



Installation manual

2.5" Front leveling kit

1994 - 2001 Dodge Ram 1500

1994 - 2007 Dodge Ram 2500/3500

Old part # D2P

New part # 32900

sj041207rev.02

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<u>Part #</u>	<u>Description</u>	<u>Qty.</u>
32900-01	Front coil spring spacers	2
D2P-NB	Hardware bag	1
32900INST	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 are proud to offer a high quality product at the industries most competitive pricing. Thank you for your confidence in us, and our product.

Before installation begins, it is the customers/installers responsibility to make sure that all parts are on hand.

It is the responsibility of the customer or the mechanic to wear safety glasses at all times when performing this installation.

Tuff Country EZ-Ride Suspension packages (1) set of instruction sheets with this box kit. This instruction sheet is for the installer. We also package some post installation procedure literature and it is the installers responsibility to make sure that the customer receives a copy of the literature.

Important customer information:

Tuff Country EZ-Ride Suspension highly recommends that a qualified and/or certified mechanic performs this installation.

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

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

It is the customers/installers responsibility to read and understand all steps before installation begins. OEM manual should be used as a reference guide.

Make sure to use lock tite on all new and stock hardware associated with this installation.

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.

Hardware bag D2P-NB includes:

<u>Description</u>	<u>Quantity</u>
3/8" nylock nut	6
5/16" USS flat washers	6

Special note: Before installation begins, it is the customers/installers responsibility to make sure that all parts are on hand.

Recommended tools selection:

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

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"	85—120 ft lbs.
5/8"	95—130 ft lbs.
3/4"	100—140 ft lbs.

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. Working on the driver side, remove the stock sway bar from the stock sway bar end link and save the stock hardware for later re-installation. Repeat procedure on the passenger side.
2. 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 tires and wheels from both sides.

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

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

5. Working on the driver side, scribe a mark on the stock coil spring and another directly across on the stock spring pocket. **Special note: This will allow you to re-install the stock coil spring back into the stock location. Repeat procedure on the passenger side.**

6. Working on the driver side, locate the top of the stock shock absorber stud which is located in the engine compartment. Remove the stock nut, retainer washer and grommet. **Special Note: Dodge has some variations on the grommet sizes, save the stock grommets, they may need to be re-installed.** Repeat procedure on the passenger side.

7. Working on the driver side, remove the (3) stock nuts from the upper shock tower and set the stock upper shock tower aside for later re-installation. Repeat procedure on the passenger side.

8. Working on the driver side, remove the stock bolt that connects the stock shock to the stock lower mounting point. Save the stock hardware for later re-installation. Remove the stock shock from the stock location. **Special Note: To make shock removal easier, remove the stock shock by pulling the stock shock from the engine compartment.** Repeat procedure on the passenger side.

9. Carefully lower down on both hydraulic floor jacks at the same time allowing enough room for the stock coil spring to be removed. Working on the driver side, remove the stock coil spring and set aside for later re-installation. Next, remove the stock isolator pad and save for later re-installation. Remove the stock ring that has the stock bolts connected to them and discard. Repeat procedure on the passenger side.

10. Lower down on the hydraulic floor so that the stock coil spring and the new upper coil spring spacer can be installed.

11. Working on the driver side, install the stock coil spring back into the stock location. **Special Note: Refer to the mark that was scribed in step # 5, this will allow you to re-install the stock coil spring back into the stock location.** Place the stock rubber isolator pad on the top of the stock coil spring and then insert the new coil spring

spacer on top of the stock coil spring. Repeat procedure on the passenger side.

12. Carefully raise up on both hydraulic floor jacks at the same time until the new coil spring spacer and stock coil spring seats properly into the stock upper location.

13. Working on the driver side, install the stock shock back into the stock location and secure the bottom portion of the stock shock into the stock location using the stock shock hardware that was removed from step # 8. Repeat procedure on the passenger side. **Special note: The stock shock will be long enough, if you desire to install a new shock, Tuff Country recommends installing a 26" fully extended nitrogen gas shock.**

14. Locate the stock upper shock towers that were removed from step # 7. Also, locate the new 3/8" hardware from hardware bag D2P-NB. Working on the driver side, re-install the upper shock tower into the stock location and secure using the new 3/8" hardware. Make sure to use thread locker or lock tite and torque to **35 ft lbs.** Repeat procedure on the passenger side.

Photo # 1

15. Working on the driver side, install the stock grommets (if required) and secure the top of the stock shock to the stock upper shock mount. Repeat procedure on the passenger side.

16. Carefully remove both hydraulic floor jacks from under the stock front differential.

17. Locate the stock track bar hardware that was removed from step # 4. Working on the passenger side, re-install the stock track bar into the stock location and secure using the stock hardware. Make sure to use thread locker or lock tite and torque to **85 ft lbs.** **Special note: If you are not able to install the stock track into the stock track bar bracket, you may need to perform this step once the weight of the vehicle is on the ground.**

18. Re-install the tires and wheels and carefully lower the vehicle to the ground. If you were not able to perform step # 17, perform step # 17 now that the weight of the vehicle is on the ground.

19. Locate the stock sway bar end link hardware that was removed from step # 1. Working on the driver side, install the stock sway bar end link back into the stock location and secure using the stock hardware. Repeat procedure on the passenger side.

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.

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Photo # 1