TUFF COUNTRY™

EZ - Ride Suspension

Installation Instructions

4” suspension system 2014 Chevy or GMC 1500 4WD

Part # 14059

Part # 14059
2014 Chevy or GMC 1500 4WD
4” suspension system

Part #	***Description***	***Qty.***
14056-01	Upper strut spacer	2
14056-02	Rear upper shock bracket	2
14056-06	DS upper control arm	1
14056-07	PS upper control arm	1
BL302	Rear lifted block	2
5U-249S	9/16” x 2 9/16” x 11 5/8” square u-bolt	4
916NW	Hardware bag	1
14059NB	Hardware bag	1
14059PL	Hardware bag	1
14056INST	Instruction manual	1
MIRRORHANGER	Rear view mirror hanger	1
WARNINGDECAL	Warning decal	1
INSTFILLER	Instruction filler	1
NAMETAG	Name tag	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.

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

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.

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. 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.

Hardware bag 14059NB includes:

Description	Quantity
7165B (7/16” x 5” bolt)	4
38WA (3/8” USS flat washer)	8
716UN (7/16” unitorque nut)	4
9163B (9/16” x 3” bolt)	2
916UN (9/16” unitorque nut)	2
12WA (1/2” USS flat washer)	4
M1055B (10 mm x 55 mm bolt)	4
M10WA (10 mm flat washer)	8
M10UN (10 mm unitorque nut)	4
SERT04 (grease sert)	4
38NLN (3/8” nylock nut)	6
516WA (5/16” USS flat washer)	6
M6UN (6 mm unitorque nut)	2
M6WA (6 mm flat washer)	2

Hardware bag 14059PL includes:

Description	Quantity
S10051 (1.750” x .510” x .950” sleeve)	4
PB69137 (poly bushing)	8
S10231 (.750” x .563” x 2.170” sleeve)	4
SHOCKTIE (zip tie)	4

Hardware bag 916NW includes:

Description	Quantity
SUW-916 (9/16” u-bolt washer)	8
916HN (9/16” u-bolt high nut)	8

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.

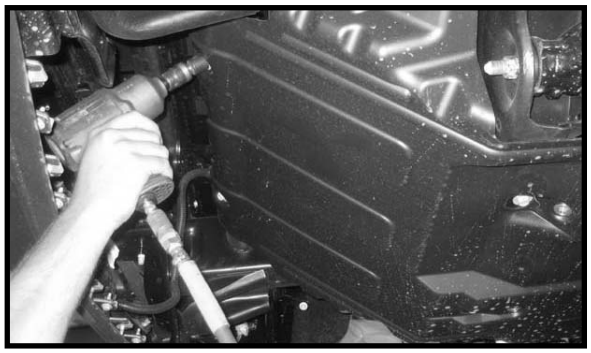
Post-installation measurements:

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 vehicle 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. Remove the OE skid plate, set aside and save the OE hardware.

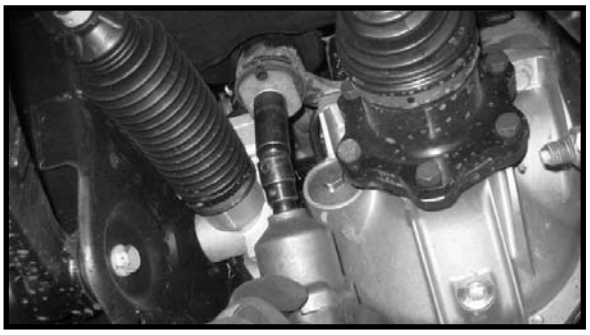


3. Carefully disconnect all (3) electric wiring harnesses from the rack and pinion.

4. Working on the driver side, remove the rear cross member from the OE location. Save the cross member and hardware.

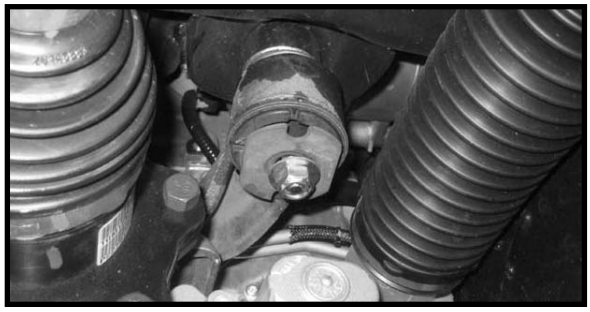
5. Place a pair of hydraulic floor jacks under the front differential. Carefully raise up on both hydraulic floor jacks at the same time until they come into contact with the front differential.

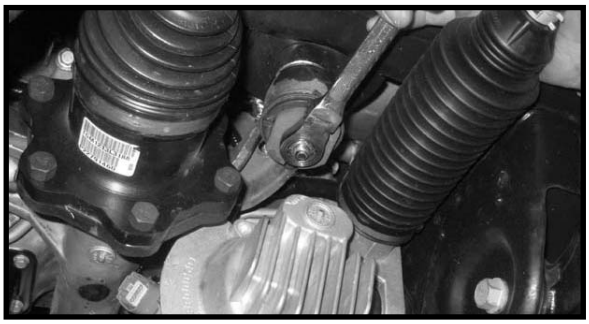
6. Carefully remove the hardware holding the (4) front differential mounts to the OE location and discard the hardware.



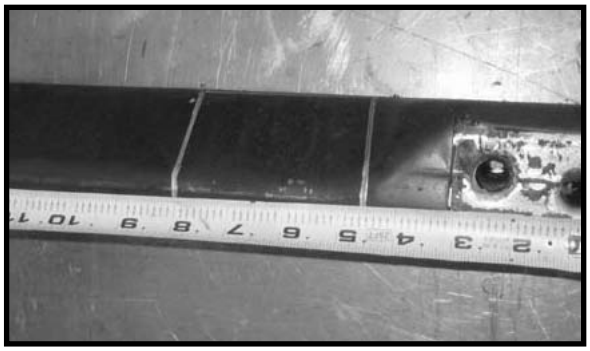
7. Carefully lower down on both hydraulic floor jacks allowing enough room for the spacer washers to be installed.

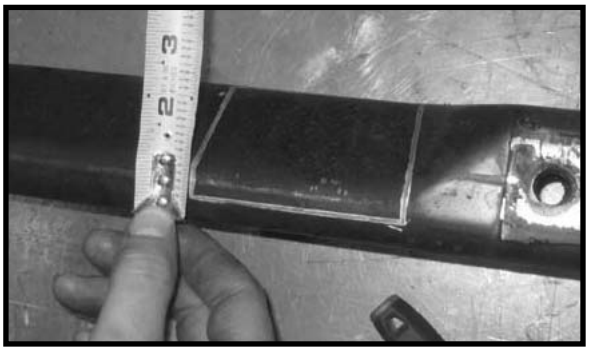
8. Locate (4) S10051's from hardware bag 14059PL. Also, locate (4) 7/16" x 5" bolts, (8) 3/8" USS flat washers and (4) 7/16" unitorque nuts from hardware bag 14059NB. Install the new spacer washers to drop the differential down and secure using the new 7/16" hardware. **Make sure to use loctite and torque to 42 ft lbs.** Remove the hydraulic floor jacks from under the front differential.

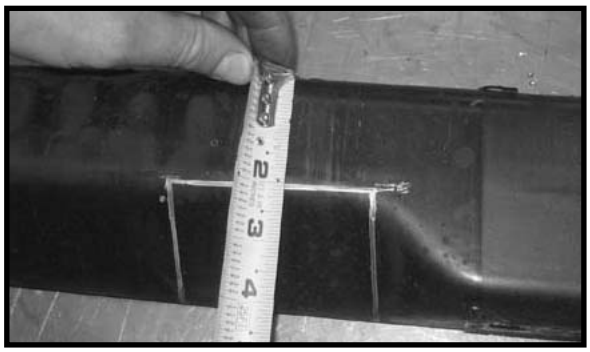


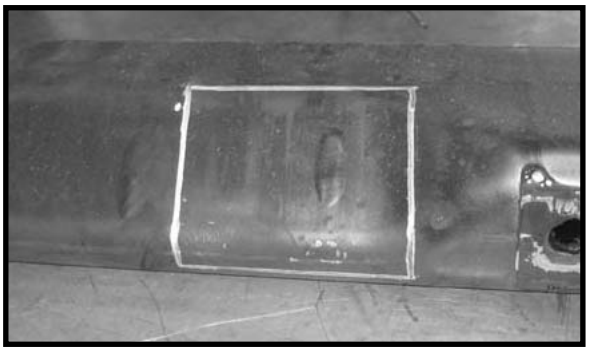


9. Locate the OE cross member that was removed earlier. Measuring from the leading edge on the driver side, scribe a mark at 4 3/4" and 8 1/4". Measure from the bottom of the cross member up 1/4" and scribe a mark. Now measure from the back of the cross member 2" and scribe a mark.

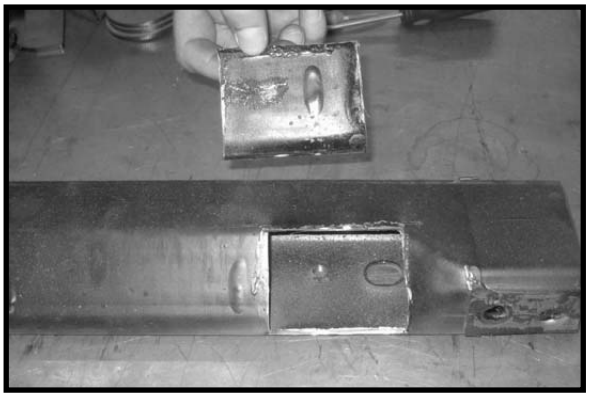




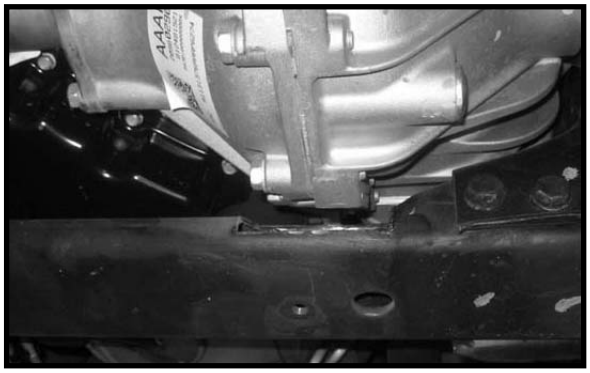




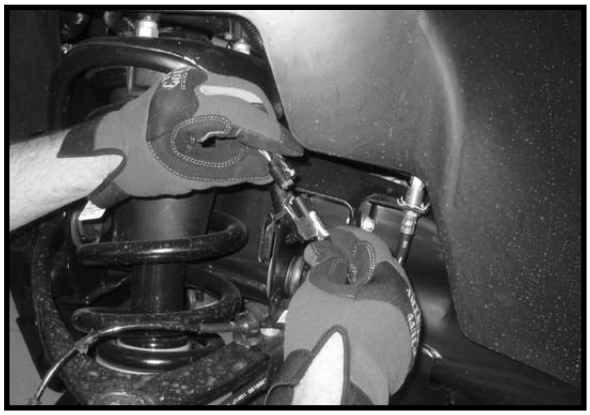
10. Using a die grinder, carefully notch out the OE cross member following the lines that were scribed earlier.



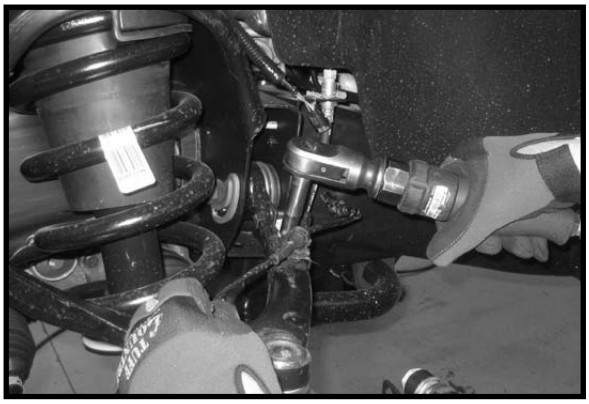
11. Install the newly modified rear cross member back into the OE location using the OE hardware. **Make sure to loctite and torque to 45 ft lbs. Special note: Check and double check to make sure that the front differential is not making contact with the modified cross member. If contact occurs, take more material off of the cross member until clearance is achieved.**

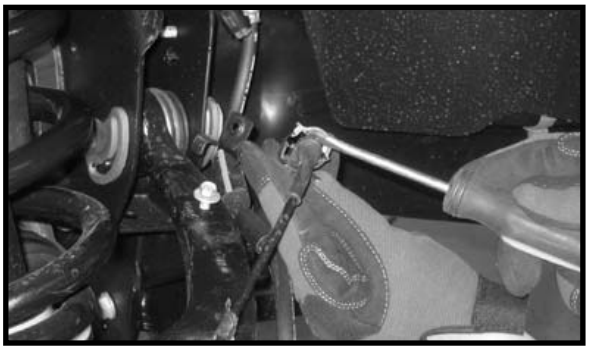


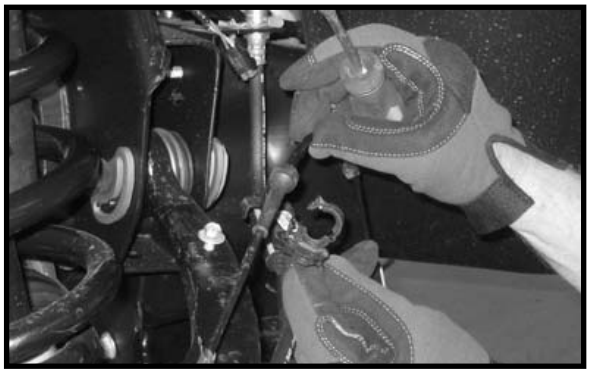
12. Working on the driver side, remove the ABS line from the bracket on the top of the upper control arm pocket. Now disconnect the ABS lines from each other at the quick disconnect. **Special note: Take special care not to damage ABS line during removal.** Repeat procedure on the passenger side.



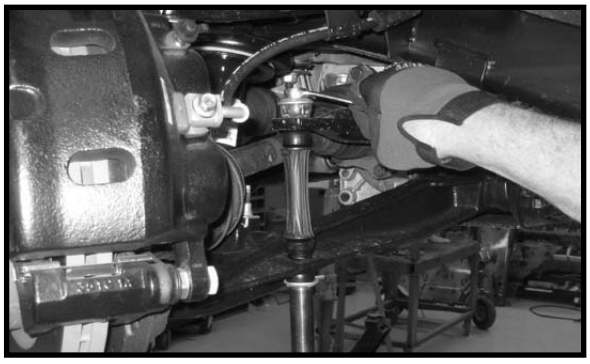
13. Working on the driver side, remove the ABS line from the OE upper control arm. The hardware maybe discarded. Carefully remove the bracket from the ABS line and brake line and set aside. Repeat procedure on the passenger side.



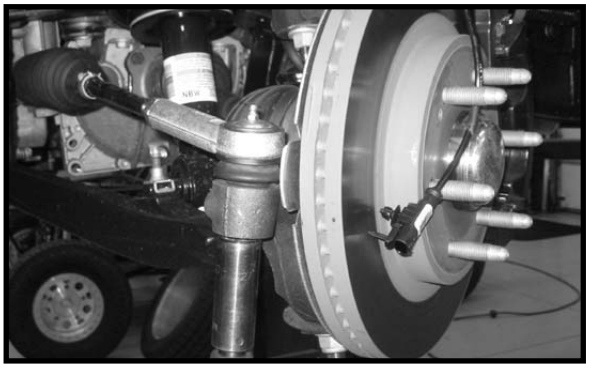


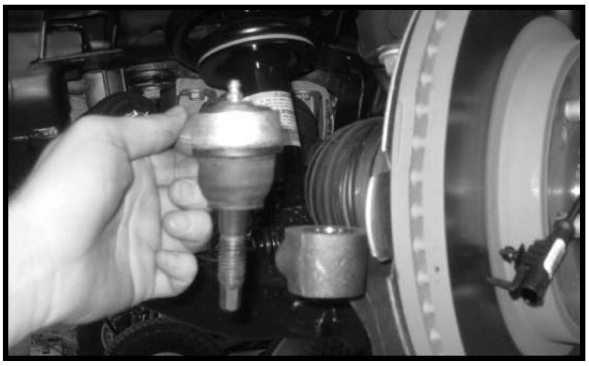


14. Working on the driver side, remove the sway bar end link from the sway bar and lower control arm. Save the end link and hardware. Repeat procedure on the passenger side.

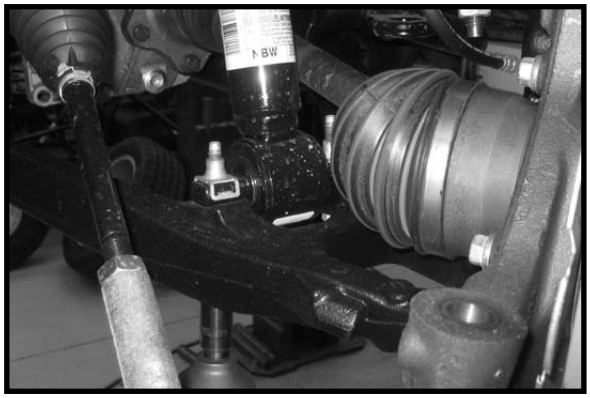


15. Working on the driver side, remove the outer tie rod from the OE knuckle. Save the hardware. **Special note: Using a hammer and striking the knuckle will help break the taper. Take special care not to damage the outer tie rod dust boot during removal.** Repeat procedure on the passenger side.





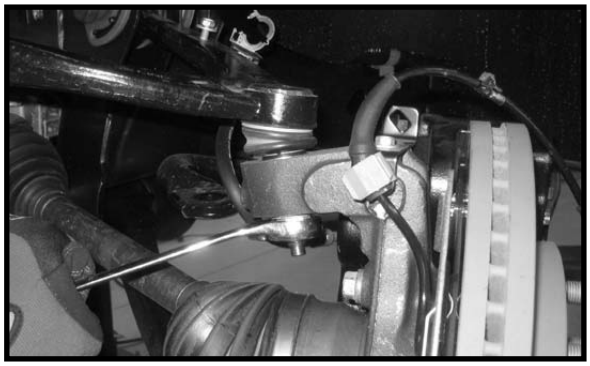
16. Working on the driver side, remove the lower hardware securing the strut to the lower control arm. The hardware may be discarded. Repeat procedure on the passenger side.

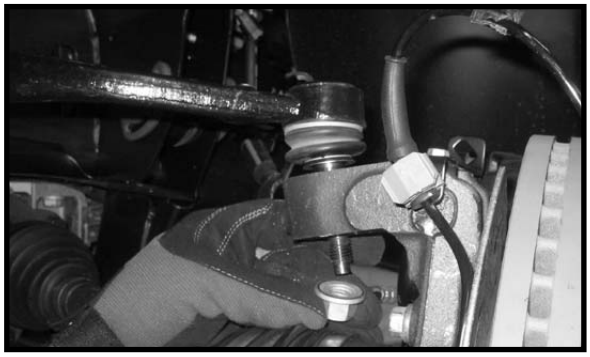


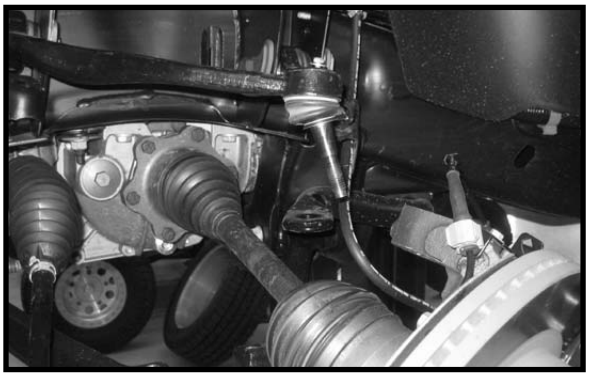
17. Working on the driver side, remove the upper clips off the upper strut studs. Remove the nuts holding the strut into the upper location and save. Remove the strut from the vehicle and remove and discard the lower attaching clips. Set the strut aside. Repeat procedure on the passenger side.

18. Working on the driver side, place a hydraulic floor jack under the lower control arm. Repeat procedure on the passenger side.

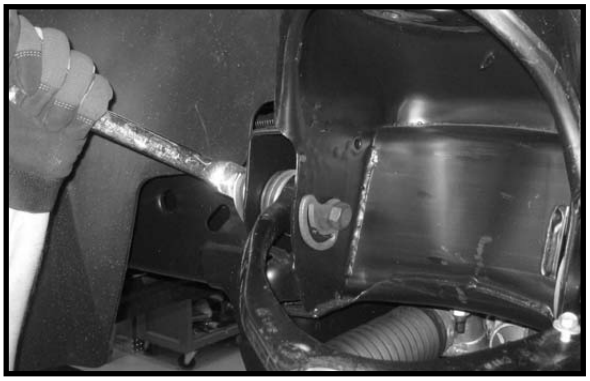
19. Working on the driver side, loosen but do not remove the nut holding the upper control arm ball joint to the knuckle. **Special note: Using a hammer and striking the knuckle will help break the taper.** Once the taper has been broke, remove the nut and upper control arm from the knuckle. The hardware may be discarded. Repeat procedure on the passenger side.

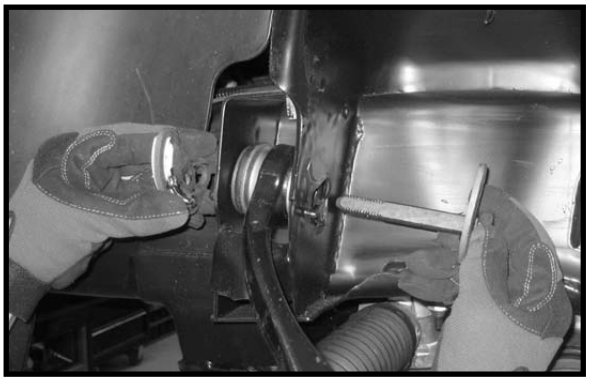




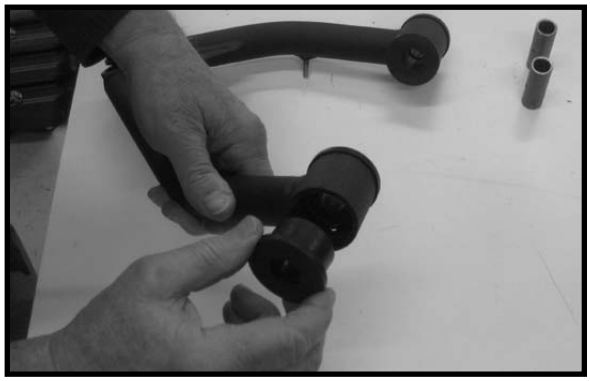


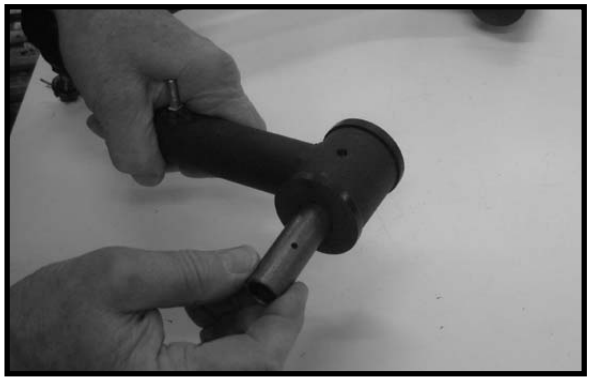
20. Working on the driver side, remove the upper control arm from the upper control arm location. The upper control arm may be discarded but save the upper control arm hardware. Repeat procedure on the passenger side.





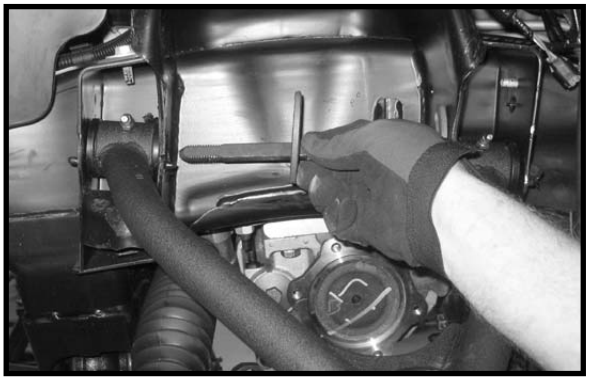
21. Locate the new upper control arms. Locate (8) poly bushings and (4) sleeves from hardware bag 14059PL. Install the new bushings and sleeves into the new upper control arms. **Special note: Make sure to use a fair amount of lithium or moly base grease before installing the new bushings and sleeves into the control arms. This will increase the life of the bushing as well as help prevent squeaking.**

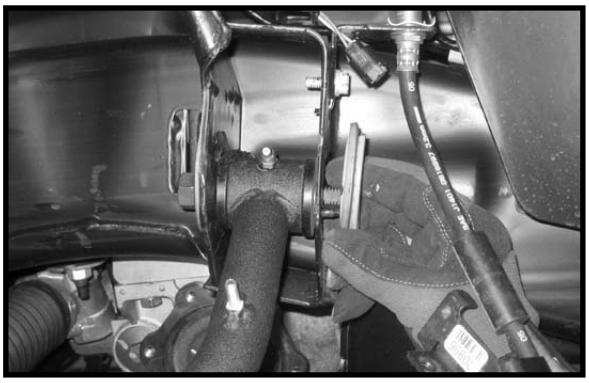




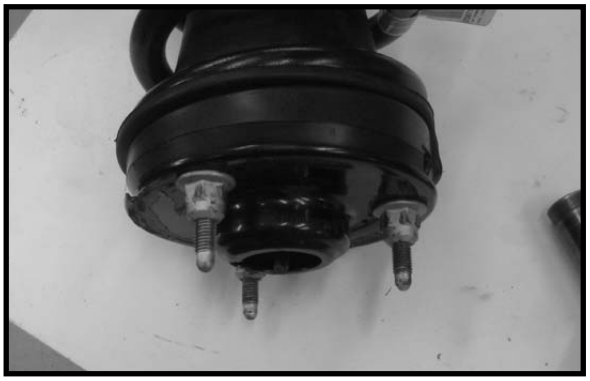
22. Locate (4) SERT04 from hardware bag 14059NB. Install the new sert fittings to the new upper control arm. **Special note: Take special care not to cross thread during installation and make sure not to over tighten. Hand tighten with an end wrench. Also, make sure that once installed the sert fitting is facing the outside of the vehicle so it will be easy to access with a grease gun.**

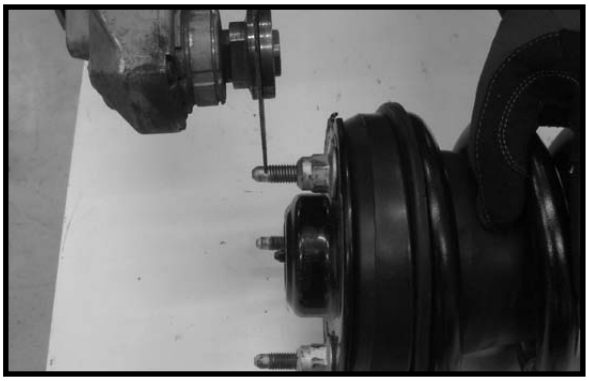
23. Working on the driver side, install the new upper control arm into the OE location using the OE cam bolts. **Do not tighten at this point.** Repeat procedure on the passenger side.



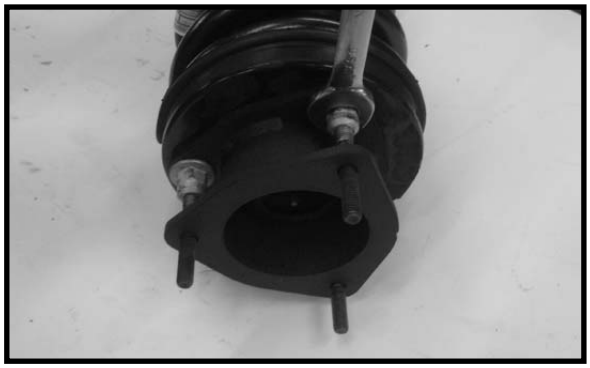


24. Locate the OE struts and upper hardware. Install the OE nuts back to the upper studs of the strut. Using a die grinder, carefully cut off the nipple part of the studs. **Special note: Take special care not to cut into the threads. If by chance you do cut into the threads, once you remove the OE nuts the threads will be fixed.** Once the nipples have been cut off, remove the OE nuts from each stud.

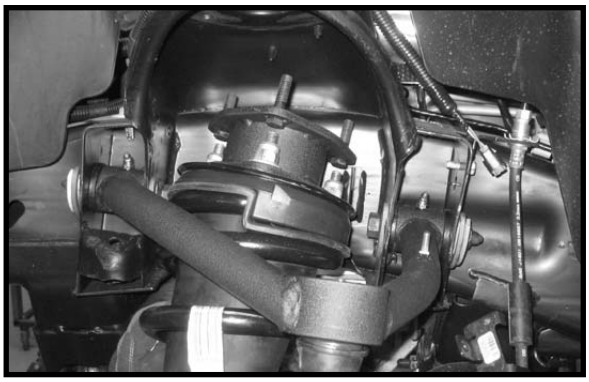


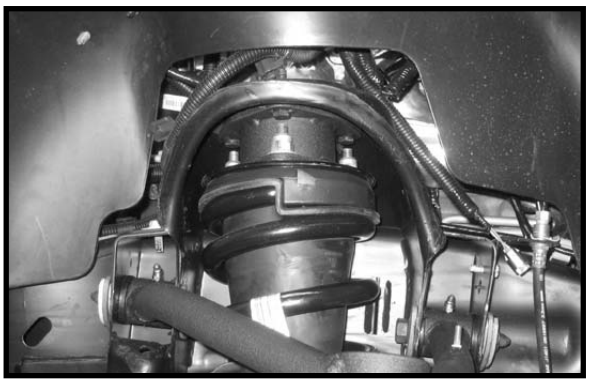


25. Locate the new upper strut spacers. Install the new spacers to the OE struts and secure using the OE hardware. **Make sure to use loctite.**

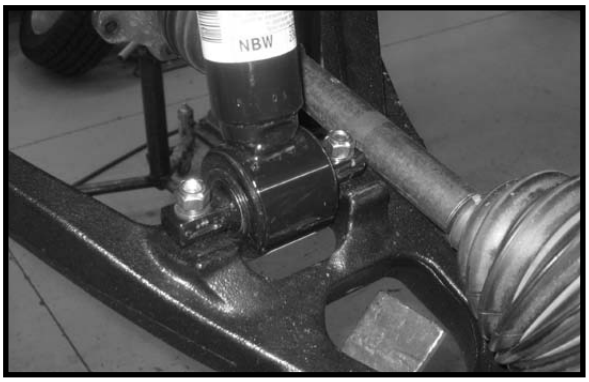


26. Locate (6) 3/8" nylon lock nuts and (6) 5/16" USS flat washers from hardware bag 14059NB. Working on the driv-er side, install the newly modified strut into the upper loca-tion and secure using the new hardware. Make sure to use loctite and torque to **35 ft lbs.** Repeat procedure on the pas-senger side.

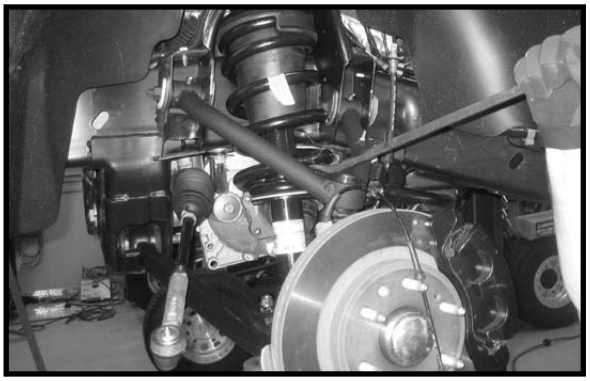


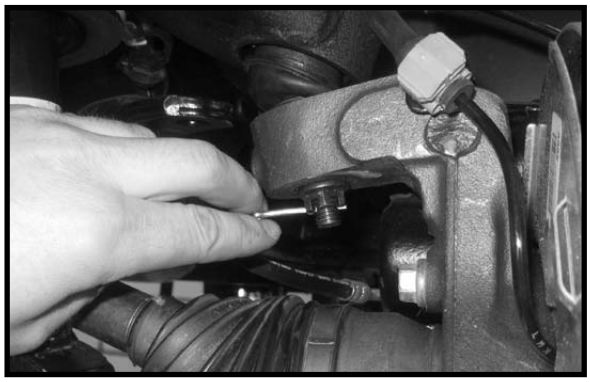


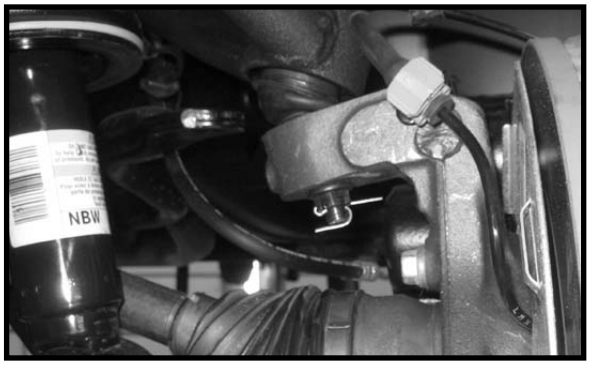
27. Locate (4) 10 mm x 55 mm bolts, (4) 10 mm unitorque nuts and (8) 10 mm flat washers from hardware bag 14059NB. Working on the driver side, secure the lower portion of the OE strut to the lower control arm using the new hardware. Make sure to use loctite and torque to **45 ft lbs.** Repeat procedure on the passenger side.



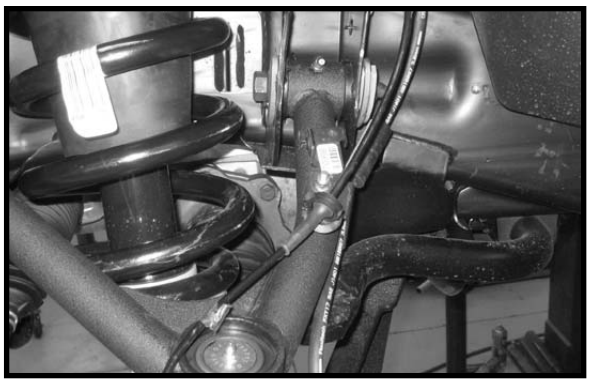
28. Remove the cotter pins and castle nuts from the newly installed control arms. Working on the driver side, install the newly installed upper control arm to the OE knuckle and secure using the new castle nut. Make sure to use loctite and torque to **40 ft lbs.** Now install the new cotter pin. **Special note: Using a pry bar to gain leverage will help installation easier. Also, If the new cotter pin can not be installed because the hole in the new castle nut does not line up with the new ball joint, DO NOT loosen the new castle nut so that the cotter pin can fit, tighten the new castle nut some more so that the new cotter pin can be installed.** Repeat procedure on the passenger side.



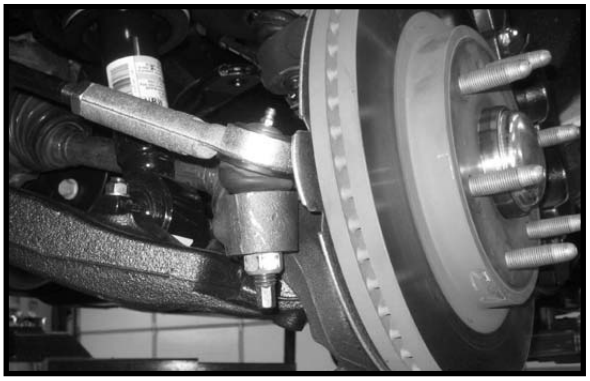




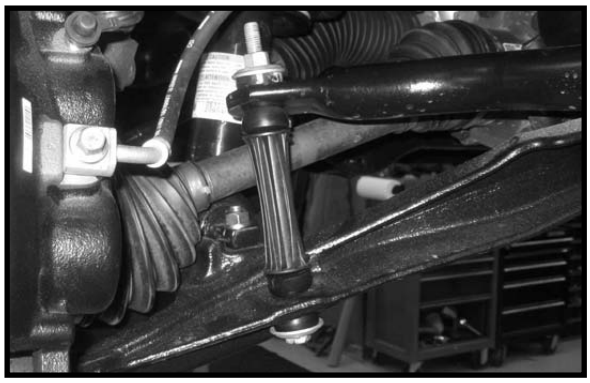
29. Locate (2) 6 mm flat washers and (2) 6 mm unitorque nuts from hardware bag 14059NB. Working on the driver side, reconnect the ABS lines back together. Install the ABS line and brake line back into the OE bracket then secure the OE bracket to the new 6 mm bolt on the upper control arm using the new hardware. Make sure to use loctite and hand tighten with a wrench. Also, install the ABS line back to the frame rail. Repeat procedure on the passenger side.



30. Working on the driver side, install the outer tie rod to the OE knuckle using the OE hardware. Make sure to use loctite and torque to **95** ft lbs. Repeat procedure on the passenger side.

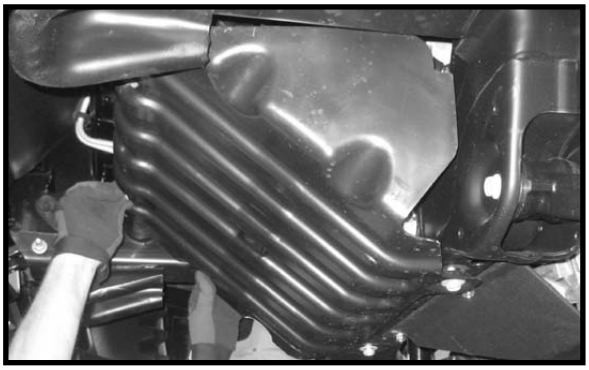


31. Working on the driver side, install the OE end link to the sway bar and lower control arm. Make sure to use loctite and hand tighten.

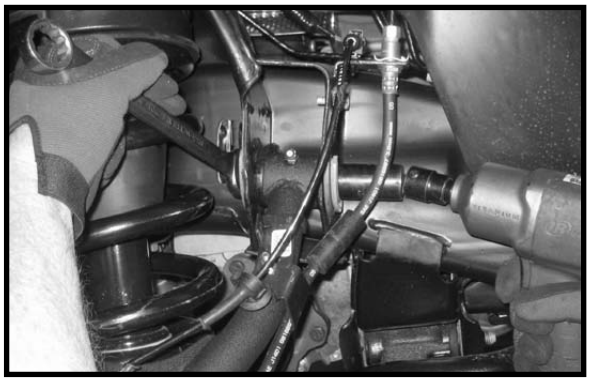


32. Carefully re-connect all (3) electric wiring harnesses back to the rack and pinion.

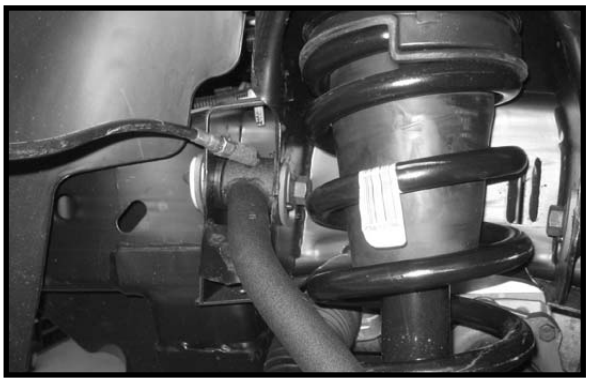
33. Install the OE skid plate using the OE hardware. Make sure to use loctite and torque to **40 ft lbs.**

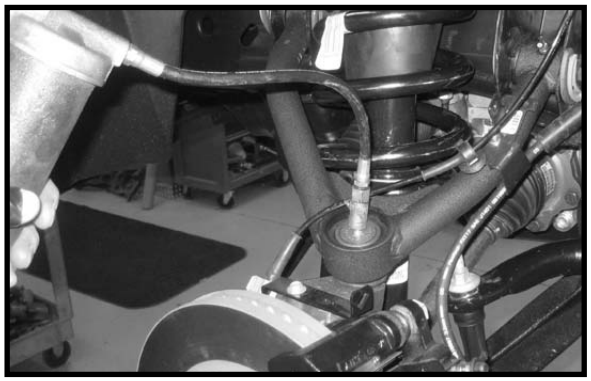


34. Working on the driver side, center and torque the OE cam bolts to **95 ft lbs.** Repeat procedure on the passenger side.



35. Working on the driver side, grease the upper control arm bushings and ball joint. Repeat procedure on the passenger side. **Special note to the customer: Make sure to have the upper control arm bushings and ball joints greased each time you have the oil changed.**





36. Check and double check and check again to make sure all steps have been performed properly with the front end.

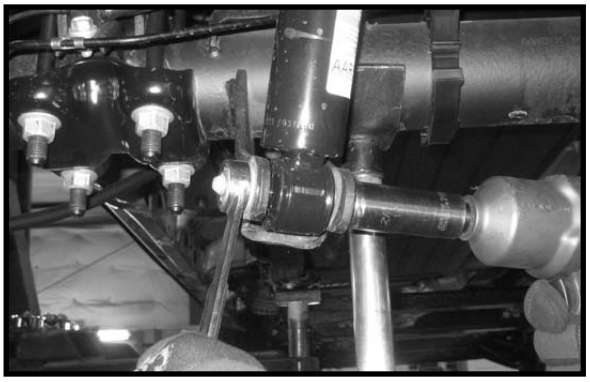
37. Install the tires and wheels and carefully lower the vehicle to the ground.

38. To begin installation, carefully block the front tires and wheels so that the vehicle can not roll forward. Safely lift the rear of the vehicle and support the vehicle with a pair of jack stands. Place a jack stand on both the driver and the passenger side. Next, remove the rear wheels and tires from both sides.

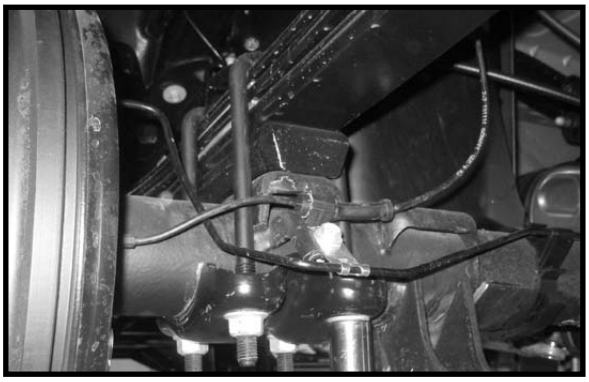
39. Working on the driver side, remove the ABS line from the bottom of the frame rail. Remove the plastic clip and discard. Repeat procedure on the passenger side.

40. Place a pair of hydraulic floor jacks under the rear differential. Carefully raise up on the hydraulic floor jacks until they make contact with the rear differential.

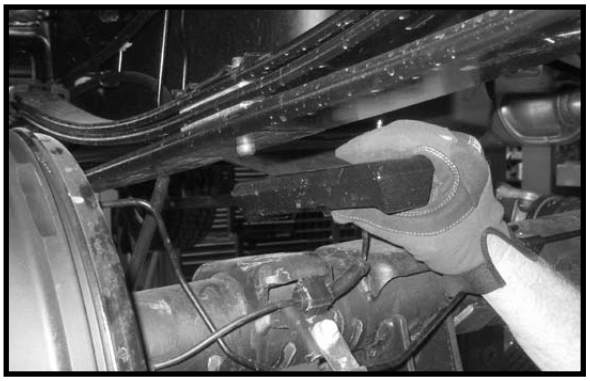
41. Working on the driver side, remove the shock from the upper and lower location. Save the shock and hardware. Repeat procedure on the passenger side.



42. Working on the driver side, remove the u-bolts from the OE location and discard the u-bolts and hardware. Set the upper and lower u-bolt plates aside for later re-installation. Repeat procedure on passenger side.

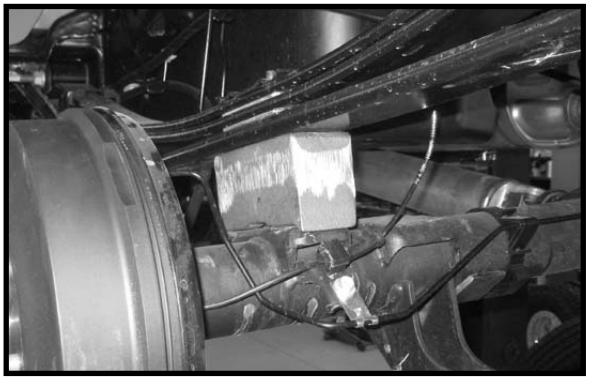


43. Carefully lower down both hydraulic floor jacks at the same time approximately 3". **Special note: Take special care not to over extend any brake lines and/or hoses.** Working on the driver side, remove and discard the stock rear block. Repeat procedure on the passenger side.

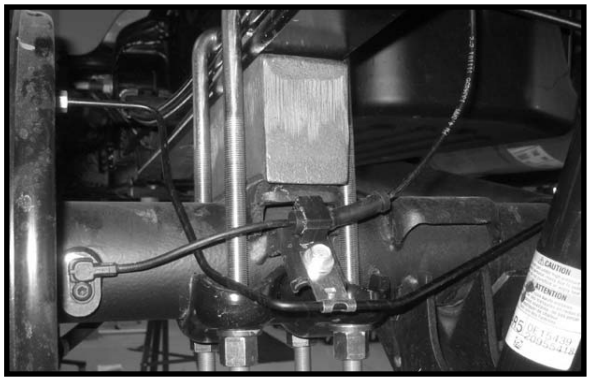


44. Locate (2) new 3" lifted blocks. Working on the driver side, install the new 3" lifted block into the stock location. Repeat procedure on the passenger side.

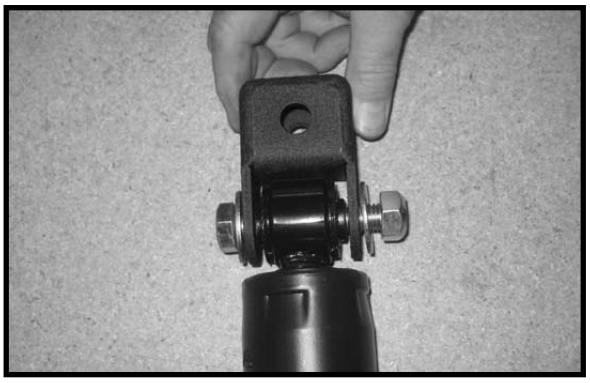
45. Carefully raise up on both hydraulic floor jacks at the same time until the spring assembly sits flush with the newly installed 3" lifted block.



46. Locate (4) 9/16" x 2 9/16" x 11 5/8" square u-bolts. Locate (8) 9/16" u-bolt high nuts and (8) u-bolt washers from hardware bag 916NW. Also, locate the upper and lower u-bolt plates. Working on the driver side, install the new u-bolts into the stock location and secure using the new 9/16" high nuts and washers. **Special note: Make sure to re-install the upper and lower u-bolt plates into the stock location. If need be, cut off the excess threads off each leg of the newly installed u-bolts.** Torque to **120 ft lbs.** Repeat procedure on passenger side.

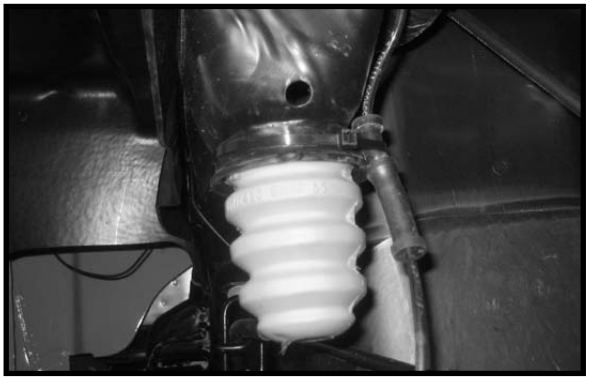


47. Locate the new rear shock relocation brackets. Locate (2) 9/16" x 3" bolt, (4) 1/2" USS flat washers and (2) 9/16" unitorque nuts from hardware bag 14059NB. Install the new shock relocation brackets to the top of the stock shocks and secure using the new hardware. **Do not tighten at this point.**



48. Working on the driver side, install the modified shock into the upper and lower location using the OE hardware. Make sure to use loctite and torque to **85 ft lbs.** Move back to the new 9/16" hardware and add some loctite and torque to 85 ft lbs. Repeat procedure on the passenger side.

49. Locate the new zip tie in hardware bag 14059PL. Working on the driver side, zip tie the ABS line to the OE bump stop bracket. Repeat procedure on the passenger side.



50. Carefully remove the (2) hydraulic floor jacks from under the rear differential.

51. Working on the driver side rear frame rail, if needed, carefully bend down on the stock rear brake cable extension bracket to allow for proper brake line clearance.

52. Install the tires and wheels and carefully lower the vehicle to the ground.

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.

This Suspension System comes with (1) installation manual and some post installation procedure literature and it is the installers responsibility to make sure that the customer receives the post installation procedure literature. If a customer would like a copy of the installation manual, please have them visit our website at www.tuffcountry.com. Have them go to the customer care section to download these instructions. If you have any questions, please feel free to call us at (801) 280-2777.

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