



Installation manual
1.75" front leveling kit
2011 Dodge Durango
2011-2014 Jeep Grand Cherokee
Part # 42006

sj02282011rev.01

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2011-2014 Dodge Durango
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1.75" front leveling kit

<u>Part #</u>	<u>Description</u>	<u>Qty.</u>
42006-01	Strut spacer	2
42006-02	Pre-load spacer	2
42006INST	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.

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:

Tuff Country recommends a tire package. If larger than a ?? tire is installed on your vehicle in conjunction with part # 42006; Tuff Country assumes no liability and the warranty will be VOID.

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.

Tuff Country EZ-Ride Suspension recommends a wall mounted strut compressor be used when performing the steps that talk about installing the strut pre load spacers into the struts. If you do not have a wall mounted strut compressor, please have these steps performed by your local Chrysler Dealership.

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

Recommended tools selection:

Wall mount strut compressor
Torque wrench
Standard socket set
Standard wrench set
Metric socket set
Metric wrench set
Tape measure
Hydraulic floor jacks

Please follow instructions carefully:

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

Pre-installation measurements:

Driver side front: _____

Passenger side front: _____

At the end of the installation take the same measurements and compare to the pre-installation measurements.

Post-installation measurements:

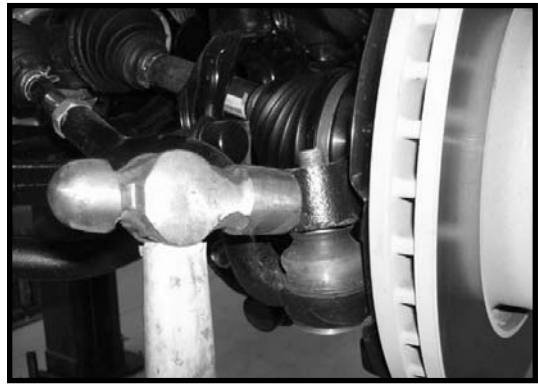
Driver side front: _____

Passenger side front: _____

Front end installation:

1. To begin installation, block the rear tires of the vehicle so that the vehicle is stable and can't roll backwards. Safely lift the front of the vehicle and support the 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.

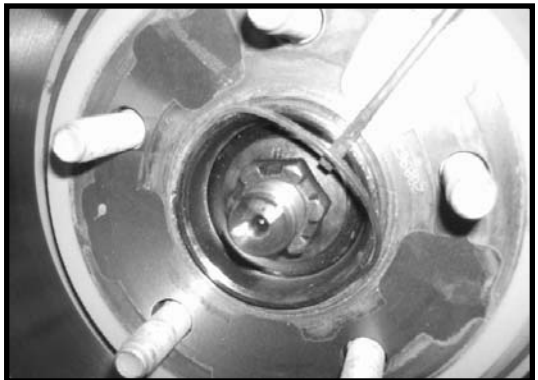
2. Working on the driver side, remove the nut that connects the outer tie rod ball joint to the stock knuckle. Set the stock nut aside. Carefully break the taper on the stock outer tie rod ball joint and remove the stock outer tie rod from the stock knuckle. **Special note: Hitting the stock knuckle with a hammer will make removal of the stock outer tie rod easier. Take special care not to rip or tear the stock outer tie rod ball joint dust boot.** Repeat procedure on the passenger side.

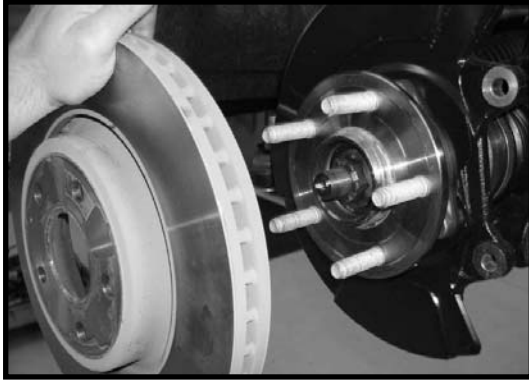


3. Working on the driver side, remove the brake caliper from the stock location. Save the stock hardware and tie the brake caliper up and out of the way in the fender well. Repeat procedure on the passenger side.



4. Working on the driver side, carefully remove the stock rotor retaining ring and set aside. Remove the stock rotor and set aside. Repeat procedure on the passenger side.





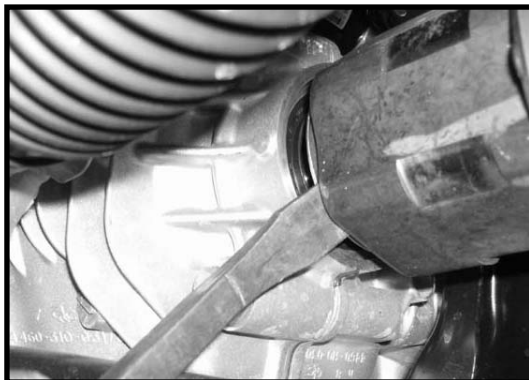
5. Working on the driver side, remove the stock sway bar end link from the lower control arm. Save the stock hardware. Repeat procedure on the passenger side.



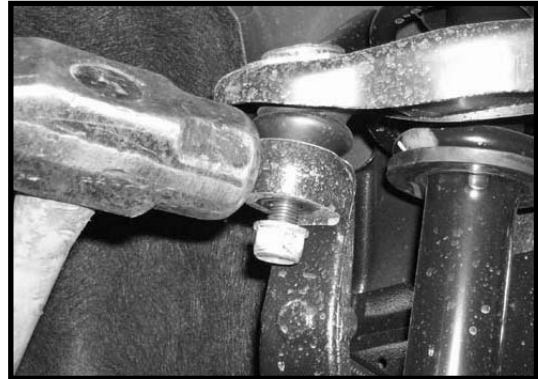
6. Working on the driver side, remove the stock axle nut from the knuckle. Save the stock nut. Repeat procedure on the passenger side.



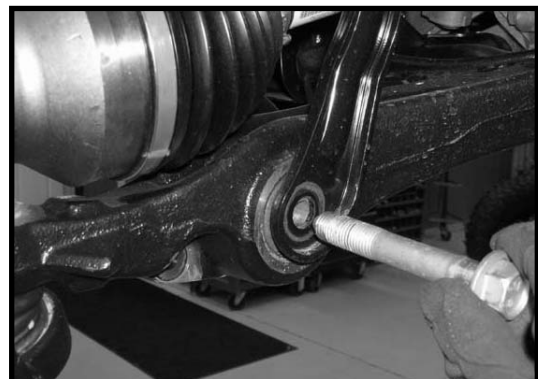
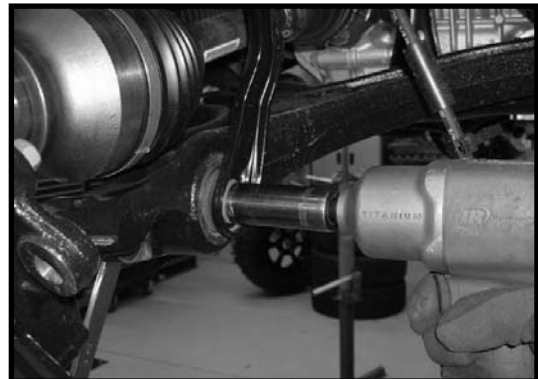
7. Working on the driver side, carefully pop out the CV axle from the front differential.



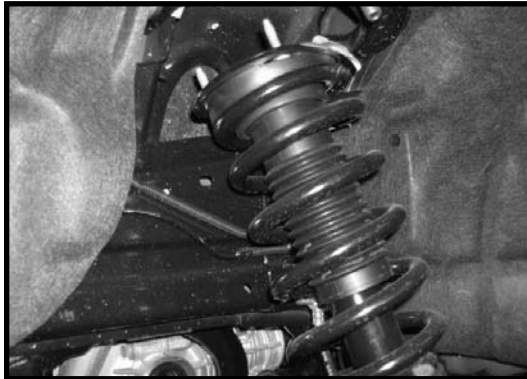
8. Working on the driver side, loosen but do not remove the stock nut that connects the upper control arm ball joint to the steering knuckle. Carefully break the stock taper by striking the knuckle with a hammer. **Special note: Take special care not to damage the upper control arm ball joint or rip the upper control arm ball joint dust boot. Also, keep the upper control arm attached to the the stock knuckle.**



9. Working on the driver side, remove the stock lower mounting hardware that is attaching the strut to the stock lower control arm. Save the stock hardware.



10. Working on the driver side, remove the stock upper nuts connecting the strut into the upper location. Save the stock hardware and carefully remove the strut from the vehicle.



11. Working on the driver side strut, scribe a line down the entire strut from the top of the strut to the bottom. **Special note: If this step is not performed properly re-installing the strut back into the vehicle will be difficult.**

Tuff Country EZ-Ride Suspension recommends a wall mounted strut compressor be used when performing the steps that talk about installing the strut pre load spacers into the struts. If you do not have a wall mounted strut compressor, please have these steps performed by your local Chrysler Dealership.

12. Using a wall mounted strut compressor, carefully compress the driver side strut until the upper stock bearing plate can be removed. Remove the stock nut and hardware from the top of the stock strut assembly and save the stock hardware for later re-installation.



13. Working on the driver side strut, remove the stock upper strut bearing plate from the stock strut assembly. Remove the stock rubber isolator from the stock upper strut bearing plate and set the stock upper strut bearing plate and isolator aside.

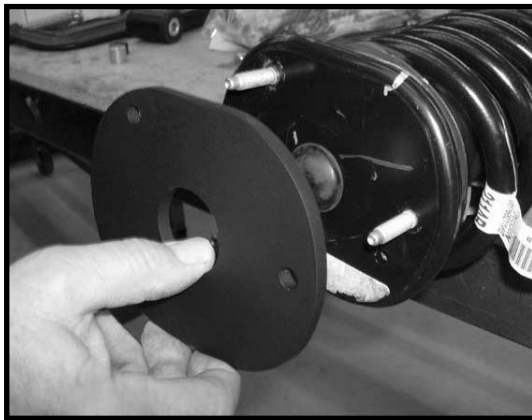
14. Locate (1) new pre load strut spacer. Install the new pre load spacer on the stock bearing plate then install the isolator onto the pre load spacer. **Special note: Make sure that the cut out in the pre load spacer fits over the heads of the stock studs that are pressed into the stock bearing plate. Also, make sure that the nipple on the stock isolator seats properly into the new pre load spacer.**



15. Install the new pre load strut spacer and isolator into the stock strut and secure the stock upper bearing plate to stock strut assembly using the stock upper strut hardware. Make sure to use thread locker or loctite. Torque to **65 ft lbs.** **Special note: Make sure that the lines that were scribed down the strut line up now that the pre load spacer has been installed.**



16. Locate the new upper strut spacer and install in onto the modified driver side strut.



17. Locate the (3) stock upper strut nuts. Working on the driver side, install the newly modified strut into the stock upper location and secure using the stock hardware. Make sure to use thread locker or loctite and torque to **20 ft lbs.**

18. Locate the stock lower strut bolt and hardware. Secure the stock strut assembly into the stock lower location using the stock hardware. Make sure to use thread locker or loctite. Torque to **125 ft lbs.**

19. Working on the driver side, torque the upper control arm ball joint to the stock knuckle to **70 ft lbs.**

20. Working on the driver side, carefully pop the CV axle back into the stock front differential.

21. Working on the driver side and using the stock axle nut, secure the CV axle to the stock knuckle. Make sure to use thread locker or loctite and torque to **125 ft lbs.**

Repeat steps 7 - 21 on the passenger side.

22. Working on the driver side and using the stock sway bar end link hardware, secure the stock sway bar end link to the stock stock lower control arm. Make sure to use thread locker or loctite and torque to **55 ft. lbs.** Repeat procedure on the passenger side.

23. Install the stock rotor on both the driver and the passenger side.

24. Working on the driver side, carefully install the stock rotor retaining ring. Repeat procedure on the passenger side.

25. Working on the driver side, install the brake caliper into the stock location using the stock hardware. Make sure to use thread locker or loctite and torque to **95 ft lbs.** Repeat procedure on the passenger side.

26. Working on the driver side, install the outer tie rod to the stock knuckle using the stock hardware. Make sure to use thread locker or loctite and torque to **70 ft lbs.** Repeat procedure on the passenger side.

27. Install the tires and wheels on the driver and passenger side and check to make sure that all steps were performed properly and check again. 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.

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



42006-01 / Qty. 2
Strut spacer



42006-02 / Qty. 2
Pre-load spacer