TUFF COUNTRY

EZ - Ride Suspension

Installation manual

1.5" poly spacer kit

1997 - 2006

Jeep TJ Wrangler

Part # 42901

sj072507rev.04

Part # 42901
1997 - 2006 Jeep TJ Wrangler
1.5" poly spacer kit

Part #	*Description*	*Qty.*
MO2532	Front and rear coil spring spacers	4
MO2533	Front and rear extended bump stops	4
42901NB	Hardware bag	1
42901SL	Sleeve bag	1
42901NB1	Hardware bag	1
42901INST	Instruction Sheet	1
MIRRORHANGER	Rear view mirror hanger	1
WARNINGDECAL	Warning decal	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 lock tite 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.

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.

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"	**75-90 ft. lbs.**
5/8"	**85-110 ft. lbs**
3/4"	**105-125 ft. lbs.**

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 or the mechanic to wear safety glasses at all times when performing this installation.

It is the customers or the 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:

Tuff Country recommends a 32x10.50 tire package. If larger than a 32x10.50 tire is installed on your vehicle in conjunction with part # 42901; Tuff Country assumes no liability and the warranty will be VOID.

Tuff Country DOES NOT recommend installing part # 42901 in conjunction with any other after market suspension system. If part # 42901 is installed on a vehicle in conjunction with another after market suspension system; Tuff Country assumes no liability and the warranty will be VOID.

This suspension system will not fit on vehicles manufactured between 03-06 with automatic transmission. If you have any questions, please feel free to contact Tuff Country or one of your local Tuff Country dealers.

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 front and rear shocks are needed after this suspension system has been installed and the front and rear shocks need to be ordered as a separate part #. If you have not already ordered your front and rear shocks, please feel free to contact Tuff Country or your local Tuff Country dealer and order your front and rear shocks. Tuff Country recommends installing a 23" fully extended cellular gas shock in the front and a 26" fully extended cellular gas shock in the rear.

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 42901NB includes:

Description	Quantity
12 MM x 55 MM bolts	6
12 MM flat washers	6
12 MM lock washers	6
1/4" x 3/4" bolts	2
1/4" flat washers	4
1/4" unitorque nuts	2
1/2" x 3" socket head bolt	6

Hardware bag 42901SL includes:

Description	Quantity
S10025 (1.250" x .563" x 1.000")	6
S10064 (1.250" x .563" x 1.340")	2
S10065 (1.250" x .563" x 1.590")	2
S10066 (1.250" x .563" x 1.840")	2

Hardware bag 42901NB1 includes:

Description	Quantity
BP07 (front shock clevis mount)	2
BP20 (rear shock clevis mount)	2
PB8297 (front upper shock bushing)	4
S10107 (front upper shock washer)	4
44900-03 (shifting linkage)	1

Recommended tools selection:

Torque wrench
Standard socket set
Standard wrench set
Metric socket set
Metric wrench set
Tape measure
Hydraulic floor jacks

Please follow instructions carefully:

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

Pre-installation measurements:

Driver side front:_____
Passenger side front:_____

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:_____

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 wheels and tires from both sides.

2. Place a hydraulic floor jack on both the driver and passenger side of the front differential. Raise up on both hydraulic jack stands at the same time until they make contact with the front differential.

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

4. Working on the driver side, remove the top of the stock shock from the stock location. The stock upper shock hardware may be discarded. Remove the stock hardware that connects the lower shock to the stock location. Save the stock hardware for later re-installation. **Special note: The stock front shocks may not be long enough once the 1.5" poly spacer kit has been installed. New longer front shocks will be needed, if you have not already ordered your new front shocks, please contact Tuff Country or your local Tuff Country dealer and order the proper shocks. Tuff Country recommends using a 23" fully extended cellular gas shock.** Repeat procedure on the passenger side.

5. Working on the passenger side, remove the stock track bar from the stock axle location and save the stock hardware for later re-installation.

6. Working on the driver side, scribe a mark on the stock coil spring and another mark on the lower coil spring seat, this will allow you to re-install the stock coil spring back into the stock location at a later step. Repeat procedure on the passenger side.

7. Working on the driver side, remove the stock lower coil spring retaining clip from the stock location and save the stock clip and hardware for later re-installation. Repeat procedure on passenger side.

8. Working on the driver side lower control arm axle mount, scribe a mark on the stock alignment cams and reinforcement bracket. This mark will be used as a reference when the stock lower control arms are re-installed at a later step. Repeat procedure on the passenger side.

9. Working on the driver side, remove the stock lower control arm from the stock front axle mount. Save the stock hardware for later re-installation. Remove the stock lower control arm from the stock axle mount and let the stock lower control arm hang from the stock frame mounting location. Repeat procedure on the passenger side.

10. Carefully lower down on both hydraulic floor jacks at the same time approximately 3". This will allow enough room for the stock coil springs to be removed. **Special note: Make sure that the stock brake lines do not over extend.**

11. Working on the driver side, remove the stock coil spring and set aside for later re-installation. Repeat procedure on passenger side.

12. Working on the driver side, remove the stock front bump stop from the stock location and discard. Repeat procedure on passenger side.

13. Working on the driver side, remove the stock front bump stop cup from the stock location and save the stock hardware for later re-installation. Repeat procedure on passenger side.

14. Locate (2) new front coil spring spacers. Working on the driver side, install the front coil spring spacer into the stock front coil spring pocket. **Special note: To make installation easier, use a lithium or moly base grease to help the new spacer slide up into the stock pocket. Also make sure that stock upper isolator pad is installed on the bottom of the coil spring spacer.** Repeat procedure on passenger side.

15. Locate the stock bump stop cup and the stock hardware that was removed in step # 13. Working on the driver side, re-install the stock bump stop cup back into the stock location and secure using the stock hardware. **Make sure to use thread locker or lock tite and torque to 18 ft lbs.** Repeat procedure on passenger side.

16. Locate (2) new front extended bump stops. Working on the driver side, install the new front extended bump stop into the stock bump stop cup. **Special note: To make installation easier, use a lithium or moly base grease to help the new extended bump stop slide up into the stock pocket.** Repeat procedure on passenger side.

17. Locate the stock coil springs that were removed in step # 11. Working on the driver side, re-install the stock coil spring back into the stock location. Repeat procedure on passenger side.

18. Locate the stock spring clip and stock hardware that was removed from step # 7. Working on the driver side, re-install the stock coil spring retaining clip back into the stock location and secure using the stock hardware. **Make sure to use thread locker or lock tite and torque to 18 ft lbs.** Repeat procedure on passenger side. **Special note: Make sure that the stock coil spring is in the stock location, refer to the marks that were scribed on the stock coil spring and the stock coil spring seat in step # 6.**

19. Locate the stock lower control arm mounting hardware that was removed in step # 9. Working on the driver side, re-install the stock lower control to the stock front axle mount and secure using the stock hardware. **Make sure to use thread locker or lock tite and torque to 85 ft. lbs. Special note: When torquing the stock front axle mount hardware, refer to marks that were scribed in step # 8. Also, slight prying of the stock lower control arm mounts may be needed to make installation easier. Also raising the axle to ride height and moving it slightly up and down will make for easier installation**. Repeat procedure on passenger side.

20. Locate (2) new front shocks. **Special note: The stock front shocks may not be long enough once the 1.5" poly spacer kit has been installed. New longer front shocks will be needed, if you have not already ordered your new front shocks, please contact Tuff Country or your local Tuff Country dealer and order the proper shocks. Tuff Country recommends using a 23" fully extended cellular gas shock.** Also, locate (2) front lower shock clevis mounts, (4) upper shock bushings and (4) upper shock washers from hardware bag 42901NB1. Install the new 5/8" lower shock bushing into the lower eyelet of each shock. The new bushing should be packaged with your new shocks. Next, install the new lower clevis mount into the new 5/8" shock bushing. **Special note: to make the clevis mount installation easier, it is highly recommended using a moly or lithium base grease. Next, install the new shock boots onto the new shocks and install the new upper shock bushings and washers.**

21. Locate the stock lower shock hardware that was removed from step # 4. Working on the driver side, install the new shock into the stock lower location and secure the lower clevis mount to the stock lower location using the stock hardware. **Make sure to use thread locker or lock tite and torque to 15 ft lbs.** Install the upper shock into the stock upper location and secure using the new nut that was supplied in the new shocks and the new upper shock bushing and washer. Torque to **15 ft lbs.** Repeat procedure on the passenger side. **Special note: Tuff Country highly recommends install shock boots on the new shocks. By doing this, it will help keep the piston of the new shock clean and will help with the longevity of the new shock.**

22. Locate the stock front track bar hardware that was removed in step # 5. Working on the passenger side, re-install the stock front track bar into the stock front track bar bracket and secure using the stock hardware. Torque to **30 ft. lbs. Special note: If you are not able to line up the hole in the stock track bar and the stock track bar bracket, the weight of the vehicle may need to be on the ground. If this is the case, perform this step once the weight of the vehicle is on the ground.**

23. Locate the stock sway bar mounting hardware that was removed in step # 3. Working on the driver side, re-install the stock sway bar end link to the stock axle location and secure using the stock hardware. Repeat procedure on passenger side. **Special note: If you are not able to re-install the stock sway bar end link to the stock sway bar, the weight of the vehicle may need to be on the ground. If this is the case, perform this step once the weight of the vehicle is on the ground.**

24. Carefully remove both hydraulic floor jacks. Install the tires and wheels and safely lower the vehicle to the ground.

25. If you were not able to perform step # 23 & step # 24, perform these steps once the weight of the vehicle is on the ground.

26. Check and double check to make sure that all steps associated with the front end suspension system were performed properly.

Rear end installation:

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 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 rear:_____
Passenger side rear:_____

27. 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 wheels and tires from both sides.

28. Place a hydraulic floor jack on both the driver and passenger side of the rear differential. Raise up on both hydraulic jack stands at the same time until they make contact with the front differential.

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

30. Working on the driver side, remove the stock shock from the stock upper and lower location and save the stock hardware for later re-installation. **Special note: The stock rear shocks may not be long enough once the 1.5" poly spacer kit has been installed. New longer rear shocks will be needed, if you have not already ordered your new rear shocks, please contact Tuff Country or your local Tuff Country dealer and order the proper shocks. Tuff Country recommends using a 26" fully extended cellular gas shock.** Repeat procedure on the passenger side.

31. Place a hydraulic floor jack on both the driver and passenger side of the front differential. Raise up on both hydraulic jack stands at the same time until they make contact with the front differential.

32. Working on the driver side, scribe a mark on the stock coil spring and another mark on the lower coil spring seat, this will allow you to re-install the stock coil spring back into the stock location at a later step. Repeat procedure on the passenger side.

33. Working on the passenger side, remove the stock track bar from the stock frame location and save the stock hardware for later re-installation.

34. Working on the driver side, remove the stock lower control arm from the stock rear axle mount. Save the stock hardware for later re-installation. Remove the stock lower control arm from the stock axle mount and let the stock lower control arm hang from the stock frame mounting location. Repeat procedure on the passenger side.

35. Carefully lower down on both hydraulic floor jacks at the same time approximately 3". This will allow enough room for the stock coil springs to be removed. **Special note: Make sure that the stock brake lines do not over extend.**

36. Working on the driver side, remove the stock coil spring and set aside for later re-installation. Repeat procedure on passenger side.

37. Working on the driver side, remove the stock rear bump stop and discard. Repeat procedure on passenger side.

38. Working on the driver side, remove the stock rear bump stop cup and save hardware for later re-installation. Repeat procedure on passenger side.

39. Locate (2) new rear coil spring spacers. Working on the driver side, install the rear coil spring spacer into the stock rear coil spring pocket. **Special note: To make installation easier, use a lithium or moly base grease to help the new spacer slide up into the stock pocket.** Repeat procedure on passenger side.

40. Locate the stock bump stop cup and the stock hardware that was removed in step # 38. Working on the driver side, re-install the stock bump stop cup back into the stock location and secure using the stock hardware. **Make sure to use thread locker or lock tite and torque to 18 ft lbs.** Repeat procedure on passenger side.

41. Locate (2) new rear extended bump stop. Working on the driver side, install the new rear extended bump stop into the stock bump stop cup. **Special note: To make installation easier, use a lithium or moly base grease to help the new extended bump stop slide up into the stock pocket.** Repeat procedure on passenger side

42. Working on the driver side, re-install the stock coil spring that was removed in step # 36. Repeat procedure on passenger side. **Special note: Make sure that the marks you made in step # 32 line up, this will ensure that the coils springs are re-installed back into the stock location.**

43. Carefully raise up on both hydraulic floor jacks at the same time until the stock coil springs seat properly into the stock lower coil spring bucket and the new spacer.

44. Locate the stock rear lower control arm axle mounting hardware that was removed in step # 34. Working on the driver side, re-install the stock lower control into the stock axle mounting location and secure using the stock hardware. Make sure to use thread locker or lock tite and torque to **85 ft. lbs. Special note: Slight prying of the stock lower control arm mounts may be needed to make installation easier. Also raising the axle to ride height and moving it slightly up and down will make for easier installation.** Repeat procedure on passenger side.

45. Working on the driver side, re-install the stock rear track bar into the stock rear track bar bracket and secure using the stock hardware that was removed from step # 33. **Make sure to use thread locker of lock tite and torque to 30 ft. lbs. Special note: If you are not able to line up the hole in the stock track bar and the stock track bar bracket, the weight of the vehicle may need to be on the ground. If this is the case, perform this step once the weight of the vehicle is on the ground.**

46. Locate (2) new rear shocks. **Special note: The stock rear shocks may not be long enough once the 1.5" poly spacer kit has been installed. New longer rear shocks will be needed, if you have not already ordered your new rear shocks, please contact Tuff Country or your local Tuff Country dealer and order the proper shocks. Tuff Country recommends using a 26" fully extended cellular gas shock.** Also, locate (2) rear upper shock clevis mounts from hardware bag 42901NB1. Install the new 5/8" shock bushings into the upper and lower eyelet of each shock. The new bushing should be packaged with your new shocks. Next, install the new upper clevis mount into the new 5/8" shock bushing. **Special note: to make the clevis mount installation easier, it is highly recommended using a moly or lithium base grease. Next, install the new shock boots onto the new shocks and install the new upper shock grommets and washers.**

47. Locate the stock upper and lower mounting hardware that was removed in step # 30. Working on the driver side, install the new shock into the stock upper location and secure using the stock hardware. **Do not tighten at this point.** Next, secure the lower eyelet to the stock mounting location and secure using the stock hardware. Make sure to use thread locker or lock tite and torque to lower mounting hardware to **65 ft lbs.** Move back to the stock upper mounting hardware and add some thread locker or lock tite and torque to **15 ft lbs.** Repeat procedure on the passenger side. **Special note: Tuff Country highly recommends install shock boots on the new shocks. By doing this, it will help keep the piston of the new shock clean and will help with the longevity of the new shock.**

48. Working on the driver side, re-install the stock sway bar end link to the stock location and secure using the stock hardware that was removed from step # 29. Repeat procedure on passenger side. **Special note: If you are not able to re-install the stock sway bar end link to the stock sway bar, the weight of the vehicle may need to be on the ground. If this is the case, perform this step once the weight of the vehicle is on the ground.**

49. Carefully remove both hydraulic floor jacks from under the rear differential. Install the tires and wheels and safely lower the vehicle to the ground.

50. If you were not able to perform step # 45 & # 48, perform these steps now that the weight of the vehicle is on the ground.

51. Check and double check to make sure that all steps associated with the rear end suspension system were performed properly.

Congratulations, installation complete!

Special note: If the vehicle that you are working on was manufactured between 1997 - 2002, please follow step # 52 - 54 for the transfer case lower kit.

Special note: If the vehicle that you are working on was manufactured between 2003 - 2006, please follow step # 55 - 64 for the transfer case lower kit and the shifting linkage drop kit.

52. Make sure that the vehicle is on a flat and level surface, block the front and rear tires and place the transmission in neutral.

53. Place a floor jack under the transfer case skid plate and carefully raise up on the floor jack until it comes into contact with the transfer case skid plate. Working on the driver side, remove and discard the (3) stock bolts holding the transfer case skid plate to the stock frame rail. Repeat procedure on the passenger side. Carefully lower down on the floor jack allowing the transfer case skid plate to separate from the stock frame rail about 2".

54. **Special note: Tuff Country EZ-Ride Suspension does not recommend using an air gun when performing this step. If an air gun is used, the new bolts may strip.** Locate (2) S10064, (2) S10065 and (2) S10066 sleeves from hardware bag 42901SL. Also, locate (3) 1/2" x 3" socket head bolts from hardware bag 42901NB. Working on the driver side, install (3) new transfer case lowering sleeves between the stock transfer case skid plate and the stock frame rail and secure using the new 1/2" x 3" socket head bolts. Get these bolts started but do not tighten at this point. **Special note: The longer of the (3) sleeves will be installed towards the rear of the vehicle, the middle sleeve will be installed in the middle and the smaller sleeve will be installed towards the front of the vehicle.** Repeat procedure on the passenger side. Once all (6) bolts have been installed, move back to all (6) bolts and add some thread locker or lock tite and torque each bolt to **80 ft lbs.** Carefully remove the floor jack from under the transfer case skid plate.

Special note: If the vehicle that you are working on was manufactured between 1997 - 2002, please skip to step # 64

55. Working on the inside of the vehicle, pull the carpet back to gain access to the torque shaft bracket mounting hardware. **Special note: The center console may need to be removed.**

56. Remove the (4) stock mounting hardware screws that attached the torque shaft bracket to the floor pan.

57. Slide the torque shaft bracket off the torque shaft and remove the bearing plate and gasket. Save the stock hardware for later re-installation.

58. Locate the new shifting linkage bracket from hardware bag 42901NB1. Also, locate (2) 1/4" x 3/4" bolts, (4) 1/4" flat washers and (2) 1/4" unitorque nuts from hardware bag 42901NB. Attach the stock bearing plate and gasket to the new shifting linkage bracket and secure using the new 1/4" x 3/4" bolts and hardware. **Make sure to use thread locker or lock tite.** Now install the new shifting linkage bracket to the stock torque shaft bracket using the (2) stock bolts that were removed in step # 57. **Make sure to use thread locker or lock tite and torque to 10 ft lbs.**

59. Insert the torque shaft into the bearing plate and re-install the stock torque shaft mounting bracket to the floor pan using the stock hardware that was removed from step # 56. **Special note: Make sure to use thread locker or lock tite and torque to 8 ft lbs. Also, check and double check to make sure that the torque shaft is level and the shifting linkage moves freely. If needed, the end of the shift rod may need to be filed down to provide proper clearance.**

Photo # 1

60. Re-install the carpet back into the stock location inside the vehicle. **Special note: If you removed the center console, re-install the center console.**

61. Make sure that the vehicle is on a flat and level surface, block the front and rear tires and place the transmission in neutral.

62. Place a floor jack under the transfer case skid plate and carefully raise up on the floor jack until it comes into contact with the transfer case skid plate. Working on the driver side, remove and discard the (3) stock bolts holding the transfer case skid plate to the stock frame rail. Repeat procedure on the passenger side. Carefully lower down on the floor jack allowing the transfer case skid plate to separate from the stock frame rail about 1".

63. **Special note: Tuff Country EZ-Ride Suspension does not recommend using an air gun when performing this step. If an air gun is used, the new bolts may strip.** Locate (6) transfer case lower sleeves from hardware bag 42901SL. Also, locate (6) 12 mm x 55 mm bolts, (6) 12 mm flat washers and (6) 12 mm lock washers from hardware bag 42901NB. Working on the driver side, install the transfer case lower sleeves between the transfer case cross member and the stock frame rail, (3) per side and secure using the new 12 mm x 55 mm bolts. Get these bolts started but do not tighten at this point. Repeat procedure on the passenger side. Once all (6) bolts have been installed, move back to all (6) bolts and add some thread locker or lock tite and torque each bolt to **80 ft lbs.** Carefully remove the floor jack from under the transfer case skid plate.

64. Check and double check to make sure that all steps were performed properly. If you have questions or concerns, please feel free to contact our Tech department @ Tuff Country EZ-Ride Suspension. Once the installation is complete, take the vehicle directly to an alignment shop for a proper front end alignment.

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

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

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

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

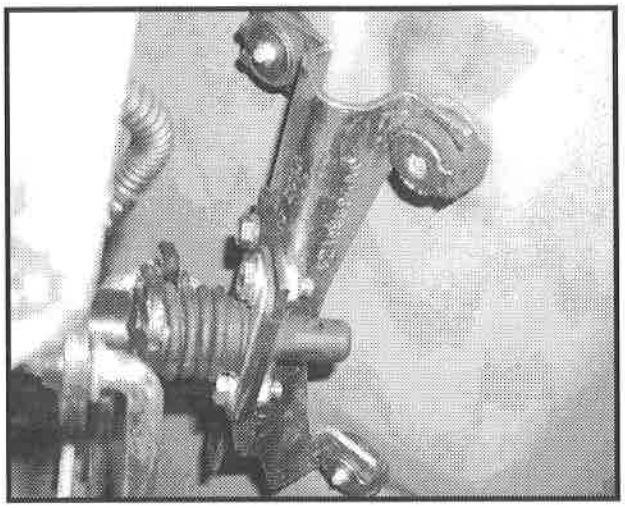

Photo # 1