921382000

1382BAG1

94-02 2500/3500 Dodge 5” Long Arm Kit

Thank you for choosing Rough Country Suspension for your Off Road needs.

Rough Country recommends a certified technician installs 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. Average professional install time for this kit is 4-6 hours.

Please read all the instructions before beginning the installation. Check the kit hardware against the kit contents list on the last page. Be sure you have all the needed parts and understand where they go.

WARNING

Product Use Information

As a general rule, the taller a vehicle is the easier it will roll. We strongly recommend, because of rollover possibility, that the vehicle be equipped with a functional roll-bar and cage system. Seat belts and should harnesses should be worn at all times. Avoid situations where a side rollover may occur.

Also check the steering stabilizer. It is a good idea when adding larger than stock tires to go with a larger bore steering stabilizer or a dual unit for tires 35” and above. Inspect the stabilizer and replace as necessary.

Braking performance and capability are decreased when significantly large/heavier tires and wheels are used. Take this into consideration while driving.

Do no add, alter, or fabricate any factory or after-market parts which increase vehicle height over the intended height of the Rough Country product purchased. Mixing component brands, lifts, and/or combining body lift with suspension lifts voids all warranties. 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.

NOTICE

This suspension system was developed for 35x12.50 tire on the stock 17” x 9” or 20” wheels at 5” of lift. On an aftermarket wheel you will need to purchase a 8” wide wheel with minimum of 4-5/8” of backspacing. When larger tires are installed, speedometer recalibration is necessary. Due to ride height inconsistencies from the factory you may need to slightly trim the front plastic valance for proper tire clearance.

This kit can also be used a 3500 single rear wheel truck. Use of this kit on a dual rear wheel pickup is not recommended. Block and u-bolt combinations may vary with 3500 models.

NOTICE **Notice to Dealer and Vehicle Owner**

Any vehicle equipped with any Rough country product must have the “Warning to Driver” decal installed on the sun visor or dash. The decal is to act as a constant reminder for whoever is operating the vehicle of its unique handling characteristics. By purchasing any item sold by Rough Country, LLC, the buyer expressly warrants that he/she is in compliance with all applicable Federal, 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.

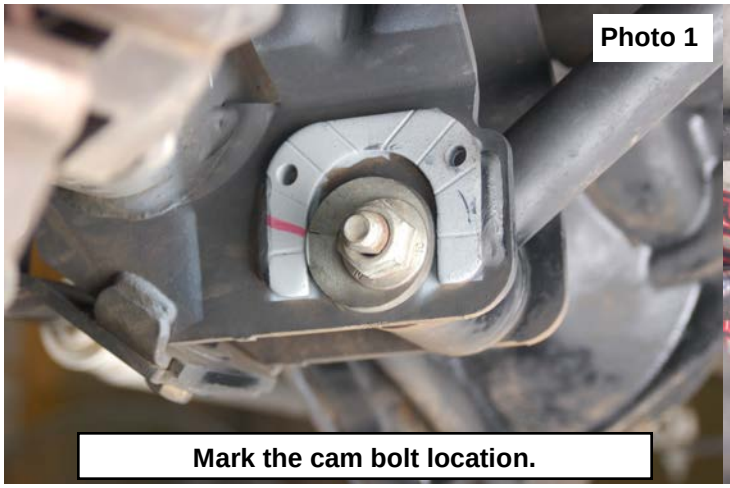
INSTALLING DEALER—It is your responsibility to install the warning decal and to forward these installation instructions to the vehicle owner for review and to be kept in the vehicle for its service life.

Tools and Supplies Needed to Install Kit

1. Torque Wrench	8. Pitman Arm Puller
2. ½" Drive Ratchet and Sockets	9. Hammers
3. Assorted Combination Wrenches	10. 17/32" Drill Bit
4. Heavy Duty Jack Stands	11. 9/16" Drill Bit
5. Hydraulic Floor Jacks	12. Die Grinder with Cut Off Wheel
6. Center Punch	13. Safety Glasses
7. Grinder	14. WD-40

FRONT SUSPENSION INSTALLATION

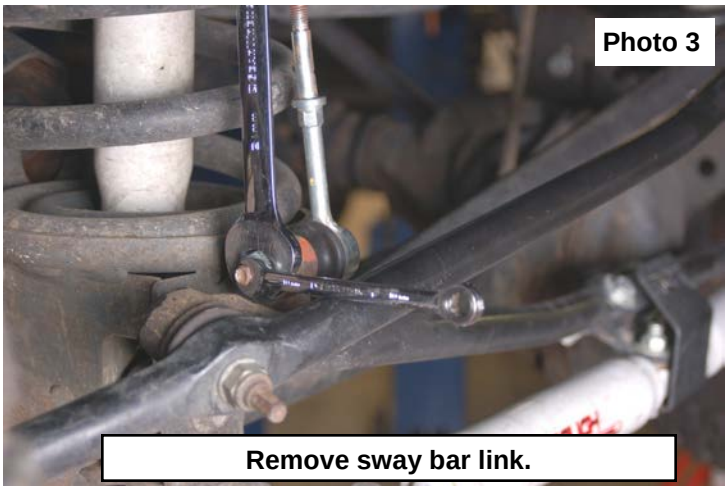
1. Secure and block the rear tires of the vehicle on a level concrete or asphalt surface
2. Open the hood and remove the shock nuts, retaining washers and rubber bushings from both upper shock mounts located inside the engine compartment. The shocks will be removed when the coils are removed.
3. Raise the front of the vehicle and support the frame with jack stands. Remove the front wheels and tires and set aside. Position a hydraulic jack under the front axle and raise the jack until the front suspension begins to compress
4. On both sides of the vehicle, scribe alignment marks on the adjustment cam and axle bracket at the lower link to axle attachment point for later reference. **See Photo 1**.
5. Unbolt the brake line brackets from the control arm mount on the axle using a 13mm wrench to ensure brake line free play during the suspension system installation.
6. Remove the stock front upper sway bar links from the sway bar as shown in **Photo 2** using a 15mm wrench.



Mark the cam bolt location.

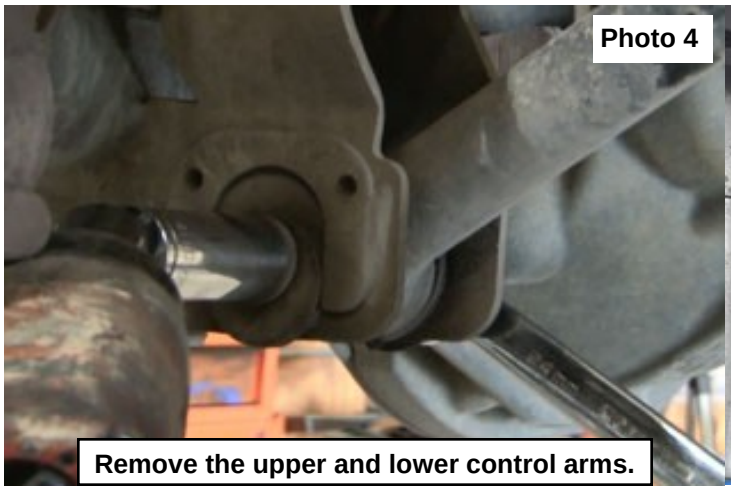
Remove sway bar link.

7. Remove the lower link from the axle using a 21mm wrench. **See Photo 3.**
8. Remove the track bar from its upper mounting point on the frame using a 24mm wrench and rest it on the axle. It may be helpful to loosen the lower track bar bolt on the axle. Retain hardware for reuse.
9. Remove the cotter pin, and castle nut from the drag link where it connects to the pitman arm. A pitman arm tool may be needed to separate the drag link from the pitman arm. Remove the stock nut, and lock washer from the sector shaft on the steering box. Save hardware for later installation. Using a pitman arm puller carefully remove the stock pitman arm.



Remove sway bar link.

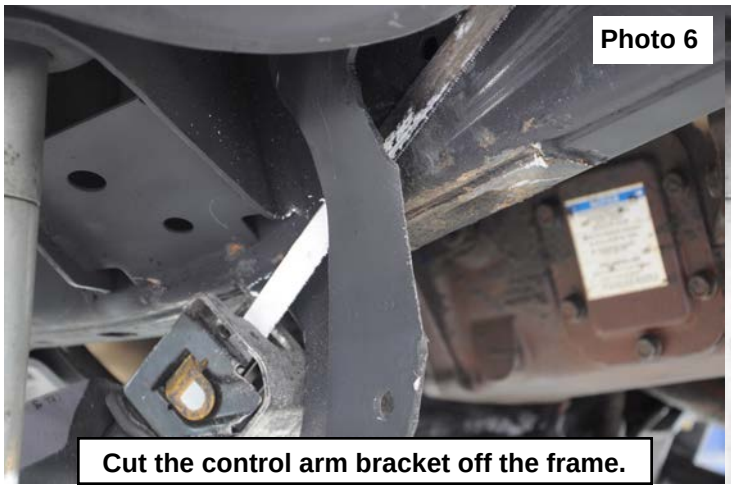
10. The new control arms will be installed one side at a time on the vehicle. This is done to make it easier to remove the hardware from the arms and to not cause bind in the front suspension. Remove the lower suspension arm nut, cam, and cam bolt from the axle using a 21mm and a 24mm socket and wrench. Remove the nut and bolt from the frame attachment point and remove the lower suspension arm from the vehicle. **See Photo 4.** Retain hardware for reuse.
11. Using a 21mm socket remove the upper control arm from the axle and frame. Note—the passenger side upper control arm frame bolt will have to be cut or remove the exhaust before the bolt can be removed.
12. Use a cut off wheel on a die grinder and cut the welds around the lower control arm frame bracket. The frame bracket has to be removed to allow clearance for the new longer arms. **See Photo 5.**



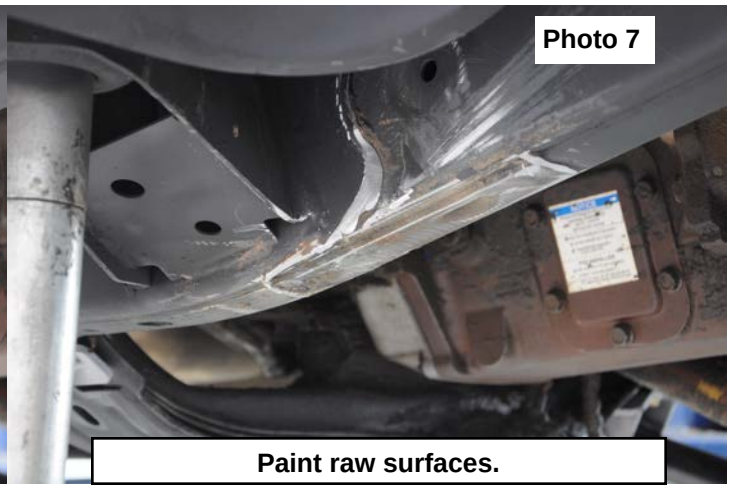
Remove the upper and lower control arms.

Mark the control arm bracket for cutting.

13. Use a reciprocating saw to cut the bracket off of the outside of the frame rail. **See Photo 6.**
14. After the factory bracket has been removed grind the frame smooth and paint to prevent rust. **See Photo 7.**

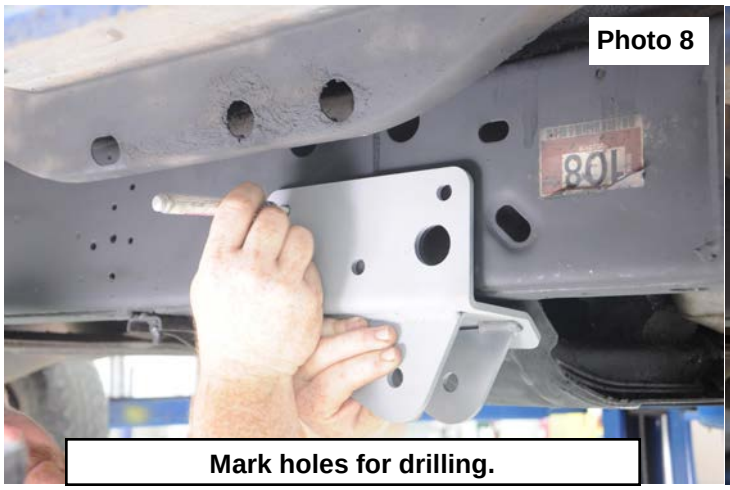


Cut the control arm bracket off the frame.

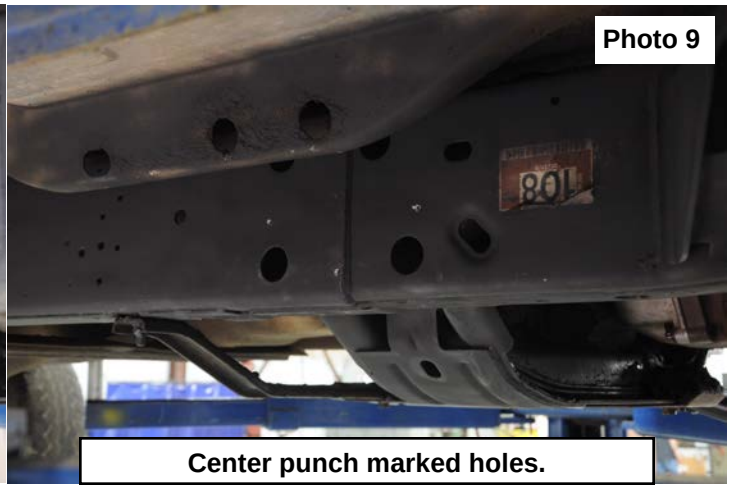


Paint raw surfaces.

15. Use the new supplied control arm bracket as a template, aligning the 2 lager holes in the frame, and mark the 3 holes on the side of the frame to be drilled. **See Photo 8**.
16. Punch all marked holes with a center punch. **See Photo 9.**

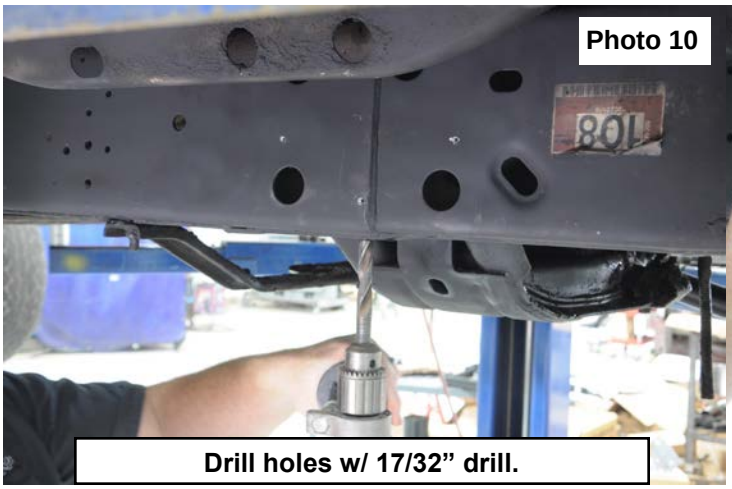


Mark holes for drilling.

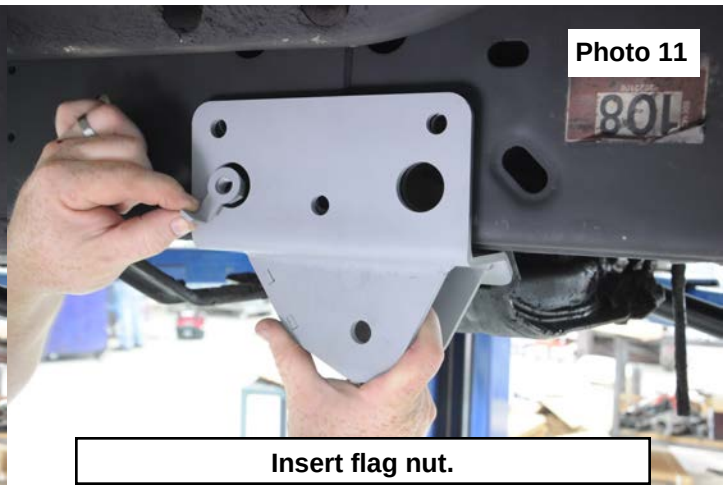


Center punch marked holes.

17. Using a 17/32” drill, drill the 3 marked holes in the frame. **See Photo 10.**
18. Insert the short rear upper flag nut and start the 1/2” x 1.5” supplied bolt. **See Photo 11.** Do not tighten at this time.

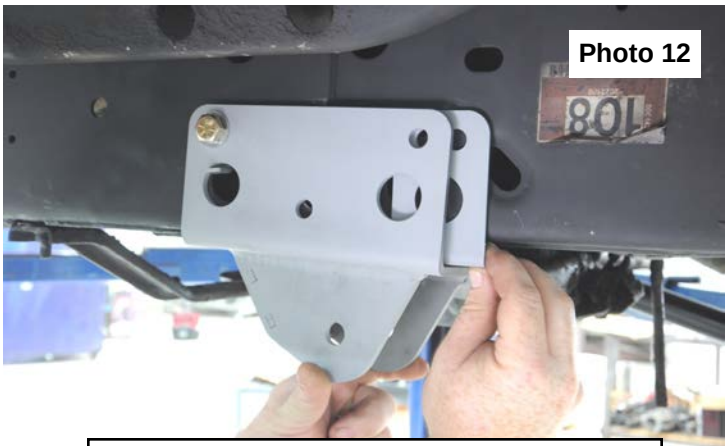


Drill holes w/ 17/32” drill.



Insert flag nut.

19. Insert the frame bracket shim on the front side between the bracket and the frame. **See Photo 12.**



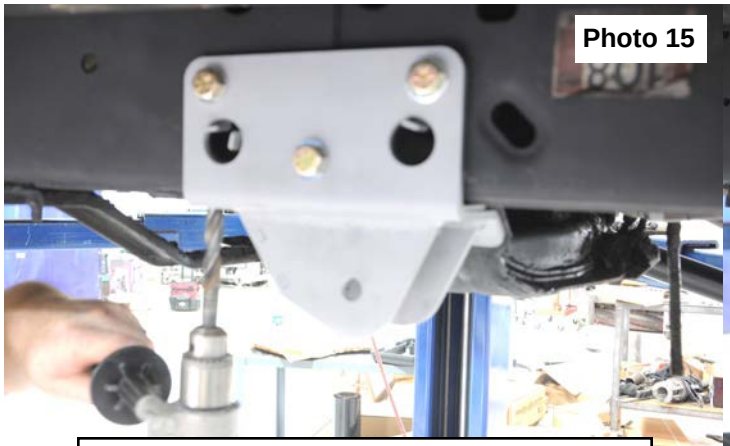
Place shim between frame and bracket.

20. Install a short flag nut into the front upper corner with a supplied 1/2” x 1.5” bolt and washer. **See Photo 13.** Do not tighten.
21. Install the long flag nut into the center of the bracket with the supplied 1/2” x 1.5” bolt and washer. **See Photo 14.**

Insert front upper flag nut.

Insert middle flag nut.

22. Tighten the (3) 1/2” bolts using a 3/4” socket.
23. Using the control arm bracket as a guide, drill the (2) bottom holes in the frame with a 17/32” drill. **See Photos 15 & 16.**

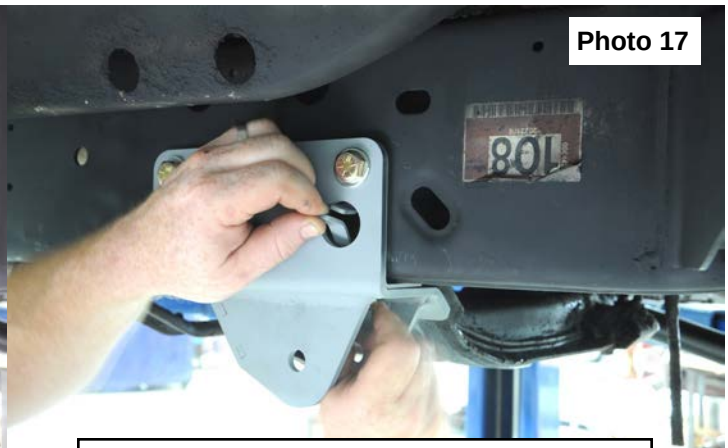


Drill bottom rear hole.

Drill bottom front hole.

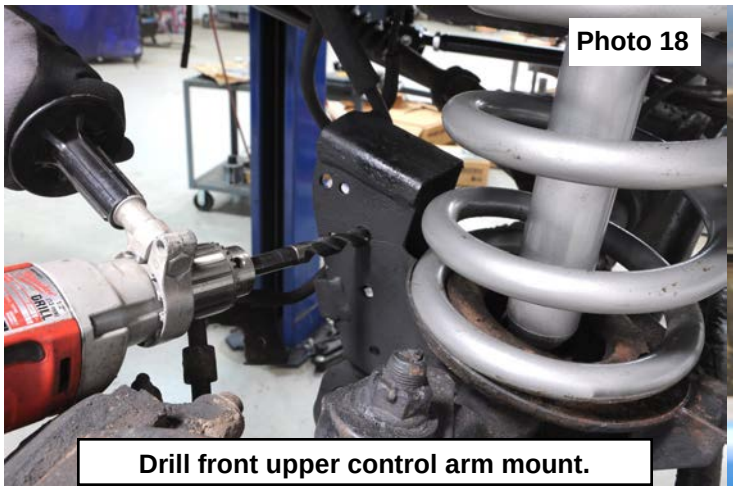
24. Install the curved flag nut in the rear of the frame and the double bent flag nut on the front with the supplied 1/2” x 1.5” bolts and washer **See Photos 17 & 18.** Tighten using a 3/4” socket.
25. Repeat steps 11-24 for the opposite side of the vehicle.

Insert bottom rear flag nut.

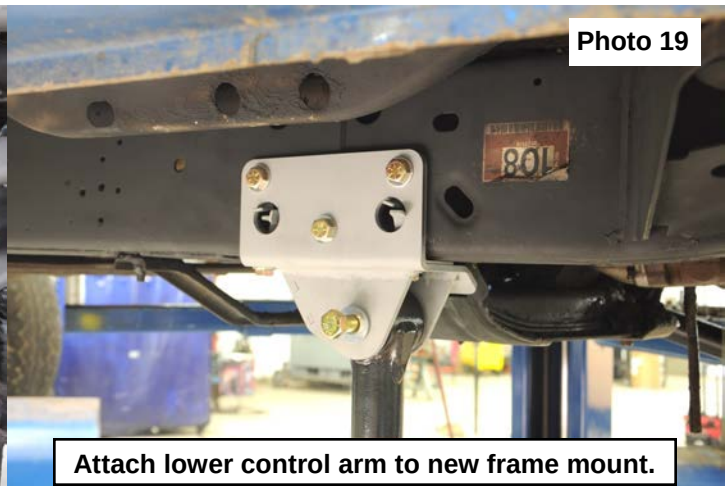


Insert bottom front flag nut.

26. Remove the lower shock bolts on the axle, and save for later installation. The shock absorbers will be removed from the vehicle at the same time the coils are removed from the vehicle.
27. Carefully lower the jack until the coil springs are free (the upper suspension arm will be contacting the axle bracket) Remove the coil springs and shocks from the vehicle. Note: use of a coil spring compressor may be required for spring removal.
28. Assemble shock absorbers Part #658732 or 2.2 upgrade part #660574 with the supplied sleeves and install the shock in the upper mount.
29. Install the Rough Country coil springs in the stock mounts by sliding the shock through the middle of the coil. The use of a coil spring compressor will be required for installation
30. Lower the axle until the spring can be seated in the mount. Check to be sure the wrap on the coil spring in relation to the lower mount properly seats the spring by turning the coil spring until it seats.
31. Remove the coil spring compressor at this time.
32. Install the new pitman arm into the stock location on the sector shaft, using stock hardware and torque nut to 185 ft. lbs.
33. Reinstall the drag link onto the pitman arm using stock hardware.
34. Raise the front axle with a floor jack to slightly compress the coil springs.
35. Install the lower end of the shocks in the stock location and tighten using stock hardware.
36. Using a 9/16” drill, drill the upper control arm mount on the axle. **See Photo 18.**
37. Install the lower control arm in the frame mount using the supplied 5/8” x 4.5” bolts, washers, and nylock nuts. **See Photo 19.** Do not tighten.

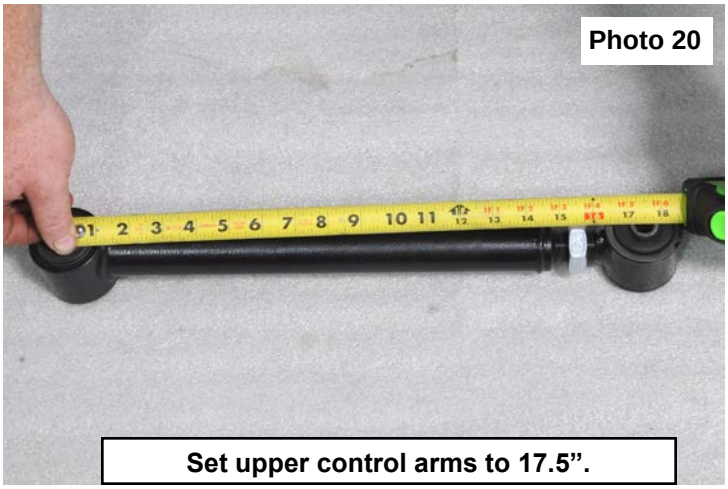


Drill front upper control arm mount.



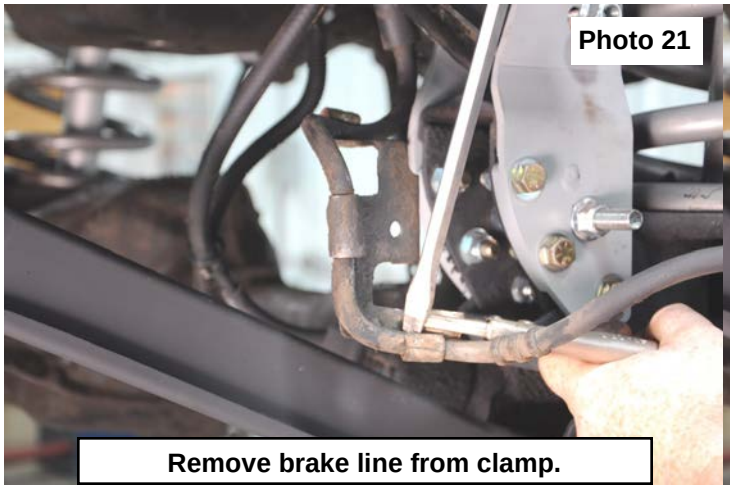
Attach lower control arm to new frame mount.

38. Adjust the new upper control arms to 17.5” on center. **See Photo 20.**
39. Attach the upper control arm to the lower using the supplied 9/16” x 3.5” bolts, washers, and nuts.

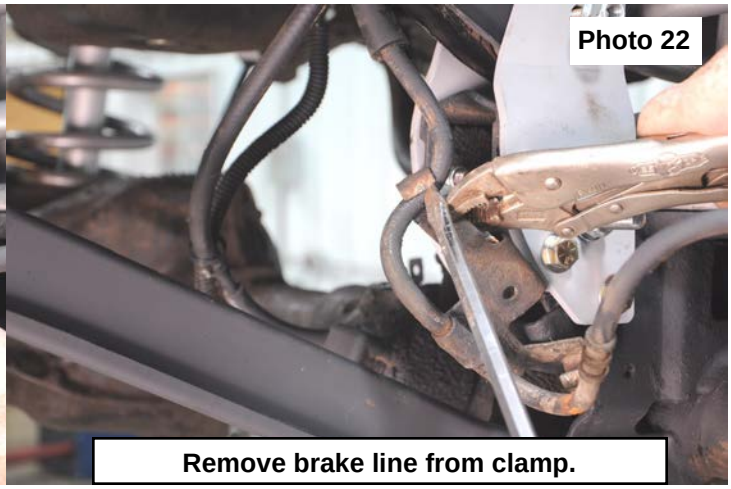


Set upper control arms to 17.5”.

40. Using a 13mm wrench, remove the brake line bracket from the control arm pocket.
41. Using a flat screwdriver and vise grips, pry the bracket open and remove the brake line. **See Photos 21 & 22.**

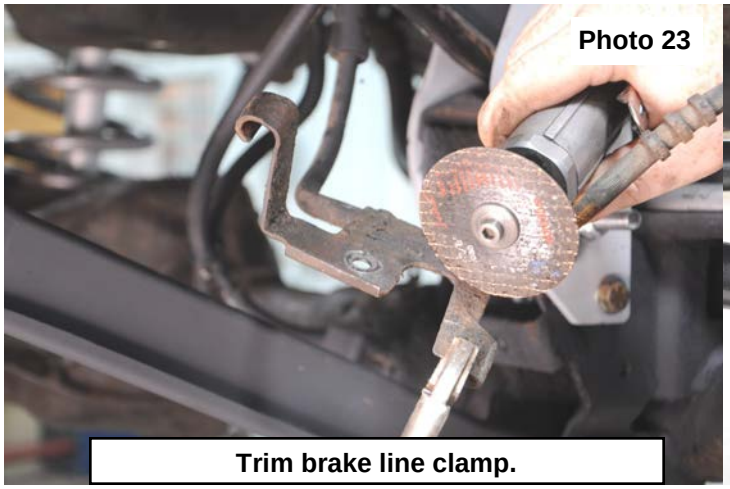


Remove brake line from clamp.

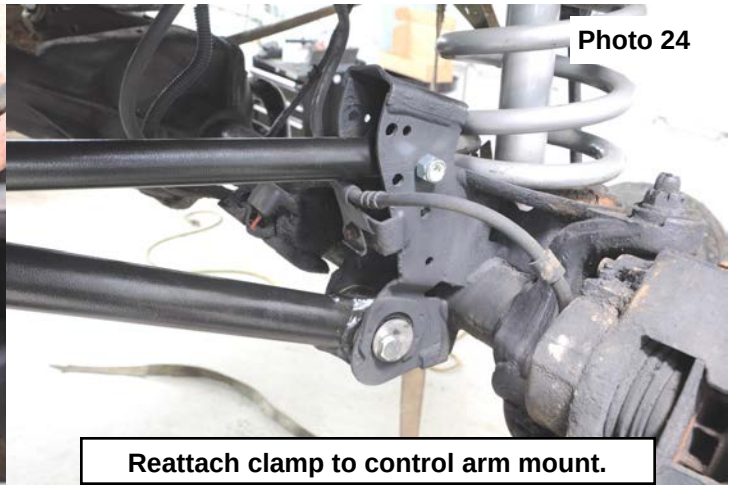


Remove brake line from clamp.

42. Using a cutoff tool, cut the brake line bracket as shown in **Photo 23.**
43. Attach the upper control arm to the axle using the supplied 9/16" x 3.75" bolts, washers, and nuts.
44. Attach the lower control arm to the axle using the stock cam bolts. Align marks from step 4.
45. Attach the brake line bracket to the control arm mount to using the stock hardware. **See Photo 24.** Tighten using a 13mm wrench.



Trim brake line clamp.



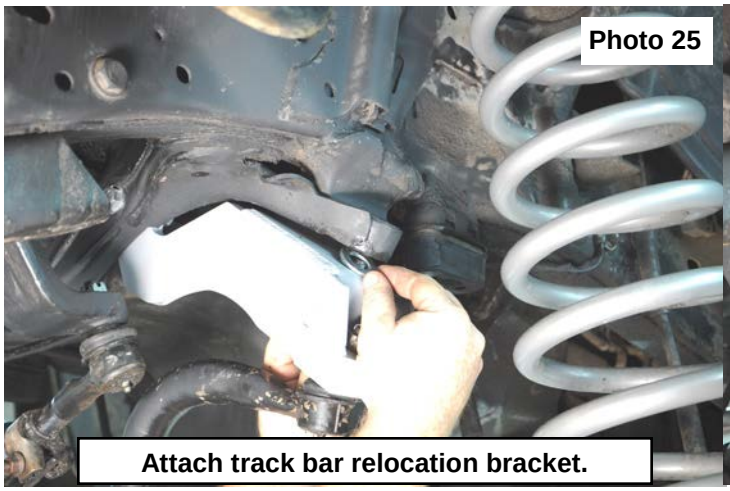
Reattach clamp to control arm mount.

46. Repeat steps 36-45 on opposite side of the truck.

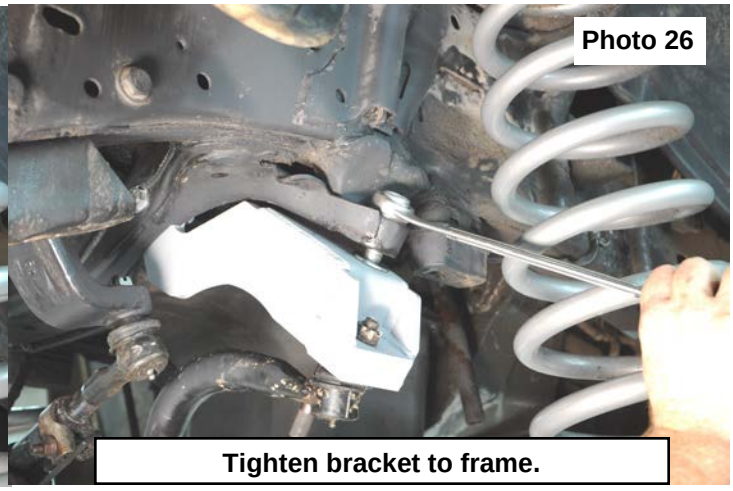
47. Install the track bar onto the new track bar relocation bracket.
48. Install the new track bar relocation bracket using the supplied 18mm x 80mm bolt, nut, and washers. **See Photo 25.**

⚠NOTICE **Install (1) washer between the new bracket and the stock frame mount.**

49. Tighten using 27mm wrenches. **See Photo 26.**

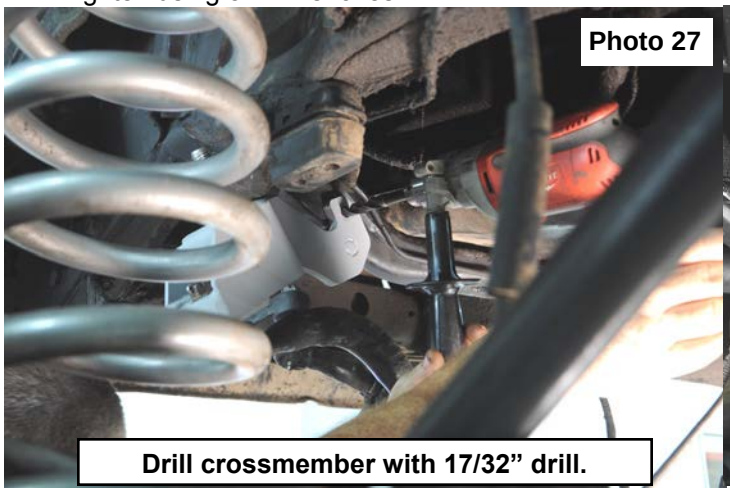


Attach track bar relocation bracket.

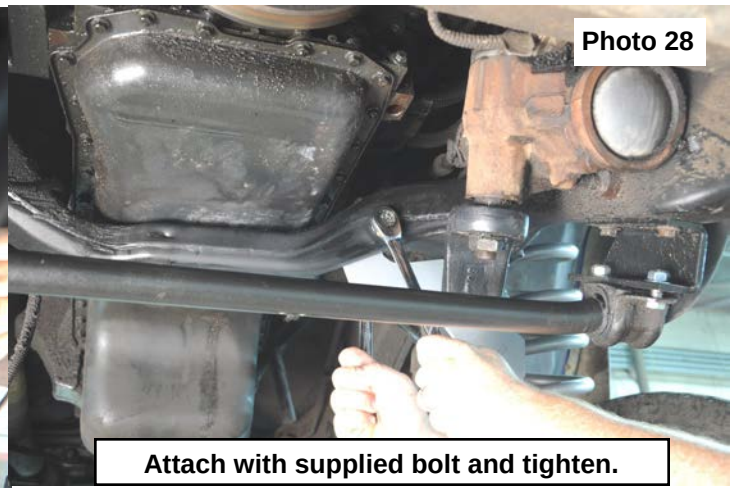


Tighten bracket to frame.

50. Using the new bracket as a guide, drill through the factory crossmember with a 17/32” drill. **See Photo 27.**
51. Attach the bracket to the crossmember using the supplied 1/2” x 2.5” bolt, washers, and nut. **See Photo 28.** Tighten using 3/4” wrenches.

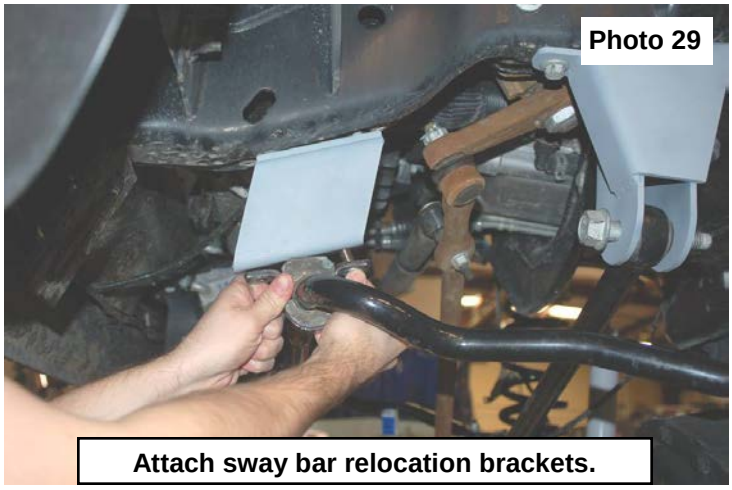


Drill crossmember with 17/32” drill.



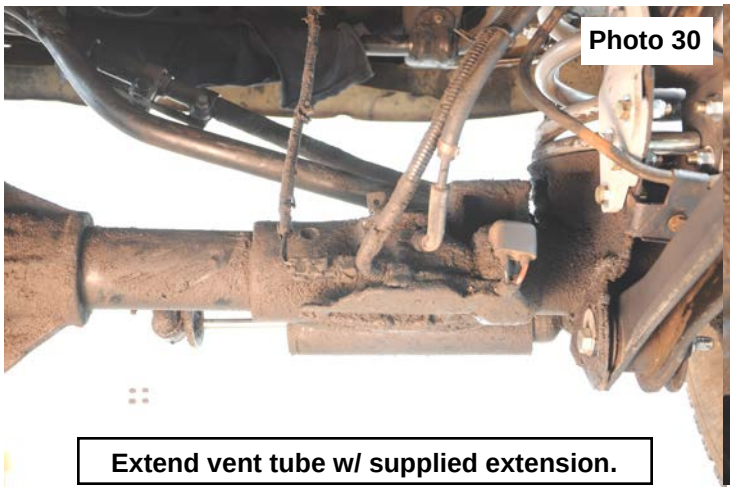
Attach with supplied bolt and tighten.

52. Remove the sway bar from the frame using a 9/16” wrench.
53. Install the sway bar drop brackets using the factory hardware to secure to the frame.
54. Using the supplied 7/16” x 1.25” bolts, washers, and nuts, attach the sway bar to the drop brackets. **See Photo 29.**

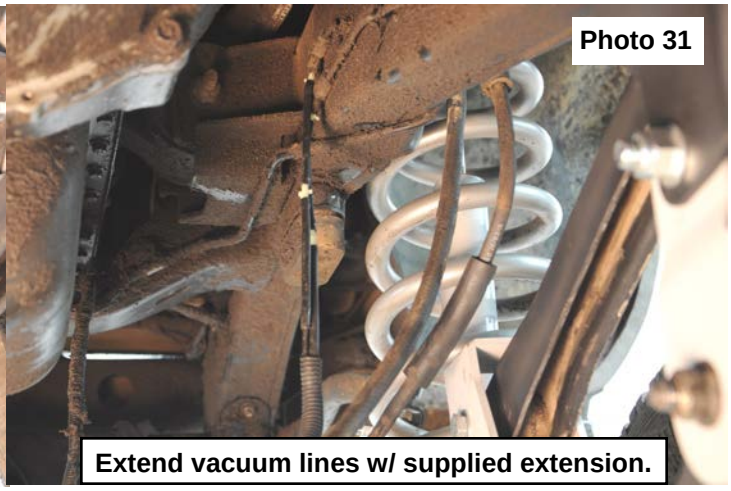


Attach sway bar relocation brackets.

55. Install the supplied axle breather tube extension. **See Photo 30.**
56. Install the supplied 4x4 vacuum hose extensions. **See Photo 31.**



Extend vent tube w/ supplied extension.

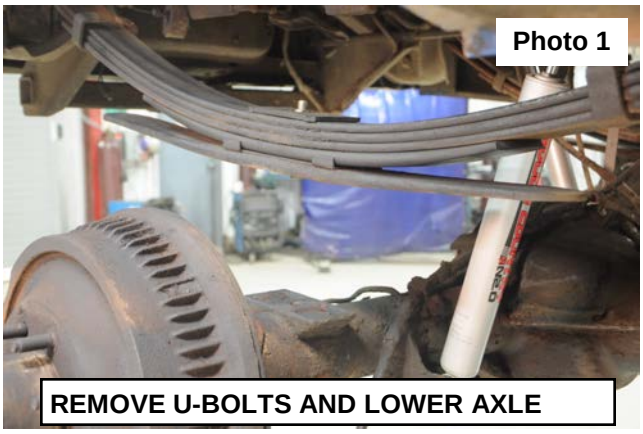


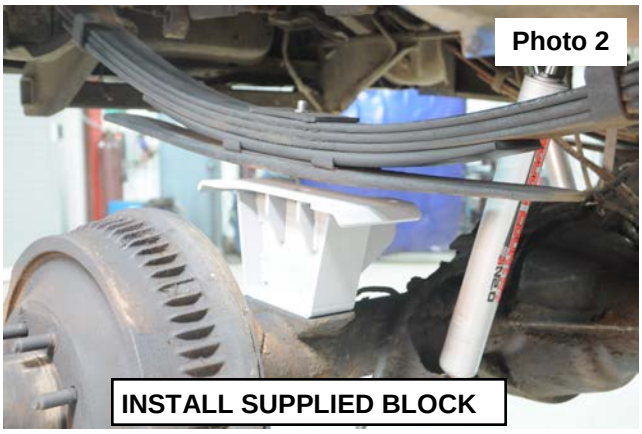
Extend vacuum lines w/ supplied extension.

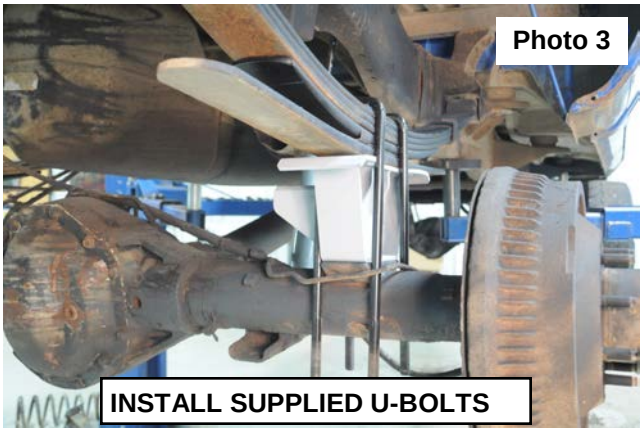
57. Make sure you have enough slack for the 4x4 light wire.
58. Install the tires / wheels. Lower vehicle to the ground.
59. Turn the wheels to make sure the brake lines are adjusted properly, re-crimp the clamp around the line if necessary.
60. Torque the fasteners to the following specifications:
    - Lower suspension arm cam nut……110 ft/lbs
    - Lower suspension arm rear nut…….88 ft/lbs
    - Upper suspension arm axle nut…….89 ft/lbs
    - Upper suspension arm frame nut……..62 ft/lbs
    - Track Rod Bolt……...…..110 ft/lb

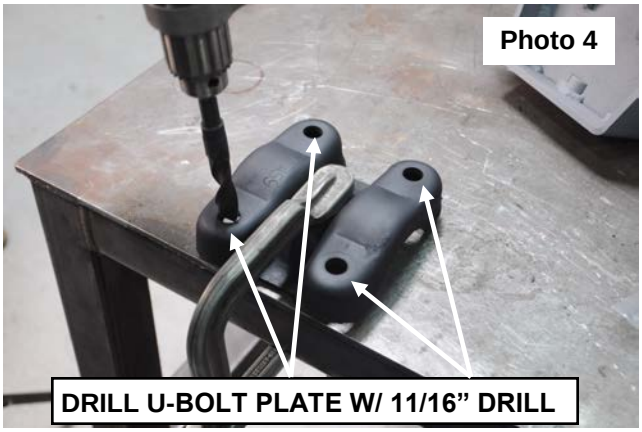
REAR INSTALLTION

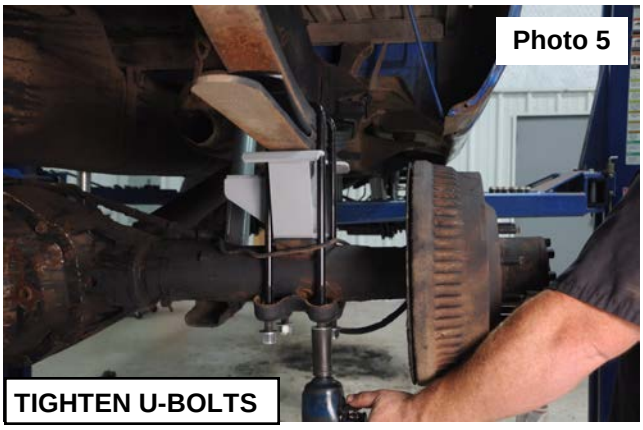
1. Chock front wheels and jack up the rear of the vehicle. Secure with jack stands on the frame rail.
2. Place a floor jack under the rear differential on the rear axle. Using a 18mm socket and wrench, remove the stock shock absorbers, retain the stock hardware for reuse.
3. Using a 24mm socket, remove the stock u-bolts. Use the floor jack to lower the axle assembly to allow for lifted block installation.
4. Install the Rough Country add-a-leaf per included instructions.
5. Install the Rough Country block in between the leaf spring and the axle. Jack up the axle and align the pins in the blocks and axle seat. **See Photos 1-3. **Bump stop nose on block goes to the inside of the truck.****
6. Using an 11/16" drill, drill the u-bolt plate. **See Photo 4.**

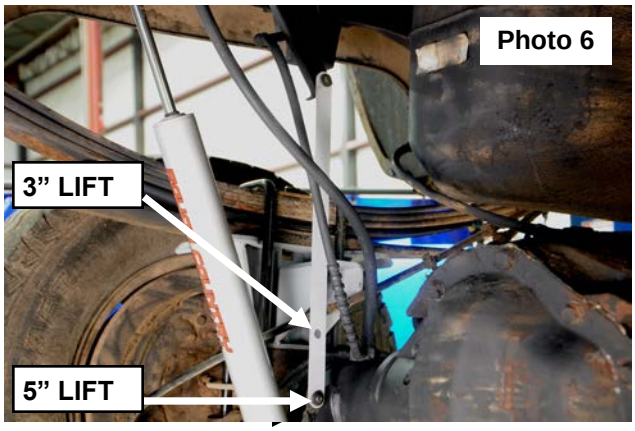












6. Install u-bolt plate. Tighten u-bolts in an alternating pattern. Torque to 85 ft-lbs. **See Photo 5.**
7. Install grommets into brake proportioning bracket. Install bracket on factory mounts. **See Photo 6. **Bottom hole is for 5" lift and next hole up from bottom is for the 3" lift.****
8. Install anti-wrap ubolts and hardware over leaf spring and into front and rear holes in the blocks and tighten.
9. Locate 2.0 shock part #658727 or 2.2 upgrade part #660562 and assemble bushings and sleeve in shock. Using a 18mm socket and wrench, install using factory hardware on upper and lower shock mount.
10. Install the tires and wheels.
11. Jack up the rear of the vehicle and remove the jack stands. Lower the vehicle to the floor.

POST INSTALLATION INSTRUCTIONS

Check all fasteners for proper torque. Check to ensure there is adequate clearance between all rotating, mobile, fixed and heated members. Check steering gear for interference and proper working order. Test brake system.
Perform steering sweep. Check to ensure brake hoses have sufficient slack and will not contact rotating, mobile, or fixed members, adjust lines/brackets to eliminate interference and maintain proper working order. Failure to perform inspections may result in component failure.
Re-torque all fasteners after 500 miles. Visually inspect components and re-torque fasteners during routine vehicle service.
Readjust headlights to proper settings.
It is the buyer's responsibility to have all bolts/nuts checked for tightness after the first 100 miles and then every 1000 miles. Suspension components every 3000 miles.

Alignment Specs

Front			
Total Toe	-0.00°	+0.10°	+0.20°
Front Camber	-0.75°	-0.25°	+0.25°
Caster	+2.25°	+3.25°	+4.25°
King-Pin	———	———	———
Incl. Angle	———	———	———
Rear			
Total Toe	°	°	°
Rear Camber	°	°	°
Thrust Angle	-.025°	+0.00°	+0.25°

Kit Contents:

2-Coil Spring
1-Front Track Bar Bracket
2-Front Sway Bar Drop Brackets
1-Pitman Arm
(6612)
2-Rear Lift Block
2-Rear Add-a-Leafs
4-Rear U-bolt
2-Front 2.0Shock Absorber (658732)
2-Rear 2.0 Shock Absorber (658727)
2-Lower Control Arm Brackets
2-Control Arm Bracket Flag Nuts
1-Driver Lower Control Arm
1-Passenger Lower Control Arm
2-Upper Adjustable Control Arms
1-1382BAG1
1-1382BAG2
1-1382BAG3
1-1394BAG5
1-6111BAG
1-1263BAG2
1-5/8BAG

Poly Bags:

1382BAG1:
- Instructions
- Warning To Driver

1382BAG2:
- 4-7/16" Flat Washers
- 4-7/16" x 1.25" Bolts
- 4-7/16" Nylock Nuts
- 2-1/2" Flat Washers
- 1-1/2" Nylock Nut
- 1-1/2" x 2.50" Bolt
- 2-3/16" Vent Hoses
- 4- 3/16" Vent Hose Couplers
- 1-5/16" Vent Hose
- 1-5/16" Vent Hose Coupler
- 3-Rubber Grommets
- 1-18mm x 80mm Bolt
- 3-18mm Flat Washers
- 1-18mm Nylock Nut

1382BAG3:
- 10-1/2" x 1.5" Bolts
- 10-1/2" Flat Washers
- 2-9/16" x 3.5" Bolts
- 2-9/16" x 3.75" Bolts
- 4-9/16" Flat Washers
- 4-916" Lock Nuts
- 2-5/8" x 4.5" Bolts
- 2-5/8" Nylock Nuts
- 4-5/8" Flat Washers

1394Bag5: Shock Bag
- 6-Shock Sleeves
- 4-Stem Bushings
- 4-Bushings retainers
- 2-Stem Nuts

6111BAG: Hardware Bag
- 4-1/2" Center Pins
- 4-1/2" Nuts

1263BAG2:
- 4-7/16" x 3.125" x 3.25 Ubolts
- 8-7/16" Flat Washers
- 8-7/16" Nylock Nuts

5/8BAG:
- 8-5/8" Nylock Nuts
- 8-5/8" Flat Washers

Thank you for choosing Rough Country Suspension for your Off Road needs.

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.