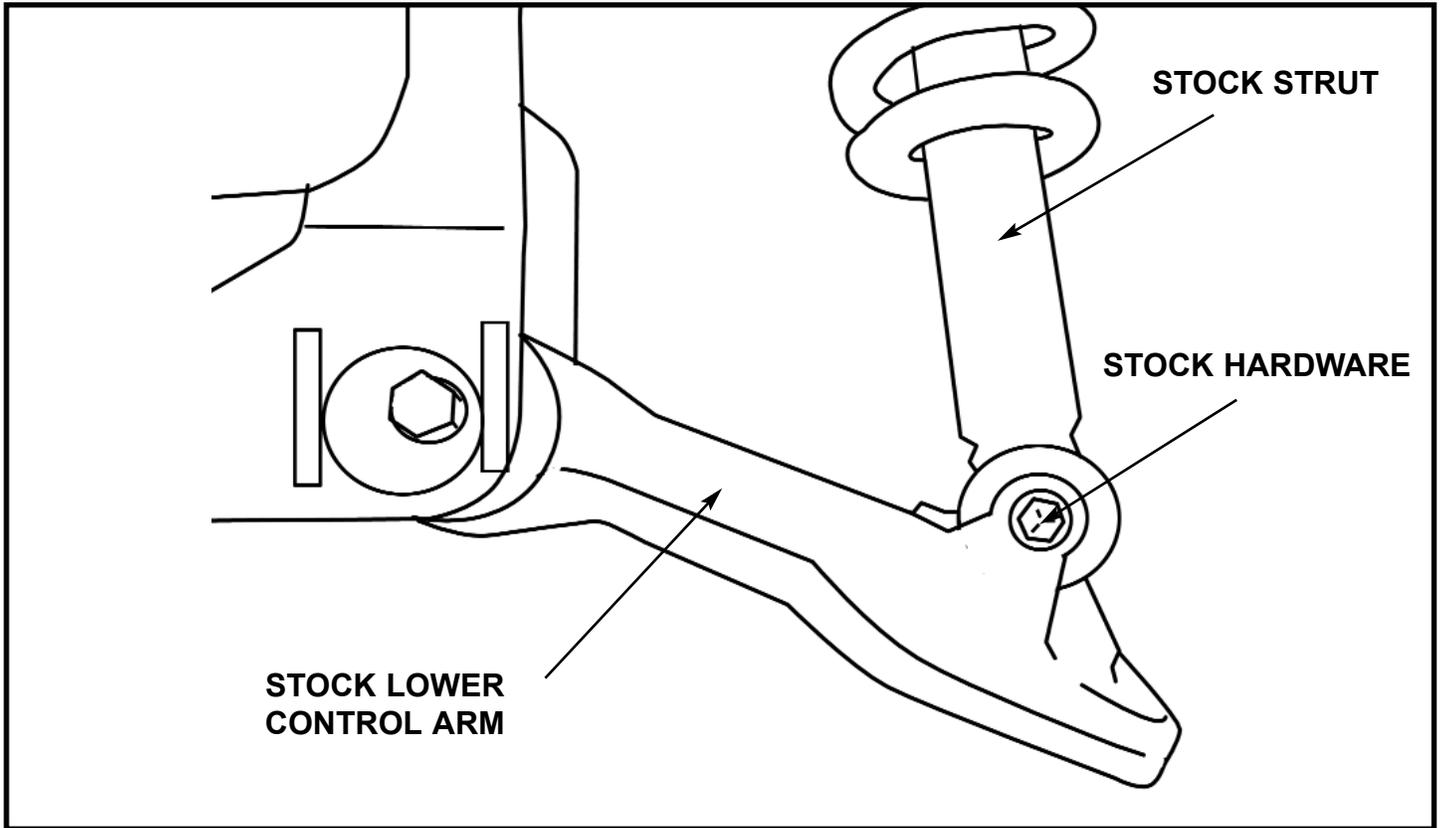
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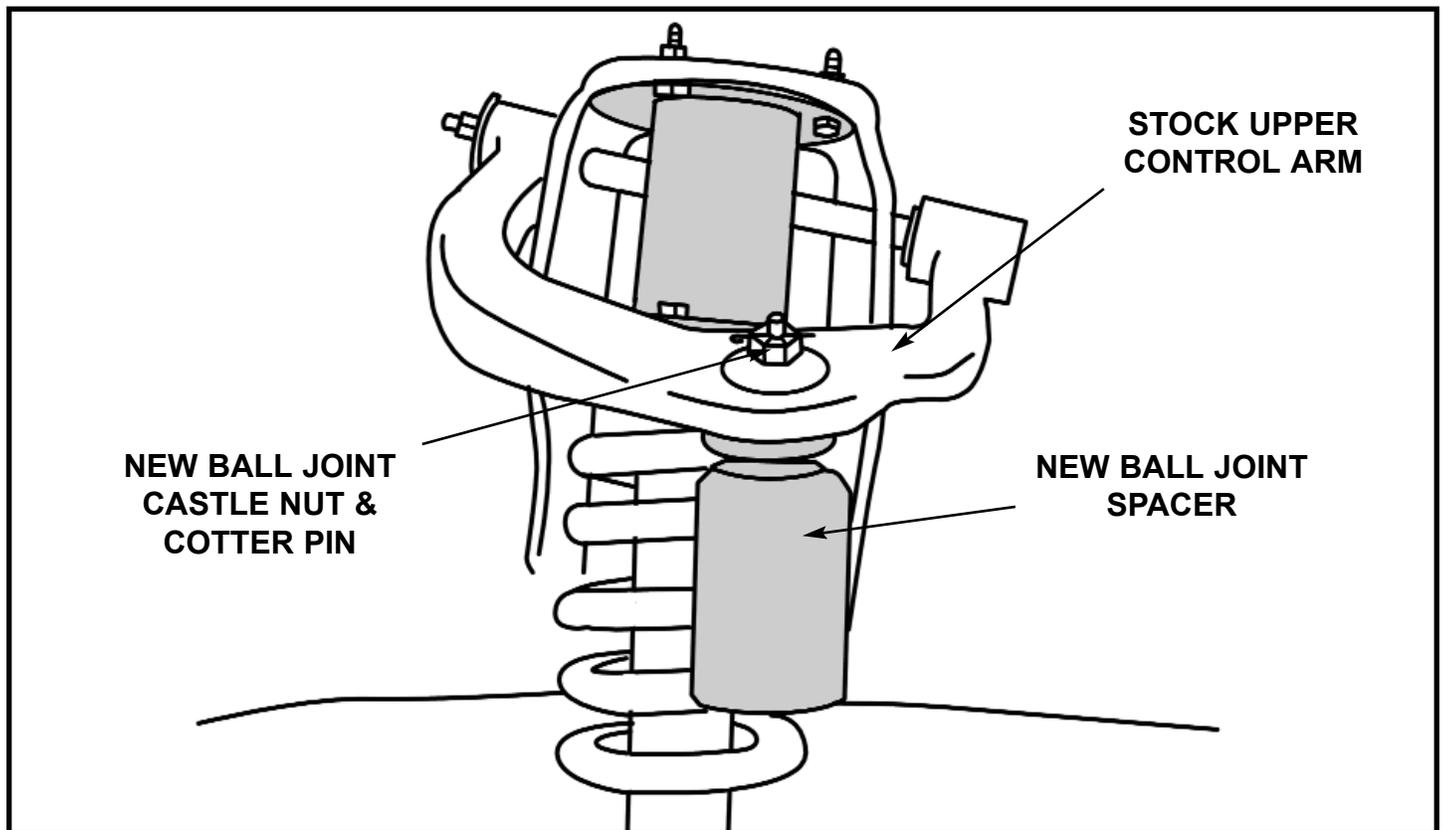
**ILLUSTRATION # 13**



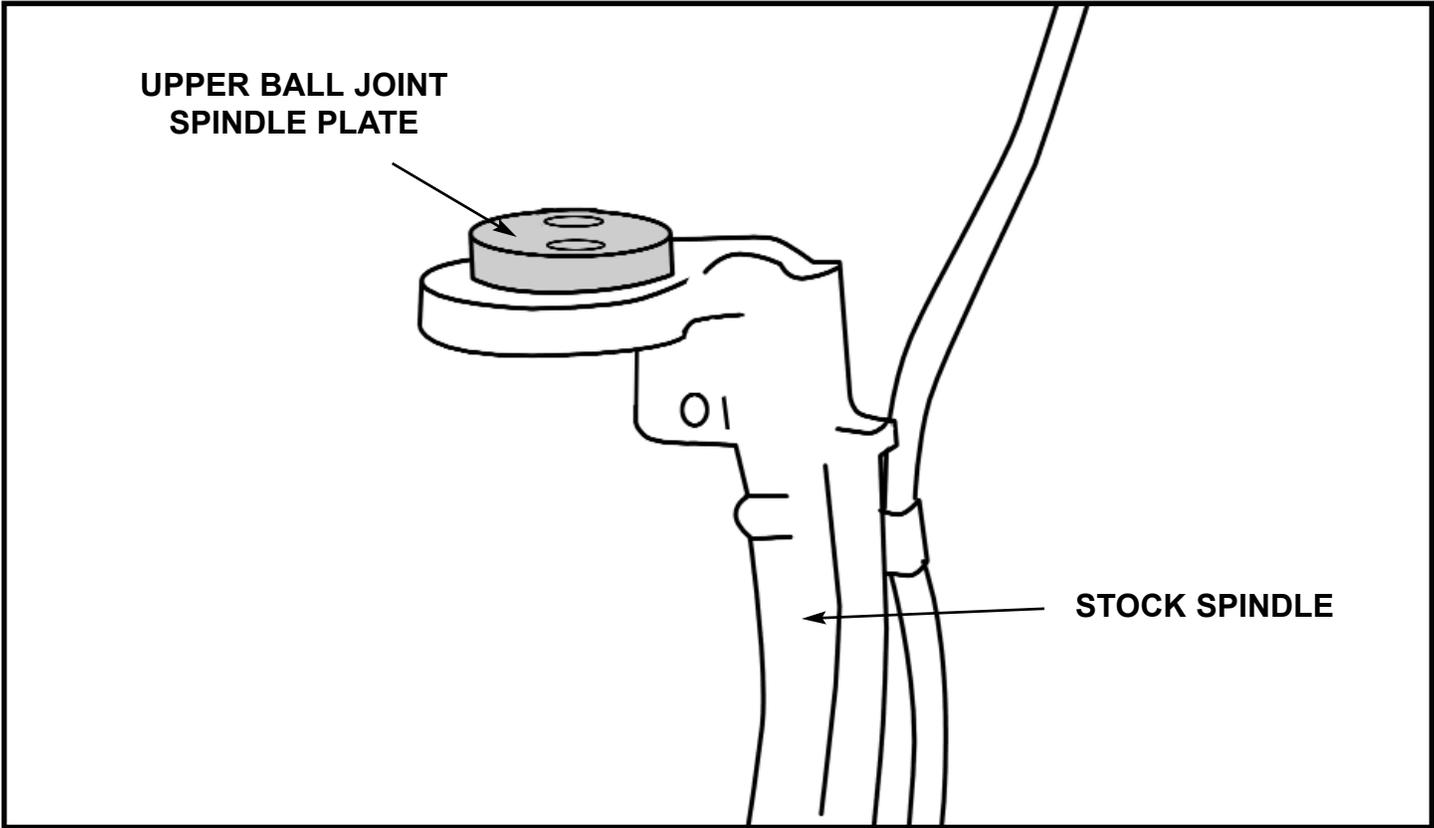
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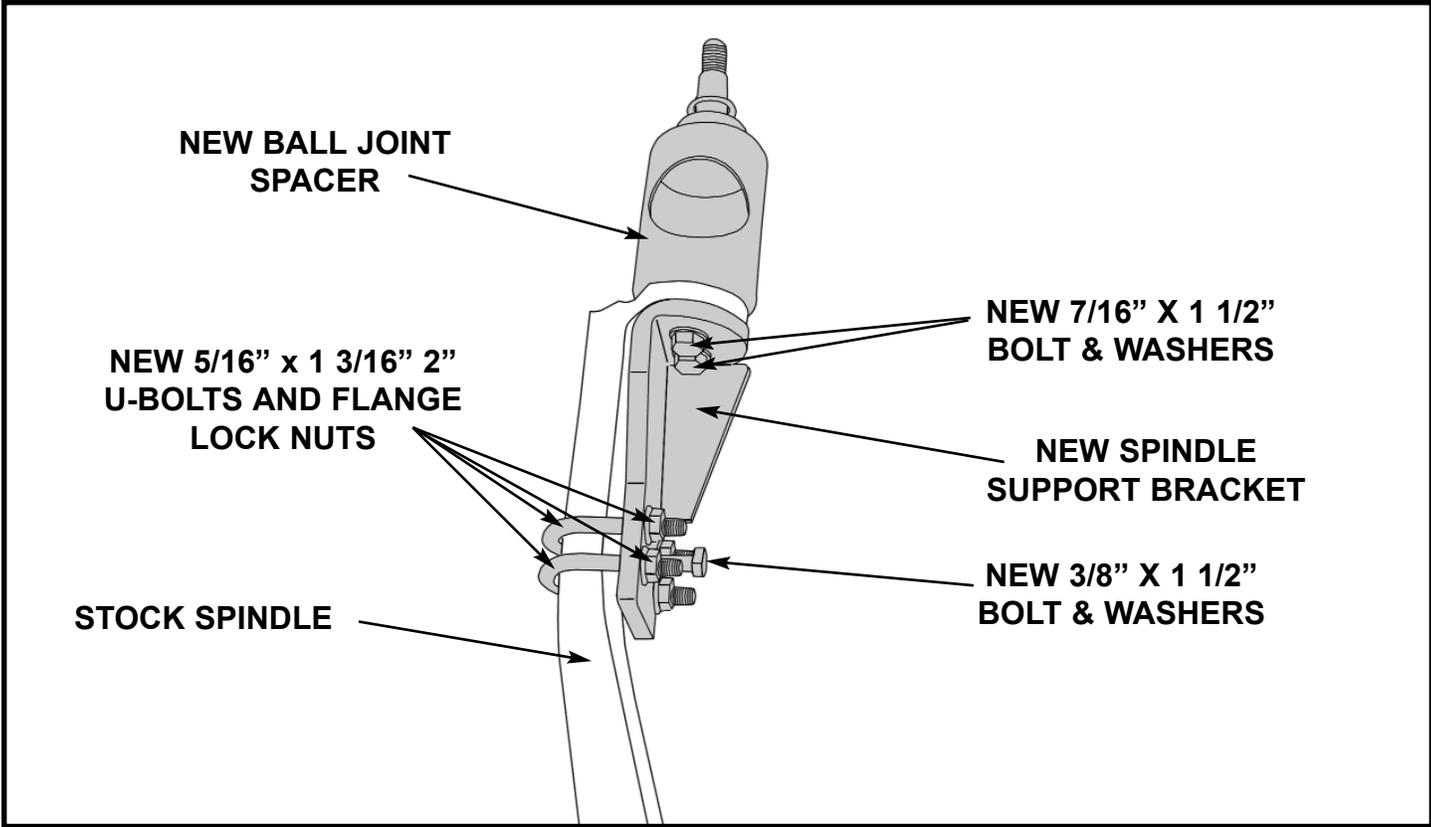
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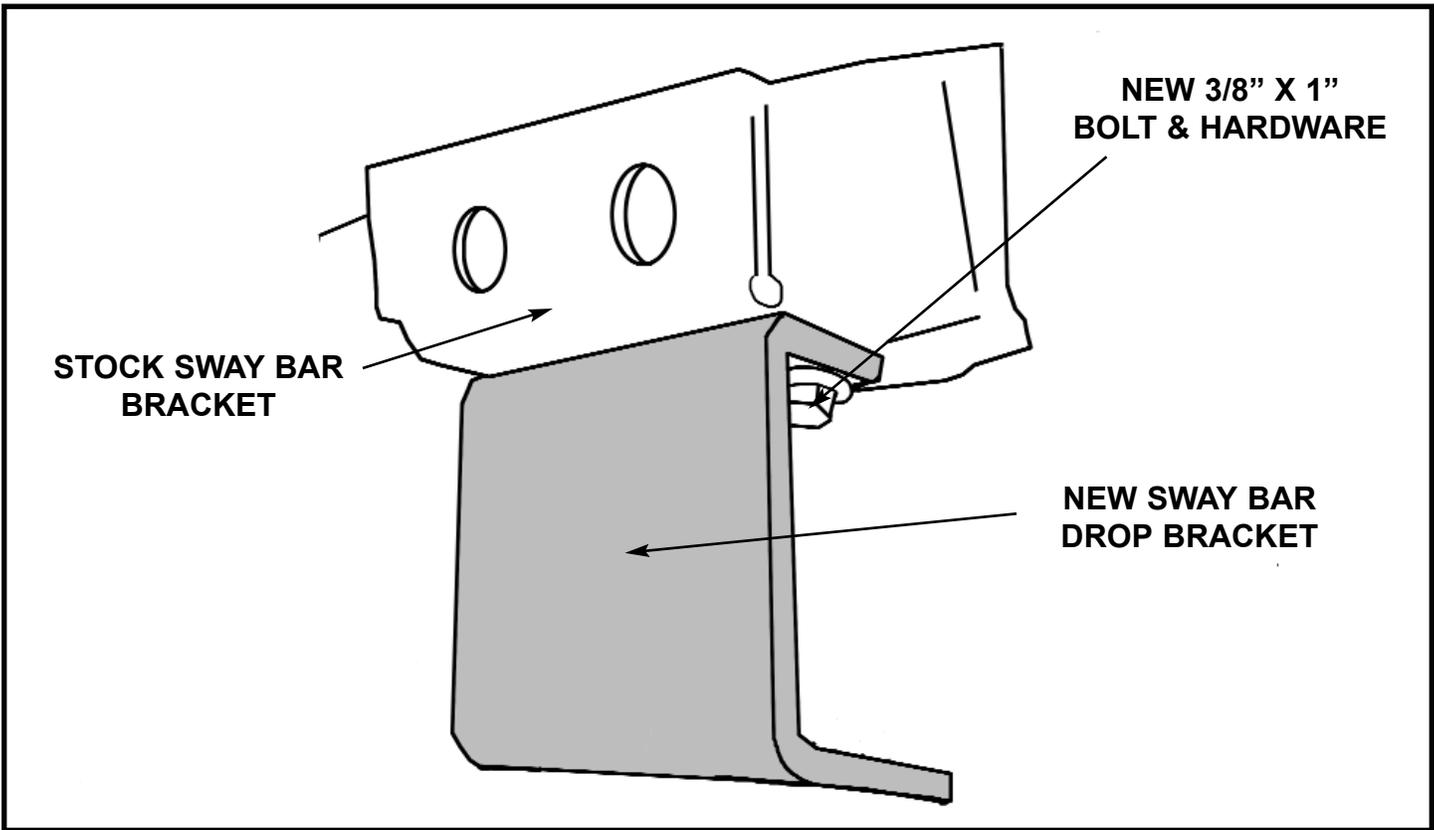
**ILLUSTRATION # 16**



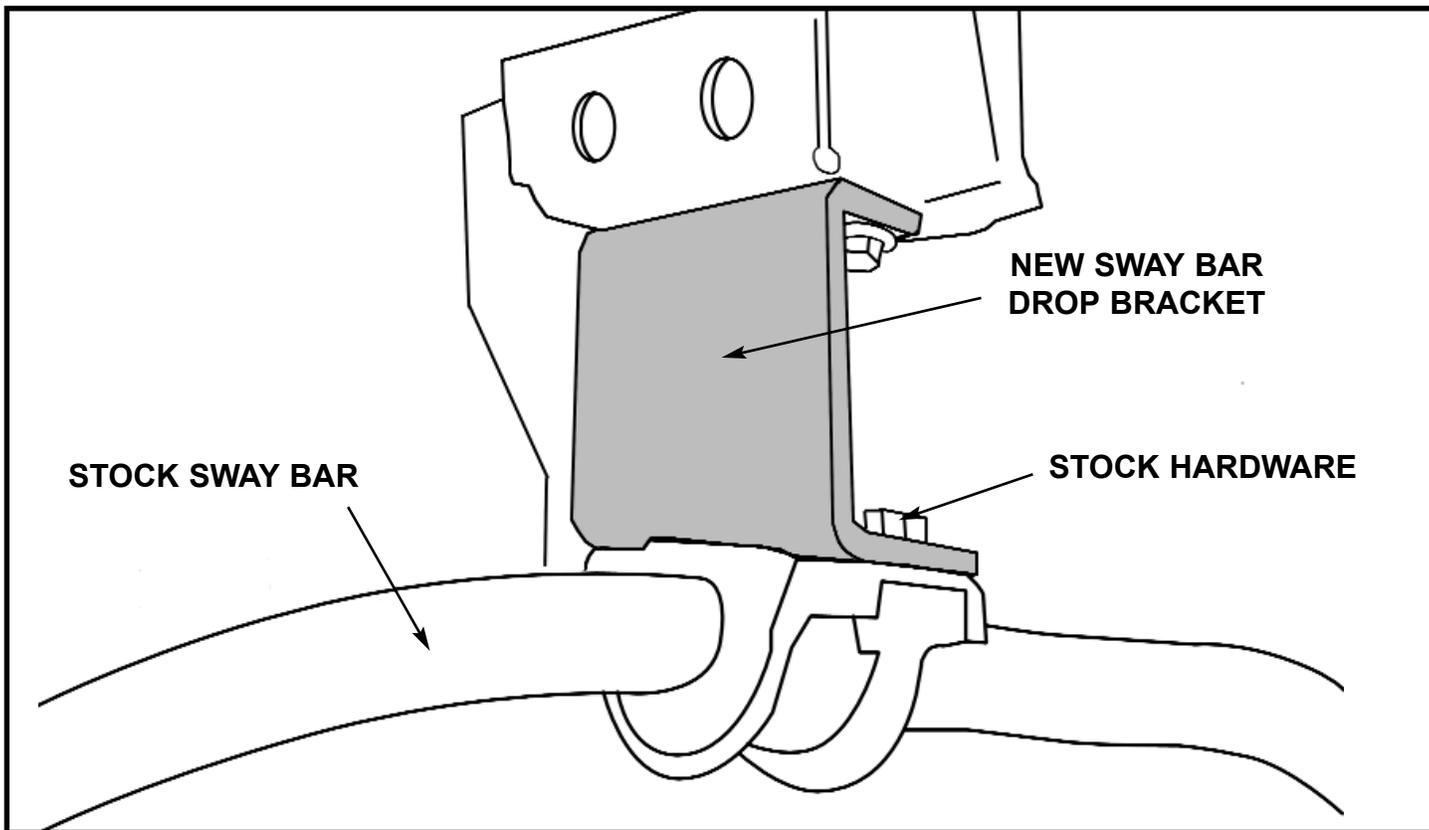
**ILLUSTRATION # 17**



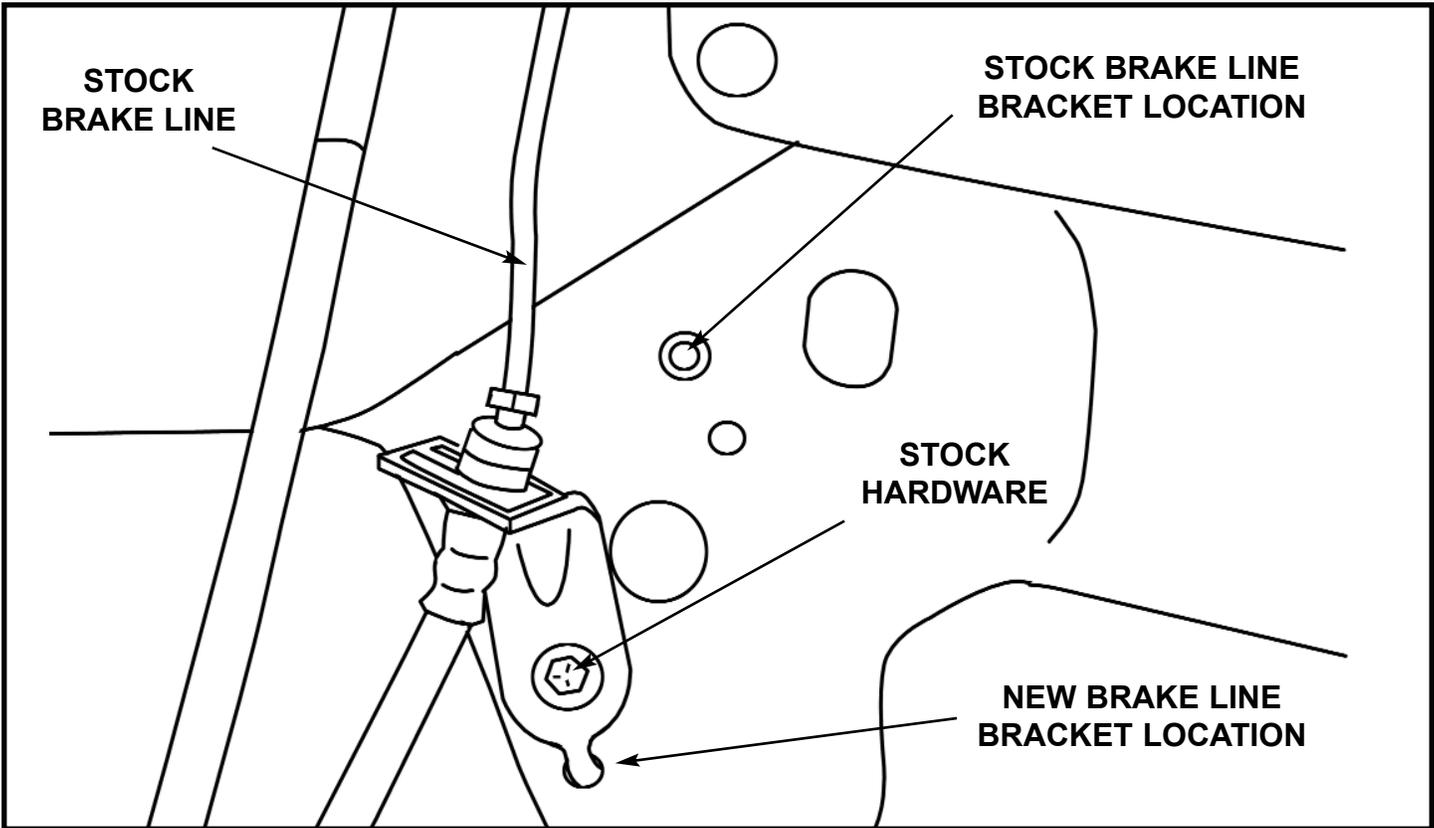
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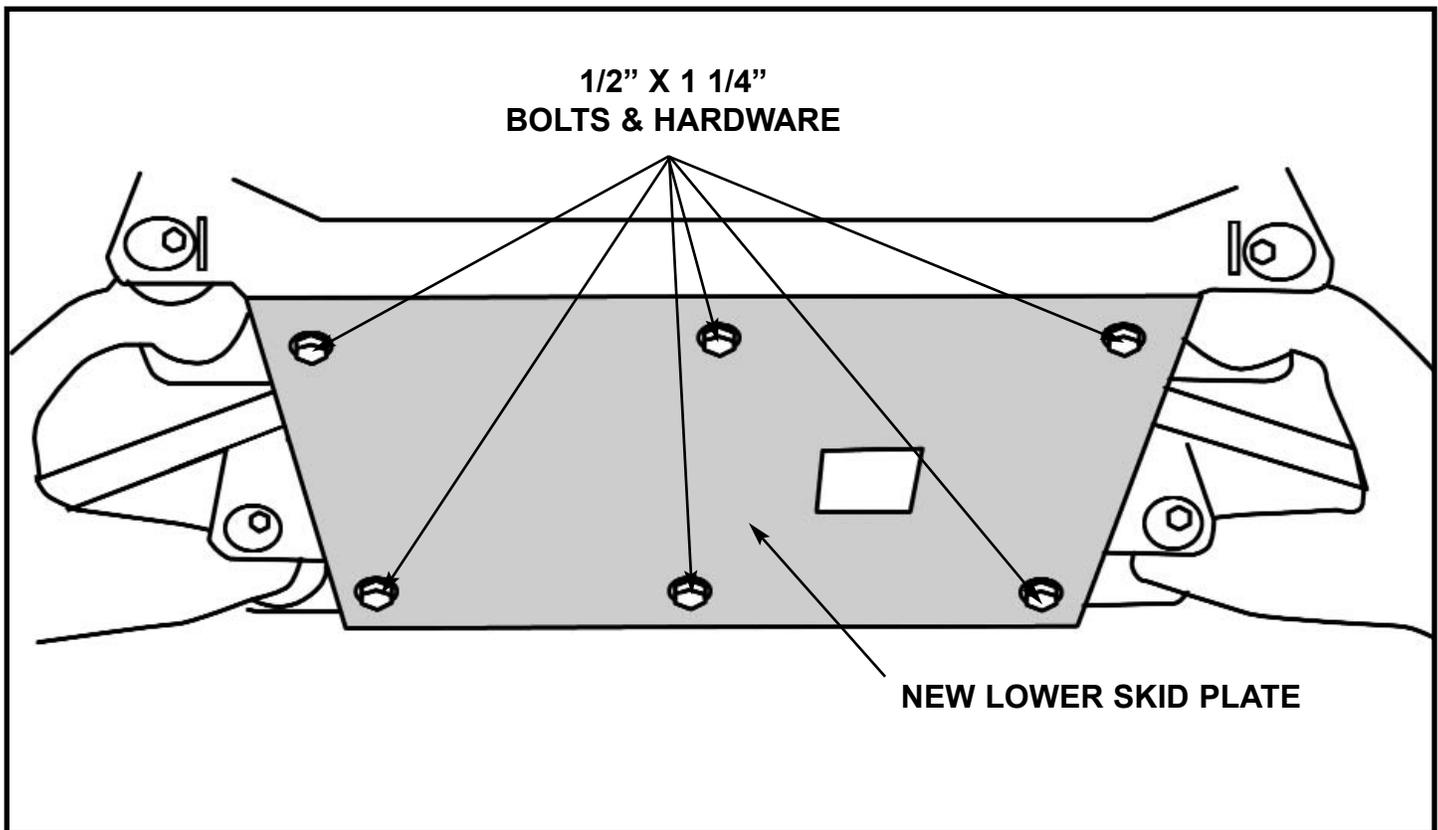
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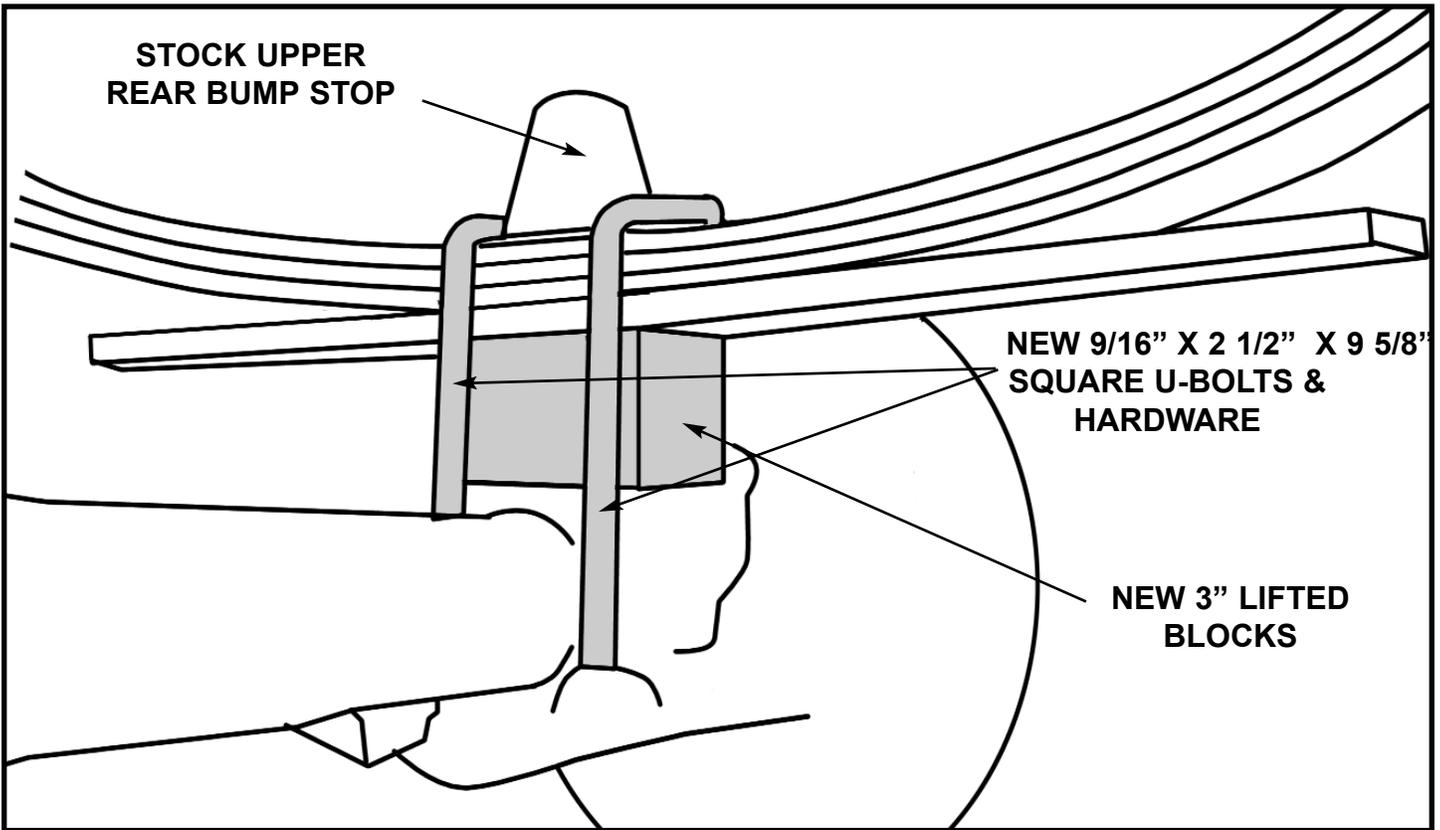
**ILLUSTRATION # 20**



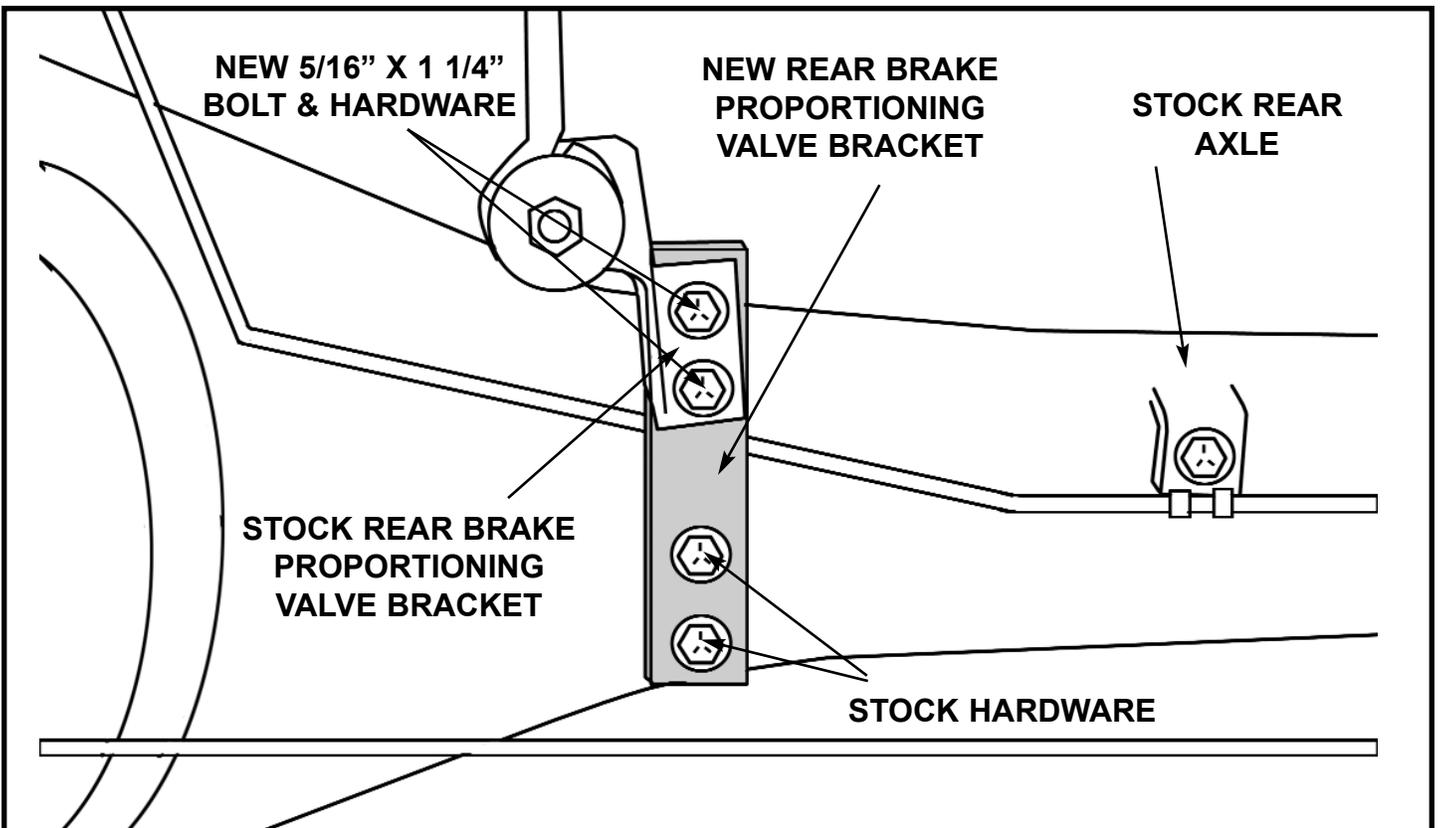
**ILLUSTRATION # 21**



**ILLUSTRATION # 22**



**ILLUSTRATION # 23**



**ILLUSTRATION # 24**

