



EZ - Ride Suspension

PART NUMBER : 44905

**1997 — 2003 JEEP TJ WRANGLER & RUBICON
4" EZ FLEX SUSPENSION SYSTEM**

Part #	Description	Qty.
TJ4F-CL01	Front Coil Springs	2
TJ4R-CL01	Rear Coil Springs	2
44905-01	Front Track Bar Relocation Bracket	1
44905-02	Rear Track Bar Relocation Bracket	1
44905-03	Shifting Linkage Bracket	1
44905-05	Driver Side Quick Disconnect	1
44905-06	Passenger Side Quick Disconnect	1
44905-07	Front and Rear EZ Flex Control Arms	4
TJ24-03	Rear Sway Bar End Links	2
YJSA-1	Pitman Arm	1
44900NB	Hardware Bag	1
44905NB	Hardware Bag	1
44905NB1	Hardware Bag	1
44900SL	Sleeve Bag	1
44905SL	Sleeve Bag	1
44905INST	Instruction Sheet	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.

For a list of all parts, please refer to the Parts Description Page, at the end of the Installation Manual.

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

It is the responsibility of the installers to make sure that the rear view mirror hanger is hung from the rear view mirror. The rear view mirror hanger has instructions on proper post installation procedure.

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.

INSTALLATION MANUAL 4" EZ FLEX SUSPENSION SYSTEM 1997 — 2003 JEEP TJ WRANGLER & RUBICON NEW PART # 44905 OLD PART # TJ4EZFX

Sj012904rev.01

IMPORTANT CUSTOMER INFORMATION

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

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

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

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

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 or 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:

This suspension system will not fit on the 2003 Jeep's with automatic transmission. If you have any questions, please feel free to contact Tuff Country or one of your local Tuff Country dealers.

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.

Before installation begins, it is the customers/ installers responsibility to make sure that all parts are on hand. If any parts are missing, please feel free to call one of our customer service representatives @ (801) 280-2777.

The new front and rear EZ-Flex control arms are shipped without any lithium or moly base greased packed into them. It is the customers or installers responsibility to make sure that the new front and rear EZ-Flex control arms are packed with a lithium or moly base grease before installation. If the new EX-Flex front and rear control arms are not packed with a lithium or moly base grease the arms may wear out and fail. Tuff Country EZ-Ride Suspension takes no responsibility for not properly packing the front and rear EZ-Flex control arms. Warranty will be void if the new EZ-Flex control arms are not packed with a lithium or moly base grease. If you have any questions or concerns about packing the new front and rear EZ-Flex control arms with a lithium or moly base grease, please do not hesitate to contact Tuff Country.

Hardware Bag 44900NB Includes:

<u>Description</u>	<u>Quantity</u>
M12-1.75 Nylon Lock Nut	1
M10-1.5 Nylon Lock Nut	1
M12-1.75 x 75 MM Bolt	1
M10-1.5 x 75 MM Bolt	1
M12 Flat Washers	2
M10 Flat Washers	2
1/2" Flat Washers	2
3/8" x 1 1/4" Bolt	1
3/8" Flat Washer	4
3/8" Unitorque Nut	1
5/16" x 1 1/4" Bolts	2
5/16" Flat Washers	4
5/16" Unitorque Nuts	2
1/4" x 3/4" Bolts	2
1/4" Flat Washers	4
1/4" Unitorque Nuts	2
1/2" x 3" Flat Head Bolt	6

Hardware Bag 44905NB Includes:

<u>Description</u>	<u>Quantity</u>
12 MM x 55 MM Bolts	6
12 MM Flat Washers	6
12 MM Lock Washers	6
1/4" x 3/4" Bolts	2
1/4" Flat Washers	4
1/4" Unitorque Nuts	2

Hardware Bag 44905NB1 Includes:

<u>Description</u>	<u>Quantity</u>
90 Degree Sert Fittings	8
Straight Sert Fittings	4
Front Brake Line Extension Brackets	2
Small Quick Disconnect Stud	2
Large Quick Disconnect Stud	2
Quick Disconnect Keeper Pins	2
1/2" Jam Nuts	2
1/2" Lock Washers	2
7/8" Flat Washers	2
BP07 (Front Shock Clevis Mounts)	2
BP20 (Rear Shock Clevis Mounts)	2
PB4902 (Poly Bushings)	8
Poly Lube Packs	2
PB8297 (Front Upper Shock Grommets)	4
S10047 (Front Upper Shock Washers)	4

Hardware Bag 44900SL Includes:

<u>Description</u>	<u>Quantity</u>
Front Transfer Case Sleeve	2
Middle Transfer Case Sleeve	2
Rear Transfer Case Sleeve	2
.6875" x .558" x 1.50" Crush Sleeve	5
.625 x .500" x 1.250" Crush Sleeve	1

Hardware Bag 44905SL Includes:

<u>Description</u>	<u>Quantity</u>
1.25" x .563" x 1" Crush Sleeve	6

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: _____

Please follow instructions carefully:

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 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.

2. Place a pair of hydraulic floor jacks under the front differential. Place one on the driver side and one on the passenger side.

3. Working on the driver side, remove the top of the stock shock from the stock location. The stock upper shock hardware may be discarded. Remove the stock hardware that connects the lower shock to the stock location. Save the stock hardware for later re-installation. The stock shock may be discarded. **Special Note: New longer front shocks are needed, if you have not already ordered your front shocks, please contact Tuff Country or your local Tuff Country dealer and order the proper shocks. Tuff Country recommends using a 23" fully extended hydraulic shock.** Repeat procedure on the passenger side.

4. Working on the driver side, remove the stock brake line bracket from the stock location on the frame rail and save the stock hardware for later re-installation. Repeat procedure on the passenger side.

5. Working on the driver side, remove the stock sway bar end link from the stock sway bar and the lower stock location. The stock sway bar end link may be discarded. Remove the lower stock sway bar end link hardware and discard. Repeat procedure on the passenger side.

6. Working on the passenger side, remove the stock hardware that connects the stock front track bar to the stock location. Save the stock hardware for later re-installation.

7. Working on the passenger side, remove the stock hardware that connect the stock stabilizer to the stock location. Save the stock hardware for later re-installation. **Special Note: Leave the stock stabilizer attached to the stock tie rod. Also, if you do not have a stock stabilizer on the vehicle that you are working on, you may skip this step.**

8. Working on the driver side, remove the stock tie rod end that connects to the stock pitman arm. Save the stock hardware that connects the stock tie rod end to the stock pitman arm for later re-installation. **Special Note: Take special care not to tear or rip the stock tie rod boot.** Remove the stock hardware that connects the stock pitman arm to the stock steering box. Save the stock hardware for later re-installation. Using a pitman arm puller, carefully remove the stock pitman arm from the stock steering box. The stock pitman arm may be discarded.

9. Working on the driver side lower control arm axle mount, scribe a mark on the stock alignment cams and reinforcement bracket. This mark will be used as a reference when installing the new front EZ-Flex control arms. Repeat procedure on the passenger side.

10. Working on the driver side, remove the stock lower control arm from the stock front and rear location and save the stock hardware for later re-installation. The stock lower control arm may be discarded. Repeat procedure on the passenger side.

11. Working on the driver side, remove the stock lower coil spring clip and save the stock lower coil spring clip and hardware for later re-installation. Repeat procedure on the passenger side.

12. Carefully lower down on both hydraulic floor jacks at the same time allowing enough room for the stock coil springs to be removed and the new coil springs to be installed.

13. Locate the new front coil springs. Working on the driver side, install the new front coil springs into the stock location. **Special Note: Make sure that the new coil springs seat properly into the lower spring pocket. Also, the stock bump stop may need to be removed to make front coil spring installation easier. If you remove the stock bump stop, make sure to re-install**

the stock bump stop back into the stock location once the new front coil spring has been installed. Repeat procedure on the passenger side.

14. Locate the stock coil spring clips and hardware that where removed from step # 11. Working on the driver side, re-install the stock lower coil clips back into the stock location. **Special Note: Make sure to use thread locker or lock tite.** Torque to 15 ft lbs.

15. Carefully raise up on both hydraulic floor jacks at the same time until the new coil springs seat properly into the stock upper coil spring bucket. **Special Note: Make sure that the stock rubber spring isolator pads seat properly with the stock upper coil spring bucket.**

16. Locate (2) new front EZ-Flex control arms. **Special Note: There is not a difference between the front and rear EZ-Flex control arms.** Remove the (2) half's of the front EZ-Flex control arms and pack both ends with a good amount of moly or lithium base grease. Screw the front EZ-flex control arms back together and set the length at 16 1/2" from the center of one eyelet to the center of the other eyelet.

See Photo # 1

17. Locate (4) 90 degree sert fittings and (2) straight sert fittings from hardware bag 44905NB1. Carefully install the sert fittings into the new front EZ Flex arms. **Special Note: The 90 degree sert fittings need to be installed in the outer holes and the straight sert fitting needs to be installed in the middle hole.**

See Photo # 2

18. Locate the stock front lower control arm hardware that was removed from step # 10. Working on the driver side, install the new front EZ-Flex control arm into the stock location and secure using the stock hardware. **Special Note: Make sure that when you install the new EZ Flex control arms that the sert fittings are pointing upwards. Slight prying of the stock lower control arm mounts, raising the axle to ride height and moving it slightly up and down will make for easier installation. Also, refer the mark that was scribed in step # 9 and set the stock cam alignment bolt to the stock settings and torque the stock front and rear hardware to 90 ft lbs.** Repeat procedure on the passenger side.

See Photo # 3 (Axle Mount)

See Photo # 4 (Frame Mount)

19. Locate the new front track bar relocation bracket. Also, locate the stock front track bar hardware that was removed from step # 6 and (1) .625 x .500" x 1.250" front track bar crush sleeve from hardware 44900SL. Working on the passenger side, install the new track bar relocation bracket into the stock track bar pocket. Secure the new track bar relocation bracket into the stock pocket using the stock hardware and crush sleeve into the upper hole of the new track bar relocation bracket. **Special Note: Make sure to use thread locker or locktite.**

Also, do not tighten at this point.

20. Working on the passenger side, make sure that the new track bar relocation bracket is seating square with the stock track bar location. Using the new track bar relocation bracket as a guide, carefully drill a 3/8" hole into the back side of the stock track bar bracket.

21. Locate (1) 3/8" x 1 1/4" bolt, (2) 3/8" flat washers and (1) 3/8" unitorque nut from hardware bag 44900NB. Working on the passenger side, secure the new track bar relocation bracket to the stock track bar pocket using the new 3/8" x 1 1/4" bolt and hardware into the previously drilled hole. **Special Note: Make sure to use thread locker or lock tite.** Torque to **28 ft lbs.**

22. Locate (1) 10 mm x 75 mm bolt, (1) 10 mm nylon lock nut, (2) 3/8" flat washers and (1) 10 mm lock washer from hardware bag 44900NB. Working on the passenger side, install the stock front track bar into the new track bar relocation bracket and secure using the new 10 mm bolt and hardware. **Special Note: Make sure to use thread locker or lock tite.** Torque to **32 ft lbs.** Once the stock track bar is into the new passenger side track bar relocation, the stock upper bolt can be torqued to **32 ft lbs.** **Special Note: If you are not able to line up the hole in the stock track bar and the new track bar relocation bracket, you will have to perform this step once the weight of the vehicle is on the ground.**

See Photo # 5

23. Locate (2) new front brake line extension bracket from hardware bag 44905NB1. Also, locate (2) 1/4" x 3/4" bolts, (4) 1/4" flat washers and (2) 1/4" unitorque nuts from hardware bag 44900NB. Working on the driver side, install the new front brake line extension bracket to the stock brake line bracket and secure using the new 1/4" hardware. **Special Note: Make sure to use thread locker or lock tite.** Do not tighten at this point. Repeat procedure on the passenger side.

24. Locate the stock brake line bracket hardware that was removed in step # 4. Working on the driver side, secure the new brake line extension bracket to the stock brake line bracket location and secure using the stock hardware. **Special Note: Make sure to use thread locker or lock tite.** Torque the stock hardware to **15 ft lbs** and torque the 1/4" bolt that was installed in step # 23 to **15 ft lbs.** Repeat procedure on the passenger side.

See Photo # 6

25. Locate (2) new front shocks. **Special Note: New longer front shocks are needed, if you have not already ordered your new front shocks, please contact Tuff Country or your local Tuff Country dealer and order the proper front shocks. Tuff Country EZ-Ride Suspension recommends using a 23" fully extended hydraulic shock.** Also, locate (2) front lower shock clevis mounts, (4) upper shock

grommets and (4) upper shock washers from hardware bag 44905NB1. Install the new 5/8" lower shock bushing into the lower eyelet of each shock. The new bushing should be packaged with your new shocks. Next, install the new lower clevis mount into the new 5/8" shock bushing. **Special Note: to make the clevis mount installation easier, it is highly recommended using a moly or lithium base grease.** Next, install the new shock boot onto the new shocks and install the new upper shock grommets and washers.

26. Locate the stock lower shock hardware that was removed from step # 3. Working on the driver side, install the new shock into the stock lower location and secure the lower clevis mount to the stock lower location using the stock hardware. **Special Note: Make sure to use thread locker or lock tite.** Torque to **15 ft lbs.** Install the upper shock into the stock upper location and secure using the stock nut that was supplied in the new shocks. Torque to **15 ft lbs.** Repeat procedure on the passenger side.

**See Photo # 7
(Passenger Side Shown)**

27. Locate the stock stabilizer hardware that was removed from step # 7. Working on the passenger side, secure the stock stabilizer into the stock location and secure using the stock hardware. **Special Note: Make sure to use thread locker or lock tite.** Torque to **65 ft lbs.**

28. Locate the new driver side sway bar quick disconnect. **Special Note: To tell the driver side quick disconnect from the passenger side quick disconnect, once installed on the vehicle, the sert fitting on the bottom of the quick disconnect will be facing towards the front of the vehicle.** Install the new driver side quick disconnect to the stock sway bar and secure using the new hardware. **Special Note: Make sure to install the new tapered sleeve into the stock sway bar.** Torque upper nut to **32 ft lbs.** Repeat procedure on the passenger side.

29. Locate (2) lower sway bar mounting studs. **Special Note: The lower sway bar mounting studs are the bigger of the two that are in the hardware bag 44905NB1.** Working on the driver side, secure the new lower sway bar mounting studs into the stock lower sway bar end links location. Torque to **85 ft lbs.** **Special Note: When torquing the lower sway bar mounting stud, us the new pin for leverage.** Repeat procedure on the passenger side.

See Photo # 8

30. Locate (2) large washers and (2) quick disconnect pins from hardware bag 44904NB1. Working on the driver side, attach the new sway bar quick disconnect to the lower stud and secure using the new large washers and quick disconnect pin. **Special Note: To make installation easier, use a lithium or moly base grease**

on the inside of the lower bushing, this will help the new quick disconnect slid over the lower stud. Repeat procedure on the passenger side.

See Photo # 9

Follow Step # 31 — 34 to secure the new quick disconnect out of the way when off roading.

31. Working on the driver side, disconnect the lower eye let of the quick disconnect. Push the new quick disconnect towards the front of the vehicle and hold it against the stock frame rail. Scribe a mark on the side of the stock frame rail in the center of the bushings.

32. Carefully drill a 5/16" hole in the side of the stock frame where the mark was scribe in step # 31. Using a tap wrench and a 3/8" tap, thread the hole in the side of the frame rail. **Special Note: Take special care that the tap is perpendicular to the frame.**

33. Locate (1) quick disconnect securing stud. **Special Note: The securing stud is the smaller of the two studs.** Secure the securing stud into the side of the stock frame rail. **Special Note: Make sure to use thread locker or lock tite on the stub. Also for easier installation, use the quick disconnect pin to help tighten the quick disconnect stud to the side of the frame rail.**

See Photo # 10

34. Once the quick disconnect securing stud is in place, you can attach the new sway bar end link up and out of the way. Secure the new sway bar end link with the large washer and quick disconnect pin to the quick disconnect securing stud.

**See Photo # 11
(Passenger Side Shown)**

35. Repeat steps 31 — 34 on the passenger side.

36. Locate the new pitman arm, the stock pitman arm hardware that was removed in step # 8. Install the new pitman arm to the stock steering box and secure using the stock hardware. **Special Note: Make sure to use thread locker or locktite. Torque to 135 ft lbs.**

See Photo # 12

37. Locate the stock tie rod hardware that was removed from step # 8. Install the stock tie rod to the previously installed pitman arm a secure using the stock hardware. Torque to **75 ft lbs.**

See Photo # 12

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

39. Check and double check to make sure that all steps for the front end where performed properly. Install the tires and wheels and carefully lower the vehicle to the ground.

If you where not able to attach the front track bar to the newly installed front track bar bracket in step # 22. Perform step # 22 now that the weight of the vehicle in on the ground.

Congratulations, front end installation complete.

Rear end installation.

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

41. Place a pair of hydraulic floor jacks under the rear differential. Place one on the driver side and one on the passenger side.

42. Working on the driver side, remove the top of the stock shock from the stock location and save the stock upper shock hardware. Remove the stock hardware that connects the lower shock to the stock location. Save the stock hardware for later re-installation. The stock shock may be discarded. **Special Note: New longer rear shocks are needed, if you have not already ordered your rear shocks, please contact Tuff Country or your local Tuff Country dealer and order the proper shocks. Tuff Country EZ-Ride Suspension recommends using a 26" fully extended hydraulic shock.** Repeat procedure on the passenger side.

43. Working on the driver side, remove the stock sway bar end link from the stock sway bar and the upper stock location. The stock sway bar end link may be discarded. Save the stock hardware for later re-installation.

44. Working on the driver side, remove the stock rear track bar from the stock location and save the stock hardware for later re-installation. The stock plastic piece that wraps around the outer part of the stock track bar bracket may be discarded.

45. Working on the driver side, remove the stock lower control arm and save the stock front and rear mounting hardware for later re-installation. Repeat procedure on the passenger side.

46. Carefully lower down on both hydraulic floor jacks at the same time allowing enough room for the stock coil springs to be removed and the new coils springs to be re-installed. Working on the driver side, remove the stock coil spring. Repeat procedure on the passenger side.

47. Locate (2) new rear coil springs, working on the driver side, install the new rear coil spring into the stock location. Repeat procedure on the passenger side.

48. Carefully raise up on both hydraulic floor jacks at the same time, until the new coil springs seat properly into

the stock location. **Special Note: Make sure that the stock rubber spring isolator pad seats flush with the upper stock frame bracket on both sides.**

49. Locate (2) new rear EZ-Flex control arms. **Special Note: There is not a difference between the front and rear EZ-Flex control arms.** Remove the (2) half's of the rear EZ-Flex arms and pack both ends with a good amount of moly or lithium base grease. Screw the rear EZ-flex arms back together and set the length at 16 1/2" from the center of one eyelet to the center of the other eyelet.

See Photo # 1

50. Locate (4) 90 degree sert fittings and (2) straight sert fittings from hardware bag 44905NB1. Carefully install the sert fittings into the new rear EZ-Flex arms. **Special Note: The 90 degree sert fittings need to be installed in the outer holes and the straight sert fitting needs to be installed in the middle hole.**

See Photo # 2

51. Locate the stock rear lower control arm hardware that was removed from step # 45. Working on the driver side, install the new EZ-Flex control arm into the stock location and secure using the stock hardware. **Special Note: Make sure that when you install the new EZ-Flex control arms that the sert fittings are pointing upwards. Slight prying of the stock lower control arm mounts, raising the axle to ride height and moving it slightly up and down will make for easier installation. Torque the stock hardware to 90 ft lbs.** Repeat procedure on the passenger side.

See Photo # 13 (Frame Mount)

See Photo # 14 (Axle Mount)

52. Locate the new rear track bar relocation bracket, (1) .6875" x .558" x 1.50" crush sleeve from hardware bag 44900SL. Also, locate the stock rear track bar hardware that was removed from step # 44. Working on the driver side, install the new rear track bar relocation bracket over the stock track bar location and secure using the stock hardware and new crush sleeve into the stock location. **Special Note: Make sure to use thread locker or lock tite. Do not tighten at this point.**

53. Locate (2) 5/16" x 1 1/4" bolts, (4) 5/16" flat washers, (2) 5/16" unitorque nuts and (2) 5/16" lock washers from hardware bag 44900NB. Working on the driver side, using the new track bar relocation bracket as a guide, carefully drill (2) 5/16" holes into the bottom and the top of the stock track bar bracket. Secure the new track bar bracket to the stock track bar bracket using the new 5/16" bolts and hardware. **Special Note: Make sure to use thread locker or lock tite and torque to 18 ft lbs.**

54. Locate (1) 12 mm x 75 mm bolt, (2) 1/2" flat washers, (1) 12 mm nylon lock nut and (1) 12 mm lock washer from hardware bag 44900NB. Install the stock rear track bar into the new rear track bar relocation bracket and secure using the new 12 mm x 75 mm bolt and hardware.

Special Note: Make sure to use thread locker or lock tite. Once the stock track bar is secure to the new track bar relocation bracket, torque the stock and new 75 mm bolt to **75 ft lbs.** **Special Note: If you are not able to line up the hole in the stock rear track bar and the new rear track bar relocation bracket, you may have to perform this step once the weight of the vehicle is on the ground.**

See Photo # 15

55. Locate (2) new rear sway bar end links. Locate (8) PB4902 poly bushings from hardware bag 44905NB1. Locate (4) .6875" x .558" x 1.50" crush sleeve from hardware bag 44900SL. Install the new bushings and sleeves into each end of the new sway bar end links. **Special Note: Make sure to use a lithium or moly base grease when inserting the bushings and sleeves into the new rear sway bar end links.**

56. Locate the stock rear sway bar end link hardware that was removed from step # 43. Working on the driver side, install the new rear sway bar end link into the stock upper and lower location and secure using the stock hardware. **Special Note: Make sure to use thread locker or lock tite. Also, do not tighten at this point.** Repeat procedure on the passenger side. Once both the driver and passenger side end links are connected, torque all (4) stock bolts to **85 ft lbs.** **Special Note: If you are not able to install the new rear sway bar end links into the stock location, you may have to perform this step once the weight of the vehicle is on the ground.**

See Photo # 16

57. Locate (2) new rear shocks. **Special Note: New longer rear shocks are needed, if you have not already ordered your new rear shocks, please contact Tuff Country or your local Tuff Country dealer and order the proper front shocks. Tuff Country EZ-Ride Suspension recommends using a 26" fully extended hydraulic shock.** Also, locate (2) rear upper shock clevis mounts from hardware bag 44905NB1. Install the new shock boots onto the new shocks. Install the new 5/8" upper and lower shock bushing into the upper and lower eyelet of each shock. The new bushing should be packaged with your new shocks. Next, install the new upper clevis mount into the new 5/8" upper shock bushings. **Special Note: to make the clevis mount installation easier, it is highly recommended using a moly or lithium base grease.**

58. Locate the stock upper and lower shock hardware that was removed from step # 42. Working on the driver side, install the new shock into the upper and lower stock location and secure using the stock hardware. Torque the upper hardware to **15 ft lbs.** and the lower hardware to **65 ft lbs.** Repeat procedure on the passenger side.

59. Carefully remove both hydraulic floor jacks from under the rear differential.

60. Check and double check to make sure that all steps for the rear end where performed properly. Install the tires and wheels and carefully lower the vehicle to the ground.

If you where not able to attach the rear track bar to the newly installed rear track bar bracket in step # 54. Perform step # 54 now that the weight of the vehicle in on the ground.

Also, if you where not able to attach the new sway bar end links in step # 56. Perform step # 56 now that the weight of the vehicle is on the ground.

Congratulations, rear end installation complete.

Special Note: If the vehicle that you are working on was manufactured from 1997 — 2002, please follow step # 61 — # 63 for the transfer case lower kit.

Special Note: If the vehicle that you are working on was manufactured from 2003 — 2004, please follow step # 64 — # 72 For the transfer case lower kit and shifting linkage drop kit.

61. Make sure that the vehicle is on a flat and level surface, block the front and rear tires and place the transmission in neutral.

62. Place a jack stand under the transfer case cross member and remove the (6) stock bolts that secure the stock transfer case cross member to the bottom of the stock frame rail. **Special Note: There are (3) stock bolts on each side of the stock transfer case cross member.** The stock bolts mat be discarded. Carefully lower down on the hydraulic floor jack so that the transfer case cross member lower about 2".

63. Locate (6) transfer case lower sleeves from hardware bag 44900SL. **Special Note: There is (3) different size transfer case lower sleeves.** Also, locate (6) 1/2" x 3" flat head bolts from hardware bag 44900NB. Working on the driver side, install the transfer case lower sleeves between the transfer case cross member and the stock frame rail, (3) per side and secure using the new 1/2" x 3" flat head bolts. **Special Note: Make sure to use thread locker or lock tite and make sure not to tighten at this point. Also, the longer sleeve will be installed towards the rear of the vehicle, the middle sleeve will go in the middle location and the smaller sleeve will go towards the front of the vehicle.** Repeat procedure on the passenger side. Once all six bolts have been installed, torque the new hardware to **80 ft lbs.** and carefully remove the hydraulic floor jack from under the transfer case cross member. **Special Note: Tuff Country EZ-Ride Suspension recommends not using and air gun when performing this step, if and air gun is used the new bolts may strip.**

See Photo # 17

Special Note: If the vehicle that you are working on was manufactured from 1997 — 2002, please skip to step # 73

64. Working on the inside of the vehicle, pull the carpet back to gain access to the torque shaft bracket mounting hardware. **Special Note: The center console may need to be removed.**

65. Remove the (4) stock mounting hardware screws that attach the torque shaft bracket to the floor pan.

66. Slide the torque shaft bracket off the torque shaft and remove the bearing plate and gasket. Save the stock hardware for later re-installation.

67. Locate the new shifting linkage bracket. Also, locate (2) 1/4" x 3/4" bolts, (4) 1/4" flat washers and (2) 1/4" unitorque nuts from hardware bag 44905NB. Attach the stock bearing plate and gasket to the new shifting linkage bracket and secure using the new 1/4" x 3/4" bolts and hardware. **Special Note: Make sure to use thread locker or lock tite.** Now install the new shifting linkage bracket to the stock torque shaft bracket using the (2) stock bolts that were removed in step # 66. **Special Note: Make sure to use thread locker or lock tite and torque to 10 ft lbs.**

68. Insert the torque shaft into the bearing plate and re-install the stock torque shaft mounting bracket to the floor pan using the stock hardware that was removed from step # 65. **Special Note: Make sure to use thread locker or lock tite and torque to 8 ft lbs. Also, check and double check to make sure that the torque shaft is level and the shifting linkage moves freely. If needed, the end of the shift rod may need to be filed down to provide proper clearance.**

See Photo # 18

69. Re-install the carpet back into the stock location inside the vehicle. **Special Note: If you removed the center console, re-install the center console.**

70. Make sure that the vehicle is on a flat and level surface, block the front and rear tires and place the transmission in neutral.

71. Place a jack stand under the transfer case cross member and remove the (6) stock bolts that secure the stock transfer case cross member to the bottom of the stock frame rail. **Special Note: There are (3) stock bolts on each side of the stock transfer case cross member.** The stock bolts may be discarded. Carefully lower down on the hydraulic floor jack so that the transfer case cross member lower about 1".

72. Locate (6) transfer case lower sleeves from hardware bag 44905SL. Also, locate (6) 12 mm x 55 mm bolts, (6) 12 mm flat washers and (6) 12 mm lock washers. Working on the driver side, install the transfer case lower sleeves between the transfer case cross member and the

stock frame rail, (3) per side and secure using the new 12 mm x 55 mm bolts. **Special Note: Make sure to use thread locker or lock tite and make sure not to tighten at this point.** Repeat procedure on the passenger side. Once all six bolts have been installed, torque the new hardware to **80 ft lbs.** and carefully remove the hydraulic floor jack from under the transfer case cross member. **Special Note: Tuff Country EZ-Ride Suspension recommends not using an air gun when performing this step, if an air gun is used the new bolts may strip.**

73. Check and double check to make sure that all steps were performed properly. If you have questions or concerns, please feel free to contact our Tech department @ Tuff Country EZ-Ride Suspension. Once the installation is complete, take the vehicle directly to an alignment shop for a proper front end alignment.

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.

Also refer to the Vehicle owners manual for proper torque specifications on any stock hardware.

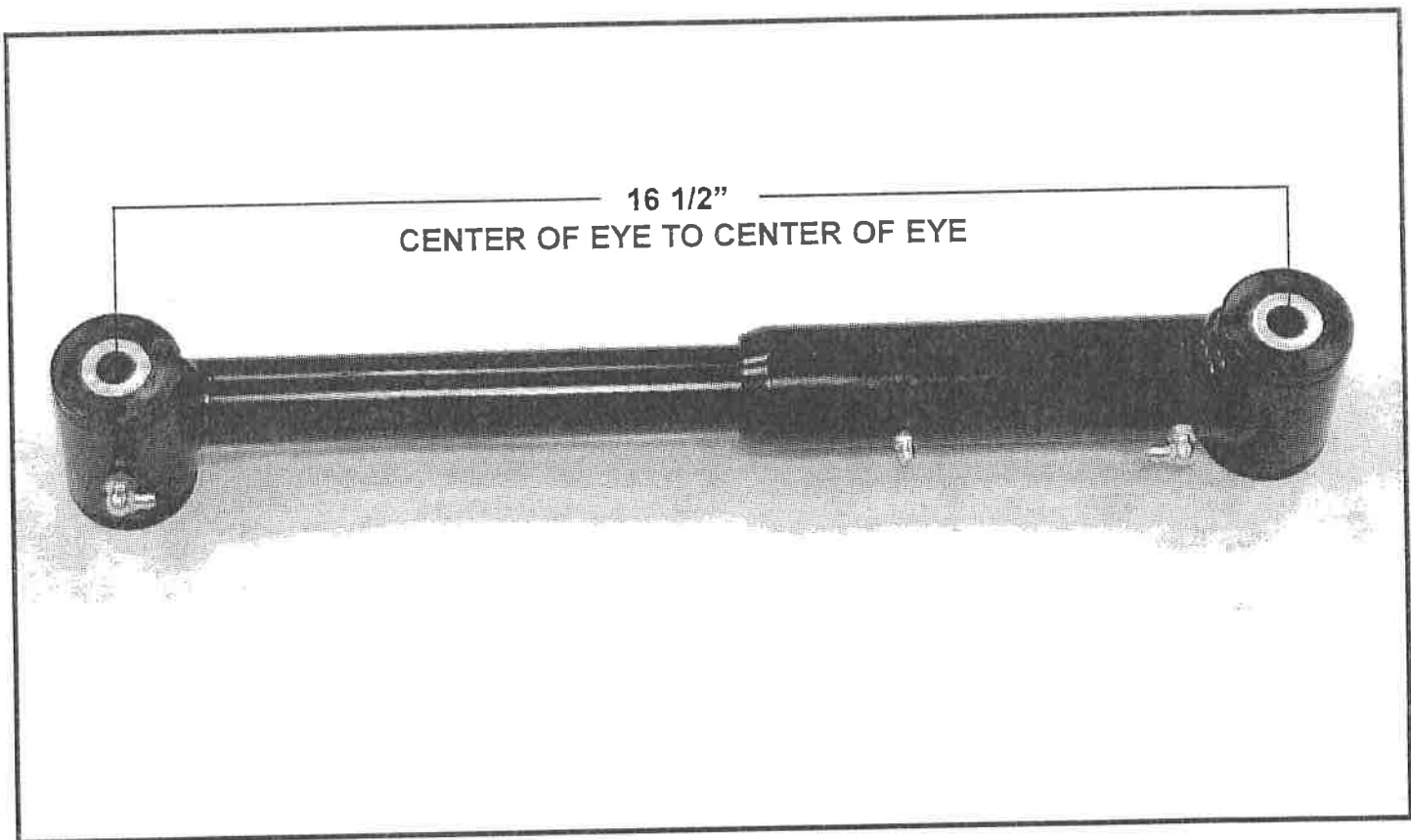


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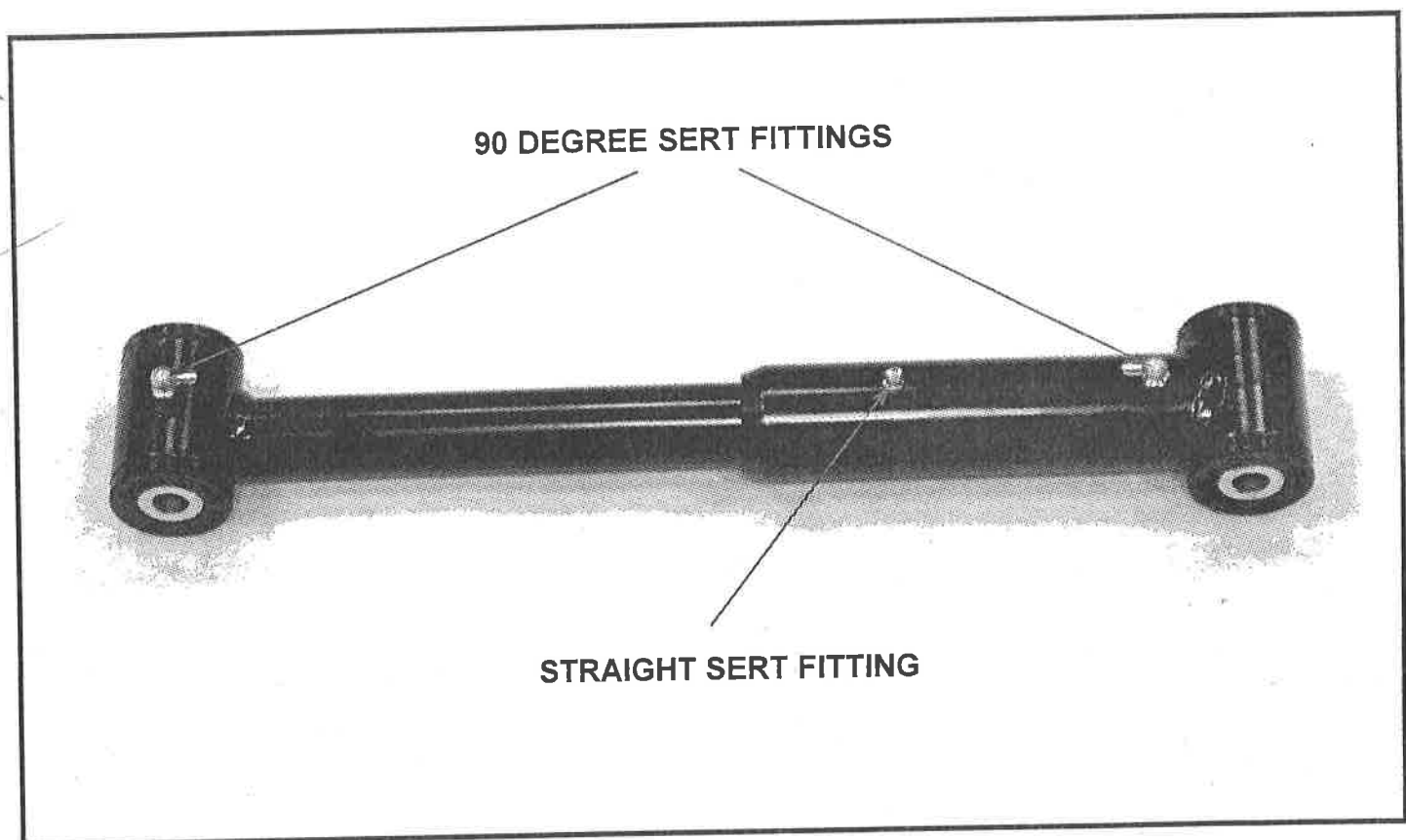


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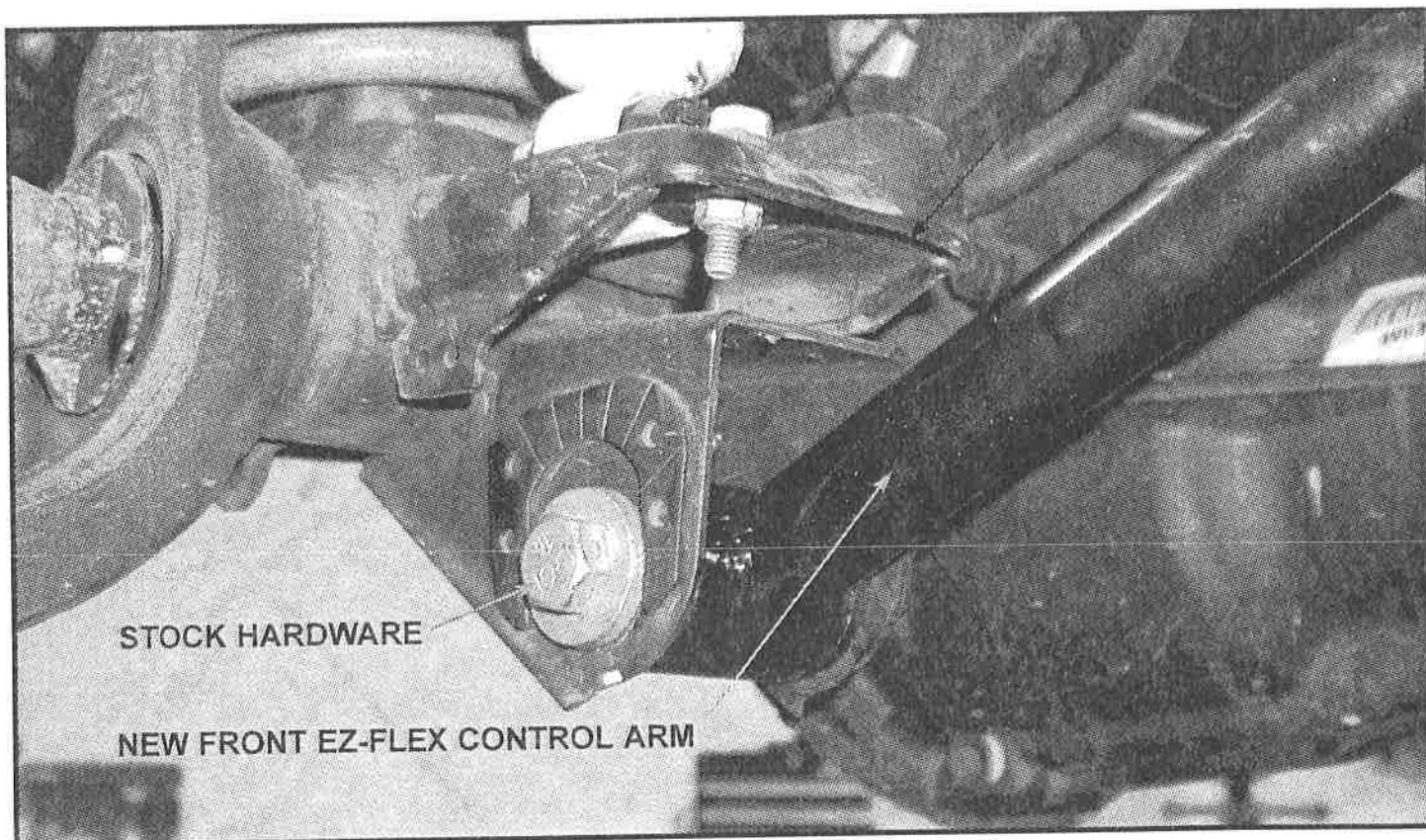


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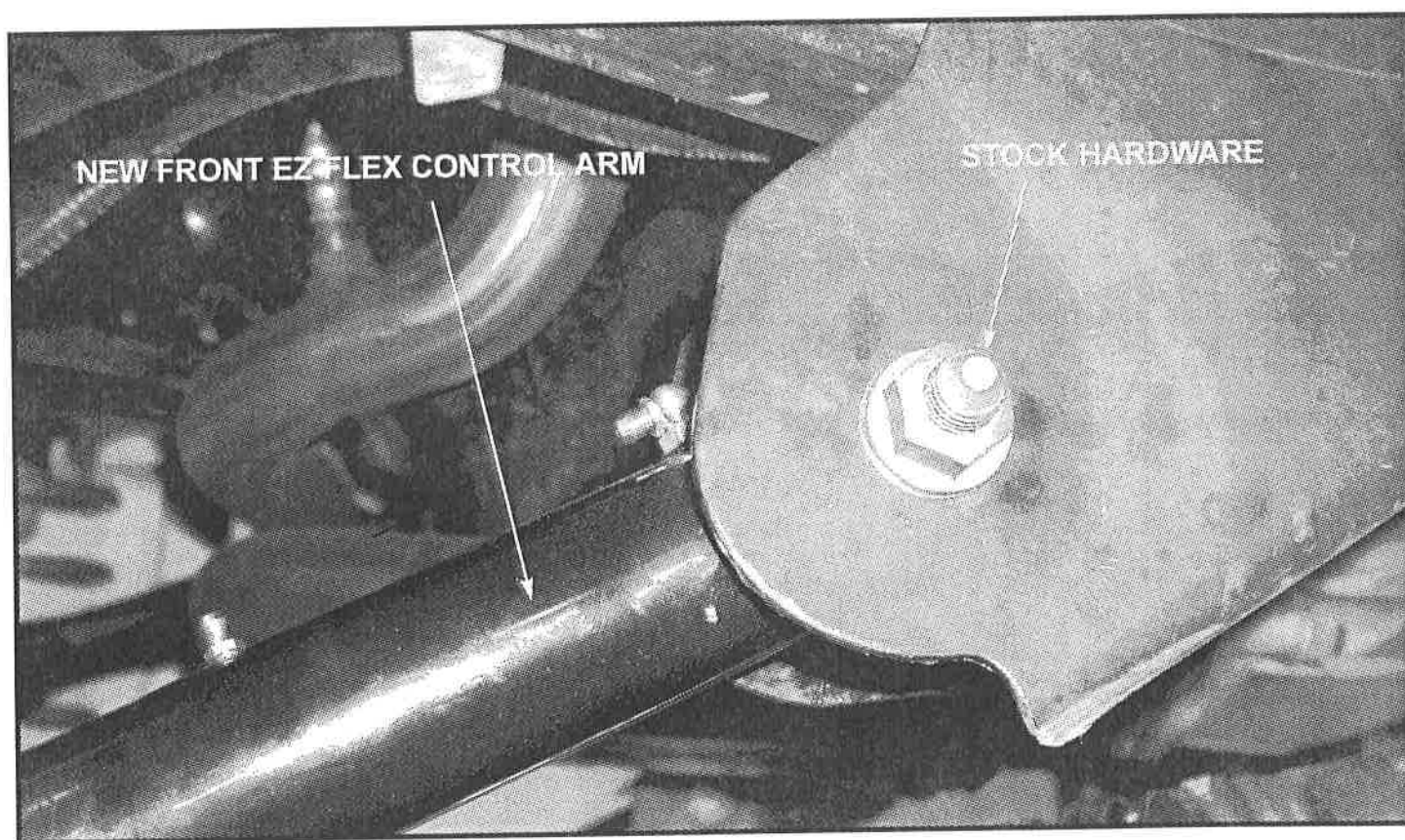


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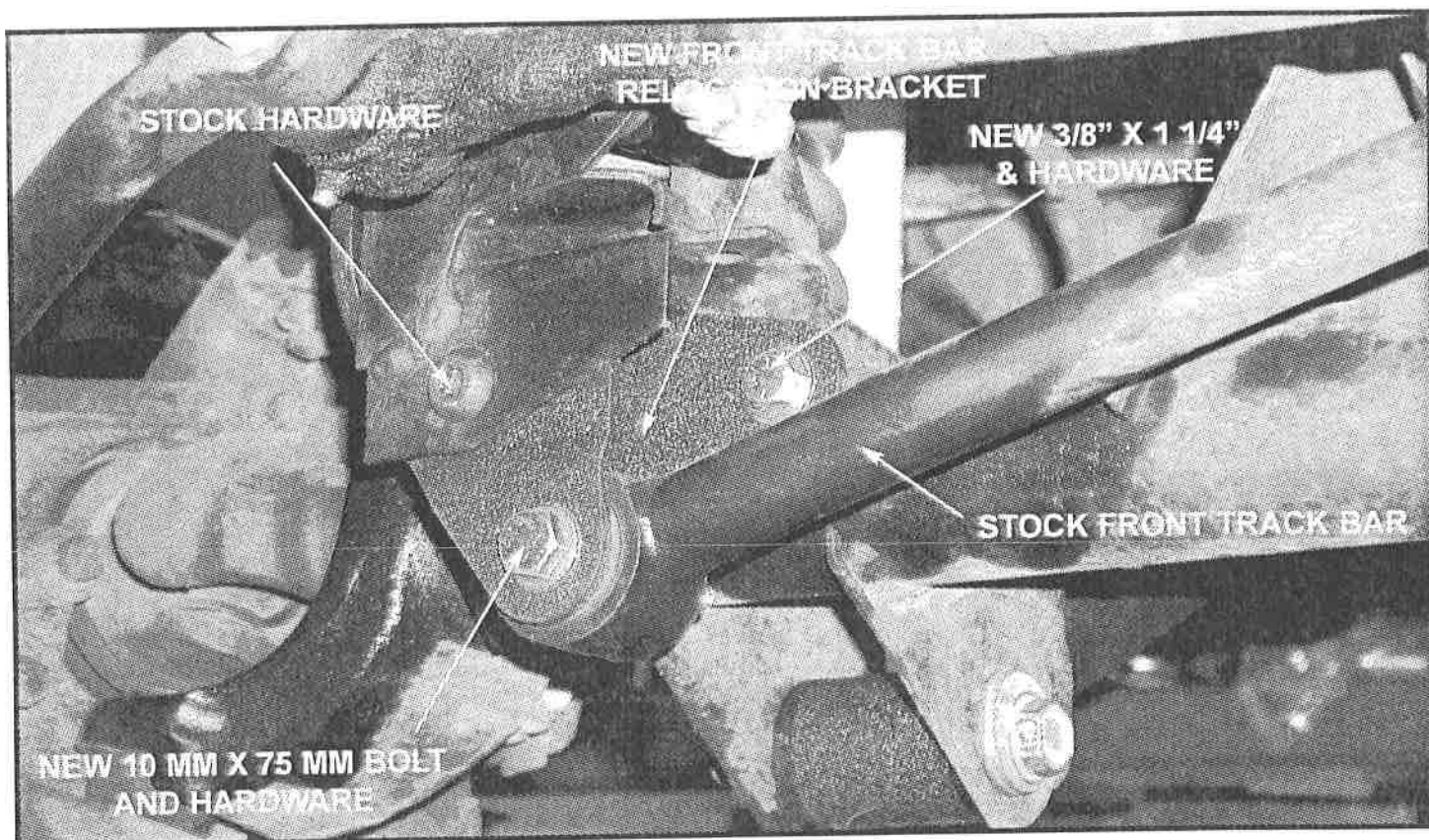


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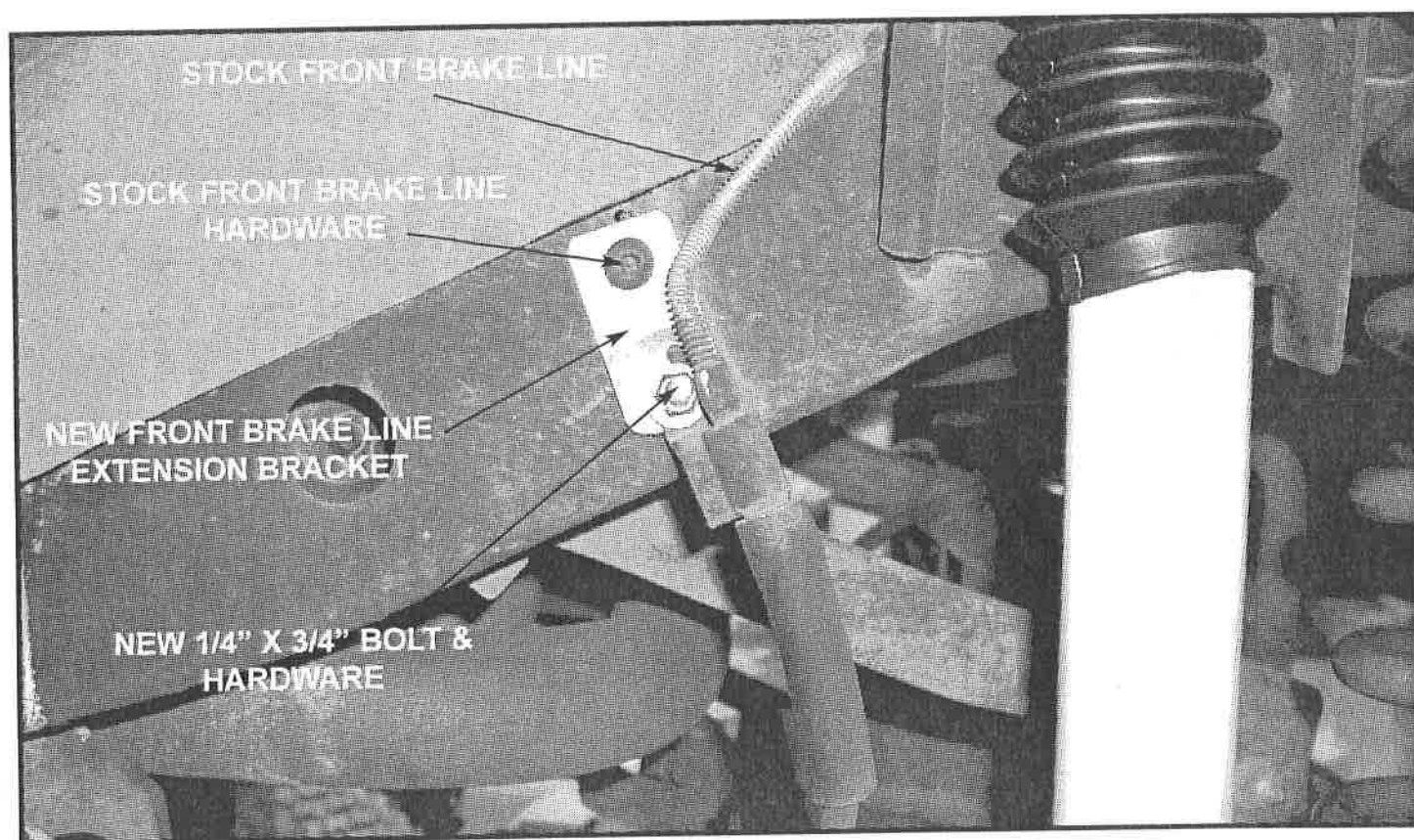


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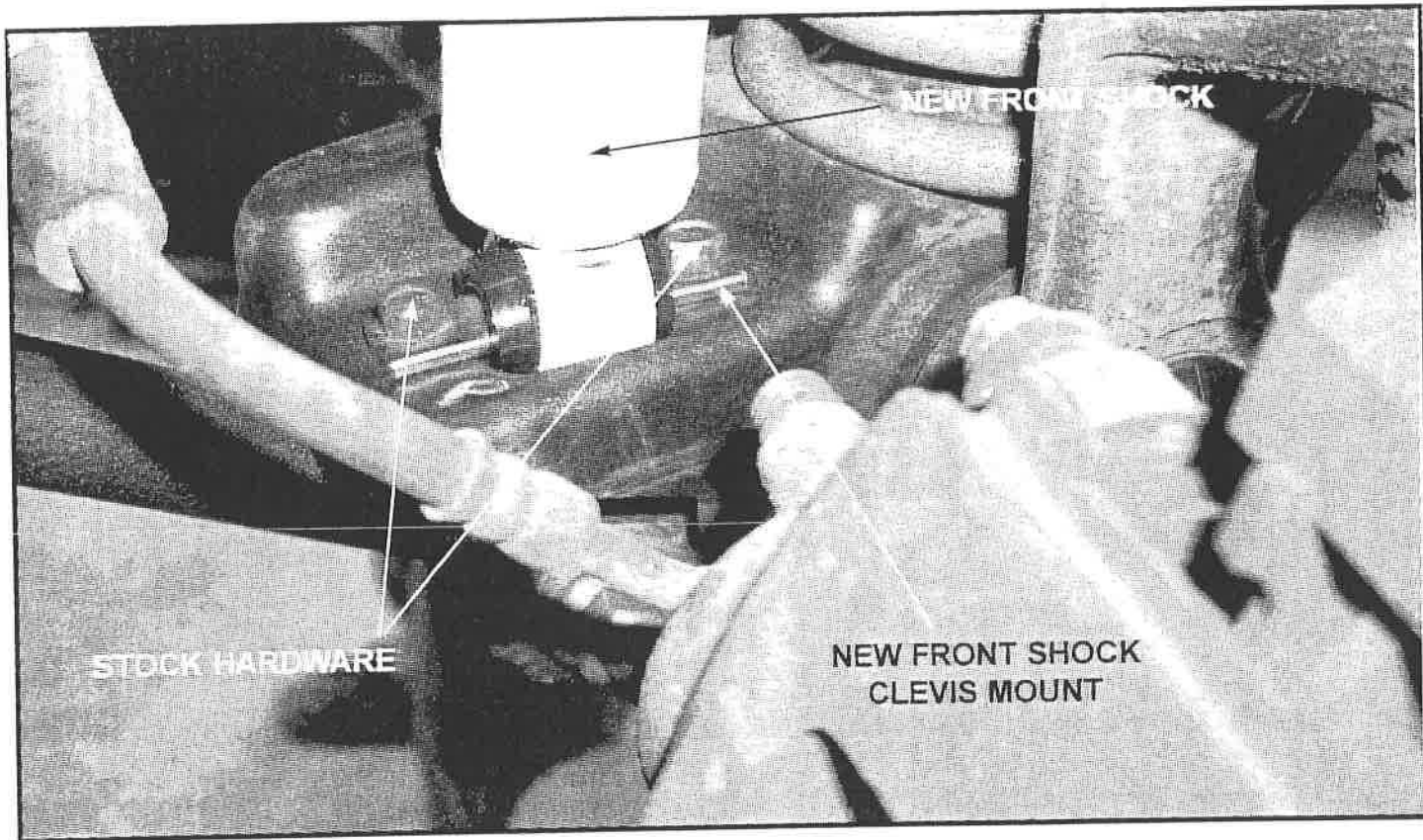


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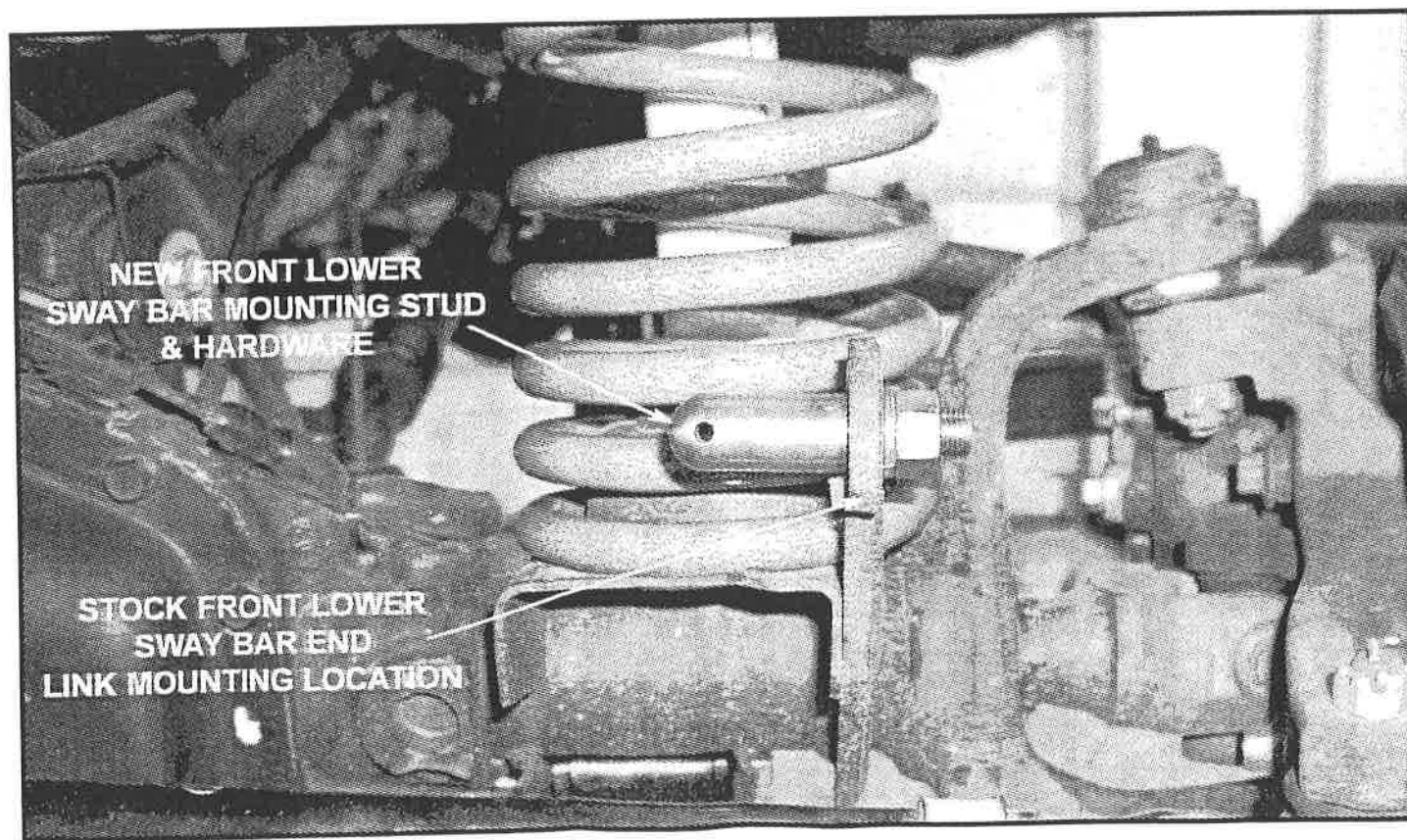


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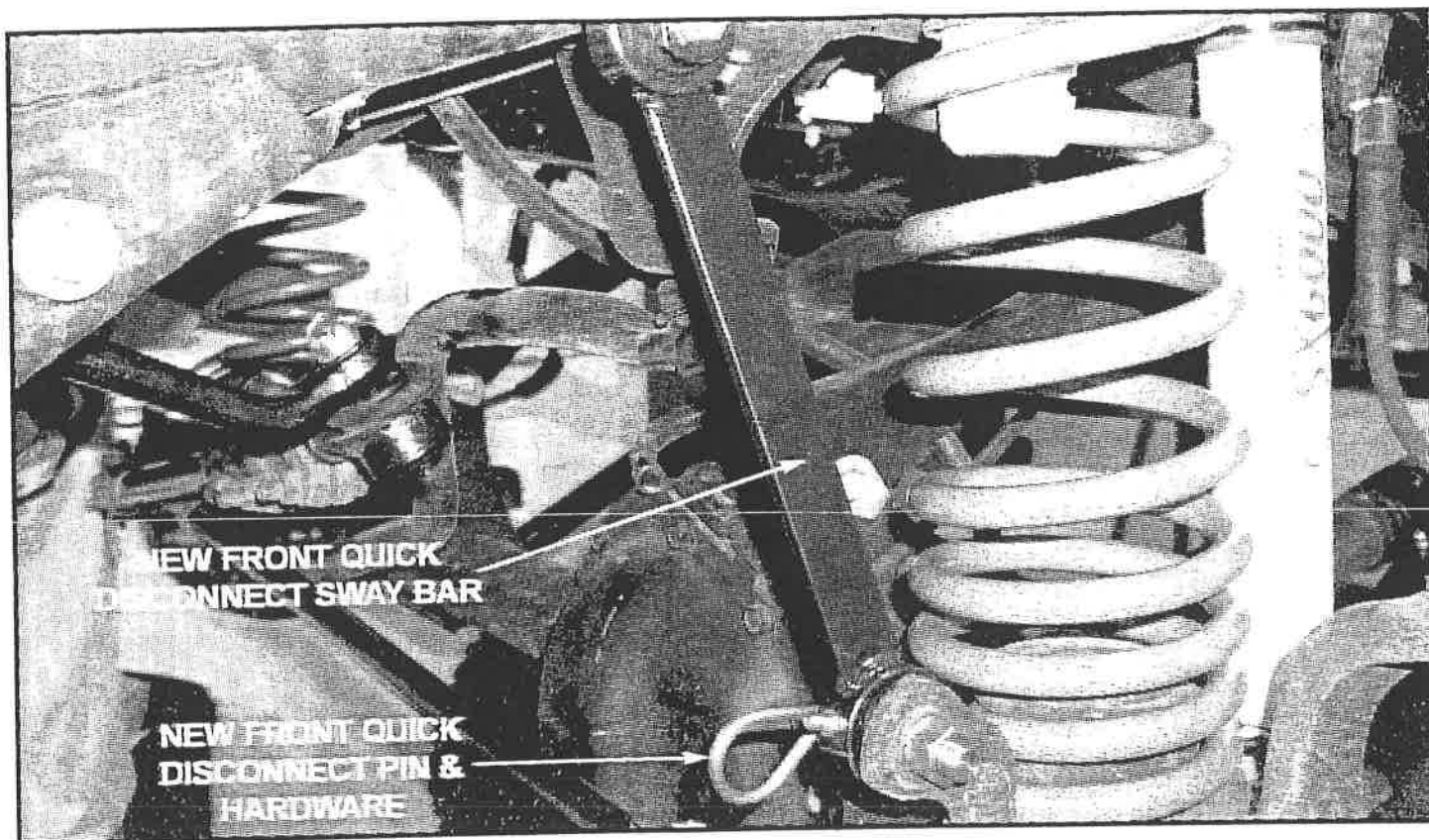


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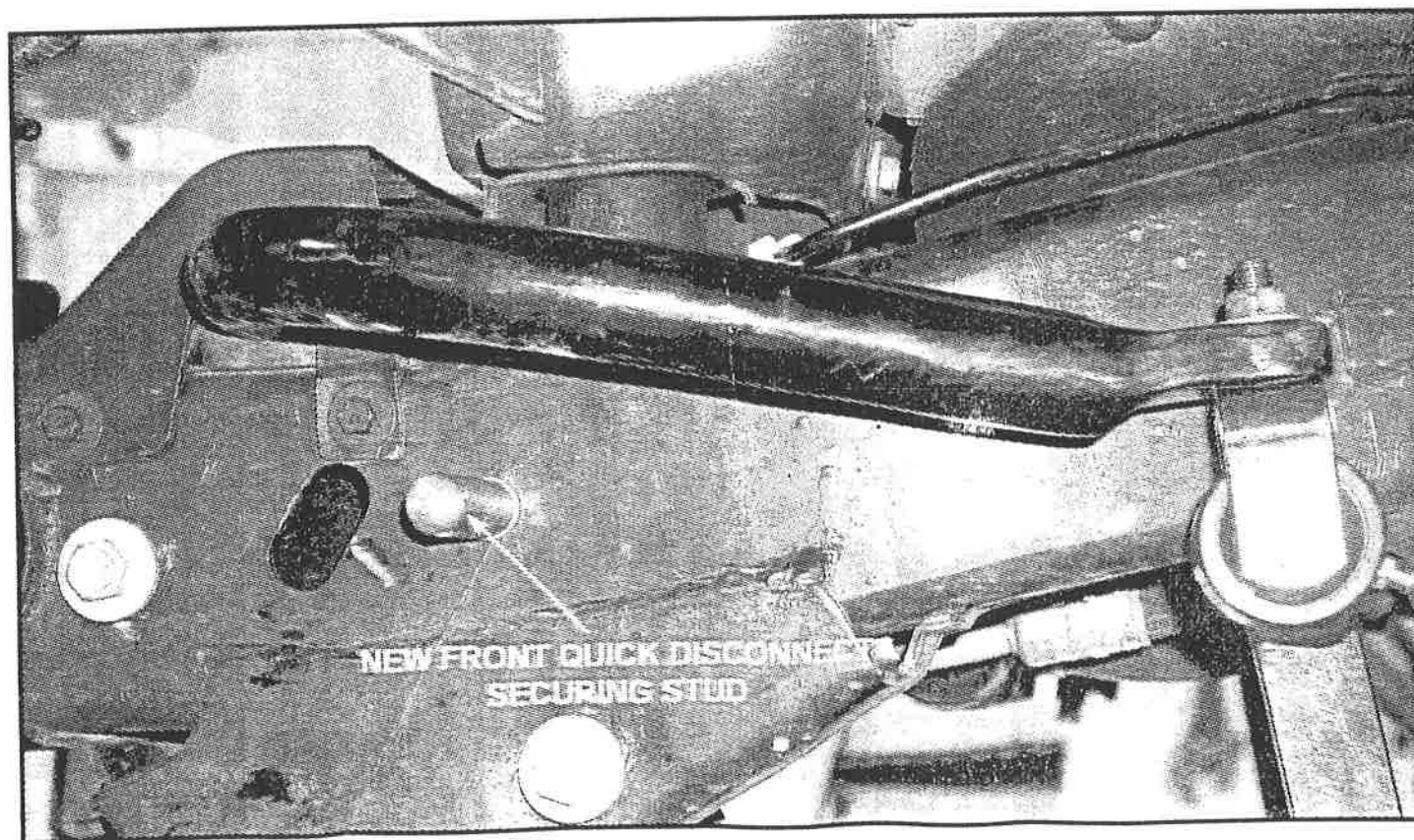


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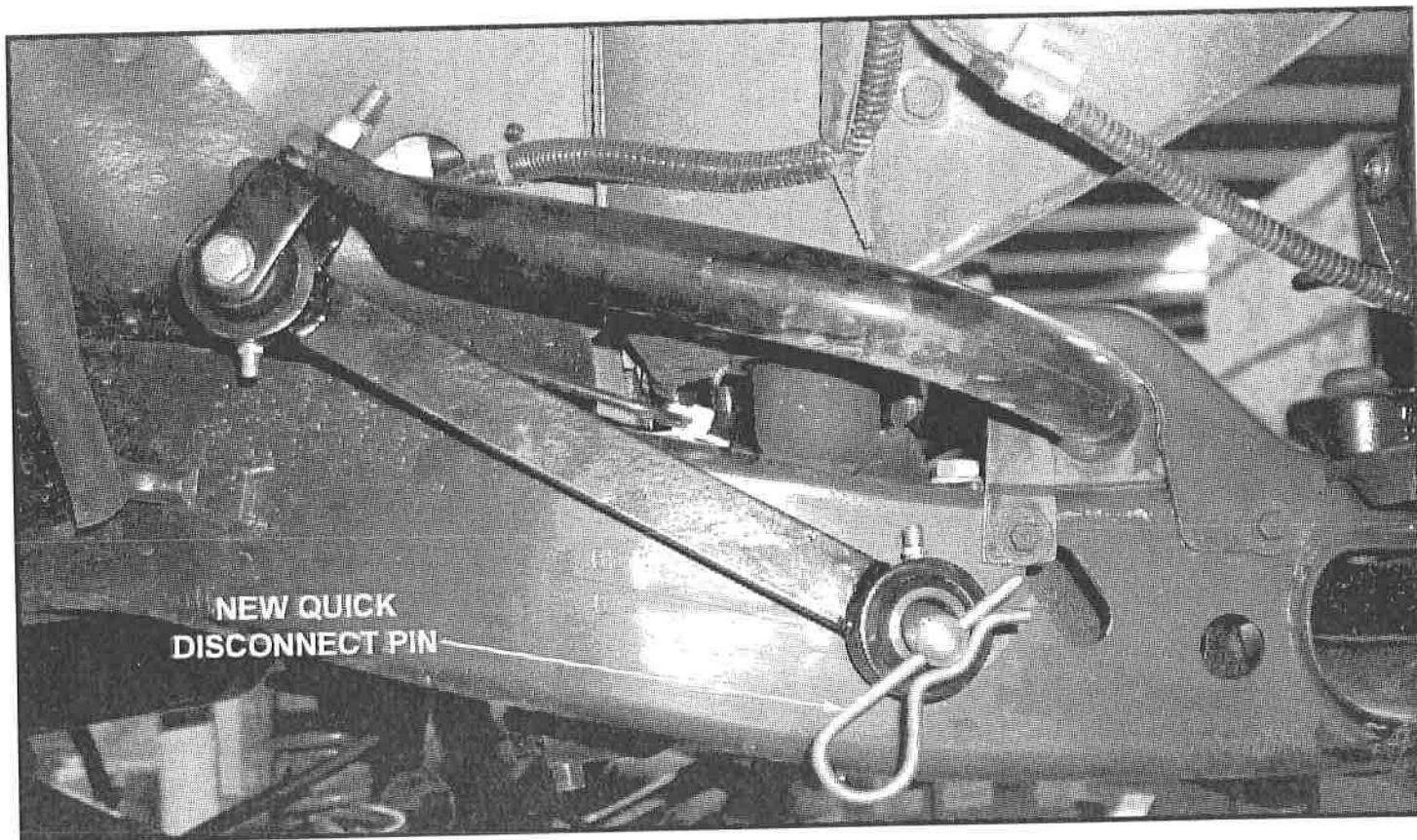


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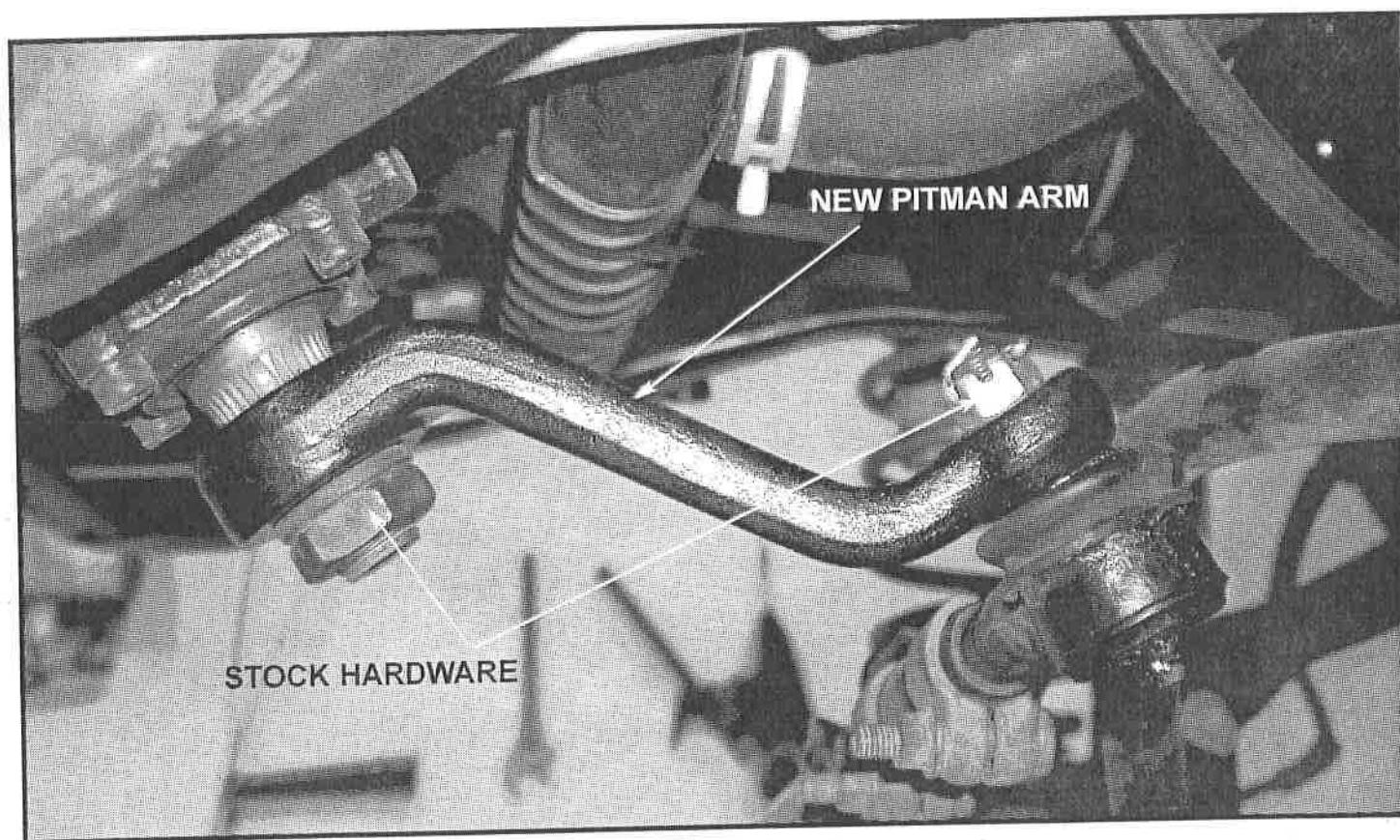


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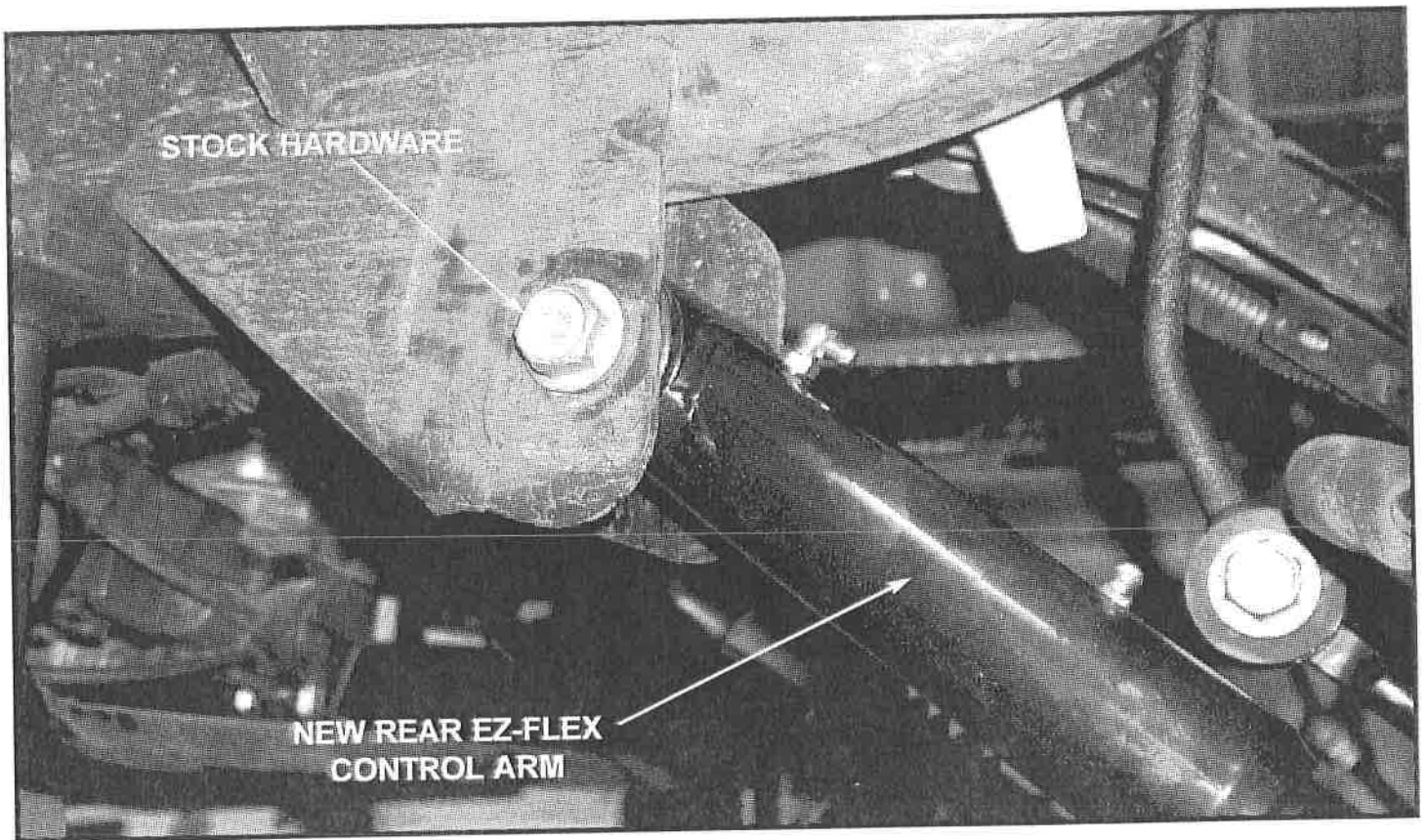


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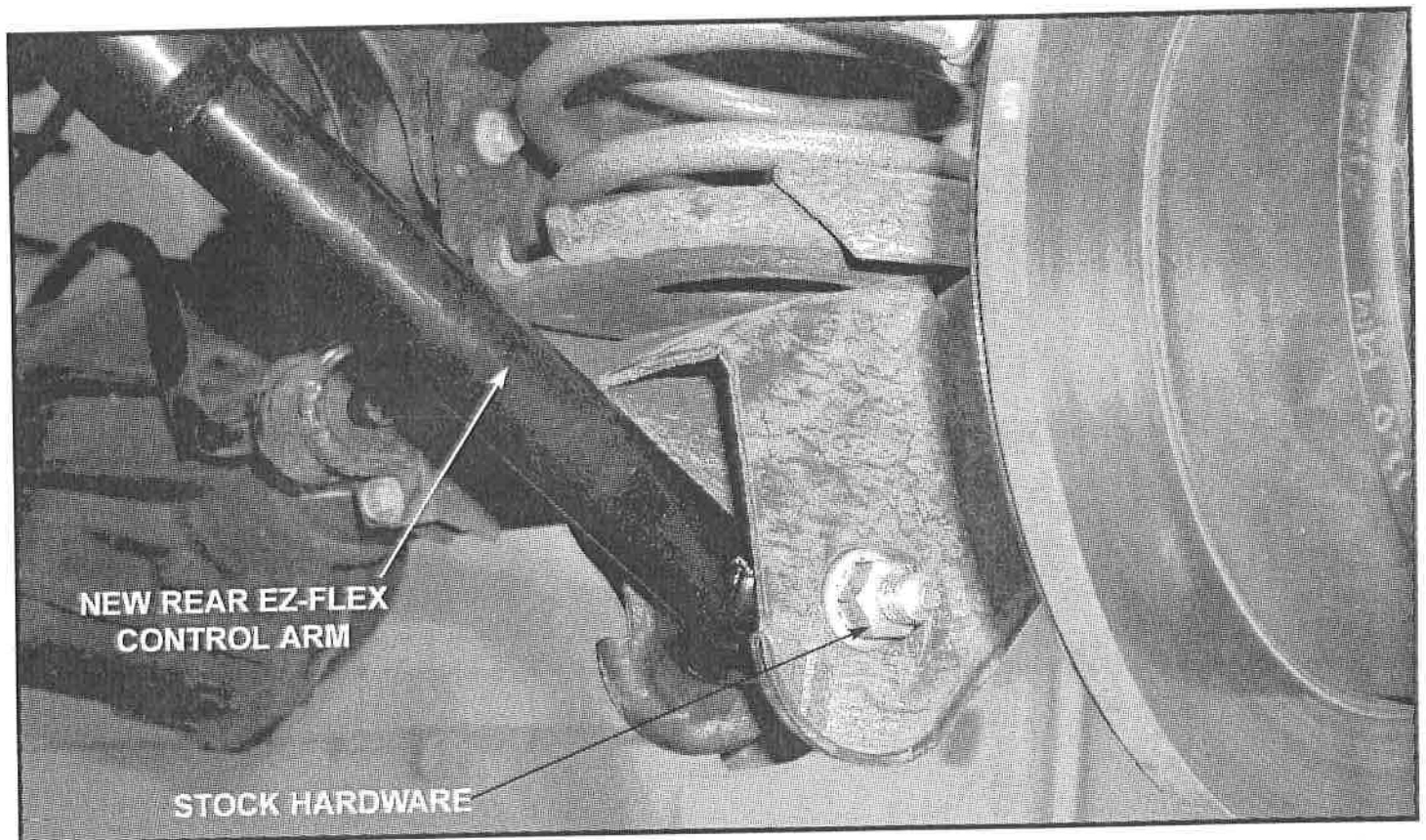


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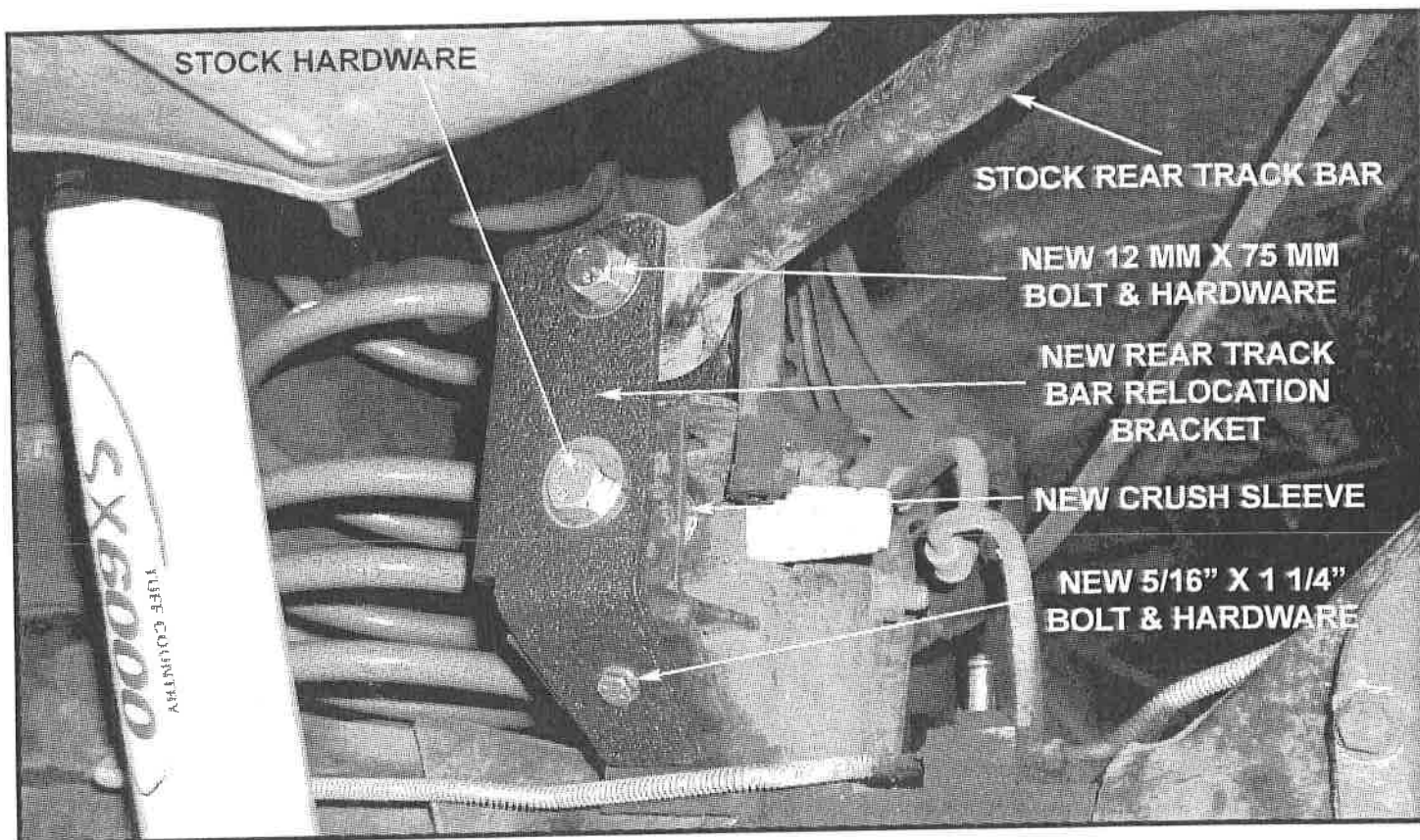


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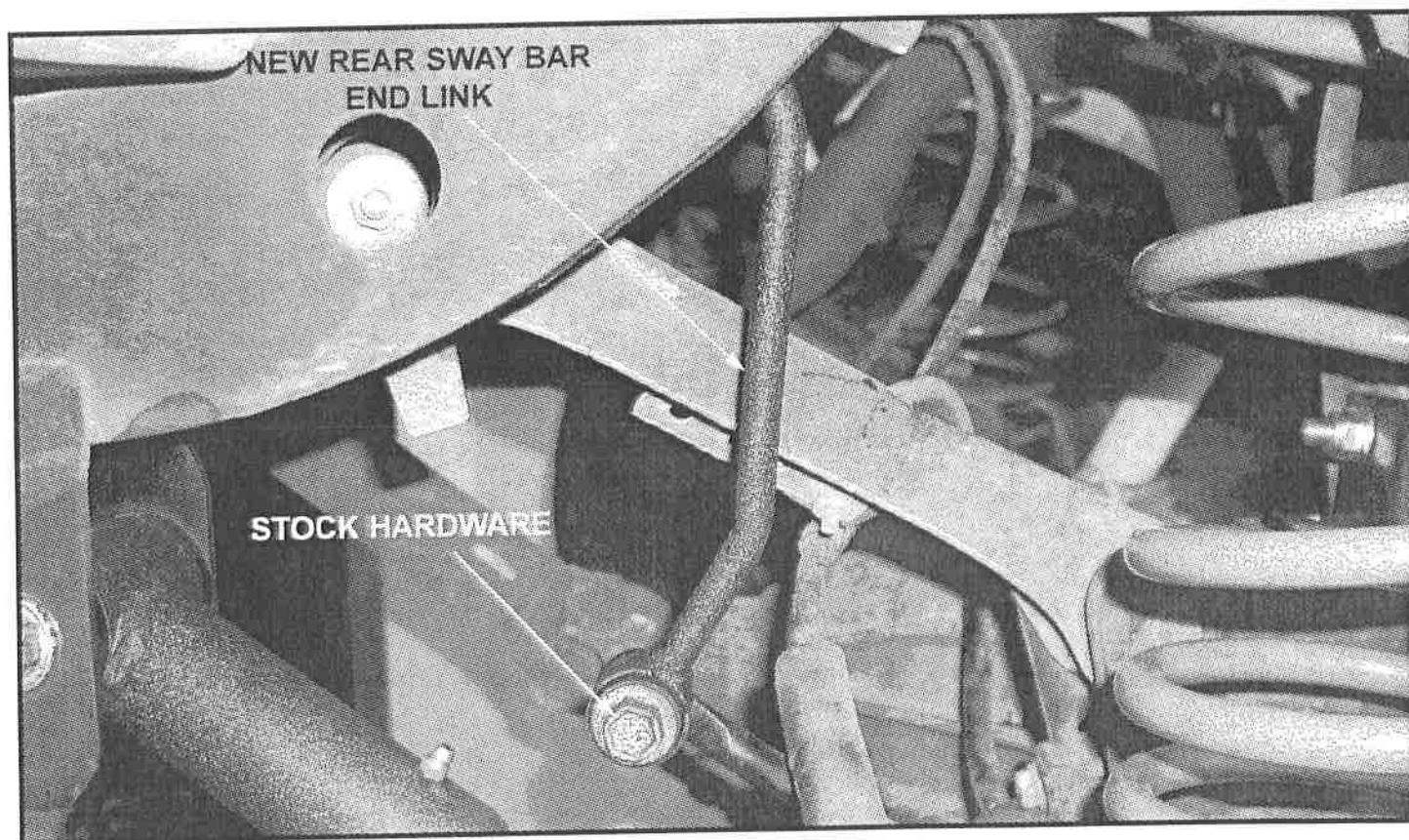


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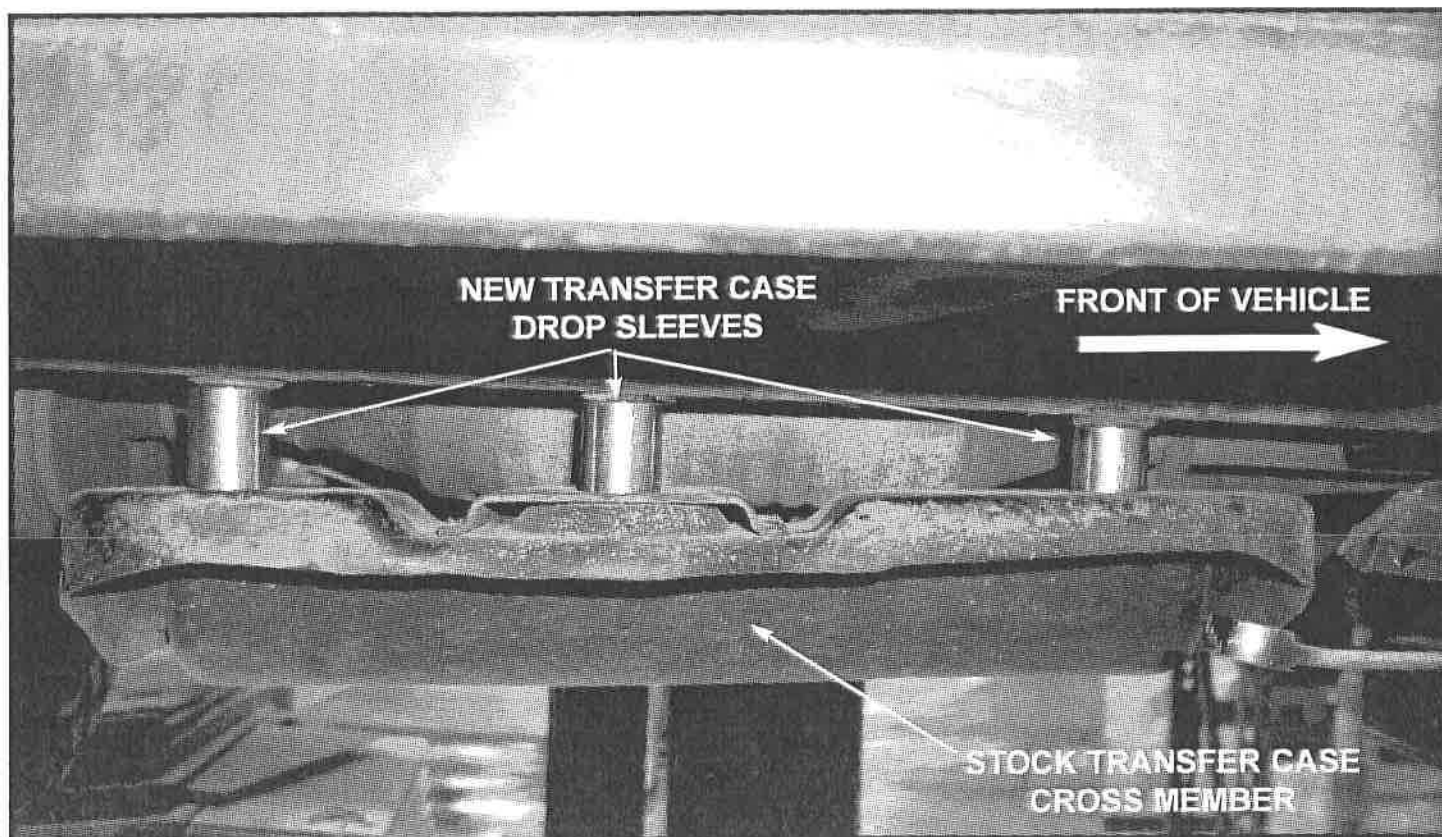


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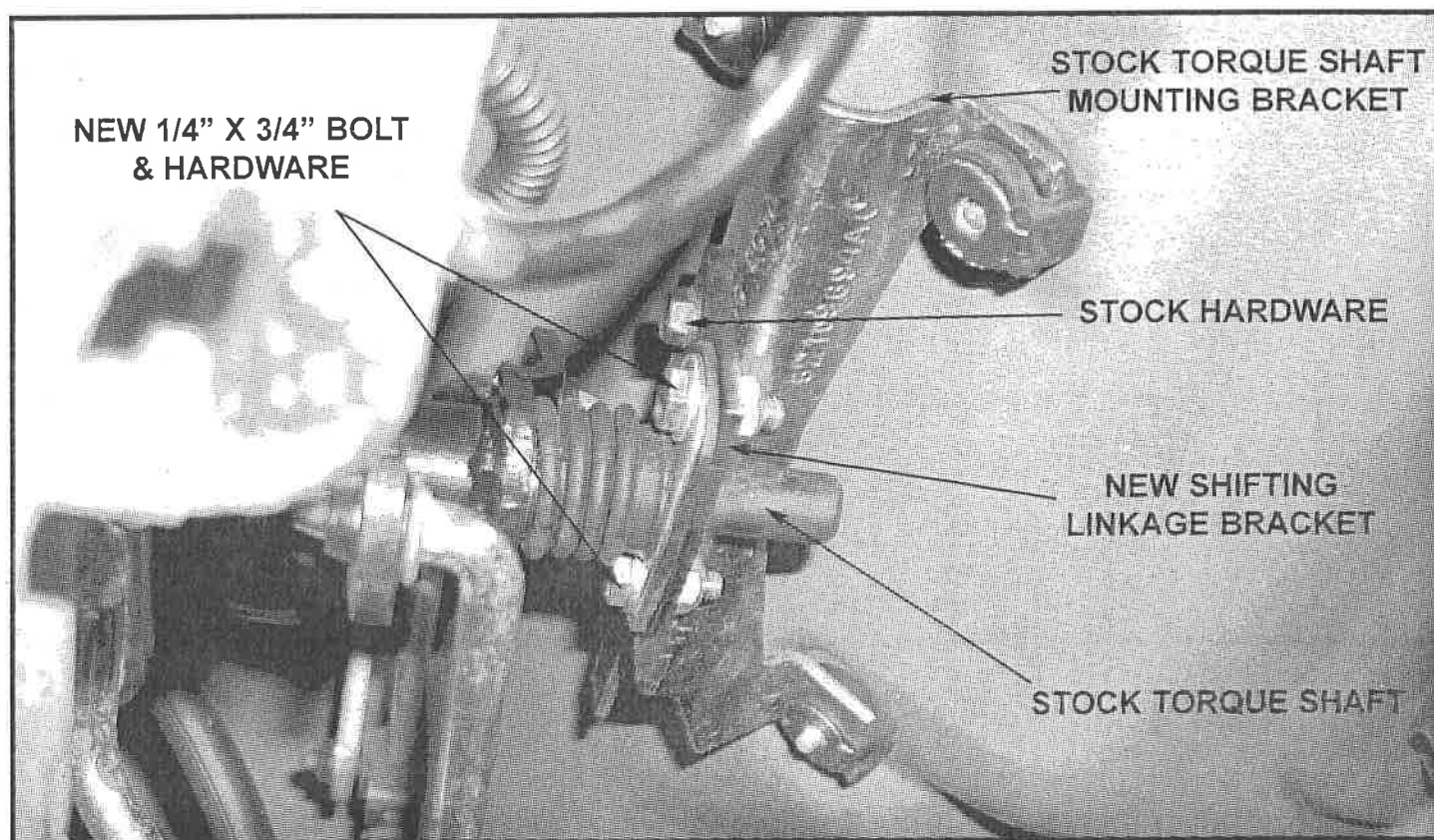
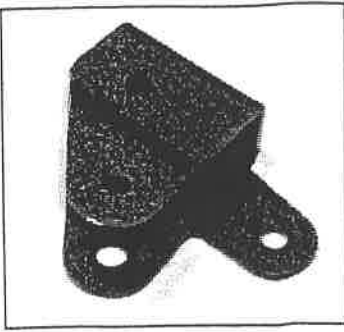
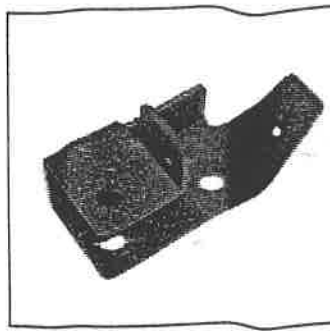


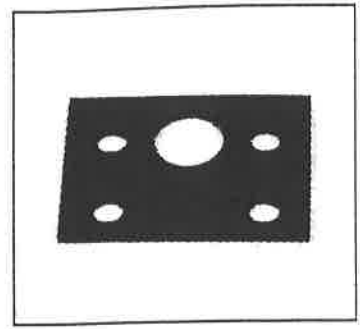
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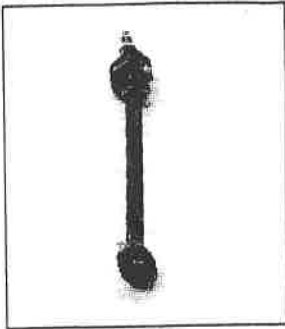
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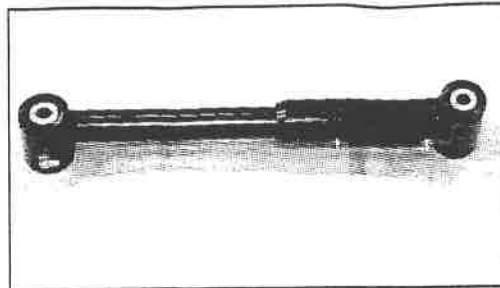
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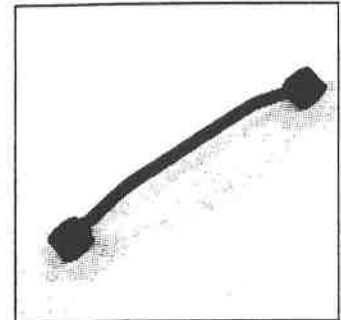
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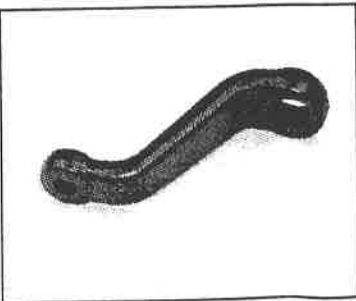
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44905-07 / Qty. 2



TJ24-03 / Qty. 2



YJSA-1 / Qty. 1