



73-87 CHEVY P/U, 73-91 BLAZER, SUBURBAN, 1 ton 4"-6" SUSPENSION KITS

Rough Country recommends this system be installed by a certified technician. In addition to these instructions, professional knowledge of disassemble/reassembly procedures as well as post installation checks must be known. Attempts to install this system without this knowledge and expertise may jeopardize the integrity and/or operating safety of the vehicle.

Please read instructions before beginning installation. Be sure you have all needed parts and know where they go.

With the installation of all lift kits and larger tires it is important to check the condition of your steering stabilizer. If the stabilizer is worn or leaking it should be replaced. Steering stabilizers are designed to restrain "bump steering" and front end vibration, giving added life to tires, ball joints, and other steering components. A dual stabilizer kit is recommended for vehicles equipped with a snow plow, winch, or larger tires

PRODUCT USE INFORMATION

As a general rule, the taller a vehicle is, the easier it will roll. Offset, as much as possible, what is lost in rollover resistance by increasing tire track width. In other words, go "wide" as you go "tall". Many sportsmen remove their mud tires after hunting season and install ones more appropriate for street driving; always use as wide a tire and wheel combination as possible to enhance vehicle stability.

We strongly recommend, because of rollover possibility, that the vehicle be equipped with a functional roll-bar and cage system. Seat belts and shoulder harnesses should be worn at all times. Avoid situations where a side rollover may occur

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

Do not add, alter, or fabricate any factory or after-market parts to increase vehicle height over the intended height of the Rough Country product purchased. Mixing component brands is not recommended.

Rough Country makes no claims regarding lifting devices and excludes any and all implied claims. We will not be responsible for any product that is altered.

If question exist we will be happy to answer any questions concerning the design, function, and correct use of our products.

NOTICE TO DEALER AND VEHICLE OWNER

Any vehicle equipped with any Rough Country product should have a "Warning to Driver" decal installed on the inside of the windshield or on the vehicle's dash. The decal should act as a constant reminder for whoever is operating the vehicle of its unique handling characteristics.

INSTALLING DEALER - it is your responsibility to install the warning decal and forward these installation instructions on to the vehicle owner for review. These instructions should be kept in the vehicle for its service.

INSTALLATION INSTRUCTIONS

1. Put the vehicle on a level surface and chock the rear wheels.
2. Jack up the vehicle and place jack stands on the frame rail to support the vehicle.
3. Remove the shock absorbers from the front axle and discard. New Heckethorn shocks will be installed in a later step.
4. Support the axle with a floor jack. On ½ & ¾ t, remove the u-bolts. On 1 ton, remove the u-bolts and studs from the axle.
5. Lower axle down, away from the spring, using the floor jack. **Note: use caution when lowering the axle not to overextend the brake lines.**
6. After the spring is free from the axle, remove the spring eye bolts and remove the spring.
7. Install the new Rough Country springs in the spring mounts using the stock hardware. Torque to 100-120ft/lbs.
8. Jack axle up to meet the new Rough Country spring. On the ½ & ¾ t, install the new u-bolts and torque to 80-90ft/lbs. On 1 Ton models, install the u-bolts and studs. **Note: Make sure the axle seats properly on the springs and the center pin is in the axle housing.**

INSTRUCTION SHEET

9. Install new shock absorbers. 4" lift kits use **650329**. 6" lift kits use **650341**. Front upper uses spacer bushings / sleeve. The ½" sleeve will be installed on the bottom eye ring.
10. Install the wheels and tires on the front end.
11. Proceed to the rear installation instructions

REAR BLOCK INSTALLATION

1. Jack up the rear of the vehicle and remove the wheels and tires. Place the vehicle on jack stands. Position the jack stands directly in front of the spring hanger on the frame.
2. Place a floor jack under the center of the axle and remove the stock u-bolts. Also remove the stock shock absorbers. Lower the axle away from the leaf springs to allow for installation of lift blocks.
3. Install the blocks with the flat part of the block on the leaf springs and the narrow part of the block toward the center of the vehicle Do not forget to install the block pin in the block for proper positioning
4. Install the new u-bolts and tighten to 80-100 ft/lbs.
5. Install the new shock absorbers **Part# 650341**. The 9/16" sleeve will be installed on the bottom of the shock with the bushing and the pin will be installed on the top of the shock.

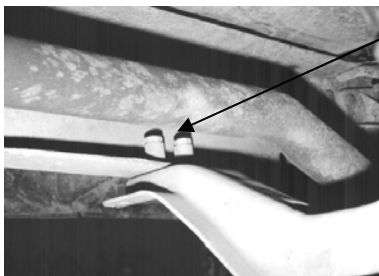
REAR LIFT SPRING INSTALLATION

1. Jack up the rear of the vehicle and remove the wheels and tires. Place the vehicle on jack stands. Position the jack stands directly in front of the spring hanger on the frame.
2. Place a floor jack under the center of the axle and remove the stock u-bolts. Also remove the stock shock absorbers. Lower the axle away from the leaf springs. Remove the stock leaf springs.
3. Install the new springs in the same manner as the stock springs were removed. Tighten the spring bolts and jack up the axle to meet the leaf spring, paying close attention to the spring pin. Spring shim should be positioned with the narrow part toward the center.
4. Install the u-bolts and torque to 80-100 ft/lbs.
5. Install the new shock absorbers. **Part # 650341**. The 9/16" sleeve will be installed on the bottom of the shock with the bushing and the pin will be installed on the top of the shock.

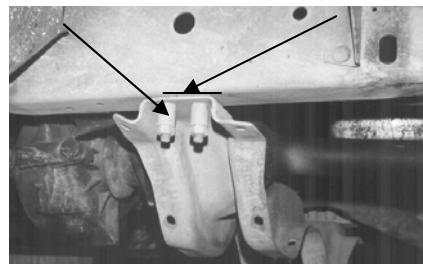
TRANSFER CASE LOWERING INSTRUCTIONS

For ½ & ¾T 1980 and later model years on 4" and 6" lifts, the transfer case is lowered by using stock mounting hardware on the transfer case cross-member.

Place sleeves here, between the frame and cross-member.



The sleeves may be either on top of the frame rail or on the bottom from the factory as shown here.

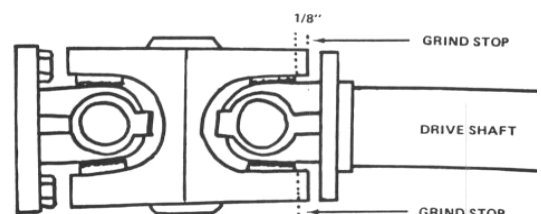


1. Place floor jack under transfer case cross-member, raise jack until it applies pressure to the cross-member. Remove stock mounting hardware.
2. Lower floor jack until there is enough space between the cross-member and the frame to install stock spacer and mounting hardware per the picture. Tighten all hardware.

FRONT CONSTANT VELOCITY U-JOINT STOPS MODIFICATION INSTRUCTIONS

The stops on the front cv u-joint and the stops on the front drive shaft must be modified to obtain maximum suspension travel on all 4" and 6" lift systems (see diagram below). These stops are designed to prevent the drive shaft from contacting the road surface in the event of a u-joint failure at the front-end housing.

1. Remove the front drive shaft assembly from the vehicle. Use a grinder or other suitable tool and remove the amount of material needed to gain ample u-joint clearance at the drive shaft stop. (Remove as little material as possible). About 1/8" of material.
2. With the grinding completed, reinstall the drive shaft and check the stop clearance by turning the drive shaft

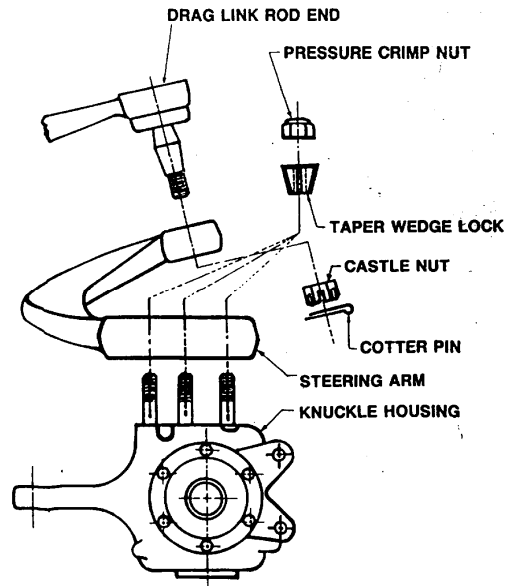


INSTRUCTION SHEET

1/2 & 3/4 Ton CHEVY/GMC STEERING ARM INSTRUCTIONS

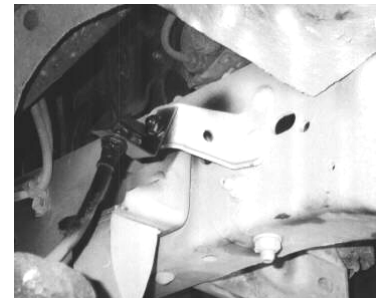
For 1 Ton steering Correction refer to 6608 Instruction sheet included with kit.

1. Park the vehicle on a smooth, level concrete or asphalt surface.
2. Remove the drivers side tire, if already removed proceed to step 3.
3. Disconnect the drag link from the steering arm by removing the cotter pin, loosening the nut several turns and tapping the nut with a rubber mallet until the stud comes loose from the arm.
4. Remove the three nuts that hold the steering arm to the knuckle housing.
5. Clean mounting surface thoroughly and install the new Rough Country steering arm using the new nuts supplied in the kit. Torque nuts to 90ft/lbs.
6. Inspect the drag link assembly. If the drag link is worn or the ball joint grease boot is torn, replace the assembly. Install the drag link onto the steering arm but do not tighten. It may need to be adjusted to allow the wheels to travel from stop to stop without binding the steering mechanism.
7. Replace the wheel/tire and set the wheels pointing straight ahead.
8. Remove the drag link from the steering arm.
9. Turn the steering wheel all the way from left to right, counting the number of turns. Then turn the wheel back half the number of turns.
10. Adjust the drag link to fits loosely in the steering arm. Tighten the nut and install the new cotter pin. Check steering again and adjust if necessary.
11. Double check for tightness of all hardware and inspect assembly periodically.
12. Check all fasteners for proper torque. Check to ensure there is adequate clearance between all rotating, mobile, fixed and heated members. Check steering gear for interference and proper working order. Test brake system.
13. Perform steering sweep. Check to ensure brake hoses have sufficient slack and will not contact rotating, mobile, or fixed members, adjust lines/brackets to eliminate interference and maintain proper working order. Failure to perform inspections may result in component failure.
14. Bump stops and extensions must be in place on all vehicles! Note: allowing suspension to over extend by neglecting to install or maintain stops and extensions may cause serious damage to OE and related components.
15. Re torque all fasteners after 500 miles. Visually inspect components and re torque fasteners during routine vehicle service. Readjust headlights to proper settings if applicable.



FRONT BRAKE LINE INSTALLATION

1. If new lines were purchased with this kit refer to those instructions included with the new brake line.
2. Unbolt rubber brake line from the steel line
3. Mount steel brake line extension bracket to frame at stock location of rubber line.
4. Mount the rubber line on the steel bracket.
5. Bend steel line out from the frame to meet the rubber line on the extension bracket. Tighten.



REAR BRAKE LINE INSTALLATION

1. If new lines were purchased with this kit refer to those instructions included with the new brake line.
2. Remove the rubber line from the stock location, and gently move the steel line from the frame.



INSTRUCTION SHEET

3. Mount steel brake line bracket in stock location.
4. Mount the rubber line in the larger of the two holes.
5. Bend the steel line down and tighten to rubber line.

MAINTENANCE INFORMATION

It is the ultimate buyers responsibility to have all bolts/nuts checked for tightness after the first 100 miles and then every 1000 miles. Wheel alignment steering system, suspension and driveline systems must be inspected by a qualified professional mechanic at least every 3000 miles.



KIT CONTENTS:

FRONT LEAF SPRINGS
BUSHINGS FOR FRONT SPRINGS
BRAKE LINE EXTENSION BRACKETS
STEERING ARM
FRONT U BOLTS
REAR BLOCKS AND U-BOLTS
HECKETHORN SHOCK ABSORBERS



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FRONT LEAF SPRINGS
BUSHINGS FOR FRONT SPRINGS
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STEERING ARM
FRONT U-BOLTS
REAR LIFTED SPRINGS
REAR U-BOLTS
HECKETHORN SHOCK ABSORBERS

OPTIONAL EQUIPMENT

PART# 5040 FRAME SUPPORT



PART# 87325 STOCK REPLACEMENT



PART# 87356 DUAL STABILIZER

