TUFF COUNTRY™

EZ - Ride Suspension

# Installation manual

## 6” performance suspension system

## 2005 - 2008

## Toyota Tacoma

## Part # 56901

ss0200608rev.01

**Part # 56901**
**2005 - 2008 Toyota Tacoma**
**6” performance suspension system**

**Parts contained in Box 1 of 3**

| ***Part #*** | ***Description*** | ***Qty.*** |
|---|---|---|
| 56900-03 | Front cross member | 1 |
| 56900-04 | Rear cross member | 1 |
| 56900-05 | Driver side differential relocation bracket | 1 |
| 56900-06 | PS differential relocation bracket | 1 |
| 56900-07 | Front lower skid plate | 1 |
| 56900-09 | Front bump stop spacers | 2 |
| 56900-10 | Front sway bar relocation brackets | 2 |
| 56900NB | Hardware Bag | 1 |
| 56900NB1 | Hardware Bag | 1 |
| TCI-R38 | Rear add-a-leaf | 2 |
| CB38 | Hardware Bag | 1 |
| BL301 | 3” Rear lifted blocks | 2 |
| 5U-247S | 9/16” x 2 1/2” x 9 5/8” Square U-bolts | 4 |
| 916NW | Hardware Bag | 1 |
| 56901INST | Instruction Sheet | 2 |
| Mirrorhanger | Rear view mirror hanger | 1 |
| Warningdecal | Warning Decal | 1 |
| Decal | Window sticker | 1 |

**Parts contained in Box 2 of 3**

| ***Part #*** | ***Description*** | ***Qty.*** |
|---|---|---|
| 56900-01 | Driver side Knuckle | 1 |
| 56900-02 | Passenger side Knuckle | 1 |

**Parts contained in Box 3 of 3**

| ***Part #*** | ***Description*** | ***Qty.*** |
|---|---|---|
| 56900-11 | Front coil overs | 2 |

**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 parts, please refer to the back of the installation manual for photos of parts that are included in this suspension system.**

**Important customer information:**

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

**It is the responsibility of the customer/installer 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. If you have any questions or concerns, please contact our technical department @ (801) 280-2777. Also, the 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.**

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

**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 or less 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 # 56901; Tuff Country assumes no liability and the warranty will be VOID.**

**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.**

**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 30" fully extended nitrogen gas shock in the rear.**

**This suspension system will only work on vehicles that are equipped with ABS braking systems.**

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

**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.**

**Hardware bag 56900NB includes:**

**Bag # 1**

| Description | Quantity |
|---|---|
| M10WA (10 mm flat washer) | 2 |
| M10LWA (10 mm lock washer) | 2 |
| M1050HEXB (10 mm x 50mm hex screw ) | 2 |
| 34WA (3/4" Flat washer) | 4 |
| 34UN (3/4" unitorque nut) | 2 |
| 345B (3/4" x 5" bolt) | 2 |
| M8WA (8mm flat washer) | 2 |
| M8LWA (8mm Lock washer) | 2 |
| M830BSOC (8mm x 30mm socket head screw) | 4 |
| M850HEXB (8mm x 50mm hex cap screw) | 2 |
| SUW-916 (9/16" hardened u-bolt washer) | 5 |
| 916LWA (9/16" lock washer) | 5 |

**Bag # 2**

| Description | Quantity |
|---|---|
| 12UN (1/2" unitorque nut) | 5 |
| 12312B (1/2" x 3 1/2" bolt) | 3 |
| 12512B (1/2" x 5 1/2" bolt) | 2 |
| 14WA (1/4" USS flat washer) | 15 |
| 38UN (3/8" unitorque nut) | 10 |
| 38WA (3/8" USS flat washer) | 12 |
| 516UN (5/16" unitorque nut) | 7 |
| 516WA (5/16" USS flat washer) | 10 |
| 5161B (5/16" x 1" bolt) | 4 |
| 51634B (5/16" x 3/4" bolt) | 3 |
| 716UN (7/16" unitorque nut) | 6 |
| 716WA (7/16" USS flat washer) | 10 |
| 716114B (7/16" x 1 1/4" bolt) | 6 |

**Hardware bag 56900NB1 includes:**

| Description | Quantity |
|---|---|
| S10105 (1.000" OD X 0.325" ID X 1.300") | 2 |
| S10162 (1.500" X .525" X .750") | 2 |
| S10175 (.6875" X .565" X 1.600") | 2 |
| 56900-12 (upper driver side diff hose bracket) | 1 |
| 56900-13 (front brakeline bracket) | 2 |
| 56900-14 (front, rear E brake cable bracket) | 2 |
| 56900-15 (front, front E brake cable bracket) | 2 |
| 56900-16 (rear over-size laser cut washer) | 4 |
| 56900-17 (front over-size laser cut washer) | 4 |
| PB2408 (Poly Bushing) | 6 |
| S10058 (.875" X .500" X 2.080") | 3 |

**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**

**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 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:**

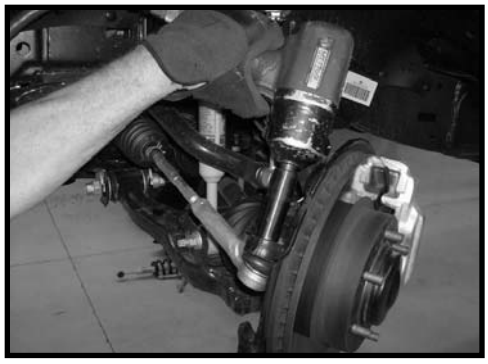
**Driver side front:_____**
**Passenger side front:_____**
**Driver side rear:_____**
**Passenger side rear:_____**

**Front end installation:**

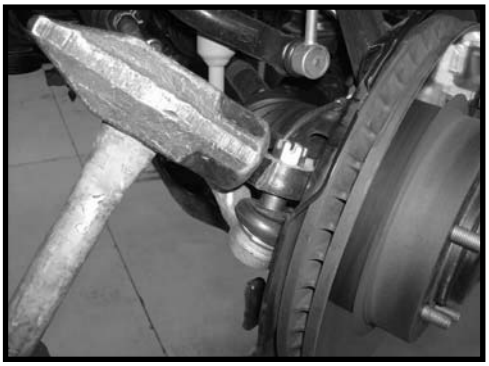
1. To begin installation, block the rear tires of the vehicle so that the vehicle is stable and can't roll backwards. Safely lift the front of the vehicle and support the frame with a pair of jack stands. Place a jack stand on both the driver and the passenger side. Next, remove the front wheels and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

2.Working on the front of the vehicle, remove the upper skid plate and save all hardware for later re-installation

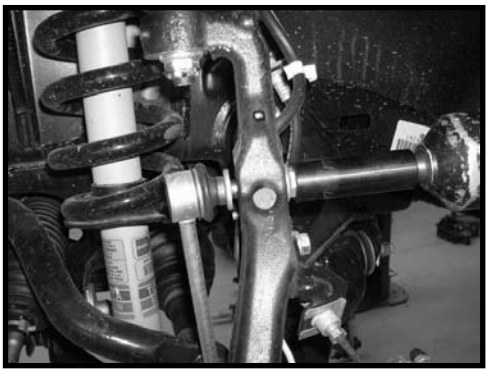
3. Working on the driver side, remove the stock outer tie rod cotter pin from the castle nut. Save the cotter pin. Loosen but do not remove the stock castle nut completely. Repeat procedure on the passenger side.



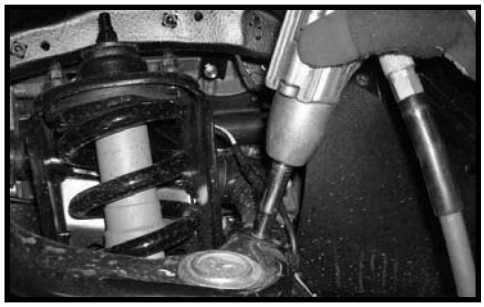
4. Working on the driver side and using a hammer, carefully break the stock outer tie rod from the stock knuckle. **Special note: Take special care not to damage the stock outer tie rod or tie rod boot.** Once the taper has been broken, remove the stock nut and save. Repeat procedure on the passenger side.

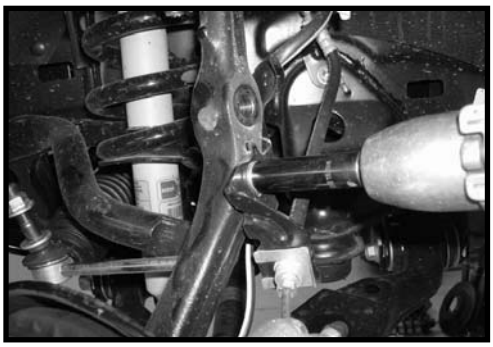


5. Working on the driver side, remove the sway bar end link from the neck of the steering knuckle, save stock hardware and repeat on passenger side.



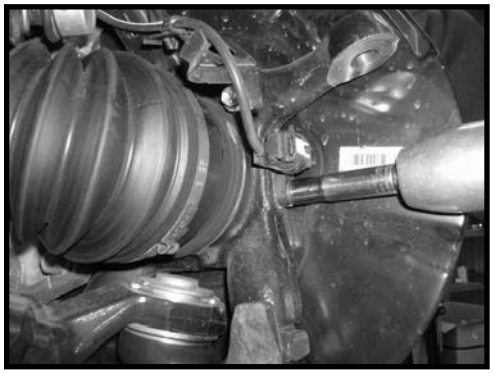
6. Working on the driver side, remove ABS and brakeline brackets from the upper control arm and the steering knuckle. Save stock hardware and repeat on passenger side.





7.Working on the driver side, remove the bolt that connects the brake line bracket to the frame rail. Save hardware and repeat on passenger side.

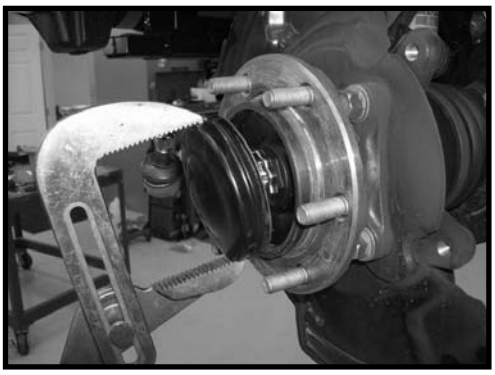
8. Working on the driver side, un-bolt the ABS sensor from the steering knuckle and move ABS wire harness aside and out of the way. Repeat on passenger side. **Special note: Be careful not to put ABS sensor and wire harness anywhere that it can be damaged during install.**

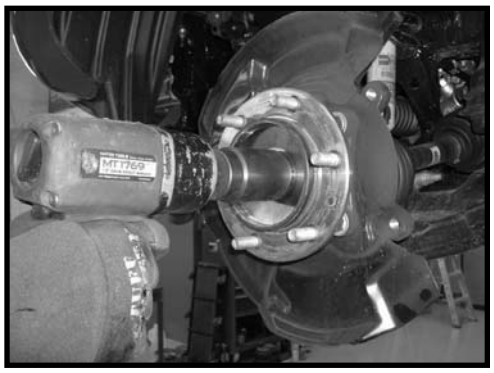


9. Working on the driver side, un-bolt the brake caliper from the steering knuckle, save the stock bolts for re-install. Now remove brake caliper and carefully tie it up out of the way during install. Repeat on passenger side. **Special note: when removing brake caliper, take special care not to bend or kink the hard brake line.**

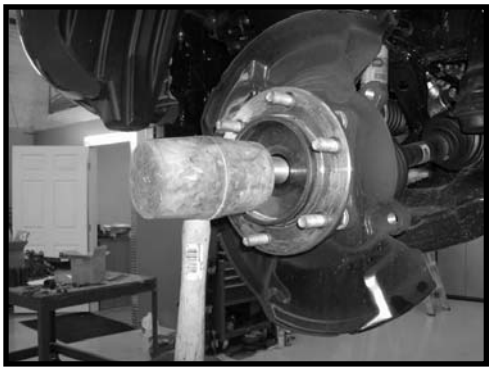
10. Working on the driver side, remove the brake rotor from the hub and set aside for later re-install. Repeat on passenger side.

11. Working on the driver side, remove the cap in the center of the hub assembly, then remove cotter pin and retaining nut, now remove the large axle nut and save all stock hardware for later re-install. Repeat on passenger side.

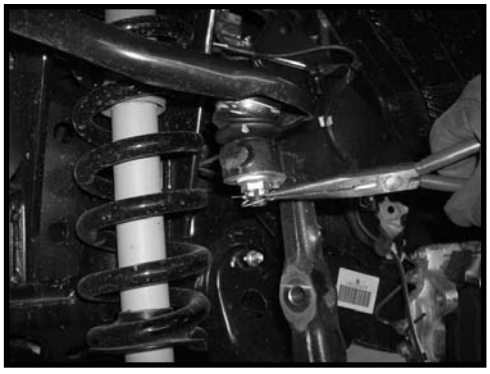


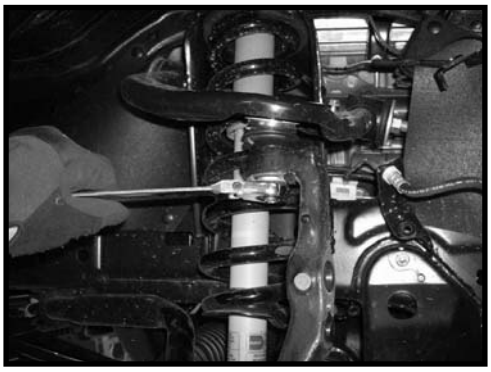


12. Using a rubber mallet or anything similar, tap the CV axle loose from the knuckle in the hub assembly. **Special note: take special care not to damage the threads on the end of the axle shaft.**

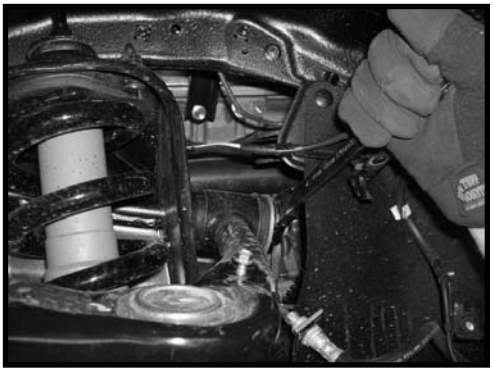


13. Working on the driver side, remove the cotter pin from the upper ball joint nut, then loosen but don't remove the nut completely. Repeat on passenger side.

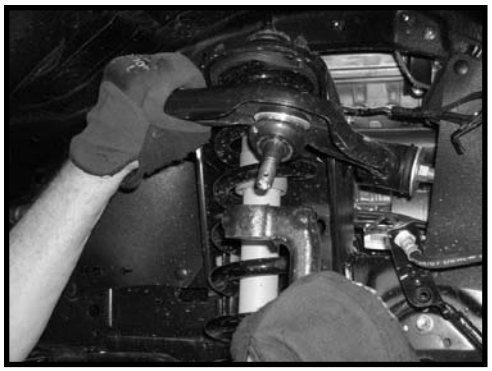




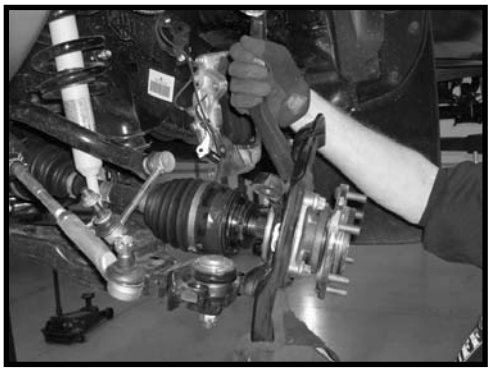
14. Working on the driver side, loosen but don't remove the upper control arm mounting bolts, this is done so that the upper control arm can easily be swiveled up and down. Repeat procedure on the passenger side.



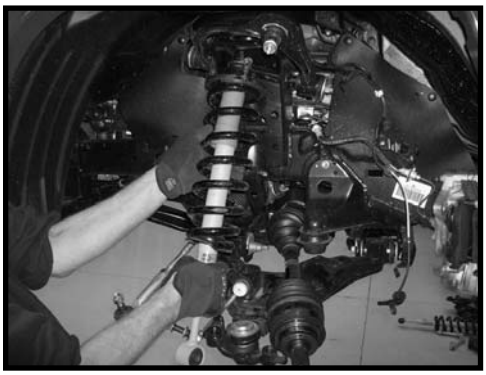
15. Working on the driver side, using a hammer or proper ball joint tool, carefully sperate the upper ball joint from the steering knuckle. Remove nut and save. **Special note: Take special care not to damage the ball joints rubber boot.** Repeat on passenger side.



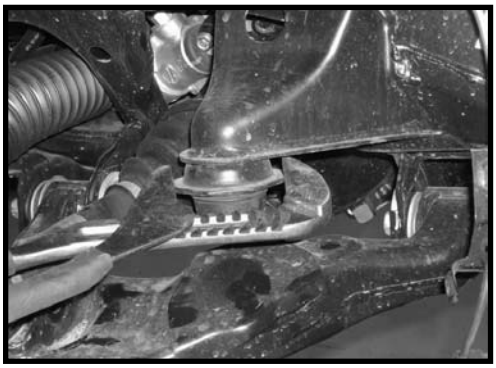
16. Working on the driver side, remove bolts that attach the lower steering arm/ball joint to the steering knuckle. Save stock hardware for later re-install. Now remove steering knuckle from vehicle. Repeat on passenger side.



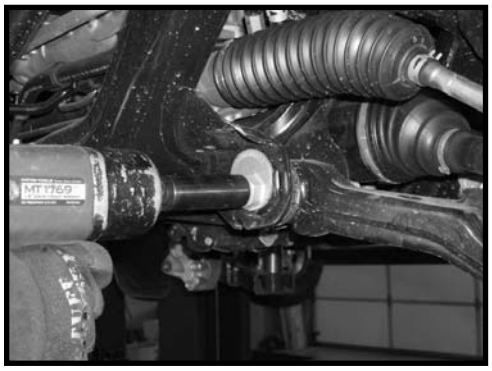
17. Working on the driver side, remove the (3) stock nuts that attach the strut assembly to the upper mount of the vehicle. The (3) stock nuts may be discarded. Now remove the lower shock mounting bolt and save the lower hardware. Remove and discard the entire strut assembly. Repeat on passenger side.



18. Working on the driver side, remove the lower control arm bump stop. This part un-threads from its location and can easily be done with large channel lock pliers. Save the stock bump stop for later re-install. Repeat on passenger side.

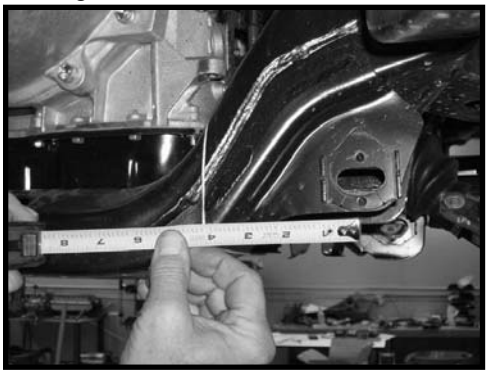


19. Working on the driver side, remove the front and rear cam bolts that hold the lower control to the vehicle, now remove the lower control arm and set aside. Save stock cam bolts and sleeves. Repeat on passenger side.



20. Working on the driver side rear cross member, measure 4 1/4” from the CENTER of the slotted cam bolt hole over towards the center of the vehicle and make a mark. Do the same on the passenger side. Now place a jack underneath the front differential housing to support it while the cut is being made. Carefully cut completely through the rear cross member using your mark as a reference. **Special note: Tuff Country does not recommend using a torch to make this cut, Tuff Country recommends using a Sawzall or die grinder to make this cut. Also, be careful not to damage any surrounding parts.**

Below: passenger side.



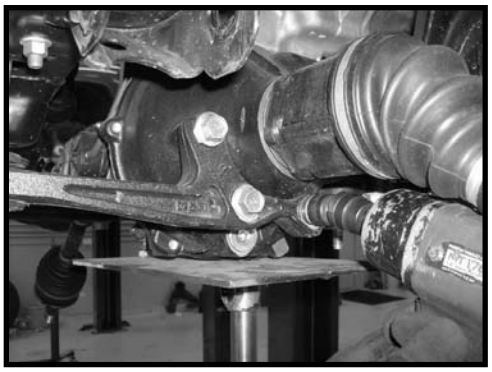
21. After the 2 cuts have been made through the rear cross member, remove the allen headed nut on the rear differential mount. Save the stock nut. Now remove the section of rear cross member that has been cut and discard.

22. Working on the front cross member, remove the (2) long bolts that hold the front differential brackets to the front cross member. Discard hardware.

23. Working on the passenger side of the front differential, remove the plastic clip that attaches the 4wd wire harness to the metal bracket. **Take special care to not break the plastic clip when removing it, it will need to be re-installed.**

24. Working on the front differential housing, locate the breather tube bracket that is mounted on top of the housing and remove the bolt that secures it to the differential. Save hardware.

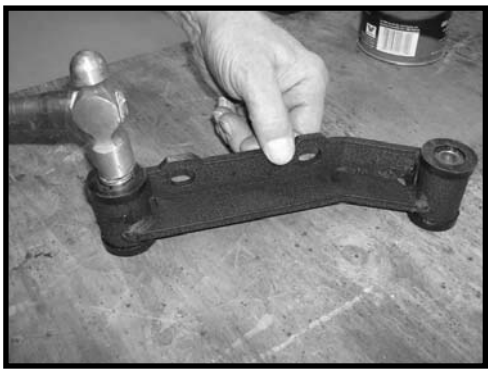
25. Working on the driver side of the front differential, remove the (3) bolts that hold the differential bracket to the differential. Save the stock hardware.



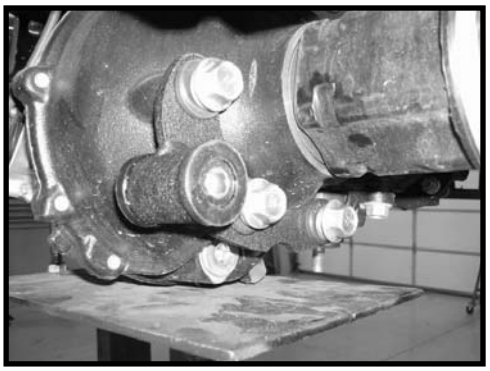
26. Working on the passenger side, remove the (2) bolts that hold the differential bracket to the differential. Save the stock hardware.

27. Locate the new driver side differential bracket. Locate (2) PB2408 poly bushing and (1) S10058 sleeve from hardware bag 56900NB1. Install the new poly bushings into the differential bracket, next install the sleeve into the poly bushings. **Special note: Make sure to use a lithium or moly base grease prior to inserting the new bushings into the bracket and on the sleeve prior to installing it into the bushings. This will increase the life of the bushings as well as prevent squeaking.**

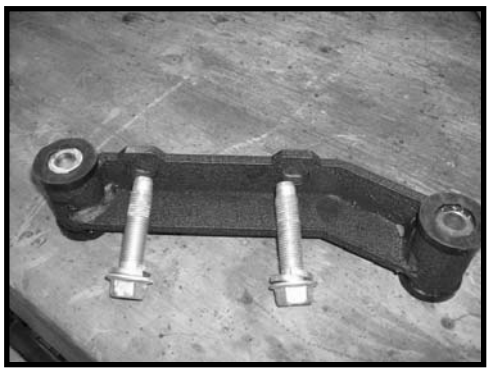
28. Locate the new passenger side differential bracket. Locate (4) PB2408 poly bushings and (2) S10058 sleeves from hardware bag 56900NB1. Install the new poly bushings and sleeves into the differential bracket. **Special note: Make sure to use a lithium or moly base grease prior to inserting the new bushings into the bracket and on the sleeves prior to installing them into the bushings. This will increase the life of the bushings as well as prevent squeaking.**



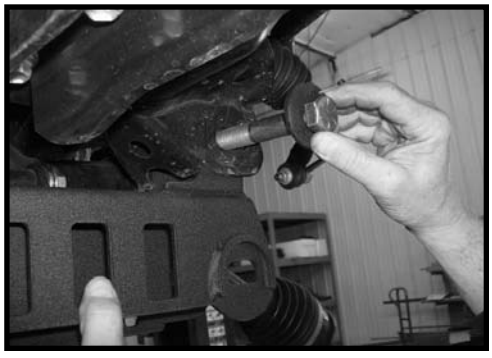
29. Locate the new driver side differential bracket and the (3) stock bolts. Also, locate (3) 9/16" hardened u-bolt washers, and (3) 9/16" lock washers from hardware bag 56900NB bag # 1. Install the new bracket into the stock position on the front differential. **Special note: Do not tighten bolts at this time.**



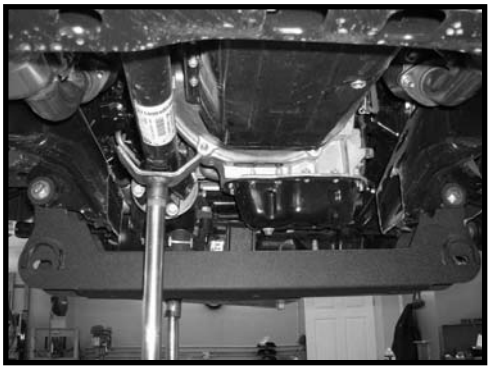
30. Locate the new passenger side differential bracket and the (2) stock bolts. Also, locate (2) 9/16" harden washers and (2) 9/16" lock washers from hardware bag 56900NB bag # 1. Install the new bracket into the stock position on the front differential. **Special note: The photos below does not show using the 9/16" hardened u-bolt washers, they DO need to be used. Do not completely tighten bolts at this time.**



31. Locate the new front cross member. Locate (2) 3/4" x 5" bolts, (4) 3/4" flat washers and (2) 3/4" unitorqe nuts from hardware bag 56900NB bag # 1. Also, locate (4) front over-size laser cut washers from hardware bags 56900NB1. Install the new front cross member using the new hardware. **Special note: Do not tighten bolts at this time.**

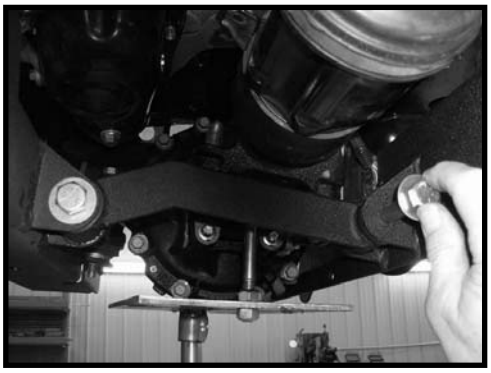


32. Locate the new rear cross member. Locate (2) 1/2" x 5 1/2" bolts, (4) 7/16" USS flat washers and (2) 1/2" unitorque nuts from hardware bag 56900NB bag # 2. Also, locate (4) rear over-size laser cut washers from hardware bag 56900NB1. Install new cross member using new hardware and make sure to install bolts so that the head of the bolt is towards the rear of the vehicle. **Special note: Do not tighten bolts at this time.**

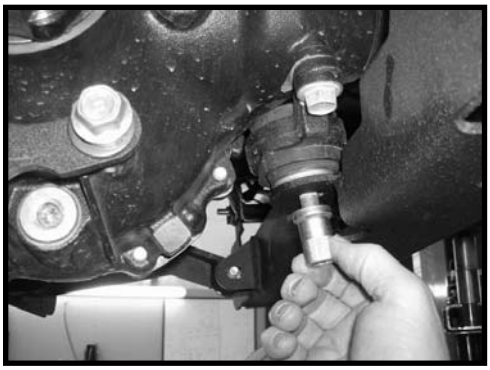


33. Locate (1) 1/2” x 3 1/2” bolt, (2) 7/16” USS flat washers and (1) 1/2” unitorque nut from 56900NB hardware bag #2. Use this new hardware to secure the driver side differential bracket into the tabs on the new front cross member. **Special note: Do not tighten bolt at this time.**

34. Locate (2) 1/2” x 3 1/2” bolts, (4) 7/16” USS flat washers and (2) 1/2” unitorque nuts from 56900NB hardware bag #2. Use this hardware to secure the passenger side differential bracket into the tabs on the new front cross member and the tabs on the rear cross member. **Special note: Do not tighten bolts at this time.**

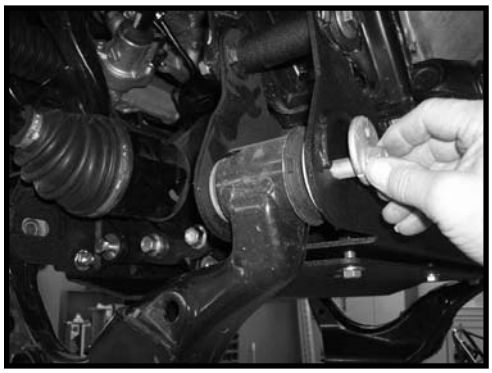


35. Locate the stock allen head nut that connect front differential to the stock rear cross member. Working on the driver side of the new rear cross member, install the stock allen head nut onto the threaded stud of the differential. **Special note: Do not tighten nut at this time.**



36. Locate (6) 7/16” x 1 1/4” bolts, (12) 3/8” USS flat washers, and (6) 7/16” unitorque nuts from hardware bag 56900NB bag # 2. Also, locate the new front lower skid plate. Install the new lower skid plate using the new hardware to secure it to the front and rear cross members. **Special note: Do not tighten bolts at this time.**


37. Working on the driver side, install the lower control arm using the stock cam sleeves and bolts. Repeat on passenger side **Special note: it is important that all previously new installed hardware is not tight at this time to make installing the control arms much easier. Do not tighten cam bolts at this time**



38. Locate the stock steering knuckles and remove (4) stock bolts that hold the hub assembly to the knuckle, now remove the hub assembly from the steering knuckle and set aside. Next remove the metal dust shield from the knuckle.

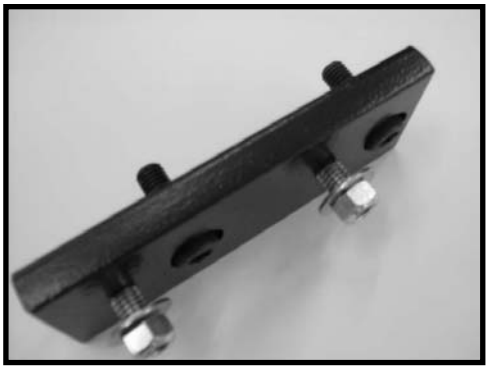
39. Carefully remove the dust seal from both stock steering knuckles. The stock knuckle may be discarded.

40. Carefully install the stock dust seal into the new steering knuckles. **Special note: Take extra special care to not damage the seal during installation**.

41. Install the metal dust shield onto the new steering knuckles followed by installing the hub assembly using the stock hardware. Make sure to sue thread locker or loctite and torque to **79 ft lbs.**

42. Working on the driver side, remove the (2) stock bolts that are holding the sway bar to the frame rail. Repeat on passenger side and remove sway bar from vehicle. The stock hardware may be discarded.

43. Locate the (2) new sway bar relocation brackets. Also locate (4) 8 mm x 30 mm socket head screws, (4) 5/16" USS flat washers and (4) 3/8" unitorque nuts from hardware bag 56900NB bag # 1.



44. Working on the driver side, be sure to apply some thread locker or loctite to the threads of the new 8 mm x 30 mm bolts, now install the new sway bar relocation bracket making sure that it is installed so that it moves the sway bar towards the front of the vehicle. Repeat on passenger side.

Once the new bolts are started, make sure to torque the 8 mm bolts to **12 ft lbs.**

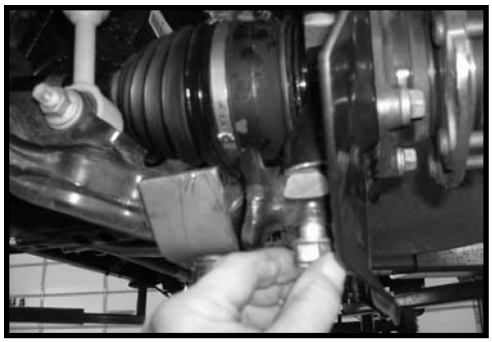
45. Locate the stock sway bar. Install the sway bar onto the new brackets using the new 5/16" USS flat washers and 3/8" unitorque nuts. **Do not tighten at this point.**

46. Locate the new coil overs. Working on the driver side, install the new coil over into the upper stock location using the stock bolts that are supplied in the new coil overs upper plate. Make sure to use thread locker or loctite and torque to **38 ft lbs.**

47. Locate the stock lower strut mounting hardware. Secure the new coil over to the stock lower control arm using the stock hardware. Make sure to use thread locker or loctite and torque to **68 ft lbs. Special note: Make sure to install the lower bolt just as it came out, with the nut towards the front of the vehicle.**

**Special note: The new coil overs are not pre set. After the installation of the front and rear, adjustment may be needed to the front coil overs to level the vehicle.**

48. Locate the new steerng knuckles. Also, locate the stock lower mounting hardware, castle nuts and cotter pins. Working on the driver side, install the new knuckle on the vehicle using the stock lower bolts and the stock castle nut/cotter pin on the upper ball joint. Carefully slide the stock CV axle into the hub assembly takeing special care not to damage the threads on the stock CV axle. Repeat on the passenger side. **Special note: Do not tighten at this time.** Once the knuckles have been installed move back to the stock upper control arm mounting bolts on the driver and passenger side and torque to to **76 ft lbs.**



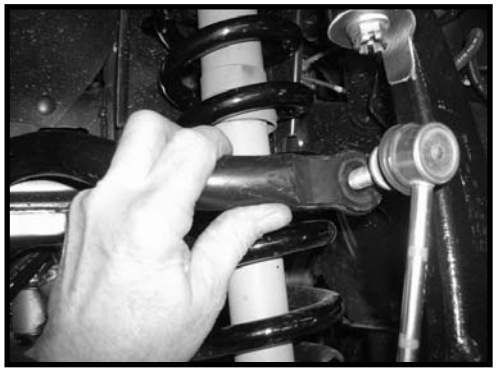
49. Locate the stock CV axle nut, retaining nut, cotter pin and dust cap. Working on the driver side, install the stock CV axle nut. Add some thread locker or loctite and torque to **185 ft lbs.** Install the retaining nut and cotter pin, then install the dust cap. Repeat procedure on the passenger side.

50. Locate the stock bump stops. Also, locate the (2) new bump stop spacers. Thread the stock rubber bump stops into the new spacer. **Make sure to use thread locker or loctite.**

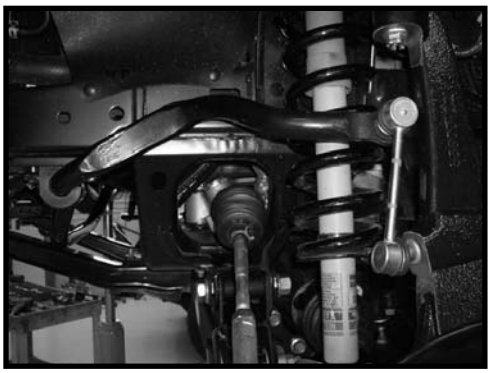
51. Working on the driver side, install the new bump stop spacer and bump stop in the stock location. **Make sure to use thread locker or loctite.** Repeat on passenger side.

52. Working on the driver side, remove the sway bar end link from the sway bar. Save the stock sway bar end link and the stock hardware. Repeat on passenger side.

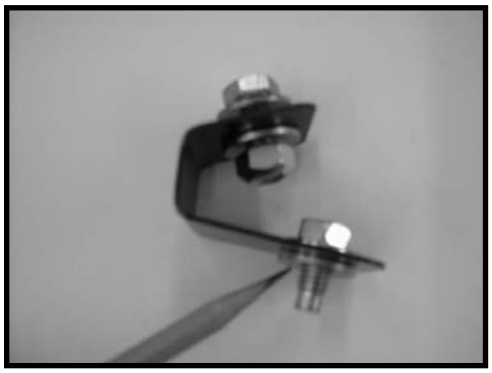
53. Working on the driver side, install the driver side end link on the passenger side of the stock sway bar. Then install the passenger side end link onto the driver side. Make sure to use thread locker or loctite and torque to **32 ft lbs.**

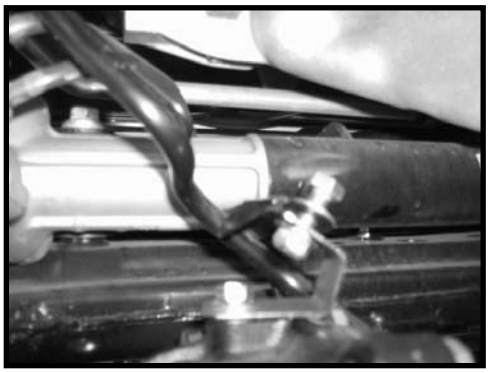


54. Working on the driver side, thread the lower stud of the sway bar end link into the neck of the new steering knuckle, you will need to use an allen wrench and turn it counter-clockwise to install it. **Special note: Tuff Country recommends coating the threads of the sway bar end link with Anti-seize in case it ever needs to be removed again. Also, it is sometimes necessary to disconnect the top of the sway bar end link from the sway bar to be able to thread into the steering knuckle.**

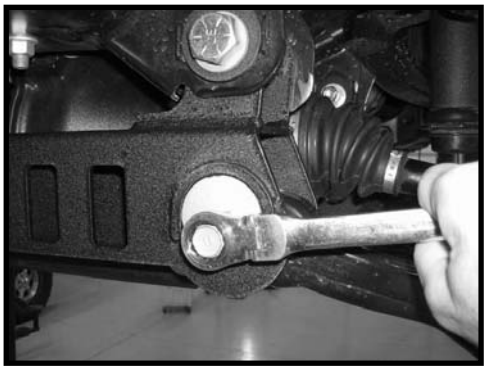


55. Locate the new upper driver side differential breather hose bracket from hardare bag 56900NB1. Also, locate (1) 5/16” x 3/4” bolt (3) 1/4” USS flat washers and (1) 5/16” uni-torque nut from hardware bag 56900NB bag # 2. This bracket is used to space the stock steel breather hose bracket upwards. Install the new bracket so that you use the stock bolt with a new 1/4” USS flat washer spacing it from the differential, then use the new 5/16” bolt and hardware to connect the new bracket to the stock one.

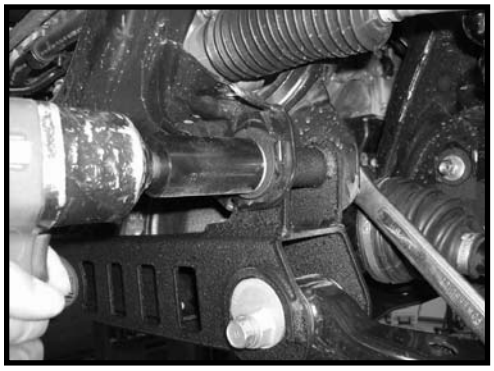




56. Move to the lower control arm adjustable cam bolts and tighten all 4 of them. **Special note: The cam bolts will be adjusted during the alignment process, so it is not critical where they are set until then. Make sure to tighten both the driver and passenger side.**



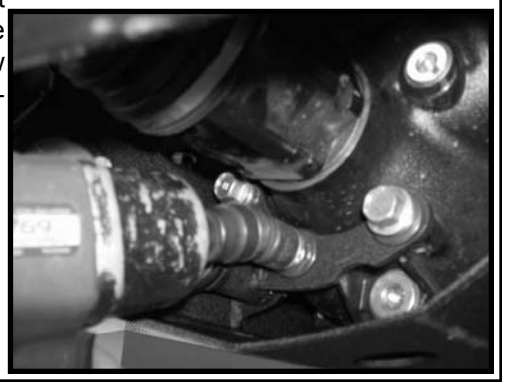
57. Working on the new front cross member hardware, add some thread locker or loctite to the new 3/4" hardware and torque to **145 ft lbs. Make sure to tighten both the driver and passenger side.**



58. Working on the new rear cross member hardware, add some thread locker or loctite to the new 1/2" hardware and torque to **85 ft lbs**. **Make sure to tighten both the driver and the passenger side.**

59. Move back to the (6) new bolts holding the new skid plate to the new front and rear cross member and add some thread locker or loctite and torque all (6) bolts to **48 ft lbs.**

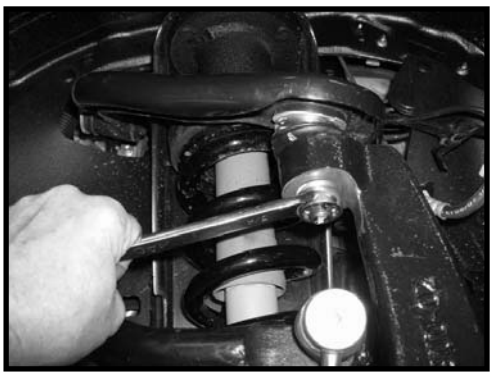
60. Working on the driver side differential bracket, add some thread locker or loctite and torque the (3) stock bolts that connect the bracket to the differential to **75 ft lbs.** Add some thread locker or loctite and torque the new 1/2" bolt and hardware that connects the bracket to the new front cross member to **68 ft lbs.**



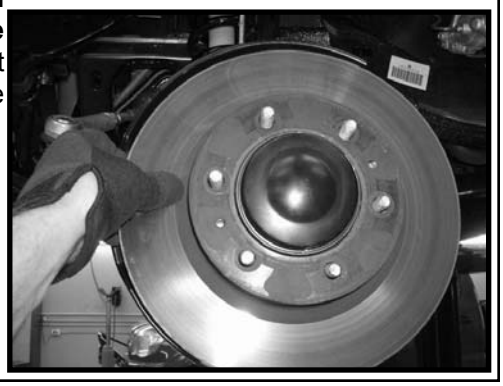
61. Working on the passenger side differential bracket, add some thread locker or loctite and torque the (2) stock bolts that connect the bracket to the differential to **75 ft lbs.** Add some thread locker or loctite and torque the (2) new 1/2" bolts and hardware that connect the bracket to the front and rear cross members to **68 ft lbs.**

62. Add some thread locker or loctite and torque the stock allen headed nut on the driver side rear portion of the differential to **54 ft lbs.**

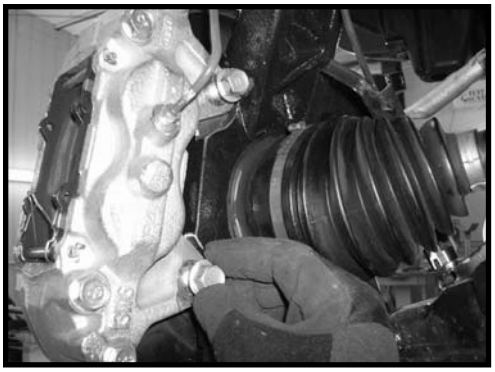
63. Going back to the driver side steering knuckle add some thread locker or loctite and torque the (2) stock lower bolts to **95 ft lbs.** Torque the castle nut on the upper ball joint to **68 ft lbs.** Now install the stock cotter pin. **Special note: If you are not able to install the stock cotter pin because the hole in the upper ball joint does not line up with the castle nut, DO NOT loosen, tighten the castle nut until the stock cotter pin can be installed.** Repeat on passenger side



64. Locate the stock brake rotors. Working on the driver side, install the rotors into the stock location. **Special note: For now, thread on 2 lug nuts by hand to hold the rotor in place while you install the brake caliper.** Repeat procedure on the passenger side.



65. Locate the stock hardware that connected the stock caliper to the stock knuckle. Working on the driver side, install the brake caliper onto the new steering knuckle. Make sure to use thread locker or loctite and torque to **86 ft lbs**. Repeat on passenger side.



66. Working on the driver side, install the ABS brake sensor wire to the upper control arm using the stock bolt and bracket. **Make sure to use thread locker or loctite.** Repeat on passenger side.

67. Working on the driver side, install the stock brakeline bracket to the neck of the new steering knuckle using the stock bolt. Make sure to use thread locker or loctite. Repeat on passenger side.

68. Locate the (2) new front brakeline relocation bracket from hardware bag 56900NB1. Locate (2) 5/16 x 3/4" bolt, (4) 1/4" USS flat washers and (2) 5/16" unitorque nut from hardware bag 56900NB bag # 2. Working on the driver side, install the new brakeline bracket using the stock bolt to secure it to the frame and the new 5/16" bolt to connect the stock brakeline bracket to the new one. Repeat on passenger side. **Special note: Be extra carefully to not kink the steel brakeline when performing this step.**

69. Working on the driver side, using the stock bolt, install the stock ABS wire bracket to the lower mounting position on the new steering knuckle. Repeat on passenger side.

70. Working on the driver side, using the stock bolt, install the ABS sensor into the new steering knuckle. Repeat on passenger side.

71. Working on the driver side, install the tie rod end into the new steering knuckle and secure using the stock nut and cotter pin. Torque to **48 ft lbs. Special note: If you are not able to install the stock cotter pin because the hole in the tie rod does not line up with the castle nut, DO NOT loosen, tighten the castle nut until the stock cotter pin can be installed.** Repeat on passenger side.

72. Locate (1) S10105 from hardware bag 56900NB1. Locate (1) 10 mm x 50 mm hex screw, (1) 10 mm flat washer and (1) 10 mm lock washer from hardware bag 56900NB bag # 1. Working on the passenger side of the front differential, use the new spacer sleeve and hardware to space the wire harness bracket upwards. Make sure to use thread locker or loctite and torque to **8 ft lbs.**

73. Locate the stock upper skid plate and stock hardware and install it back into the stock location. Install the tires and wheels and carefully lower the vehicle to the ground.

**Front end installation is complete. Double check that all steps have been completed properly and that all hardware has been torqued properly.**

**Rear end installation:**

74. 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 tires and wheels from both sides.

75. Place a hydraulic floor jack under each side of the axle.

76. Working on the driver side, un-bolt the parking brake cable bracket from the spring hanger and from the leaf spring and save the stock hardware. Repeat on the passenger side.

77. Working on the driver side of the rear axle, remove the bolt that holds the brakeline bracket to the top of the axle tube. The stock bolt can be discarded.

78. Working on the driver side, remove the stock shock from the stock upper and lower location and save the lower hardware for re-install. **Special note: New longer rear shocks are needed, if you have not already ordered your new shocks, please contact Tuff Country or your local Tuff Country dealer and order the proper shocks. Tuff Country recommends using a 30" fully extended nitrogen gas shock.** Repeat on passenger side.

79. Working on the driver side, remove the stock u-bolts from the stock location and discard the stock u-bolts and hardware. Set the stock upper and lower u-bolt plates aside. Repeat procedure on the passenger side. Carefully lower down on the hydraulic floor jacks at the same time allowing enough room for the new add-a-leafs and blocks to be installed.

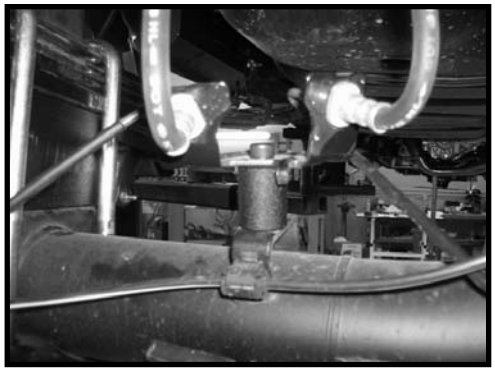
80. Locate the new TCI-R38 rear add-a-leaf. Also, locate (2) 3/8" center pins and nuts from hardware bag CB38. Working on the driver side, place a clamp on each side of the leaf spring close to the eye of the spring to holds the leafs from shifting when the stock center pin is removed. Once clamps

are in place, remove the stock center pin from the leaf spring and let the bottom overload leaf be removed. Place the new rear add-a-leaf into the leaf pack in order of length so that it is between the next longest and shortest leaf. Using the new 3/8" center pin and re-installing the stock overload leaf, install the center pin back through all of the leafs and install 3/8" nut. Now tighten the new nut and using clamps, clamp all leaf springs together and keep tightening them while the nut is being tightened. Once the nut is completely tight, trim the excess threads off of center pin and remove the clamps. Repeat procedure on the passenger side.

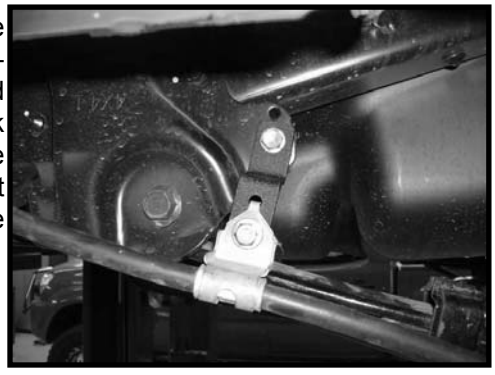
81. Locate the new rear lift blocks. Working onto the driver side, install the new block onto the spring perch. **Special note: The new block is tapered and you need to make sure to install it so that the taller end is facing the rear of the vehicle.** Repeat procedure on the passenger side.

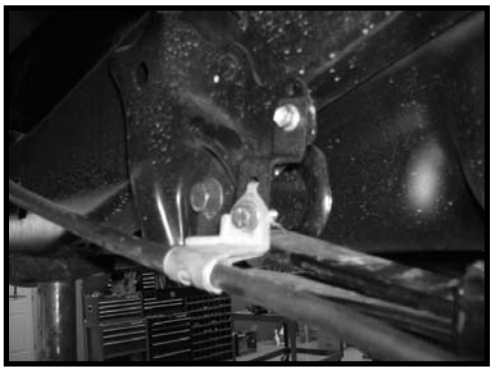
82. Locate the new u-bolts and the new u-bolt hardware. Also, locate the stock upper and lower u-bolt plates. Raise up on the rear axle so that the lift block seats up against the bottom of the leaf springs. Install the new u-bolts, hardware and stock bracket. Torque the new u-bolts to **120 ft lbs.** Repeat procedure on the passenger side.

83. Locate (1) S10105 sleeve from hardware bag 56900NB1. Locate (1) 10 mm x 50 mm hex screw, (1) 10 mm flat washer and (1) 10mm lock washer from hardware bag 56900NB bag # 1. Install the sleeve between the rear brake-line bracket and the mount on the axle housing, spacing the bracket upwards.



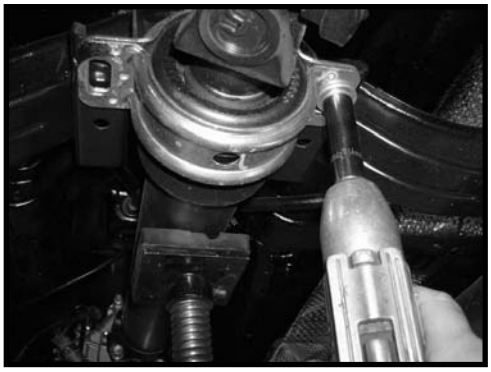
84. Locate (2) spring hanger parking brake cable brackets from hardware bag 56900NB1. Locate (2) 5/16" x 1" bolts, (4) 1/4" USS flat washers and (2) 5/16" unitorque nuts from hardware bag 56900NB bag # 2. Working on the driver side, install the new bracket to the spring hanger using the stock bolt, then install the stock bracket to the new bracket using the 5/16" hardware. Make sure to use thread locker or loctite and torque the stock and new hardware to **8 ft lbs.** Repeat procedure on the passenger side.





85. Locate (2) leaf spring parking brake cable brackets from hardware bag 56900NB1. Also, locate (2) 5/16" x 1" bolts, (4) 1/4" USS flat washers and (1) 5/16" unitorqe nut from hardware bag 56900NB bag # 2. Working on the driver side, install the new brackets onto the leaf spring clamp using the stock bolts, then install the stock bracket to the new bracket using the new 5/16" hardware. Make sure to use thread locker or loctite and torque to **8 ft lbs.** Repeat procedure on the passenger side.

86. Locate (2) S10162 sleeves from hardware bag 56900NB1. Also, Locate (2) 8 mm x 50 mm hex cap bolts, (2) 8 mm flat washers and (2) 8 mm lock washers from hardware bag 56900NB bag @ 2. Support the the rear drive shaft carrier bearing with a jack and remove the (2) stock bolts and discard. Lower the carrier bearing down approx. 3/4" and install the new spacer sleeves. Secure using the new 8 mm bolts and hardware. Make sure to use thread locker or loctite and torque to **38 ft lbs. Special note: The carrier bearing bracket is slotted, when tightening bolts, make sure the carrier bearing is as straight as possible.**



87. Locate the new rear shocks. **Special note: New longer rear shocks are needed, if you have not already ordered your new shocks, please contact Tuff Country or your local Tuff Country dealer and order the proper shocks. Tuff Country recommends using a 30" fully extended nitrogen gas shock.** Locate (2) S10175 sleeves from hardware bag 56900NB1. Insert the new crush sleeves into the eyelet of the shocks, make sure to use a lithium or moly base grease to apply on the sleeve before it is installed. Now install new shocks into the stock location using the stock hardware for the lower mount and the new upper bushing, washers, and nut.

**Rear end installation is complete. Double check that all steps have been completed properly and that all hardware has been tightened.**

**AT this time if the vehicle is not sitting level, the new coil over will need to be adjusted to level the vehicle out.**

**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.**