

INSTALLATION INSTRUCTIONS

88015

Rev. E

FOR SUSPENSION SYSTEMS RS6445, RS6446, RS6475 & RS6476: DODGE 4x4

DO NOT USE A BODY LIFT KIT WITH THIS SUSPENSION SYSTEM

READ ALL INSTRUCTIONS THOROUGHLY FROM START TO FINISH BEFORE BEGINNING INSTALLATION

A = 6445 - 3" PERFORMANCE SYSTEM

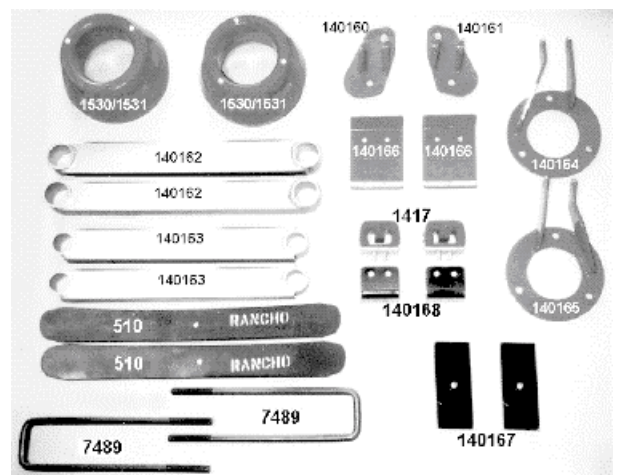
B = 6446 - 2" PERFORMANCE SYSTEM

C = 6475 - 3" SPORT SYSTEM

D = 6476 - 2" SPORT SYSTEM

PARTS LIST

Part No.	Description	Qty.	System Used in	Part No.	Description	Qty.	System Used in
140160	Lower Dual Shock Mount (left)	1	A,B	860044	Rear Spacer Kit	1	A,C
140161	Lower Dual Shock Mount (right)	1	A,B		Center Bolts	2	
140162	Lower Link	2	A,B,C,D		3/8"-24 Center Bolt Nuts	2	
140163	Upper Link	2	A,B		3/8" Flat washers	2	
140164	Upper Dual Shock Mount (right)	1	A,B	860045	Skid Plate Hardware Kit	1	A,B
140165	Upper Dual Shock Mount (left)	1	A,B		5/16"-24 X 1.0"	4	
140166	Lower Link Skid Plate	2	A,B		5/16"-24 Nyloc Nuts	4	
140167	Rear Spacers	2	A,C		5/16" Flat washers	8	
140168	Front Bumpstop Spacer	2	A,B,C,D	860047	Lower Link Hardware Kit	1	A,B,C,D
1417	Bumpstop	2	A,B,C,D		Lower Link Bushings	8	
1530	Spring Spacer (2")	2	B,D		Lower Link Sleeves	4	
1531	Spring Spacer (3")	2	A,C		Lower Link Washers	8	
510	Add-A-Leaf	2	A,C	860048	Upper Link Hardware Kit	1	A,B
7489	U-bolts	4	A,C		Upper Link Bushings	8	
8102	Hardware Kit	1	A,C		Upper Link Sleeves	4	
	9/16"-18 Nyloc Nuts	8			Upper Link Washers	8	
	9/16" Flat washers	8		88015	Instructions	1	A,B,C,D
860041	Bumpstop Hardware Kit	1	A,B,C,D	94140	Consumer Information Pack	1	A,B,C,D
	3/8"-24 x 3" Bolts	4					
	3/8" Flat washers	8					
	3/8"-24 Nyloc Nuts	4					
	5/16"-24 Nyloc Nuts	4					
	5/16 Flat washers	4					
860042	Spring Spacer Hardware kit	1	A,B,C,D				
	7/16"-14 x 1.75 Bolts	6					
	7/16 Lock washers	6					
	Thread Lock	2					
860043	Dual Shock Hardware Kit	1	A,B				
	M12 x 1.75 x 100mm	2					
	M12 x 1.75 Flanged Nuts	2					
	M12 Flat washers	2					
	1/2"-20 x 3.25" Bolts	4					
	1/2"-20 x 1.75" Bolts	2					
	1/2"-20 Nyloc Nuts	6					
	1/2" SAE Flat washers	18					
	1/2" USS Flat washers	8					



IMPORTANT NOTES!

- A. This kit is intended to provide better ride and more control off-road. This may permit the user to travel faster than a "stock" vehicle over the same terrain. The user assumes all liability for this increased speed.

Remember that simply installing this kit does not magically reinforce the stock frame, nor does it improve the rollover protection built into the passenger compartment by the manufacturer. The energy available to damage components increases as with the square of the speed. In other words, there is over twice the kinetic energy available to damage your vehicle (and you) at 30mph than there is at 20 MPH. Enjoy your Rancho suspension system, but also operate your vehicle responsibly.

- B. Have the alignment of the vehicle checked to insure that it falls within factory specifications. **If the vehicle's alignment can not be brought to within factory specifications, DO NOT install this kit.** The installation of this kit will not change the alignment of the vehicle more than +/- 1/2° from factory specifications.
- C. Check the frame of the vehicle for any damage or severe corrosion. If there is any question as to the straightness or soundness of the chassis, have the vehicle checked by a state approved alignment specialist. **If there is any structural damage, do not install this kit.**
- D. Compare the contents of this system with the parts list in these instructions. If any parts are missing, including fasteners, contact the Rancho Technical Department at 1-800-5SHOCKS. Each hardware kit in this system contains fasteners of high strength and specific size. Do not substitute a fastener of lesser strength or mix one hardware kit with another.
- E. **Do not interchange parts from this kit with components from another manufacturer.** This kit must be used with the OEM COIL SPRINGS and the following RANCHO SHOCK ABSORBERS:

FRONT SHOCKS - 5221 or 9221

RANCHO DUAL FRONT SHOCKS - 5008 or 9008

REAR SHOCKS 1500, 2500 - 5198 or 9198

REAR SHOCKS 2500HD (8800 GVWR) - 5225 or 9198

- F. Included in the hardware kit are several tubes of THREAD LOCKING COMPOUND, to be used on ALL BOLTS during installation. ONE drop on the exposed threads of each bolt before installing the nut is sufficient to provide an adequate bond. Unless otherwise specified, all bolts in the kit will be installed with a flat washer at each end (one under the head and one under the nut), plus thread locking compound, and then torqued to the following values: Unless otherwise specified.

3/8"	Bolts	28-35 FT-LBS
7/16"	Bolts	30-35 FT-LBS
1/2"	Bolts	65-80 FT-LBS
9/16"	Bolts	75-90 FT-LBS

DO NOT USE AN IMPACT WRENCH TO TIGHTEN ANY OF THESE BOLTS! They tend to over tighten smaller bolts and under tighten larger bolts. **USE A TORQUE WRENCH!**

CAUTION: Thread locking compound may irritate sensitive skin. Read warning label on container before use.

- G. Do not plate (i.e. chrome, cadmium, zinc, etc.) any of the components in this kit, or alter their original finish in any way. This may weaken these components. Rancho parts come with a protective coating. However, you may add a layer of Enamel paint over the original coating.
- H. This kit is supplied as a bolt on assembly. Do not weld anything to these components, and do not weld any of these components to the vehicle. If any of these components break or bend, contact your local Rancho dealer or Rancho, for replacement parts.
- I. The following tools and supplies will be required for proper installation of this kit.
- Torque Wrench(es)
 - 1/2" Drive Ratchet and Sockets
 - Assorted Combination Wrenches
 - Assorted Hex-Key (Allen) Wrenches
 - Heavy Duty Jackstands
 - Hydraulic Floor Jack
 - Bottle Jack
 - Center Punch
 - Drill and 7/16" Bit
 - Hammers
 - Channel Locks
 - C-Clamps
 - Anti-Seize Compound
 - Lacquer Thinner or Rubbing Alcohol
 - Safety Glasses --Always wear safety glasses
- J. The installation of this kit will require approximately 8-10 hours. It may take you more or less time depending upon your tools and mechanical aptitude
- K. Steam cleaning or pressure washing the undercarriage of the vehicle will make the installation cleaner and more trouble free.
- L. **Park the vehicle on a level surface and set the parking brake before beginning the installation.**

TIRE SIZE NOTE:

Rancho developed this kit using a 33" x 12.5" tire and a wheel with 5" of backspacing. There are numerous wheel/tire/brand combinations available in today's market, and it may be possible to fit a larger tire on your vehicle. Rancho does not recommend a particular tire/wheel combination and assumes no responsibility for customer's choice of tires and wheels. Consult your owners manual for warnings related to use of oversized tires and wheels. In general, larger tire and wheel combinations may increase stress and wear on steering components leading to increased maintenance and greater risk of component failure, including loss of steering control. Property damage or personal injury may result. Large tire and wheel combinations may also alter speedometer calibration, reduce braking effectiveness and alter vehicle center of gravity height. Rancho suggests that you work with a local Tire/Wheel specialist after installing this kit on your vehicle to find a combination that enables full suspension travel without interference with other suspension or body components.

INSTRUCTIONS:

1. Block the rear wheels of the vehicle. Raise the front of the vehicle and support the frame with jack stands. Remove front wheels and set aside. Position a hydraulic jack under the front axle and raise the jack pad so that it makes contact with the axle, continue raising until the front suspension starts to compress.

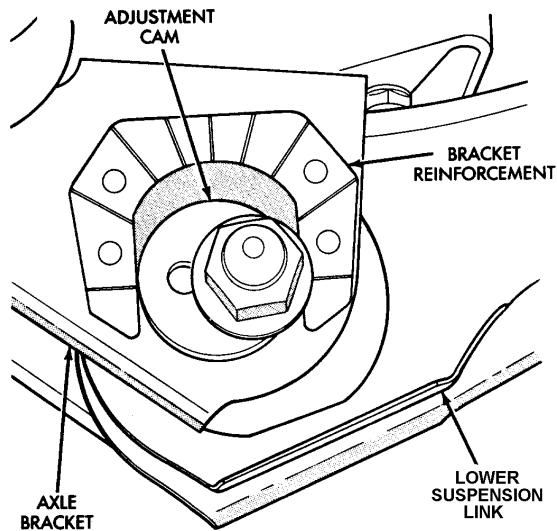
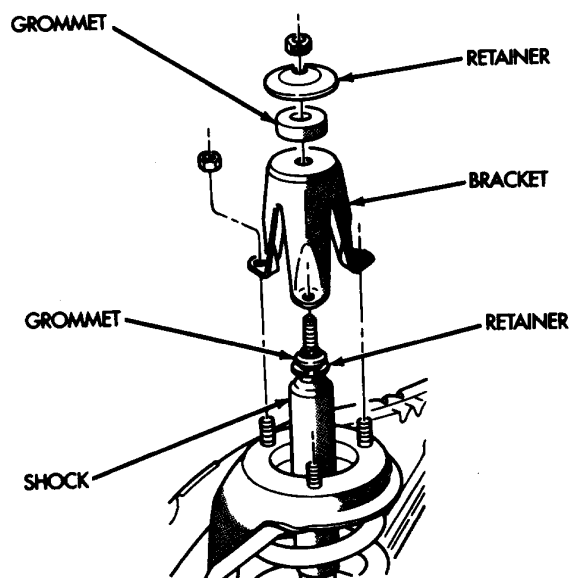


fig. 1

2. On both sides of vehicle, paint or scribe alignment marks on the adjustment cam and reinforcement bracket for installation reference. Also note if Driver or Passenger side. **Refer to fig. 1.**



Shock Absorber and Bracket

fig. 2

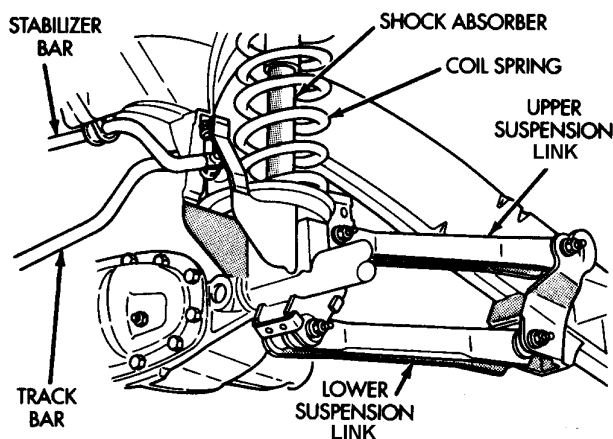
3. Unbolt both brake line brackets from frame to allow for free movement of suspension components during installation of system. Place an index mark on the coil spring and the spring

pocket so that the spring can be re-installed in the correct position.

4. Remove the nut, retainer and grommet from the shock absorber stud in the engine compartment. **Refer to fig. 2**
5. Remove the three nuts from the upper shock bracket and set bracket aside. **Refer to fig. 2**
6. Remove the bolt from the lower shock absorber mount on the axle bracket. Extract the shock absorber through the engine compartment.
7. For newer vehicles, with the redesigned sway bar, disconnect the sway bar end link. Carefully lower the jack until the springs are free. Remove the coil springs. Next, remove and set aside the rubber isolation pad and the shock absorber stud ring from the upper spring pocket.

NOTE: On installation, the stud ring will no longer be needed.

* Repeat steps #3 through #7 for other side of vehicle.



Upper and Lower Suspension Arms

fig. 3

8. Remove the lower suspension link nut, cam and cam bolt from the axle. Next, remove the nut and bolt from the frame rail bracket and remove the lower suspension link. Repeat this step for other side of vehicle. **Refer to fig. 3**
9. Insert two urethane bushings from bag # 860047 in each end of each # 140162 lower link. Next, press one # 420019 sleeve from bag # 860047 through the bushings on each end of the # 140162 lower links. A liberal amount of anti-seize compound will aid in the assembly and will prevent squeaking of the bushings. **Refer to fig. 4**

DO NOT HAMMER SLEEVES INTO BUSHINGS, USE A VICE OR A C-CLAMP IF NECESSARY

10. Install the # 140162 lower link in place of the original lower link with one shim washer from bag # 860047 on each side of the bushings at both ends. Slight prying of the mounts with a screwdriver may be needed to aid in installation. Reinstall the original rear bolt and finger tighten the nut. Next, reinstall the

cam bolt and nut. Refer to reference mark on the cam bolt when reinstalling. Do not torque fasteners at this time. Repeat this step for other side of vehicle. **Refer to fig. 5**

NOTE: Raising the axle to ride height and moving it slightly up and down will make for easier installation of links.

NOTE: If you are installing a **Sport System**, loosen the 4 nuts on the upper links 2 or 3 turns, then skip steps 11 through 18.

11. Remove the upper suspension link nut and bolt at the axle bracket. Next, remove the nut and bolt at the frame rail bracket and remove the upper suspension link. **Refer to fig. 3**
12. Insert two urethane bushings from bag # 860048 in each end of each # 140163 upper link. Next, press one # 420020 sleeve from bag # 860048 through the bushings on each end of the # 140163 upper links. A liberal amount of anti-seize compound will aid in the assembly and will prevent squeaking of the bushings. **Refer to fig. 4**

DO NOT HAMMER SLEEVES INTO BUSHINGS, USE A VICE OR A C-CLAMP IF NECESSARY

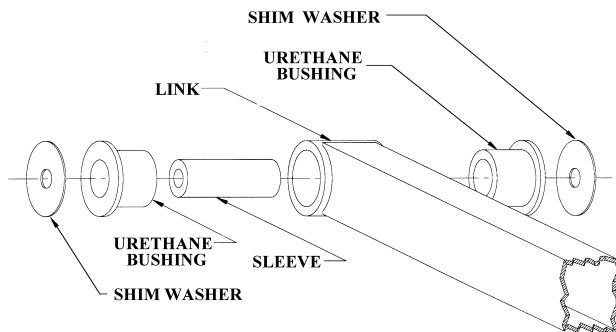


fig. 4

13. Install the # 140163 upper link in place of the original upper link with one shim washer from bag # 860048 on each side of the bushings at both ends. Slight prying of the mounts with a screwdriver and/or rotating the lower link cam adjusters may aid the installation. **Refer to fig. 4**
14. Re-use the stock nuts and bolts for the frame end of the link, and from bag #860043 use the M12 x 100 bolts and M12 washers (on bolt head only) in place of the stock bolts at the axle end of the link. Do not tighten at this time. Repeat steps 11 and 12 for other side of vehicle. **Refer to fig. 5 and 6**

NOTE: Raising the axle to ride height and moving it slightly up and down will make for easier installation of links.

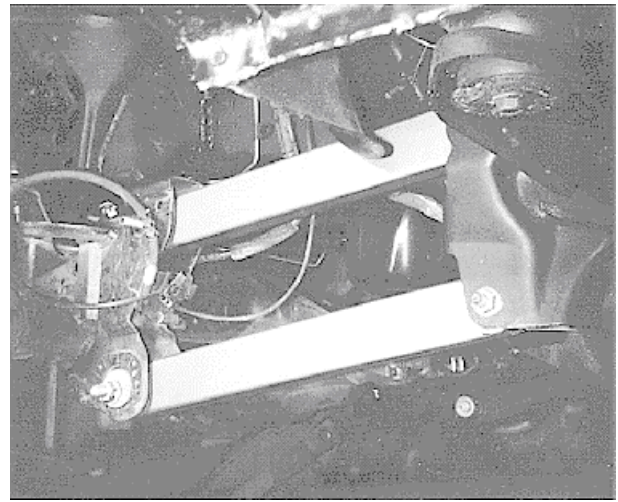


fig. 5

15. On the left side of the vehicle, place two large 1/2" washers from bag # 860043 over the protruding 12MM upper link bolt. Place the round hole of the left lower shock mount (#140160) over the M12 bolt, and large washers. **Refer to fig. 6.**
16. Rotate the mount so that the slotted hole is aligned with the unused factory bolt hole which is located about 4" below the upper link bolt. Place two more large 1/2" washers between the lower mount and the axle bracket and then pass a 1/2" X 1 3/4" bolt with a small 1/2" washer (both from bag 860043) through the slotted hole, large washers, and axle bracket. **Refer to fig. 6.**

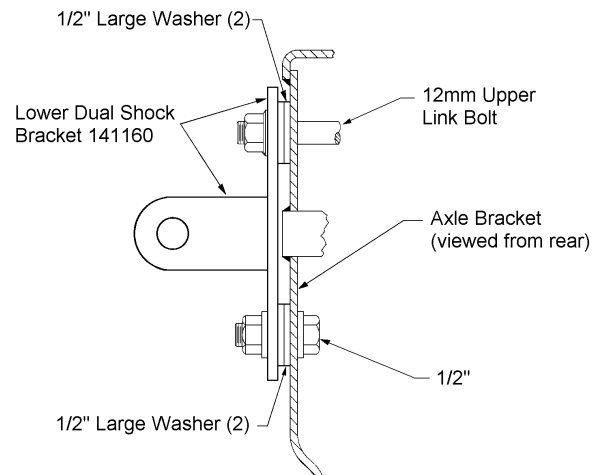


fig. 6

NOTE: On some vehicles, the factory bolt hole may have to be drilled out to accept the 1/2" bolt. Make sure the large 1/2" washers allow the lower shock bracket to clear the welds on the axle bracket.

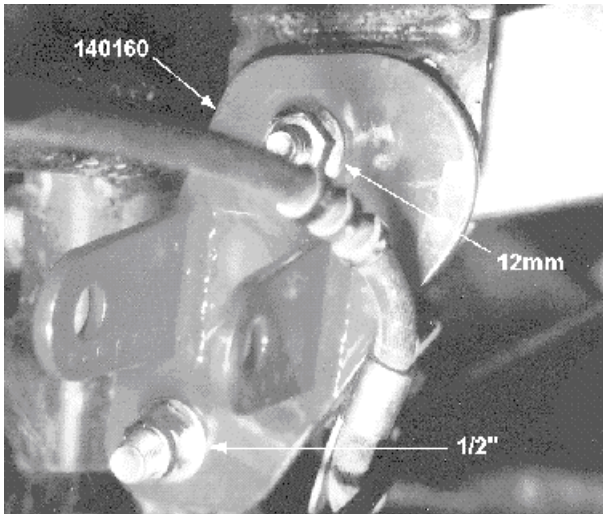


fig. 7

17. Place a 1/2" Nyloc nut and small 1/2" washer (both from bag # 860043) on the bolt and finger tighten. Place a M12 flange nut (from bag # 860043) on the M12 X100 bolt and finger tighten. **Refer to fig. 7.**
18. Repeat steps 15 through 17 for right side using the right lower shock mount # 140161.
19. Locate the front rubber bumpstops mounted on the frame near the coils. With a pair of channel lock pliers, remove the rubber bumpstop from its pocket. A back and forth action will assist in working it out.
20. Hold the # 140168 bump stop bracket centered over the factory bump stop pocket and mark holes with a center punch. Remove bump stop bracket and drill holes clear through both sides of the bump stop pocket with a 7/16" drill bit.

CAUTION: Be careful not to drill into the brake line on the opposite side of frame rails.

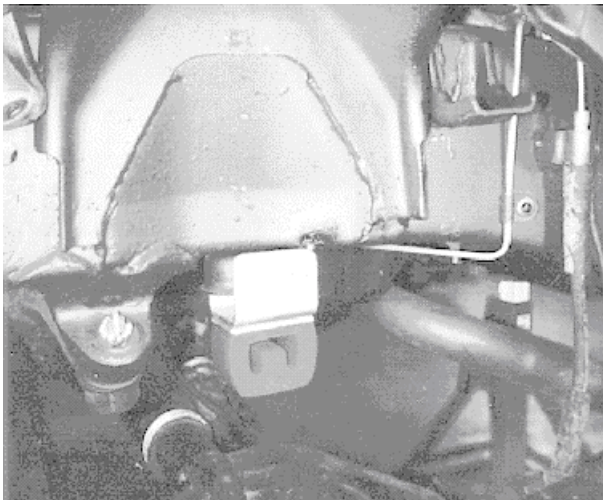


fig. 8

21. Assemble the # 1417 urethane bumpstop and the # 140168 bumpstop bracket using the 5/16" washers and Nyloc nuts from bag #860041. **Refer to fig. 8 for correct assembly.**

22. Place the bumpstop assembly over the bumpstop pocket and pass two 3/8" x 3" bolts, from bag #860041, through the bumpstop assembly and drilled out pocket. Next, install the 3/8" washers and 3/8" Nyloc nuts from bag # 860041 and torque to 35 ft.-lbs. **Refer to fig. 8**

23. Place the 1531 spring spacer (or 1530 spring spacer if you are installing either 2" System) into the spring pocket on the frame and align the holes with each other. Then loosely bolt together using the 7/16" x 1 3/4" bolts from bag # 860042; **DO NOT TORQUE AT THIS TIME. Refer to fig. 11.**

NOTE: Some vehicles have a support gusset on the inside of the left coil tower. This gusset interferes with the correct positioning of the spring spacer. To make the spacer fit correctly, grind off the portion of the spacer that contacts the gusset. **Refer to fig. 9.**

Spring Spacer 1530 or 1531

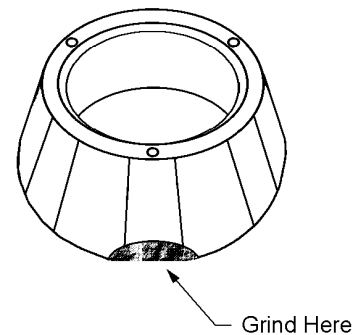


fig. 9

24. Insert the rubber isolator pad inside of the recess in the #1531 or #1530 spring spacer. A thin film of detergent soap may help if the fit is tight.
25. Carefully lower the floor jack and axle then place a bottle jack between the outer (unused) bump stops to assist in the re-installation of the springs. Extend the jack (**be careful not to stretch brake lines**) until there is just enough clearance to place the OEM STOCK springs between their original lower perch and the rubber isolator in the spring spacer. **Refer to fig. 10**

NOTE: Be sure the coil spring is properly indexed in the lower pocket. Use **ONLY** the stock coil spring.

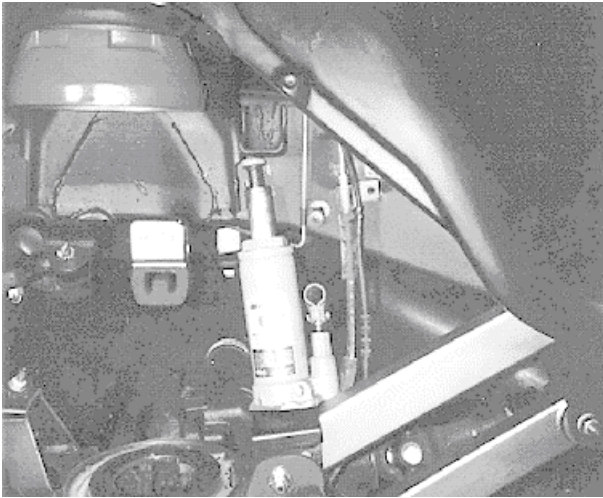


fig. 10

26. Remove bottle jack after the spring is located in place and repeat steps 23 through 25 for other side.
27. Raise the front axle with a floor jack so that it compresses the front springs a few inches. Remove the 7/16" bolts from the spring spacer, and set aside.

NOTE: Skip step 28 if you are installing a **Sport System**.

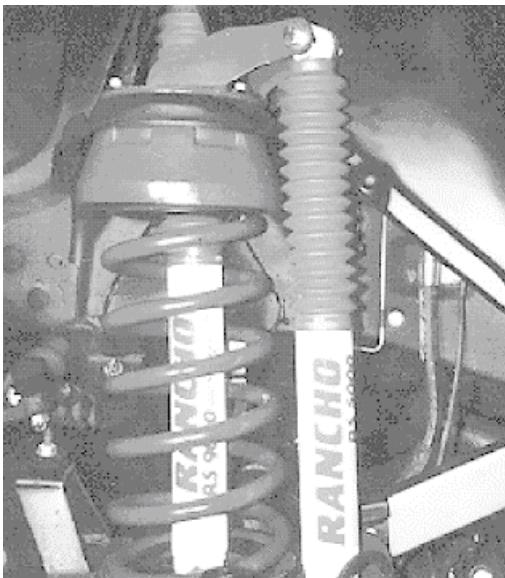


fig. 11

28. Place the upper shock mount # 104165 for the left side and the # 140164 for the right side of the vehicle on top of the spring pocket. Align the mounts so that the shock tabs point toward the rear of the vehicle and the three holes line up with those on the spring pockets. **Refer to fig. 10**
29. Position the lower retainer and bushing on the upper stud of the 5221 or 9221 shock. Insert the shock absorber through the spring from the engine compartment. Install the lower bolt and torque to 135 ft-lbs. **Refer to fig. 2**
30. Place the upper shock bracket on top of the upper shock mount (or upper spring pocket if installing the 2" or 3" Sport System) with the three holes aligned. Then install the three

7/16" x 1-3/4" bolts through the bracket, upper mount, spring pocket and into the threaded holes in the spring spacer. Torque the assembly to 55 ft-lbs. **Refer to fig. 2 & 11**

31. Place the upper grommet and retainer on the shock stud and install the upper shock nut. Torque to 30 ft-lbs. **Refer to fig. 2.**

NOTE: Skip step 32 if you are installing a **Sport System**.

32. Bolt the skid plate # 140166 from bag # 860046 to the tabs located just ahead of the front side of the lower link using the 5/16" bolts, nuts, and washers from bag # 860045. The holes on the tabs may have to be enlarged to 11/32" on some vehicles. Torque to 20 ft. lbs. **Refer to fig. 12**

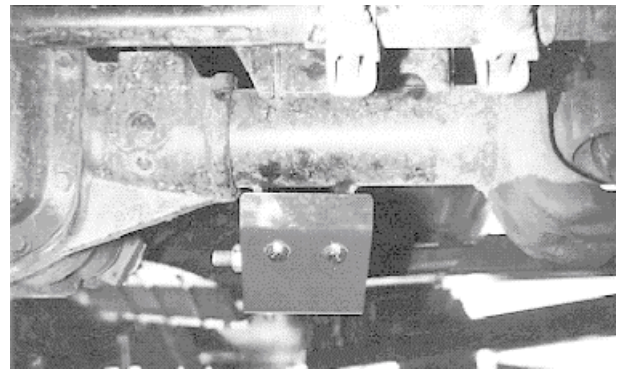


fig. 12

33. Re-install wheels and lower vehicle to ground and bounce a few times.
34. Torque the following fasteners to the specified values:

Lower link cam nut:	110 ft. lbs.
Lower link rear nut:	88 ft. lbs.
Upper link axle bracket nut:	89 ft. lbs.
Upper link frame bracket nut:	62 ft. lbs.
Lower shock mount bolt (1/2")*	85 ft. lbs.

NOTE: * used only on the **2" or 3" Performance System**.

35. Raise the front of the vehicle and support the frame with jack stands. Remove front wheels and set aside.

NOTE: Skip step 36 if you are installing a **Sport System**.

36. Attach the dual shocks to the mounting brackets with the 1/2" hardware from bag # 860043. **Refer to fig. 11.** Use four SAE washers per bolt assembly, two between the shock (one on each side) and mounting bracket. Tighten the nuts and bolts to 100 ft. lbs.
37. Re-install the front wheels and tires you will use with the kit. Allow front suspension to go to full droop. Have an assistant hold the steering wheel to full left while you inspect if the sway bar end link bolt makes contact with right hand tire. **Refer to fig. 13.** On newer vehicles the sway bar has been redesigned and bolt clearance is not a problem.

There should be at least 1/2" of clearance between the sidewall and the sway bar bolt. Trim off the excessive threads on the sway bar bolt. If there is less clearance, adjust the steering stop on the spindle to permit appropriate clearance, otherwise tire size and / or wheel back spacing will have to be decreased.

NOTE: Inspect for other clearance problems by turning steering wheel lock to lock in both full droop and compression.

38. Raise the rear of the vehicle, support the frame with jack stands, and remove the rear wheels.
39. With a floor jack, raise the rear axle enough to relieve tension on the leaf springs.

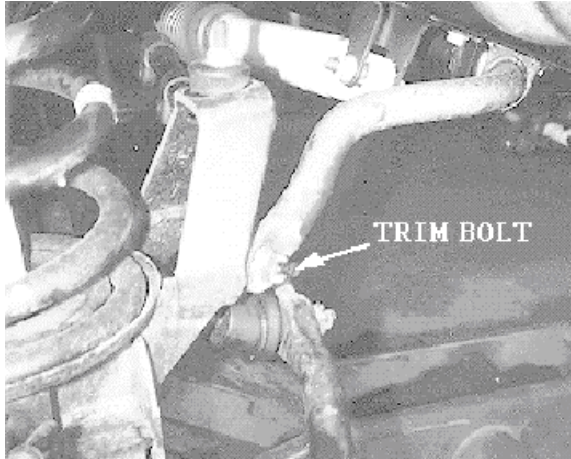


fig. 13

NOTE: Skip steps 41 to 50 if you are installing the 2" Sport or Performance System.

40. Remove the rear shock absorbers.
 41. Making sure the axle is well supported, remove the axle U-bolts and hardware.
- CAUTION:** To install an add-a-leaf, you must use two large C-clamps to contain the elastic energy stored in a leaf spring.
42. Install a C-clamp on each side of the center bolt to hold the spring assembly securely together.
 43. Using vise-grips to hold the head of the center bolt, loosen and remove it. If the bolt has rusted, a hammer and drift punch may be used to drive it out. Carefully remove C-clamps.

44. Apply a small amount of grease on the ends of the # 510 add-a-leaf and then hold it centered under the spring pack (concave side up). Next, hold the # 140167 rear spacer under the middle of the add-a-leaf.

NOTE: If your vehicle is equipped with a thick load leaf at the bottom of the spring pack, place the add-a-leaf between it and the spring pack.

45. Insert the 3/8" X 4 1/2" center bolt from bag # 860044 up through the rear spacer, thick load leaf (if equipped), add-a-leaf and spring pack. Install the 3/8" washer and nut from bag # 860044 onto the center bolt to hold the assembly together.

NOTE: Do not use the center bolt to draw the leaves together. Failure of any component can cause an explosive disassembly and possible injury

46. Make sure that the rear spacer, load leaf (if equipped), add-a-leaf, and spring pack are centered and aligned. Place one C-clamp on either side of the center bolt and incrementally tighten each C-clamp. Keep all components centered as you draw the spring pack assembly together.
47. Tighten the center bolt nut to 30 - 35 ft. lbs. Remove the C-clamps.
48. If the center bolt is excessively long, cut off the extra threads with a hack saw or die grinder.
49. Position spring on axle shaft tube so that center bolt head is inserted into the locating hole in the axle tube spring pad or spacer.
50. On both sides of the vehicle, install two Rancho U-bolts over the spring seat, spring pack, spacer, and axle tube. Attach each spring assembly to the axle with the original spring plate and the 9/16" hardware from bag # 8102. Cross torque the U-bolt nuts to 90 FT. LBS. Recheck the torque on the leaf spring center bolts.
51. Install new Rancho shock absorbers.
52. Reinstall the wheels and lower the vehicle to the ground.
53. Have your vehicle aligned to factory specifications at a reputable alignment shop.
54. Your installation is now complete. After the first 50 miles, recheck the torque of all fasteners and periodically inspect components for tightness and for any damage, especially after off road use. **Enjoy!**

RANCHO INDUSTRIES USA LIMITED WARRANTY

ABOUT OUR WARRANTY

Rancho Industries USA, warrants the listed products for the listed time period and/or mileage to the original retail purchaser against defect and wear-out when used on passenger cars and light trucks under normal operating conditions. The warranty does not apply to Rancho products which have been improperly applied or installed. The consumer will be responsible for removing from the vehicle and returning any defective item(s), transportation costs prepaid, to the dealer from which it was purchased or a Rancho Authorized Installer, and for reinstallation of the part upon return. A copy of the sales receipt is required for all warranty adjustments. Rancho Industries will, without charge, repair or replace at its option, defective products or component part(s).

In the case that the customer is unable to return to the original place of purchase or an Authorized Installer, the consumer may contact Rancho Industries at 1-800-574-6257 to obtain a Return Authorization Number prior to shipping. The consumer will be responsible for removing from the vehicle and returning any defective item(s), transportation cost pre-paid, to the following address: 1 International Drive, Monroe, MI. 48161. A copy of the sales receipt is required for any warranty adjustments. Rancho Industries will, without charge, repair or replace at its option, defective products or component part(s). Such item(s) will be returned with transportation costs prepaid within the United States from Rancho Industries. The customer will be responsible for reinstallation.

Exclusions from this warranty are sales outside of the United States, the finish, any condition(s) caused by abnormal use or service, and product-specific limitations, if any, listed below.

THE LOSS OF USE OF THE PRODUCT, LOSS OF TIME, INCONVENIENCE, COMMERCIAL LOSS OR CONSEQUENTIAL DAMAGES ARE NOT COVERED. RANCHO INDUSTRIES RESERVES THE RIGHT TO CHANGE THE DESIGN OF ANY PRODUCT WITHOUT ASSUMING ANY OBLIGATION TO MODIFY ANY PRODUCT PREVIOUSLY MANUFACTURED.

THIS WARRANTY GIVES YOU SPECIFIC LEGAL RIGHTS AND YOU MAY ALSO HAVE OTHER RIGHTS WHICH MAY VARY FROM STATE TO STATE. SOME STATES DO NOT ALLOW LIMITATIONS ON HOW LONG AN IMPLIED WARRANTY LASTS OR ALLOW THE EXCLUSION OR LIMITATION OF INCIDENTAL OR CONSEQUENTIAL DAMAGES, THE ABOVE LIMITATION OR EXCLUSION MAY NOT APPLY TO YOU.

THERE ARE NO WARRANTIES, EXPRESSED OR IMPLIED INCLUDING ANY IMPLIED WARRANTY OF MERCHANTABILITY AND FITNESS, WHICH EXTEND BEYOND THIS WARRANTY PERIOD. THERE ARE NO WARRANTIES THAT EXTEND BEYOND THE FACE HEREOF. SELLER DISCLAIMS IMPLIED WARRANTY OF MERCHANTABILITY.

THIS WARRANTY SHALL NOT APPLY TO ANY RANCHO PRODUCT WHICH HAS BEEN MODIFIED, CUSTOMIZED OR IMPROPERLY INSTALLED. WARRANTY DOES NOT APPLY TO ANY RANCHO COMPONENTS USED FOR RACING PURPOSES, OR RACE TYPE ACTIVITIES. WARRANTY DOES NOT APPLY TO ANY RANCHO INDUSTRIES RACING PRODUCTS.

The product, time periods and/or mileage under this warranty are as follows:

RS1000 / RS5000 / RS5600 / RS9000

LIMITED LIFETIME WARRANTY

Limited lifetime warranty on these Rancho shock absorbers. Rancho Industries warrants each new shock against factory defects in material and workmanship (except for finish, including the shock boot) for as long as the original retail purchaser owns the vehicle on which the units were originally installed.

RS4000 / AIR RANCHO / RC9000 REMOTE CONTROL

LIMITED 2 YEAR, 24,000 MILE WARRANTY

Limited 2 year, 24,000 mile warranty on these Rancho products. Rancho Industries warrants each new RS4000, Air Rancho shock and RC9000 Remote Control System against factory defects in material and workmanship (except for finish, including shock boot) for the first to occur of 2 years or 24,000 miles after the date of purchase.

SUSPENSION COMPONENTS LIMITED LIFETIME WARRANTY

Limited lifetime warranty on all of Rancho's suspension products. Rancho Industries warrants each new Suspension Component against factory defects in material and workmanship (except finish) for as long as the original retail purchaser owns the vehicle on which the products were originally installed.

POWERFLOW EXHAUST LIMITED LIFETIME WARRANTY

Limited lifetime warranty on all of Rancho's PowerFlow exhaust products. Rancho Industries warrants each of its exhaust products against factory defects in material and workmanship (except finish) for as long as the original retail purchaser owns the vehicle on which the products were originally installed.

THIS LIMITED WARRANTY DOES NOT COVER THE FOLLOWING:

- Exhaust system parts that rust or are blown-out by faulty engine conditions
- Any component that has been modified, customized, or improperly installed
- Any part that is obsolete and is no longer available or supplied by Rancho

RIGHTS RESERVED

Rancho Industries reserves the right to make changes in design, material and specifications or to make product changes as deemed necessary without prior notice. Obligations or liabilities will not be assumed with respect to similar products previously advertised.

PRINTING ERRORS

Every effort has been made to avoid printing errors in our literature. However, if there are any specification or application errors, we must disclaim responsibility.

