

RUGGED OFF ROAD

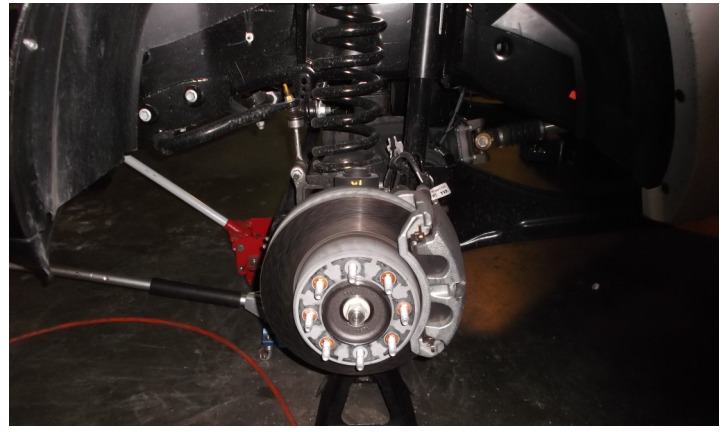
Step by step instructions and checklist:

Use the proper tools and safety equipment to perform all work. Torque all fasteners to proper specifications and double check work. Align your vehicle after installation.

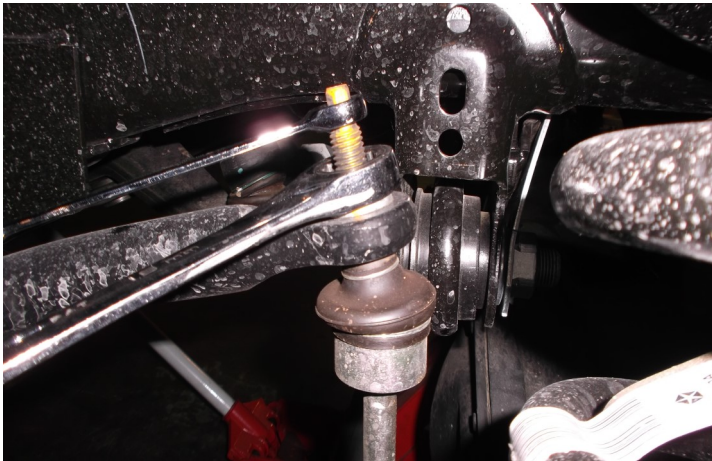
25-12315



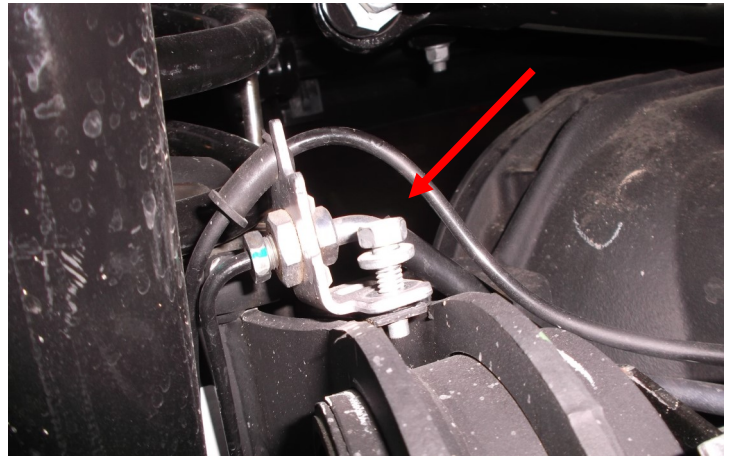
Place the vehicle on level ground. Lift the front of vehicle by the frame, then support the axle.



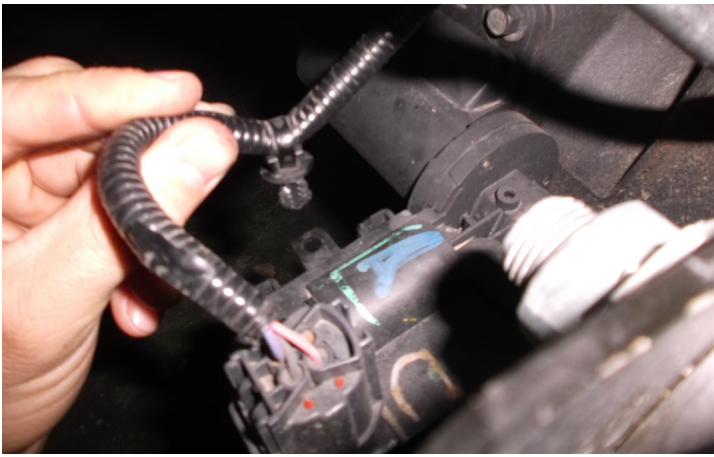
Remove the front wheels.



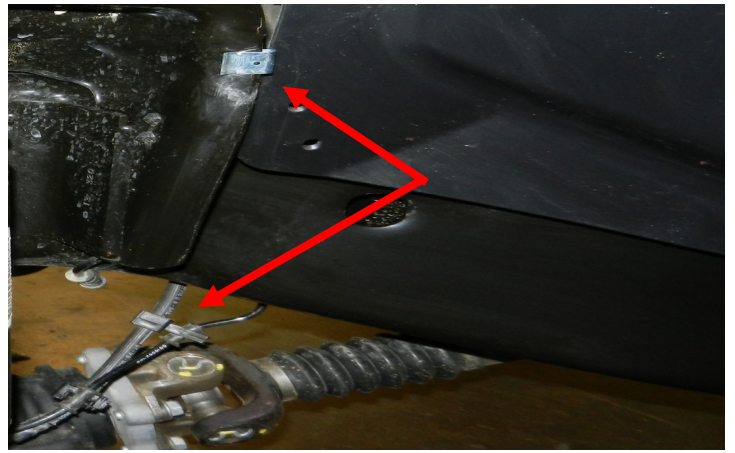
While front axle is supported, remove the sway bar end links



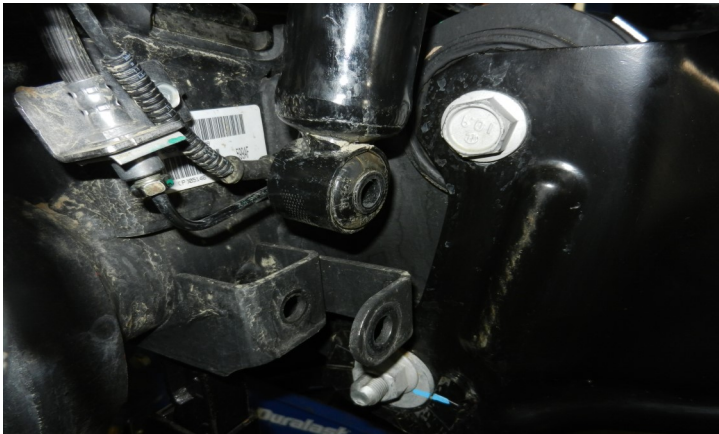
Unbolt the brake lines front the inner mount on the axle.



Unhook the wheel speed sensor wire line from the mount on the passengers side of the axle.



Unhook the differential breather tube from inside the frame.



Unbolt the front shocks from the axle. Leave the tops bolted.



Lower the axle down to allow the front coil springs to be removed.



Remove the factory bump stops from the frame.



Install the 3" bump stops.



On OE spring isolator, cut off the rubber locating tab.



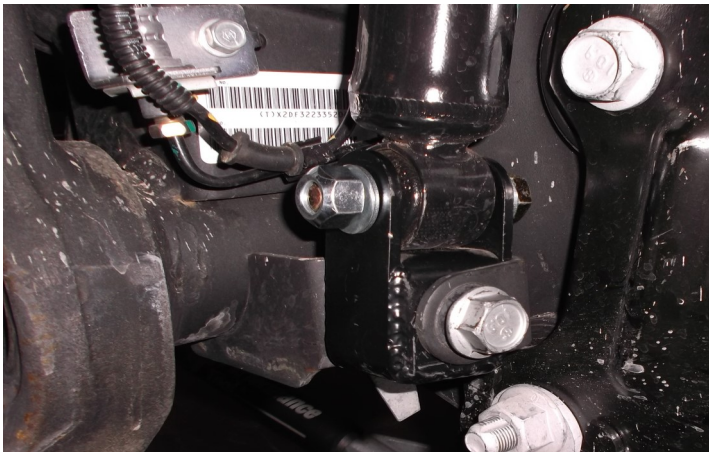
Install the OE spring isolator and the strut spacer onto the coil spring. Lower the axle further to allow spring installation.



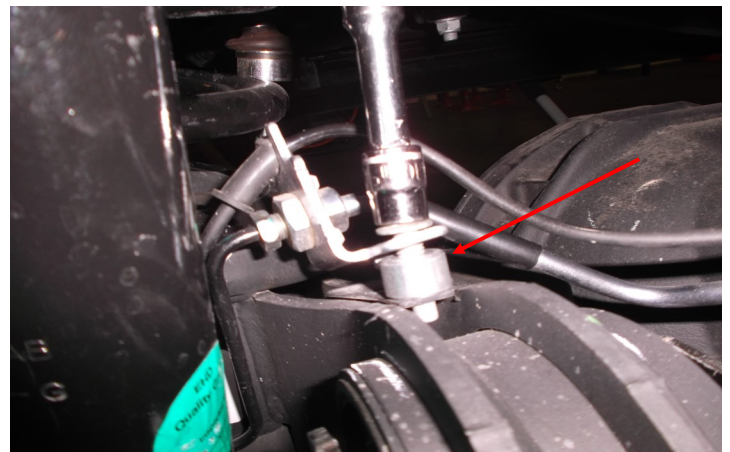
Install the assembly in to the vehicle. **Note: Coil Spacer Should be orientated so the spring is offset to the front of the coil pocket and to the inside of the frame to correct "Spring Bowing"**



Raise the axle to weight the springs.



Install the shock extensions.



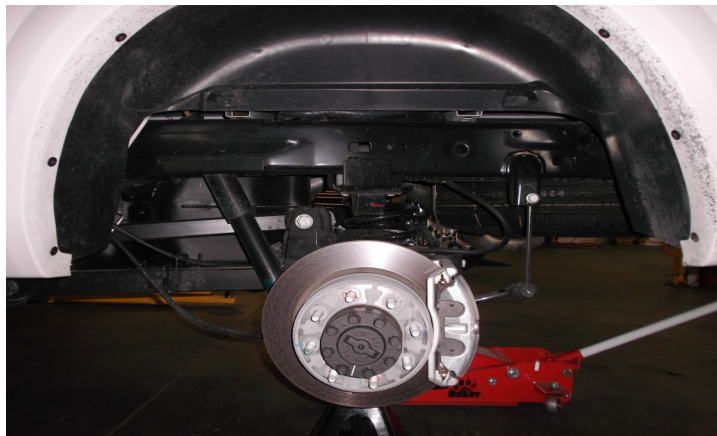
Install the brake line spacers using the longer bolts provided



Reinstall the sway bar end links.



Reinstall the front wheels and put the vehicle on the ground. Torque the front wheels to factory specs.



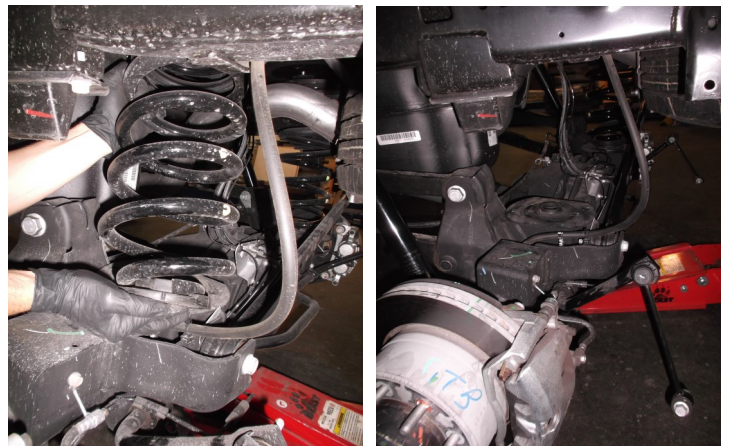
Rear Installation: Place the vehicle on level ground. Lift the vehicle by the frame, support the axle, and remove the wheels.



Unbolt the sway bar end links.



With the axle supported, unbolt the shocks from the axle.



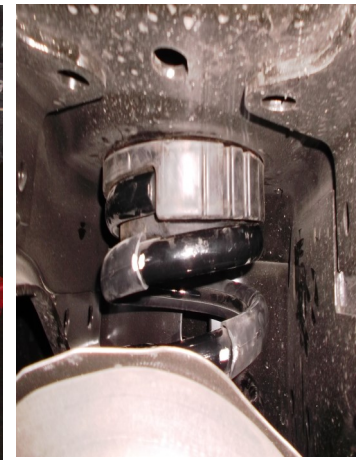
Lower the axle until the springs are loose enough to remove.



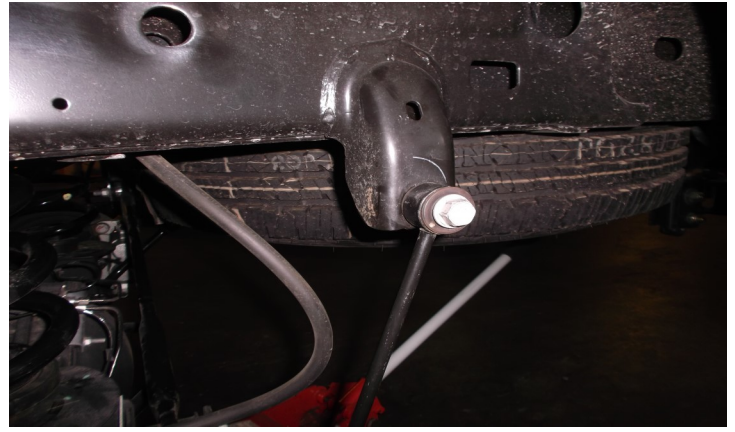
Place the coil spacer under the lower spring isolator.



Reinstall the coil spring with the spacer.



Jack the axle back up to weight the springs then install the shocks



Reinstall the sway bar end links. Reinstall the rear wheels. Lower the vehicle to the ground and torque the lug nuts.

Final Checks & Adjustments

Post Installation Warnings: Once the vehicle is lowered to the ground, check all parts which have rubber or urethane components to ensure proper torque. Torque wheels to the manufacturers specs. Move the vehicle backwards and forwards a short distance to allow suspension components to adjust. Turn the front wheels from lock to lock and verify adequate tire, wheel, brake line, and ABS wire clearances. Test and inspect steering, brake and suspension components for tightness and proper operation. Inspect brake hoses and ABS lines for adequate slack at full extension. Failure to perform the post inspection checks may result in vehicle component damage and/or personal injury or death to driver and/or passengers. Test drive vehicle and re-check the torque of all fasteners.

Wheel Alignment/Headlamp Adjustment

It is necessary to have a proper and professional wheel alignment performed by a certified alignment technician. Align the vehicle to factory or provided specifications. It is recommended that your vehicle alignment be checked after any off-road driving. In addition to your vehicle alignment, for your safety and others, it is necessary to check and adjust your vehicle headlamps for proper aim and alignment.

Vehicle Re-Torque and Safety Inspection

Upon completion of all services and adjustments performed on your vehicle, and within 50 miles of driving, check to ensure that all fasteners and hardware are properly torqued to specification as noted in the vehicles factory service manual.

www.ruggedoffroad.com