



07 & UP 2WD TAHOE, YUKON, SUBURBAN 3.5" LIFT KIT

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.

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

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.

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 questions exist we will be happy to answer any questions concerning the design, function, and correct use of our products.

This kit does NOT fit vehicles equipped with electric power steering. This kit does NOT fit vehicles equipped with Auto Ride or Rear Auto Leveling suspension

This suspension system was developed using a 285/75/17 tire with factory wheels. **Note** if wider tires are used, offset wheels will be required and trimming may be required.

NOTICE TO 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 vehicle's dash. The decal should act as a constant reminder for whoever is operating the vehicle of its unique handling characteristics.

INSTALLING DEALER - it is your responsibility to install the warning decal and forward these installation instructions on to the vehicle owner for review. These instructions should be kept in the vehicle for its service life.

Tools Needed:

18MM Wrench
17MM Wrench
15MM Wrench
21MM Wrench
11MM Wrench
10MM Wrench
Floor Jack
Jack stands
Thread Locker

Torque Specs:

Size	Grade 5	Grade 8
3/8+	30 ft/lbs	35 ft/lbs
7/16+	45 ft/lbs	60 ft/lbs
1/2+	65 ft/lbs	90 ft/lbs
9/16+	95 ft/lbs	130 ft/lbs
5/8+	135 ft/lbs	175 ft/lbs
	Class 8.8	Class 10.9
8MM	18ft/lbs	23 ft/lbs
10MM	32ft/lbs	45ft/lbs
12MM	50ft/lbs	75ft/lbs
14MM	85ft/lbs	120ft/lbs
16MM	130ft/lbs	165ft/lbs
18MM	170ft/lbs	240ft/lbs



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TOOLS NEEDED:

18MM Wrench
15MM Wrench
21MM Wrench
11MM Wrench
10MM Wrench
Floor Jack
Jack stands

TORQUE SPECS:

Size	Class 8.8	Class 10.9
6MM	5 ft/lbs	9 ft/lbs
8MM	18ft/lbs	23 ft/lbs
10MM	32ft/lbs	45ft/lbs
12MM	50ft/lbs	75ft/lbs
14MM	85ft/lbs	120ft/lbs
16MM	130ft/lbs	165ft/lbs
18MM	170ft/lbs	240ft/lbs

NOTES:

[illegible]

FRONT INSTALLATION

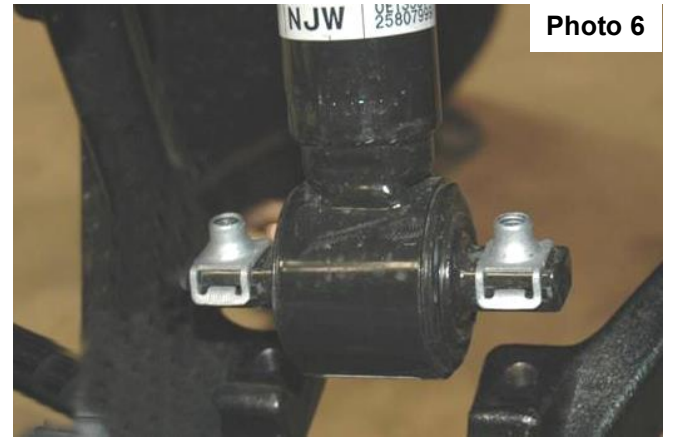
1. Park the vehicle on a level surface and chock the rear wheels.
2. Jack up the front of the vehicle. Place jack stands under the frame rails and lower onto jack stands letting the front suspension hang.
3. Remove the tires and wheels. Remove the upper and lower factory skid plates using a 15mm wrench. Retain factory hardware and front skid plate for reuse.
4. Using a 21mm wrench, remove the tie-rod nut as shown in **Photo 1**. Strike the side of the mount to dislodge the tie rod end. Remove from the knuckle.
5. Remove the sensor wire from the plastic clip. Remove the bracket from the control arm using a 10mm wrench. **See Photo 2.**



6. Remove and unplug the ABS sensor wire from the frame as shown in **Photo 3**.
7. Remove the upper ball joint nut using a 18mm wrench. **See Photo 4**. Strike the knuckle as shown to dislodge the ball joint. Separate the upper control arm from the knuckle.



8. Using a 18mm wrench, remove the upper strut nuts as shown in **Photo 5**. Retain factory hardware for reuse.
9. Using a 15mm wrench, remove the 2 bolts securing the lower strut mount to the lower control arm and remove the strut from the vehicle. Remove and discard the factory lower retainer clips. New hardware will be used. **See Photo 6.**



10. Mark location of alignment cams on upper control arms to allow installation of new arm to same position. Using a 21mm wrench and 21mm socket, remove the upper control arms from the vehicle. **See Photo 7.** Retain the hardware.
11. Install the new control arm in the factory mount as shown in **Photo 12** with the factory hardware and tighten using mark made as a reference in Step 10 and using a 21mm wrench & socket.



Photo 7



Photo 8

12. Locate the supplied strut spacer and install the supplied 10mm stud extensions. Using a 17mm socket snug the stud in the new spacer as shown in **Photo 9.**
13. Install the strut spacer on the factory strut with factory hardware and using a 18mm wrench. **See Photo 10.**



Photo 9

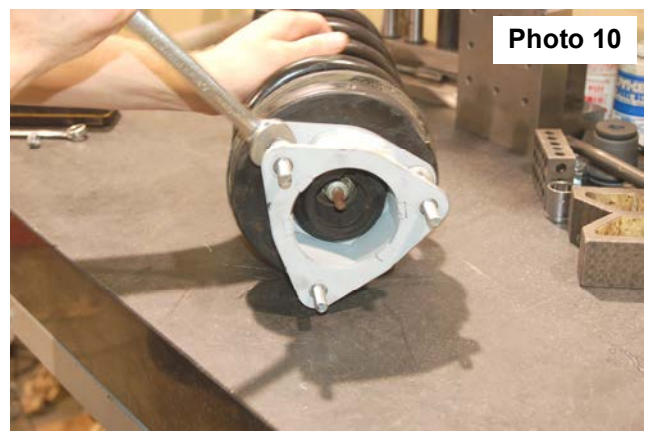


Photo 10

14. Install the strut assembly in the factory mount with the supplied 10mm nuts/washers & lock-washers on the upper mount. Tighten using a 17mm wrench. **Flat washer must be installed on stud as shown in Photo 11.**
15. Install the strut in the lower control arm using the supplied 3/8+2 1/4+bolts /washers & nuts using a 9/16+wrench. **See Photo 12.** It may be necessary to jack up the lower control arm with a floor jack to align lower strut holes.

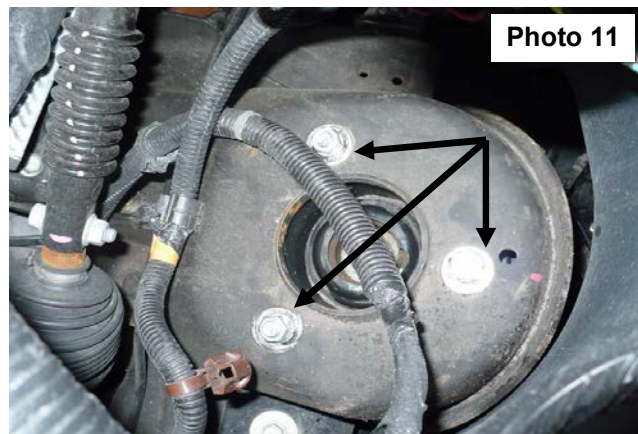


Photo 11



Photo 12

15. Reinstall the sway bar on the lower control arm using a 15mm wrench.
16. Install the upper control arm / ball joint assembly onto the knuckle with the supplied and castle nuts/cotter pins. Tighten using 3/4" wrench to **50 ft/lbs. DO NOT OVER-TORQUE THE CASTLE NUT.**
17. Reinstall the tie rod end into the knuckle with factory hardware and using a 21mm wrench.
18. Reinstall the driveshaft with the factory hardware using a 11mm wrench.
19. Install the brake line bracket on the new control arm with the supplied 1/4" lock nut / washer and using a 7/16" wrench. **See Photo 13.**
20. Reinstall the wheels/tires.
21. Jack up the vehicle and remove the jack stands.
22. Lower the vehicle to the ground.



Photo 13

REAR INSTALLATION

1. Chock the front wheels.
2. Place a floor jack under the differential and jack up the rear of the vehicle.
3. Place jack stands under the frame rails and lower onto the jack stands.
4. Remove the tires/wheels.
5. Locate and remove the ABS wire from the frame. **See Photo 1.**
6. Remove the upper and lower shock from the axle using a 21mm socket/ wrench. **See Photo 2.**

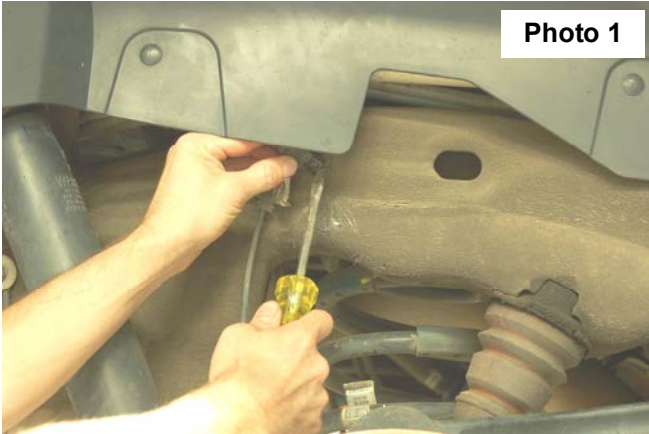


Photo 1



Photo 2

7. Remove the upper sway bar link using a 18mm socket/ wrench. **See Photo 3.**
8. Remove the e-brake mount using a 13mm socket / wrench. **See Photo 4.**



Photo 3

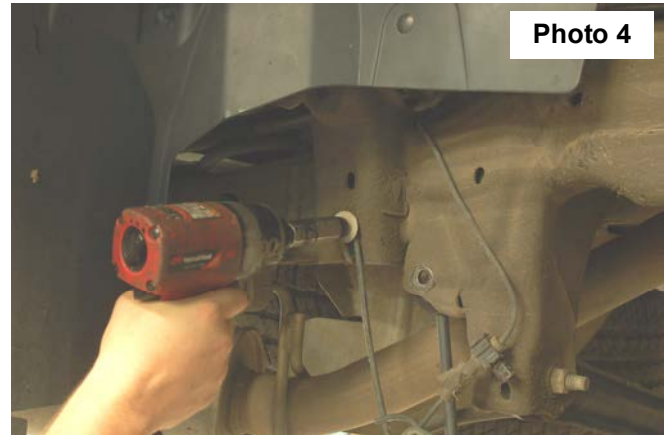


Photo 4

9. Remove the brake line with a 13mm wrench. **See Photo 5.**
10. Remove the coil.
11. Install the spring spacer washer on top of the mount as shown in **Photo 6.**



Photo 5



Photo 6

12. Secure the spacer in the mount and washer using the supplied 3/8"x 3 3/4"+bolts and lock nuts. **See Photo 7.**
13. Reinstall the coil spring.
14. Install the brake line spacer as shown in **Photo 8** with the supplied 8mm x 65mm bolt and locking nut. Tighten with a 13mm socket/ wrench.



Photo 7



Photo 8

15. Install the supplied sleeves in the sway bar link and install on the frame using the stock hardware.
16. Place the supplied washer on the head of the supplied 12mm x 65mm bolt and install on the sway bar with the nut on the sway bar as shown in **Photo 9** using. Tighten using a 18mm & 19mm wrench
17. Install the shock relocation bracket as shown in the factory shock location with the supplied 5/8"x 1 1/2"+bolt, washers and lock nut on the bottom of the shock mount. **See Photo 10.**
18. Install the supplied 14mm x 75mm bolt, washers and lock nuts in the stock shock mount. **See Photo 11.**
19. Install the tires/wheels.
20. Jack up the vehicle to remove the jack stands. Remove the jack stands and lower the vehicle to the ground.

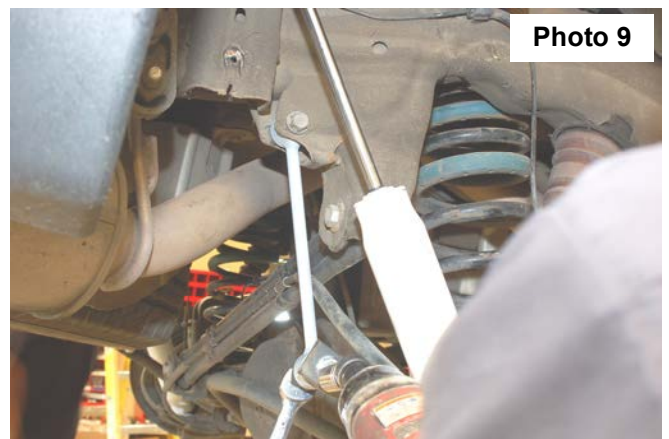


Photo 9



Photo 10

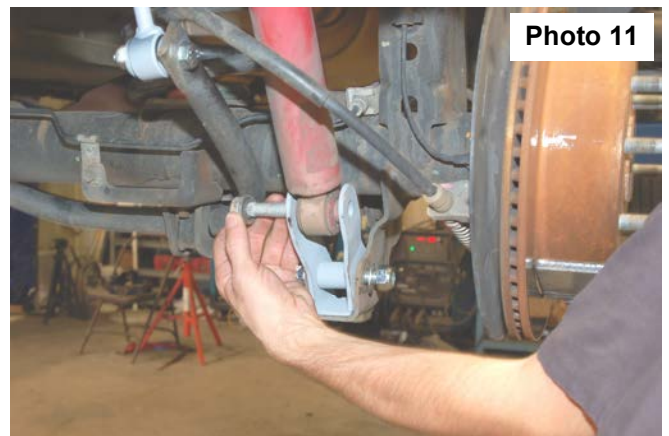
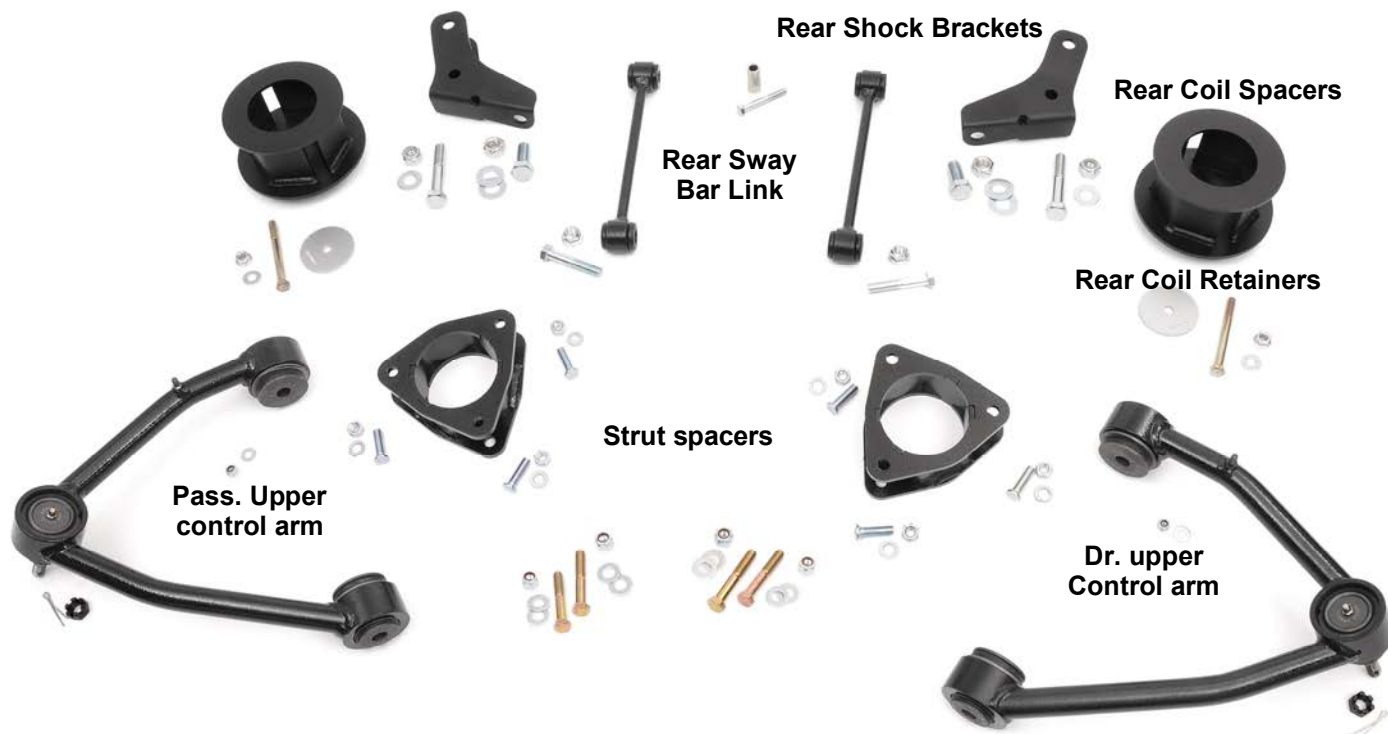


Photo 11

KIT CONTENT



202S Box Kit

1-Driver Side Control Arm
 1-Pass Side Control Arm
 2-Strut Spacers
 1-Dr Side RR Shock Brkt
 1-Pass Side RR Shock Brkt
 2-Rear Spacers
 2-Rear Spacer Retainers
 2-Rear Sway Bar Links

1-Front Kit Bag:

For Lower Strut:

4-3/8" x 2 1/4 bolts
 8-3/8" washers
 4-3/8" lock nuts

For Upper Control Arms:

2-1/4" nut
 2-1/4" Flat Washers

For Front Strut Spacers:

6-10mm Studs
 6-10mm Lock Washers
 6-10mm Flat Washers
 6-10mm Nuts

1-Rear Kit Bag:

For Rear Coil Spacer:

2-3/8" x 3 3/4" Bolts
 2-3/8" Flange Locknut

For Rear Brake Line:

1-Sleeve
 1-8mm x 60mm Bolt


For Rear Sway Bar Link:

2-12mm x 65mm Bolt
 2-12mm Flange Lock Nuts
 2-Flat Washers
 4-12mm ID Sleeves

For Rear Shock Relocation Brackets

2-14mm x 75mm Bolts
 2-14mm Lock Nuts
 2-Flat Washers
 2-5/8" x 1 1/2' Bolts
 4-5/8" Flat Washers
 2-5/8" Lock Nuts

POST INSTALLATION INSTRUCTIONS

1. Lightly grease the ball joints. Do not over grease the ball joint as this could cause ball joint boot failure.
2. Have a qualified alignment center align the vehicle immediately.
3. Have headlights adjusted to proper settings.
4. Wheels must be retightened at 50 miles.
5. All kit components must be retightened at 500 miles and then every three thousand miles after installation. Periodically check hardware for tightness.
6. Install arning to Driver+decals on sun visor.
7. On some vehicles the front lower skirting will need to be trimmed if using certain wheel /tire combinations and with heavy offset wheels. Trim only as needed.

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