

Dodge Durango lift



Thank you for your Rocky Road, LLC purchase! We value your business and appreciate any input you might have on this product and/or its installation.

Your Dodge Durango lift kit is one of the best off-road mods you can make to your Dodge. Read these instructions thoroughly before beginning installation.

This suspension is an offroad suspension system. Modification of vehicles for off-road use, especially suspension modification & oversized tires, will affect the center-of-gravity & steering or handling of your vehicle. By the sale of these products, we are neither recommending that you modify your vehicle, nor are we assuming any responsibility for the consequences of such modifications. Summit Off-road llc/Rocky Road Outfitters, has no control of how these component parts are installed or utilized in the operation of a vehicle on which they are installed. We, therefore assume no liability for any circumstances connected with their use. The purchaser of these parts should be aware that he or she acquires, installs and utilizes these parts at his or her own risk, and agrees not to hold Rocky Road Outfitters/Summit Off-road llc, responsible. By installation of our products, you are agreeing to the above. Particular interest should be paid to such infrastructure systems as brake lines, steering, shocks, drivelines, and other components which may be affected by large amounts of wheel travel. Every lift kit on the market from every manufacturer has the potential to cause overstress to the CV boots which can lead to a crack or tear. Keep an eye on the boots and keep your CVs lubricated.

Estimated install time for mechanic, 4 hours. Installation really is straightforward and hopefully our instructions will make the job flow more smoothly. Use your common sense as much as these instructions for a successful installation. Items you'll probably want to have on hand to complete the installation: A metric wrench set, hand sledge, pry bar, floor jacks and stands. We recommend HIGH STRENGTH thread locker on all fasteners during reassembly.

A couple steps in reassembly may require 2 people because of the leverage and positioning required. Can be done with 1 person, 2 people makes it 10 times easier in these steps.

STEP 1:

We'll be starting with the rear. Raise the rear of the vehicle so the suspension is free hanging and tires about 2-3" off the ground. Support frame securely with jack stands. Pick a side and remove the tire. Place a jack under the lower control arm for support and also for moving the control arm up and down.



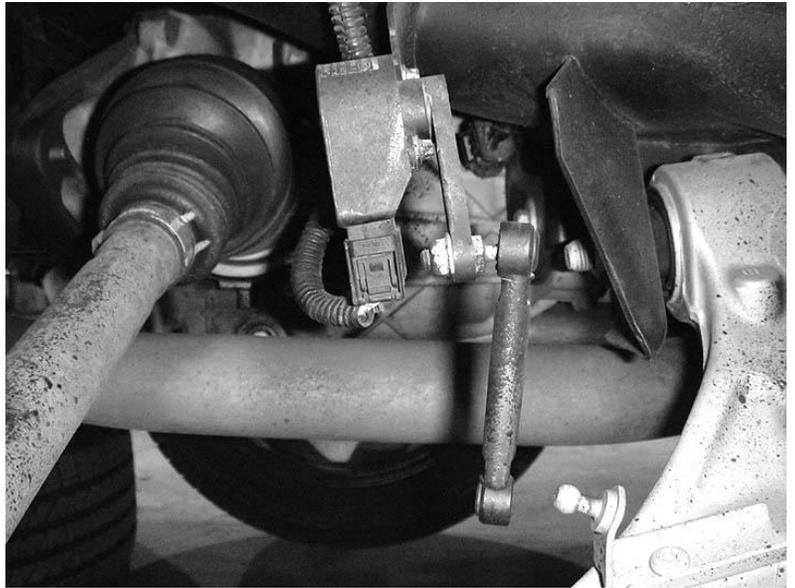
STEP 2:

Remove the Brake line clip. This allows you to push the control arms down enough to remove and install springs without chancing damage to the brake lines.

As shown in picture, Remove ABS sensor and let free hang from the upper control arm clip.

STEP 3:

Some Dodges may be equipped with a sensor on the rear of the lower control arm, if so, pop the lever off the LCA to avoid damage to the sensor. Pictured at right.



STEP 4:

Remove lower shock mount bolt. Move LCA up or down so there is no more tension on the bolt and it will more easily slide in and out.



STEP 5:

Remove the outer bolts from the 2 Upper control arms. Pictured at left.

STEP 6:

Remove Nut and disconnect one end of the swaybar link.

STEP 7:

With steps 1-6 complete, you can lower the jack from the LCA. At this point you can push down on the LCA with your foot to remove the coil spring. Pay close attention to brake lines and ABS sensors when you do this. DO NOT push too far!

STEP 8: Remove the 2 upper shock mount bolts and install the Rear Shock kit between the shock and its original mounting location. Re-install the shock (and spacer) by using the provided new longer hardware.



Rear Shock kit



STEP 9:

Remove the plastic spring retainer from the lower spring mount on the LCA and pull the rubber piece off. This will be reused, the plastic piece gets tossed. Bolt the new spring spacer from the Rear Lift kit to the LCA using the LARGE HEAVY WASHER and the ½" x 3 ¾" bolt and washer.

Picture at left shows the bottom of the LCA with the LARGE WASHER and bolt properly installed.

Then install the original rubber piece over the top of the new coil spring spacer as pictured below.



STEP 10:

Index the end of the coil against the tab on the spacer. Now, while pushing down against the LCA, push in the top of the coil spring until it pops into the upper spring mount. A little grease on the upper retainer may ease installation of the spring into the mount.

STEP 11:

Place jack under the LCA and start jacking up LCA until you can easily reconnect the anti-swaybar link. Then line up the lower shock mount holes and install the bolt. Reconnect the 2 upper control arms. Replace the ABS sensor and sensor lever (if applicable). Brake line clip and brake line. Tighten all mounting hardware. Double and triple check.



STEP 12:

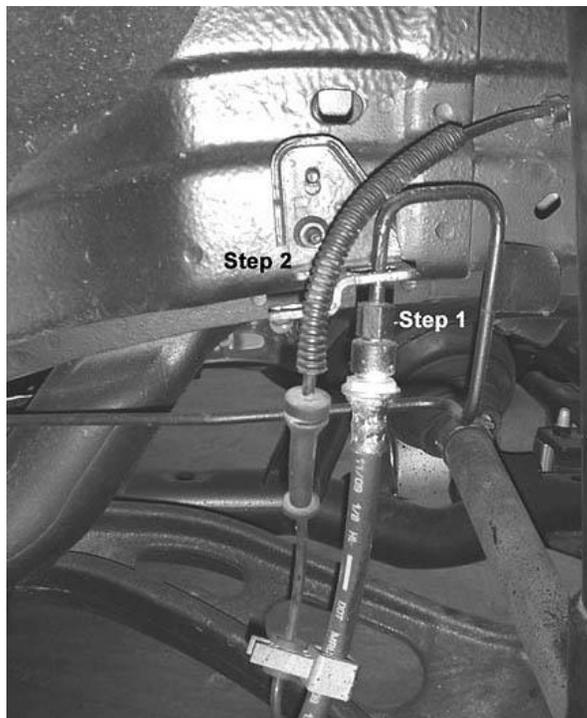
Replace the tires and repeat the entire procedure on the other side of the Dodge.

DOUBLE CHECK everything you touched in the rear suspension before moving on to the front. With the tires back on, you can remove the jackstands and set the vehicle back on the ground.

See our notes at the end of these instructions. Installing the front lift on a full vehicle lift jack will be next to impossible. We recommend doing the front AT GROUND LEVEL. It will be more challenging and time consuming than the rear suspension.

FRONT LIFT KIT

Raise and support the vehicle so the suspension is hanging and the tires are about 2-3" off the ground. Securely support the Dodge with jackstands. Pick a side to start on and remove the tire. Place jack under the LCA for support and to move the LCA up and down during installation.



- STEP 1:** Unclip the brake line
- STEP 2:** and ABS wire from the bracket mounted to the frame as pictured to the left.
- STEP 3:** Remove nut from the bottom of the anti-swaybar link and disconnect the link.

Remove the steering tie rod from the knuckle.

Separate the Upper Control Arm from the spindle. You may have to knock the arm with a hammer to get the tapered tie rod end to break loose. It is best to only loosen the nut and give it a small gap before you tap so when the spindle drops, it is caught by the nut still on the ball joint.

Remove the long bolt from the lower strut mount.

Remove the bolt from the forward end of the lower control arm.

Lower and remove the jack. Keep the knuckle/spindle turned back so the brake line maintains slack.

STEP 4:

Remove the nuts from the top of the strut. These will be located inside the engine compartment. Ready to remove the strut? OK. This is where a 2nd set of strong hands come into play. Have one person push down on the lower control arm while keeping the knuckle turned toward the back AND watching the brake and ABS lines. The other person needs to maneuver the strut up and over the axle being VERY careful not to damage the CV boot. Do this and remove the strut from the Dodge.

Picture at right shows the strut on its way out and everything unbolts and free-hanging.





STEP 5:

Bolt the spacer to the top of the strut using the supplied lock-nuts and washers. Torque the bolts to 26 ft/lbs max.

STEP 6:

Now for the serious fun...

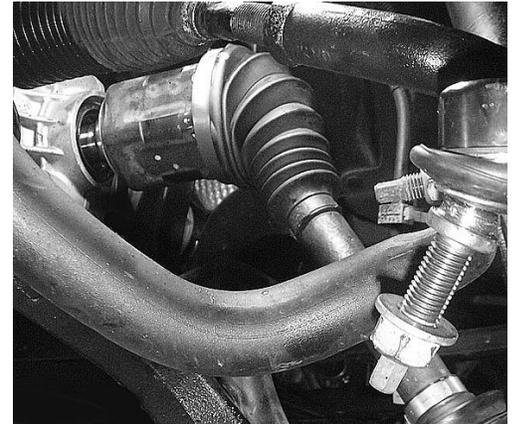
Reinstall the strut using the same recommended 2-person procedure. Use the factory nuts to attach the top of the strut system. It will be a bit of a tight fight, just be patient, careful, and having a helper is night and day.

Install the factory nuts only finger tight initially. You need to be able to move the bottom around freely to get the lower mount in position.

Getting the bolt in the lower mount is difficult. A large screwdriver or pry bar will help in getting the holes lined up. Place the jack under the LCA and jack up until the holes line up in height, pull the control arm out while pushing in the lower portion of the strut. This may take some effort and force. Once the holes are lined up, insert the bolt. You may need to adjust the jack height and use pry bars on the control arm while pushing on the strut. It can be done and as they say in the movies... "You can do it"!

If the CV axle pops out of the differential housing, this is not a problem. You can use a rubber dead-blow or mallet to tap it back in later making sure the splines are lined up inside. Picture at right shows an example of the axle having slid out. Not a problem, it can be tapped back into position.

If you are having trouble reconnecting the strut to the lower control arm due to contact with the axle, then you may need to remove the axle from the differential housing completely. This should only be necessary on the DRIVER'S side (short side). Once the strut is reconnected, align the axle in the housing and start jacking the lower control arm up. You need to get the axle to a more horizontal position before attempting to tap it back in all the way.



STEP 7:

Reconnect the LCA.

Start jacking up the LCA and tap the axle back in the housing if needed. Continue jacking until you can reconnect the steering tie rod, swaybar link, and upper control arm. Reclip the ABS and brake lines.

With all of this reassembled, you can tighten all the bolts down (don't forget the top of the strut in the engine compartment). Make sure the weight of the vehicle is on the jack.

Repeat the procedure for the other side. Double-Triple check everything you have touched!

Give it a good "pre-flight" to make sure everything is on and works. Retighten lug nuts after a couple hundred miles. A complete front and rear alignment is CRITICALcritical for safety, tire life, fuel economy, make sure and have one done ASAP.

Any questions, please give us a call (435-654-1149) or email at gwbuid@rocky-road.com

For customers using RRO Upper Control Arms, you will want to install these while you have the strut removed. Refer to A-arm instructions for this. They are very simple with 2 bolts holding the arm (inside engine compartment). Assemble ball joint in arm, remove stock one, install new UCA using supplied instructions.

INSTALLERS, PLEASE NOTE:

We HIGHLY recommend installing these kits on the ground, NOT on a vehicle lift!

We recommend starting with the rear suspension first (can do this on a vehicle lift no problem), then moving to the front.

The nature of the Dodge IFS struts makes it nearly impossible to impose the leverage needed to push & pull axles and knuckles on the front suspension unless the vehicle is on the ground.

Additionally, when the suspension is free-hanging parts will make contact and create additional fitting difficulties. Installing on the ground will ease the installation and cut install time over attempting the same installation on a full vehicle lift.