



## **INSTRUCTIONS DODGE 4" SUSPENSION**

### **FRONT**

1. Read all instructions carefully before starting.
2. Raise front of vehicle.
3. Place jack stands under front axle of vehicle.
4. Remove wheels from each side of vehicle.
5. Remove shock absorbers from each side.
6. Remove U-bolts from front axle.
7. Raise truck until springs are off of front axle.
8. Remove existing front springs from vehicle.
9. Grease bushings & sleeves and install in TUFF COUNTRY springs.
10. Install new TUFF COUNTRY springs tightening spring and shackle bolts to Original Manufacturers' specifications.
11. Lower truck until spring alignment centering pins are fully seated in axle spring pad.
12. Reinstall U-bolts and studs, tightening to Original Manufacturers' specifications.
13. Install new shock absorbers.
14. Install wheels, lower vehicle and remove jack stands.

### **REAR**

1. Raise rear of vehicle.
2. Place jack stands under rear axle.
3. Remove wheels from both sides.
4. Remove shock absorbers from both sides.
5. Remove U-bolts from axle.
6. Raise truck off of axle.
7. Remove center bolt from spring.

**NOTE:** Make sure that you have a C-clamp on the spring. The leafs are under pressure and can be dangerous.

8. Remove factory overload leaf (the bottom one) and replace it with new TUFF COUNTRY helper leaf provided in kit.

**NOTE:** The factory overload is usually the bottom leaf and is considerably thicker than the other leaf. It should look similar to the new 2" helper leaf. On trucks not equipped with a factory overload leaf, the 2" helper leaf should not exceed the length of leafs above it, and should be longer than any leafs below it.

9. Using the new centering bolts provided, re-assemble springs with new TUFF COUNTRY leaf installed.
10. Install new 2" tapered riser blocks between axle pads and springs. The shortest side of block is marked with a "F" for front and the tallest side of block is marked with a "R" for rear.
11. Lower truck so that the rear spring alignment centering pin is fully seated in 2" riser block. Install new U-bolts.
12. Install new shock absorbers.
13. Install wheels and lower truck.
14. Check brake lines for proper length. If required, install either the straight or the L-shaped 1" width brake line extension adapter. This requires disconnecting brake line, relocating through extension adapter, reconnecting and bleeding brake lines.
15. Re-check all nuts and bolts.

**NOTE:** All nuts and bolts should be checked periodically.

**IMPORTANT:** Due to the increased angle of the drive lines, the "ears" on the C.V. of the front driveshaft may have to be ground down some to prevent binding. Also due to the increased angle of driveshafts, some low speed driveshaft vibrations may occur and U-joints with have to be replaced more frequently, so keep a close watch on them.

**NOTE:** To help remedy both of the possible problems above, a pair of 4 degree shims have been included with your kit to be installed on each of the front springs with the narrowest end positioned towards the rear of vehicle. Longer spring centering pins will be required which are available from your local TUFF COUNTRY dealer.

**Caution: DO NOT INSTALL A BODILIFT WITH ANY  
SUSPENSION LIFT, IF BODILIFT IS INSTALLED  
WARRANTY WILL BE VOID.**