



**TUFF
COUNTRY**

EZ - Ride Suspension

Part # 24862
1983 - 1997 Ford Ranger 4WD
1991 - 1994 Ford Explorer 4WD
4" extended radius arm suspension system

<u>Part #</u>	<u>Description</u>	<u>Qty.</u>
R4XRB-01	DS extended radius arm	1
R4XRB-02	PS extended radius arm	1
R4XRB-03	DS & PS extended radius arm drop bracket	2
R401	Front axle pivot relocation bracket	1
R402	Rear axle pivot relocation brackets	1
R405	Rear axle pivot support bracket	1
F405	Front sway bar relocation bracket	2
R4XRB-NB	Hardware bag	1
R4NB	Hardware bag	1
5U-144R	1/2" x 2 3/4" x 9 7/8" round u-bolt	4
12NW	Hardware bag	1
FBLNB2	Hardware bag	1
24862NB	Hardware bag	1
24862INST	Instruction manual	2
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.

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.

Please see the end of the installation manual for a picture of the hard parts that are included in this suspension system.

Installation manual
4" extended radius arm
suspension system

1983 - 1997

Ford Ranger 4WD

1991 - 1994

Ford Explorer 4WD

Part # 24862

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.

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.

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 work in conjunction with this suspension system. But if new wheels are going to be purchased, Tuff Country recommends a medium offset wheel be used. Tuff Country recommends a 31x10.50 tire package. If larger than a 31x10.50 tire is installed on your vehicle in conjunction with part # 24862; Tuff Country assumes no liability and the warranty will be VOID.

Part # 24862 does not include the front coil springs. Part # 24861 is the part # for the front coil springs and needs to be ordered as a separate part #. If you have not already ordered the new front coil springs, please contact Tuff Country or your local Tuff Country dealer and order the new front coil springs.

Part # 24862 does not include the rear add-a-leafs to lift the rear end. If you are working on a Ranger, part # 85250 is the part # for the rear add-a-leafs. If you are working on an Explorer, part # 24851 is the part # for the rear add-a-leafs and needs to be ordered as a separate part #. If you have not already ordered the rear add-a-leafs, please contact Tuff Country or your local Tuff Country dealer and order the rear add-a-leafs for what vehicle you are working on.

Tuff Country highly recommends installing an aftermarket pitman arm once part # 24862 has been installed. If you have not already ordered your new pitman arm, please contact Tuff Country or your local Tuff Country dealer and order part # 70200.

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 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 20" fully extended nitrogen gas shock in the front and a 26" fully extended nitrogen gas shock in the rear.

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

Hardware bag R4XRB-NB includes:

<u>Description</u>	<u>Quantity</u>
716112B (7/16" x 1 1/2" bolt)	10
716UN (7/16" unitorque nut)	10
38WA (3/8" USS flat washer)	20

Hardware bag R4NB includes:

<u>Description</u>	<u>Quantity</u>
716112B (7/16" x 1 1/2" bolt)	9
716UN (7/16" unitorque nut)	9
38WA (3/8" USS flat washer)	18
12112B (1/2" x 1 1/2" bolt)	18
12UN (1/2" unitorque nut)	18
716WA (7/16" USS flat washer)	36

Hardware bag 12NW includes:

<u>Description</u>	<u>Quantity</u>
12HN (1/2" u-bolt high nut)	8
SUW-12 (1/2" harden u-bolt washer)	8

Hardware bag FBLNB2 includes:

<u>Description</u>	<u>Quantity</u>
BLR13 (front brake line bracket)	2
BLR14 (rear brake line bracket)	1
5161B (5/16" x 1" bolt)	3
516UN (5/16" unitorque nut)	3
14WA (1/4" USS flat washer)	6
ECLIP (E-clip)	3

Hardware bag 24862NB includes:

<u>Description</u>	<u>Quantity</u>
PB2408 (poly bushing)	4
S10081 (.875" x .563" x 2.080" sleeve)	2
CAM-01 (9/16" x 3 1/2" cam bolt)	2
CAM-02 (cam washer)	8
CAM-03 (9/16" x 4" cam bolt)	2
916UN (9/16" unitorque nut)	4
SERT (sert fitting)	2
LUBE (poly lube pack)	2
P19 (universal shock bolt)	2

Recommended tools selection:

- Cut off wheel
- Torque wrench
- Standard socket set
- Standard wrench set
- Metric socket set
- Metric wrench set
- Tape measure
- Hydraulic floor jacks
- Air chisel

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. **Special note: Place the jack stands on the body mounts.** Next, remove the front wheels and tires from both sides.

2. Working on the driver side, remove the stock shock from the stock upper and lower mounting location. Save the stock lower mounting hardware. The upper mounting hardware and shock may be discarded. Repeat procedure on the passenger side. **Special note: New longer front shocks are needed after this suspension system has been installed and the front shocks need to be ordered as a separate part #.** If you have not already ordered your front shocks, please feel free to contact Tuff Country or your local Tuff Country dealer and order your front shocks. Tuff Country recommends installing a 20" fully extended nitrogen gas.

3. Working on the driver side, remove the stock sway bar from the frame mounting location. Save the hardware. Repeat procedure on the passenger side.



4. Working on the driver side, remove the stock sway bar end link from the stock axle location. Save the hardware. Repeat procedure on the passenger side. Set the sway bar aside.



5. Place a pair of hydraulic floor jacks under the front driver and passenger side twin eye beam axles. Carefully raise up on the hydraulic floor jacks until they come into contact with the front twin eye beam axles. Also, place a pair of hydraulic floor jacks under the driver and passenger side stock radius arms. Carefully raise up on the hydraulic floor jacks until they come into contact with the stock radius arms.

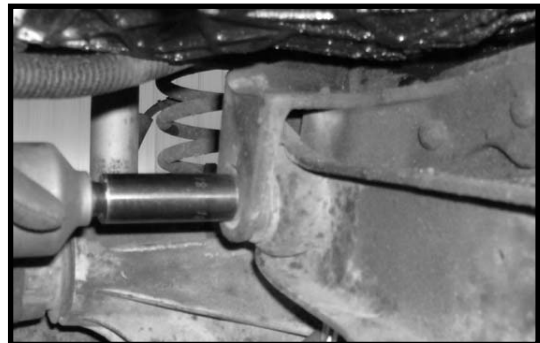
6. Working on the front driver side twin eye beam axle, remove the stock mounting hardware that connects the front twin eye beam axle to the stock bracket. The stock hardware may be discarded.



7. Working on the front driver side twin eye beam axle bracket, remove the stock bracket from the stock location. Save the stock hardware but the the stock bracket may be discarded.



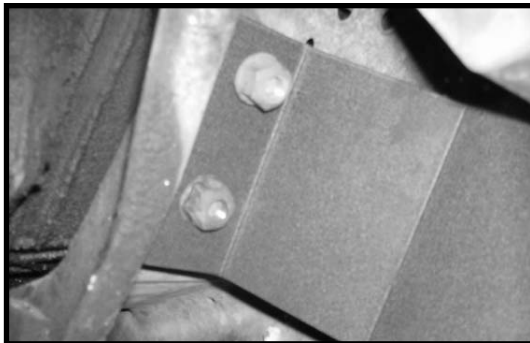
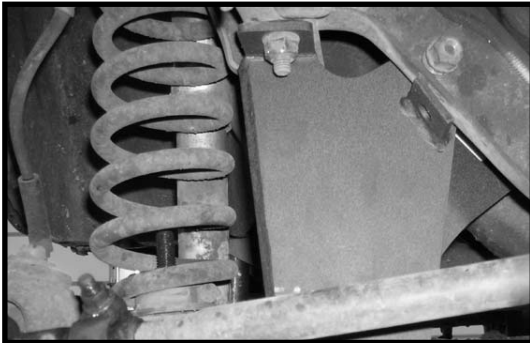
8. Working on the rear passenger side twin eye beam axle, remove the stock mounting hardware that connects the rear axle to the stock location. The stock hardware may be discarded.



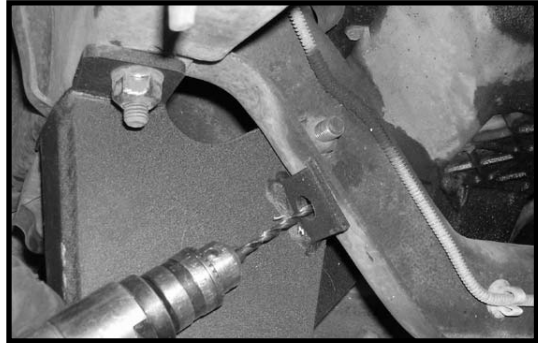
9. Working on the driver side stock radius arm bracket, remove the stock hardware or the stock rivets that connect the bracket to the frame rail. The stock hardware and rivets may be discard. Repeat procedure on the passenger side. **Special note: Using a die grinder and making a cross cut on the rivets then using a air chisel will help make the removal of the rivets easier.**



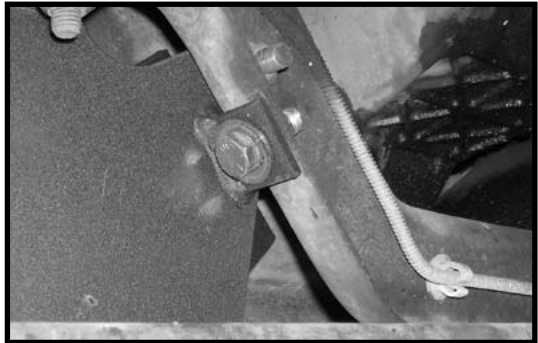
10. Locate the new front twin eye beam relocation bracket and the stock hardware. Install the new front relocation bracket to the stock location and secure using the stock hardware. Make sure to use thread locker or loctite and torque to **85 ft lbs.**



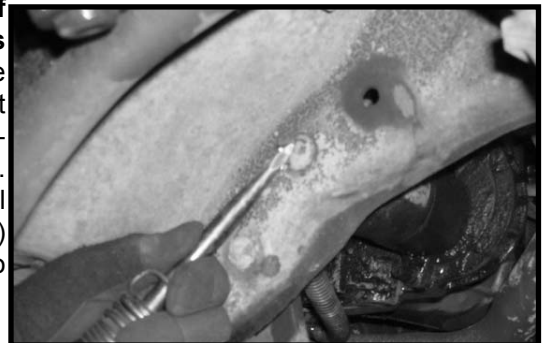
11. Working on the newly installed front twin eye beam axle pivot relocation bracket and using the tab on the bracket as a guide, carefully drill a 1/2" hole into the stock front cross member. **Special note: Take special care not to drill into the cooling lines that wrap around the front cross member. Also, drilling a pilot hole first may make drilling easier.**



12. Locate (1) 1/2" x 1 1/2" bolts, (2) 7/16" USS flat washers and (1) 1/2" unitorque nuts from hardware bag R4NB. Secure the newly installed front axle pivot relocation bracket to the front cross ember using the new 1/2" x 1 1/2" bolt and hardware. Make sure to use thread locker or loctite and torque to **75 ft lbs.**



13. Working on the stock rear axle pivot relocation bracket, remove the rivets holding the bracket to the cross member. **Special note: Using a die grinder and making a cross cut on the rivets then using a air chisel will help make the removal of the rivets easier.** The stock bracket may be discarded. Carefully drill out the (5) rivet holes to 7/16".



14. Locate the new rear twin eye beam axle pivot relocation bracket and new support bracket. Also, locate (5) 7/16" x 1 1/2" bolts, (1) 1/2" x 1 1/2" bolts, (10) 3/8" USS flat washers, (2) 7/16" USS flat washers, (5) 7/16" unitorque nuts and (1) 1/2" unitorque nut from hardware bag R4NB. **Special note: The stock axle pivot bracket was attached to the front of the stock cross member, the new bracket will be attached to the back side of the stock cross member.** Secure the new rear twin eye beam axle pivot relocation bracket to the back side of the stock cross member using the new 7/16" x 1 1/2" bolts and hardware. **Do not tighten at this point. Special note: For now, only attach the bracket by the (4) outer holes.** Attach the new support bracket to the top of the box portion of the new bracket using the new 1/2" x 1 1/2" bolts. **Do not tighten at this point.** Now secure the support bracket to the rear portion of the cross member and newly installed rear twin eye beam axle pivot relocation bracket using the new 7/16" x 1 1/2" bolts and hardware. **Special note: The stock cross member is going to be between the newly installed rear axle pivot bracket and support bracket.** Move back to the newly installed 7/16" x 1 1/2" bolts and add some thread locker or loctite and torque to **45 ft lbs.** Move back to the newly installed 1/2" x 1 1/2" bolt and hardware and add some thread locker or loctite and torque to **65 ft lbs.**



Special note: Part # 24860 does not include the front coil springs. Part # 24861 is the part # for the front coil springs and needs to be ordered as a separate part #. If you have not already ordered the new front coil springs, please contact Tuff Country or your local Tuff Country dealer and order the new front coil springs.

17. Working on the driver side, remove the stock mounting hardware that connects the stock coil spring to the axle. Save the stock hardware but the coil spring may be discarded. Repeat procedure on the passenger side.



18. Working on the driver side, remove the stock radius arm from the stock location. Save the stock hardware and front sway bar bracket. The stock radius arm may be discarded. Repeat procedure on the passenger side.

19. Working on the driver side frame rail, locate the rear hole that attached the stock radius arm bracket to the frame rail. Measure towards the rear of the vehicle 15" and scribe a mark on the side of the frame rail. **Special note: Check and double check to make sure that this measurement is correct. If this measurement is not correct, once the new bracket and new extended radius arms are installed the front axles may be sitting to far forward or to far back.**



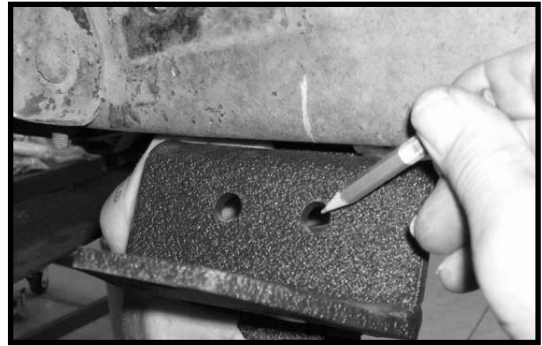
20. Working on the driver side frame rail, carefully remove the stock brake cable bracket from the frame rail. **Special note: Using a die grinder and making a cross cut on the rivet then using an air chisel will help make the removal of the rivet easier. Take special care not to damage the stock cable.**



21. Using the 15" mark on the side of the frame rail as a guide and using a straight edge, scribe a mark on the bottom of the frame rail.



22. Locate the new driver side extended radius arm relocation bracket. Place the line that was scribed on the bottom of the frame rail in the center of the rearward hole that is in the bottom side of the new relocation bracket. Using a pair of vise grips, secure the bracket to the frame rail.

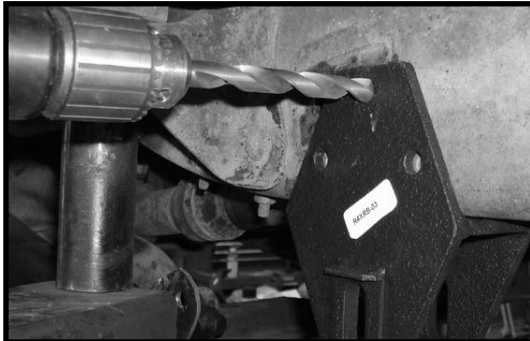


23. Using the bracket as a guide, carefully outline each hole of the bracket onto the frame rail. There are (3) on the side of the frame rail and (2) on the bottom side of the frame rail. Remove the bracket from the frame rail and set the bracket aside.



Repeat steps # 19 - # 23 excluding # 20 to make sure that the holes are in the correct location before drilling into the frame rail. This is an important step, so we want to make sure that the extended radius arm relocation bracket is in the correct location so when the extended radius arm is attached to it, the twin eye beam axle is not sitting too far forward or too far rearward.

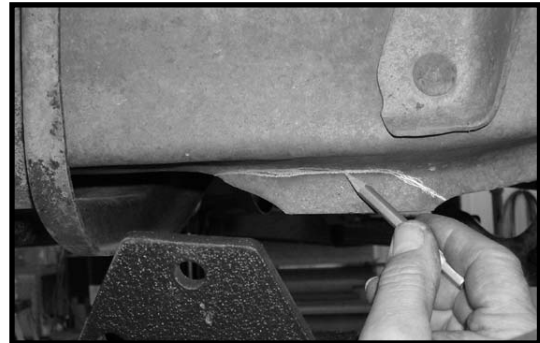
24. Vise grip the bracket back to the frame rail making sure that the hole in the bracket line up with the marks that were scribed earlier. Using the bracket as a guide, carefully drill (5) 7/16" holes into the frame rail. (3) on the side of the frame rail and (2) on the bottom side of the frame rail. **Special note: Take special care not to drill into any lines running down the inside of the frame rail.**



25. Locate (5) 7/16" x 1 1/2" bolts, (10) 3/8" USS flat washers and (5) 7/16" unitorque nuts from hardware bag R4XRB-NB. Secure the driver side extended radius arm to the new location using the new 7/16" x 1 1/2" bolts and hardware. Make sure to use thread locker or loctite and torque to **45 ft lbs.** **Special note: Make sure to secure the stock brake cable bracket to the front hole that connects the bracket to the side of the frame rail.**



26. On the passenger side where the new extended radius arm bracket will be located there is a lip on the bottom of the frame rail. This lip needs to be removed so that the extended radius arm relocation bracket will sit flush on the frame rail. Carefully cut lip off with a die grinder. **Special note: Tuff Country does not recommend using a torch when performing this step.**



27. Working on the passenger side, locate the rear hole that attached the stock radius arm bracket to the frame rail. Measure towards the rear of the vehicle 15" and scribe a mark on the side of the frame rail. **Special note: Check and double check to make sure that this measurement is correct. If this measurement is not correct, once the new bracket and new extended radius arms are installed the front axles may be sitting to far forward or to far back.**

28. Using the 15" mark on the side of the frame rail as a guide and using a straight edge, scribe a mark on the bottom of the frame rail.

29. Locate the new passenger side extended radius arm relocation bracket. Place the line that was scribed on the bottom of the frame rail in the center of the rearward hole that is in the bottom side of the new relocation bracket. Using a pair of vise grips, secure the bracket to the frame rail.

30. Using the bracket as a guide, carefully outline each hole of the bracket onto the frame rail. There are (3) on the side of the frame rail and (2) on the bottom side of the frame rail. Remove the bracket from the frame rail and set the bracket a side.

Repeat steps # 27 - # 30. This is an important step, so we want to make sure that the extended radius arm relocation bracket is in the correct location so when the extended radius arm is attached to it, the twin eye beam axle is not sitting to far forward or to far rearward.

31. Vise grip the bracket back to the frame rail making sure that the hole in the bracket line up with the marks that were scribed earlier. Using the bracket as a guide, carefully drill (5) 7/16" holes into the frame rail. (3) on the side of the frame rail and (2) on the bottom side of the frame rail. **Special note: Take special care not to drill into any lines running down the inside of the frame rail.**

32. Locate (5) 7/16" x 1 1/2" bolts, (10) 3/8" USS flat washers and (5) 7/16" unitorque nuts from hardware bag R4XRB-NB. Secure the passenger side extended radius arm to the new location using the new 7/16" x 1 1/2" bolts and hardware. Make sure to use thread locker or loctite and torque to **45 ft lbs.**

33. Locate (4) PB2408 poly bushings, (2) S10081 sleeve and (2) SERT fittings from hardware bag 24862NB. Install the new bushings, sleeves and sert fitting into each end of the extended radius arm. **Special note: Make sure to use a lithium or moly base grease prior to inserting the bushings and sleeves into the new extended radius arms. This will increase the life of the bushing as well as prevent squeaking. Also, take special care not to damage the sert fitting during installation.**

34. Working on the driver side, install the new driver side extended radius arm into the stock location on the driver side axle and secure using the stock hardware. **Make sure to install the stock sway bar bracket. Make sure to use thread locker or loctite and torque the upper and lower hardware to 135 ft lbs.** Repeat procedure on the passenger side.

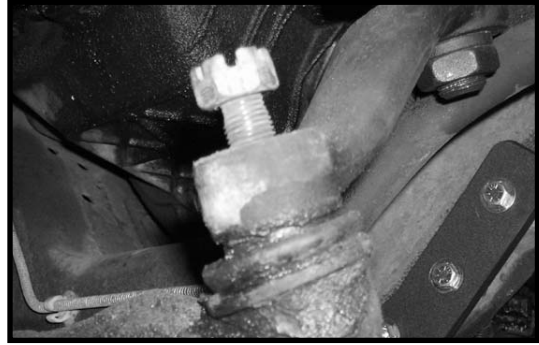
35. Locate the new front coil springs. Also, locate the stock lower coil spring washer and hardware. Working on the driver side, install the new coil spring into the stock upper location then raise up on the hydraulic floor jack until the lower portion of the coil springs can be attached to the front axle. Secure using the stock hardware and add some thread locker or loctite and torque to **145 ft lbs.** Repeat procedure on the passenger side.

36. Locate (2) CAM-03, (4) CAM-02 and (2) 916UN. Working on the driver side, secure the newly installed extended radius arm to the newly installed extended radius arm bracket using the new 9/16" x 4" cam bolt and hardware. Make sure to use thread locker or loctite and torque to **85 ft lbs.** **Special note: For now place the cam washer in the center position. Once the installation is completed and the vehicle is taken to the alignment center, they will set the alignment where it needs to be.** Repeat procedure on the passenger side.

Tuff Country highly recommends installing an aftermarket pitman arm once part # 24862 has been installed. If you have not already ordered your new pitman arm, please contact Tuff Country or your local Tuff Country dealer and order part # 70200.

37. Working on the stock pitman arm, remove the stock cotter pin and castle nut. Save the stock hardware. Carefully

remove the stock tie rod from the stock pitman arm. **Special note: Take special care not to damage the stock tie rod dust boot. If the stock tie rod dust boot looks damaged, it would be a good time to replace it.**



38. Remove the stock hardware that connects the stock pitman arm to the sector shaft on the stock steering box. Save the hardware. Using a pitman arm puller, carefully remove the pitman arm from the stock location. The pitman arm may be discarded.



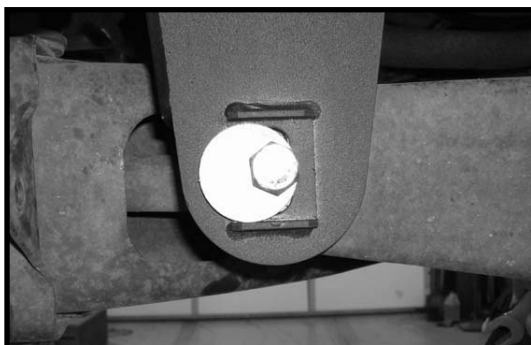
39. Locate the new pitman arm. Locate the stock hardware that connected the stock pitman arm to the sector shaft on the steering box. Install the new pitman arm into the stock location and secure using the stock hardware. Make sure to use thread locker or loctite and torque to **145 ft lbs.**



40. Locate the stock cotter pin and castle nut that connected the stock tie rod to the stock pitman arm. Install the stock tie rod to the newly installed pitman arm and secure using the stock hardware. Torque the castle nut to **65 ft lbs.** Now install the stock cotter pin to the stock tie rod and castle nut. **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.**



41. Locate (1) 9/16" x 3 1/2" cam bolt, (2) cam washers and (1) 9/16" unitorque nut from hardware bag CAM1NB. Carefully raise up on the hydraulic floor jack that is supporting the driver side front twin eye beam axle until it slides up into the newly installed bracket. Secure the axle to the new bracket using the new cam bolt and hardware. Make sure to use thread locker or loctite and torque to **85 ft lbs.** **Special note: Make sure to install the bolt from the front of the vehicle to the rear of the vehicle. Also, for now place the cam washer in the center position.**



42. Locate (1) 9/16" x 3 1/2" cam bolt, (2) cam washers and (1) 9/16" unitorque nut from hardware bag CAM1NB. Carefully raise up on the hydraulic floor jack that is supporting the passenger side front twin eye beam axle until it slides up into the newly installed bracket. Secure the axle to the new bracket using the new cam bolt and hardware. Make sure to use thread locker or loctite and torque to **85 ft lbs.** **Special note: Make sure to install the bolt from the rear of the vehicle to the front of the vehicle. Also, for now**

place the cam washer in the center position.



43. The brackets around the "D" bushings on the stock front sway bar may need to be opened up to 7/16". Try a 7/16" bolt in each location to make sure that it will fit. If not, open the holes up so that the new 7/16" bolts will fit.

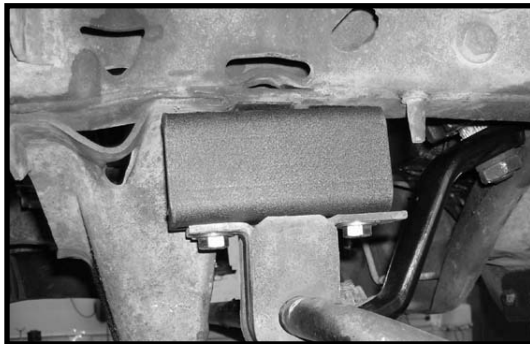
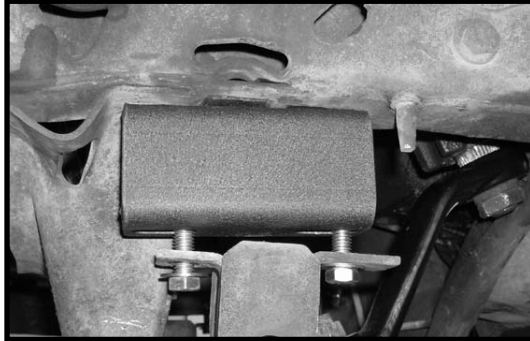


44. Locate the stock sway bar and the stock sway bar lower hardware. Working on the driver side, install the stock sway bar end link into the stock lower location and secure using the stock hardware. **Do not tighten at this point.** Repeat procedure on the passenger side. Let the stock sway bar hang.

45. Locate the new driver and passenger side sway bar relocation brackets. Also, locate the stock upper frame sway bar mounting hardware. Working on the driver side, secure the new sway bar relocation bracket to the stock location using the stock hardware. **Do not tighten at this point.** Repeat procedure on the passenger side.



46. Locate (4) 7/16" x 1 1/2" bolts, (8) 3/8" USS flat washers and (4) 7/16" unitorque nuts from hardware bag R4NB. Working on the driver side, swing the stock sway bar up and secure it to the newly installed sway bar relocation brackets. Secure using the new 7/16" x 1 1/2" bolts and hardware. **Do not tighten at this point.** Repeat procedure on the passenger side. Once the sway bar has been attached to the new sway bar relocation brackets on both sides, add some thread locker or loctite to the stock and new bolts and torque the stock and new bolts on the driver and passenger side to **38 ft lbs.** **Special note: If you are not able to attach the stock sway bar to the newly installed sway bar relocation brackets, this step may need to be done once the installation is completed and the weight of the vehicle is on the ground.**



47. Move back to the stock lower sway bar end link mounting hardware and add some thread locker or loctite on both the driver and passenger side and torque to **65 ft lbs.**

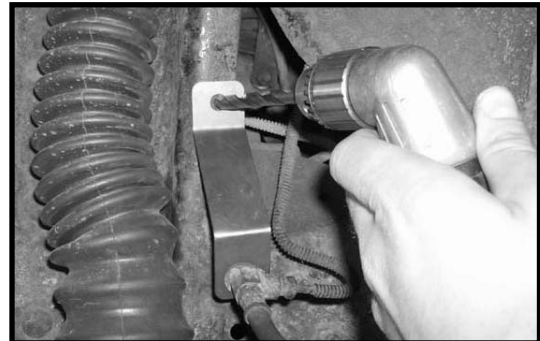
48. Slight adjustments may need to be done to the outer tie rods so the vehicle can be driven to an alignment shop. If this is the case on the vehicle that you are working on, loosen the stock hardware on the adjusting sleeve and using a pair of pliers, adjust the toe close enough so that the vehicle can be driven.

Special note: This kit comes with a front and rear brake line relocation kit. Sometimes the brake line relocation kit is not needed. Check the stock brake lines and if they are too tight, then the new front and rear brake line relocation kit will need to be installed. If the brake line relocation kit does not need to be installed, please skip to step # 53. Also, the following pictures are used from a F150 which uses the same style brake line and brake line relocation brackets but the F150 brake line is positioned towards the rear of the coil springs but on the Rangers and Explorer's are positioned towards the front of the coil springs.

49. Working on the driver side, carefully remove the stock e-clip from the stock brake line. The stock e-clip may be discarded. Repeat procedure on the passenger side.



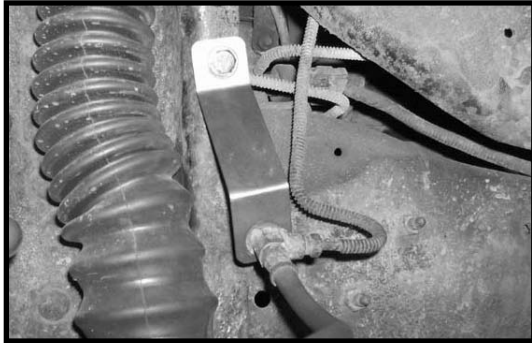
50. Locate the new front brake line relocation brackets from hardware bag FBLNB2. Working on the driver side, slide the open end of the new brake line over the stock brake line. Now measuring from the stock brake line hole up 2 1/2", carefully drill a 5/16" hole into the stock shock/coil spring bucket. Repeat procedure on the passenger side. **Special note: Take special care not to damage the stock brake line when performing this step.**



51. Locate (2) 5/16" x 1" bolt, (4) 1/4" USS flat washers and (2) 5/16" unitorque nuts from hardware bag FBLNB2. Working on the driver side, secure the new front brake line relocation to the previously drilled hole using the new 5/16" x 1" bolt and hardware. Make sure to use thread locker or loctite and torque to **12 ft lbs.** Repeat procedure on the passenger side.



52. Locate (2) e-clips from hardware bag FBLNB2. Working on the driver side, install the new e-clips to the stock brake line on the back side of the newly installed brake line relocation bracket. Repeat procedure on the passenger side. **Special note: Once the installation of this suspension is completed and the weight of the vehicle is on the ground, check to make sure that the stock brake line does not rub on the inside of the tire.**



53. Locate the new front shocks. **New longer front shocks are needed after this suspension system has been installed and the front shocks need to be ordered as a separate part #.** If you have not already ordered your front shocks, please feel free to contact Tuff Country or your local Tuff Country dealer and order your front shocks. **Tuff Country recommends installing a 20" fully extended nitrogen gas shock in the front.** Locate the universal shock bolt from hardware bag 24862NB. Also, locate the new upper stem mount hardware that was packaged with the new shocks. Working on the driver side, install the new universal shock bolt to the newly installed extended radius arm. Make sure to use thread locker or loctite and torque to **55 ft lbs.** Now install the new shock to the newly installed universal shock bolt and secure using the provided hardware. Secure the new shock into the stock upper location using the new hardware provided. Make sure to use thread locker or loctite and torque the bottom hardware to **35 ft lbs.** and the upper hardware to **18 ft lbs.** Repeat procedure on the passenger side. **Special note: Tuff Country highly recommends installing shock boots onto the new shocks. If shocks boots are not installed, damage may occur to the piston of the new shock. If you have not already ordered your new shocks boots, please contact Tuff Country or your local Tuff Country dealer and order some new shock boots. Tuff Country offers, dark blue, light blue, gray, black, red or yellow shock boots.**

54. If you have not already done so, remove all the hydraulic floor jacks from under the vehicle. Check and double check to make sure that all steps have been performed properly and check again. Install the tires and wheels and carefully lower the vehicle to the ground.

55. If you were not able to install the stock sway bar to the newly installed sway bar relocation brackets, perform this step now that the weight of the vehicle is on the ground.

Front end installation completed!

Part # 24862 does not include the rear add-a-leaves to lift the rear end. If you are working on a Ranger, part # 85250 is the part # for the rear add-a-leaves. If you are working on an Explorer, part # 24851 is the part # for the rear add-a-leaves and needs to be ordered as a separate part #. If you have not already ordered the rear add-a-leaves, please contact Tuff Country or your local Tuff Country dealer and order the rear add-a-leaves for what vehicle you are working on.

If the vehicle that you are working on is a 1983 - 1997 Ford Ranger, please follow step # 56 - 72.

If the vehicle that you are working on is a 1991 - 1994 Ford Explorer, please follow step # 73 - 89.

Rear end installation:

56. 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.

57. Working on the driver side, remove the stock shock from the stock location. The stock shock may be discarded but save the stock upper and lower hardware. Repeat procedure on the passenger side. **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 26" fully extended nitrogen gas shock in the rear.**

58. Working on the driver side, remove the stock u-bolts from the stock location. The stock u-bolts and hardware may be discarded. Save the stock upper u-bolt plate. Repeat procedure on the passenger side.

59. Carefully lower down on both hydraulic floor jacks at the same time allowing enough room for the new rear add-a-leaves to be installed. Repeat procedure on the passenger side.

60. Working on the driver side and using a pair of "C" channel vise grips, clamp the stock rear springs together. Place one towards the front of the stock centering bolt and one towards the rear. **Special note: Make sure not to clamp the stock over load.** Repeat procedure on the passenger side.

61. Carefully remove the stock centering bolt from the stock location and discard. **Special note: Once the stock centering bolt has been removed, the stock over load will fall out. Save the stock over load.** Repeat procedure on the passenger side.

62. Locate the new rear add-a-leaves and 3/8" centering bolts from box kit part # 85250. **Special note: Part # 24862 does not include the rear add-a-leaves to lift the rear end. Part # 85250 is the part # for the rear add-a-leaves. If you have not already ordered the rear add-a-leaves, please contact Tuff Country or your local Tuff Country dealer and order the rear add-a-leaves.** Working on the driver side, install the new add-a-leaf between the stock spring and the stock overload. Secure using the new 3/8" centering bolt and nuts. Tighten the new centering bolt until all the springs come together and torque to **40 ft lbs.** **Special note: Tuff Country does not recommend using an air gun to tighten the nut all the way down. Once the springs are starting to come together, Tuff Country recommends using a hand wrench to finish tightening the nut. If an air gun is used to tighten the centering bolt all the way down, the centering bolt may strip causing the springs to come apart.** Repeat procedure on the passenger side.

63. Working on the driver side and using a die grinder, carefully cut off the excess thread from the new centering bolt. Repeat procedure on the passenger side.

64. Carefully raise up on both hydraulic floor jacks that are holding the rear axle until the axle make contact with the modified stock springs.

65. Locate (4) 1/2" x 2 3/4" x 10" round u-bolts. Locate (8) 1/2" u-bolt high nuts and (8) 1/2" u-bolt harden washers from hardware bag 12NW. Also, locate the stock upper u-bolt plate. Working on the driver side, secure the axle to the stock spring using the new u-bolts, u-bolt hardware and stock u-bolts plates. Torque to **85 ft lbs.** Repeat procedure on the passenger side.

66. Locate the new rear shocks. **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 26" fully extended nitrogen gas shock in the rear.** Working on the new shocks, install the new bushings and proper sleeves that are packaged with the new shocks into each eyelet of the new shocks. **Special note: Make sure to use a lithium or moly base grease prior to installing the new bushings and sleeves into the eyelets of the new shocks. This will help with the life of the bushings as well as prevent squeaking.**

67. Locate the stock upper and lower shock mounting hardware. Working on the driver side, install the new shocks into the stock location using the stock upper and lower hardware. Make sure to use thread locker or loctite and torque both the upper and lower hardware to **65 ft lbs.** Repeat procedure on the passenger side. **Special note: Tuff Country highly recommends installing shock boots onto the new shocks. If shocks boots are not installed, damage may occur to the piston of the new shock. If you have not already ordered your new shocks boots, please contact Tuff Country or**

your local Tuff Country dealer and order some new shock boots. Tuff Country offers, dark blue, light blue, gray, black, red or yellow shock boots.

68. Remove both hydraulic floor jacks from under the vehicle.

Special note: This kit comes with a front and rear brake line relocation kit. Sometimes the brake line relocation kit is not needed. Check the stock brake lines and if they are too tight, then the new front and rear brake line relocation kit will need to be installed. If the brake line relocation kit does not need to be installed, please skip to step # 72. Also, the following pictures are used from a F150 which uses the same style brake line and brake line relocation brackets.

69. Working on the driver side, remove the stock e-clip that is holding the stock brake line to the stock location. The stock e-clip may be discarded.

70. Carefully pull the stock brake line downward, pulling the line through the stock hole.



71. Locate the new rear brake line relocation bracket, (1) 5/16" x 1" bolt (2) 1/4" USS flat washers, (1) 5/16" unitorque nut and (1) e-clip from hardware bag FBLNB2. Slide the open end of the new brake line over the stock brake line. Push the new bracket up on the cross member and carefully drill a 5/16" hole into the cross member. Secure the new brake line into the previously drilled hole and secure using the new 5/16" x 1" bolt and hardware. Make sure to use thread locker or loctite and torque to **12 ft lbs.** Now install the new e-clip into the stock location.



72. Check and double check to make sure that all steps were performed properly and check again.

If installing this kit on a Ranger, please skip to step # 90

73. 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.

74. Working on the driver side, remove the stock shock from the stock location. The stock shock may be discarded but save the stock upper and lower hardware. Repeat procedure on the passenger side. **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 26" fully extended nitrogen gas shock in the rear.**

75. Working on the driver side, remove the stock u-bolts from the stock location. The stock u-bolts and hardware may be discarded. Save the stock lower u-bolt plate. Repeat procedure on the passenger side.

76. Carefully raise up on both hydraulic floor jacks at the same time allowing enough room for the new rear add-a-leaves to be installed. Repeat procedure on the passenger side.

77. Working on the driver side and using a pair of "C" channel vise grips, clamp the stock rear springs together. Place one towards the front of the stock centering bolt and one towards the rear. **Special note: Make sure not to clamp the stock over load.** Repeat procedure on the passenger side.

78. Carefully remove the stock centering bolt from the stock location and discard. **Special note: Once the stock centering bolt has been removed, the stock over load will fall out. Save the stock over load.** Repeat procedure on the passenger side.

79. Locate the new rear add-a-leaves and new 3/8" centering bolts from box 24851. Working on the driver side, install the new add-a-leaves into the stock spring in order from longest to shortest. Secure using the new 3/8" centering bolt and nuts. Tighten the new centering bolt until all the springs come together and torque to **40 ft lbs.** **Special note: Make sure to install the centering bolt with the head of the bolt on top of the leaf spring and the nut on the bottom. Tuff Country does not recommend using an air gun to tighten the nut all the way down. Once the springs are starting to come together, Tuff Country recommends using a hand wrench to finish tightening the nut. If an air gun is used to tighten the centering bolt all the way down, the centering bolt may strip causing the springs to come apart.** Repeat procedure on the passenger side.

80. Working on the driver side and using a die grinder, carefully cut off the excess thread from the new centering bolt. Repeat procedure on the passenger side.

81. Carefully lower down on both hydraulic floor jacks that are holding the rear axle until the axle make contact with the modified stock springs.

82. Locate the correct new rear u-bolts that will fit around your stock axle. Either (4) 1/2" x 2 3/4" x 10" round u-bolts which were packaged in box kit part # 24862 or (4) 1/2" x 3 1/4" x 9 3/4" round u-bolts which were packaged in box kit part # 24851. Also, Locate (8) 1/2" u-bolt high nuts and (8) 1/2" u-bolt harden washers from hardware bag 12NW. Locate the stock lower u-bolt plate. Working on the driver side, secure the axle to the stock spring using the correct new u-bolts, u-bolt hardware and stock u-bolts plates. Torque to **85 ft lbs.** Repeat procedure on the passenger side.

83. Locate the new rear shocks. **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 26" fully extended nitrogen gas shock in the rear.** Also, locate the new clevis mounts that were packaged with the installer copy of the installation manual. Working on the new shocks, install the new bushings and proper sleeves that are packaged with the new shocks into the lower eyelet of the new shocks. And install the new clevis mount into the upper eyelet of the new shocks. **Special note: Make sure to use a lithium or moly base grease prior to installing the new bushings, sleeves and clevis mounts into the eyelets of the new shocks. This will help with the life of the bushings as well as prevent squeaking.**

84. Locate the stock upper and lower shock mounting hardware. Working on the driver side, install the new shocks into the stock location using the stock upper and lower hardware. Make sure to use thread locker or loctite and torque the upper hardware to **15 ft lbs** and lower hardware to **65 ft lbs.** Repeat procedure on the passenger side. **Special note: Tuff Country highly recommends installing shock boots onto the new shocks. If shocks boots are not installed, damage may occur to the piston of the new shock. If you have not already ordered your new shocks boots, please contact Tuff Country or your local Tuff Country dealer and order some new shock boots. Tuff Country offers, dark blue, light blue, gray, black, red or yellow shock boots.**

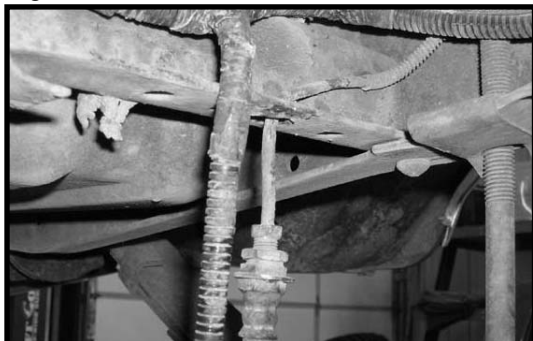
85. Remove both hydraulic floor jacks from under the vehicle.

Special note: This kit comes with a front and rear brake line relocation kit. Sometimes the brake line relocation kit is not needed. Check the stock brake lines and if they are too tight, then the new front and rear brake line relocation kit will need to be installed. If the brake line relocation kit does not need to be installed, please skip to step # 89. Also, the following pictures are used from a F150 which uses the same style brake line and brake

line relocation brackets.

86. Working on the driver side, remove the stock e-clip that is holding the stock brake line to the stock location. The stock e-clip may be discarded.

87. Carefully pull the stock brake line downward, pulling the line through the stock hole.



88. Locate the new rear brake line relocation bracket, (1) 5/16" x 1" bolt (2) 1/4" USS flat washers, (1) 5/16" unitorque nut and (1) e-clip from hardware bag FBLNB2. Slide the open end of the new brake line over the stock brake line. Push the new bracket up on the cross member and carefully drill a 5/16" hole into the cross member. Secure the new brake line into the previously drilled hole and secure using the new 5/16" x 1" bolt and hardware. Make sure to use thread locker or loctite and torque to **12 ft lbs.** Now install the new e-clip into the stock location.



89. Check and double check to make sure that all steps were performed properly and check again.

90. 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.

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.



R401 / Qty. 1
Front axle pivot relocation
bracket / (large)



R402 / Qty. 1
Rear axle pivot relocation
bracket / (small)



R4XRB-01 / Qty. 1
Driver side extended
radius arm



R4XRB-02 / Qty. 1
Passenger side extended
radius arm



F405 / Qty. 2
Front DS & PS sway
bar relocation bracket



R405 / Qty. 1
Rear axle pivot
relocation support bracket



R4XRB-03 / Qty. 2
DS & PS extended radius arm
relocation bracket