

ROUGH COUNTRY

SUSPENSION SYSTEMS

N2.0 LIFT STRUTS

Thank you for choosing Rough Country for your suspension needs.

Rough Country recommends a certified technician install this system. In addition to these instructions, professional knowledge of disassemble/reassembly procedures as well as post installation checks must be known. Attempts to install this system without this knowledge and expertise may jeopardize the integrity and/or operating safety of the vehicle.

⚠ WARNING Please read instructions before beginning installation. Check the kit hardware against the parts list on the rear cover of these instructions. Be sure you have all needed parts and know where they go. Also please review tools needed list and make sure you have needed tools.

PRODUCT USE INFORMATION

⚠ WARNING As a general rule, the taller a vehicle is, the easier it will roll. Seat belts and shoulder harnesses should be worn at all times. Avoid situations where a side rollover may occur. Generally, braking performance and capability are decreased when larger/heavier tires and wheels are used. Take this into consideration while driving. Do not add, alter, or fabricate any factory or after-market parts to increase vehicle height over the intended height of the Rough Country product purchased. Mixing component brands is not recommended.

⚠ WARNING Rough Country makes no claims regarding lifting devices and excludes any and all implied claims. We will not be responsible for any product that is altered. If question exist we will be happy to answer any questions concerning the design, function, and correct use of our products.

NOTICE DEALER AND VEHICLE OWNER

Any vehicle equipped with any Rough Country product should have a %Warning to Driver+decal installed on the inside of the windshield or on the vehicles dash. The decal should act as a constant reminder for whoever is operating the vehicle.

Tools Needed:

Strut Compressor
15mm Socket
Torque Wrench

⚠ WARNING DO NOT DIS-ASSEMBLE STRUT WITH OUT THE USE OF A STRUT COMPRESSOR.

Instructions

1. Remove the strut for the truck and place the strut into a strut compressor. Make sure to locate or mark the position of the lower eyeing sleeve or barpin. Compress the spring to remove tension from the strut top plate. Remove the center nut with a 15mm socket. Retain factory nut. **See Photo 1.**
2. Remove the strut from the bottom of the assembly as shown in **Photo 2.**



Photo 1

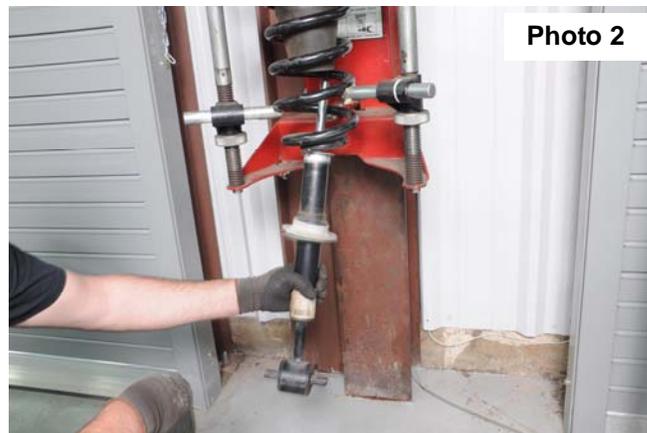


Photo 2

3. Remove the factory lower coil spring isolator from the OEM strut. **See Photo 3.** *Note* Some models may not be equipped with a lower spring isolator.
4. Twist the shaft on the new supplied strut to unlock the piston from the packaging position. Next place the isolator onto the new supplied strut. **See Photo 4.**



Photo 3



Photo 4

5. Make sure the bump stop is on the new supplied strut and slide the up through the bottom of the factory coil spring and hand tighten the factory nut. Make sure the barpin is located in the same position as the OEM strut. **See Photo 5.**
6. Using a 15mm socket tighten the center nut on the strut plate. **Torque to 33-35 ft-lbs.** **See Photo 6.**

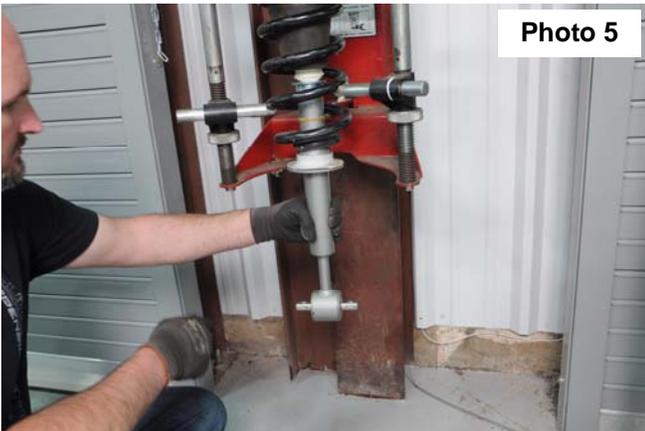


Photo 5



Photo 6

7. Install the strut back into the truck using factory hardware.
8. 3.5+4wd GM kits will use the supplied hardware in the kit box.

By purchasing any item sold by Rough Country, LLC, the buyer expressly warrants that he/she is in compliance with all applicable , State, and Local laws and regulations regarding the purchase, ownership, and use of the item. It shall be the buyers responsibility to comply with all Federal, State and Local laws governing the sales of any items listed, illustrated or sold. The buyer expressly agrees to indemnify and hold harmless Rough Country, LLC for all claims resulting directly or indirectly from the purchase, ownership, or use of the items.

Thank you for purchasing Rough Country products!

