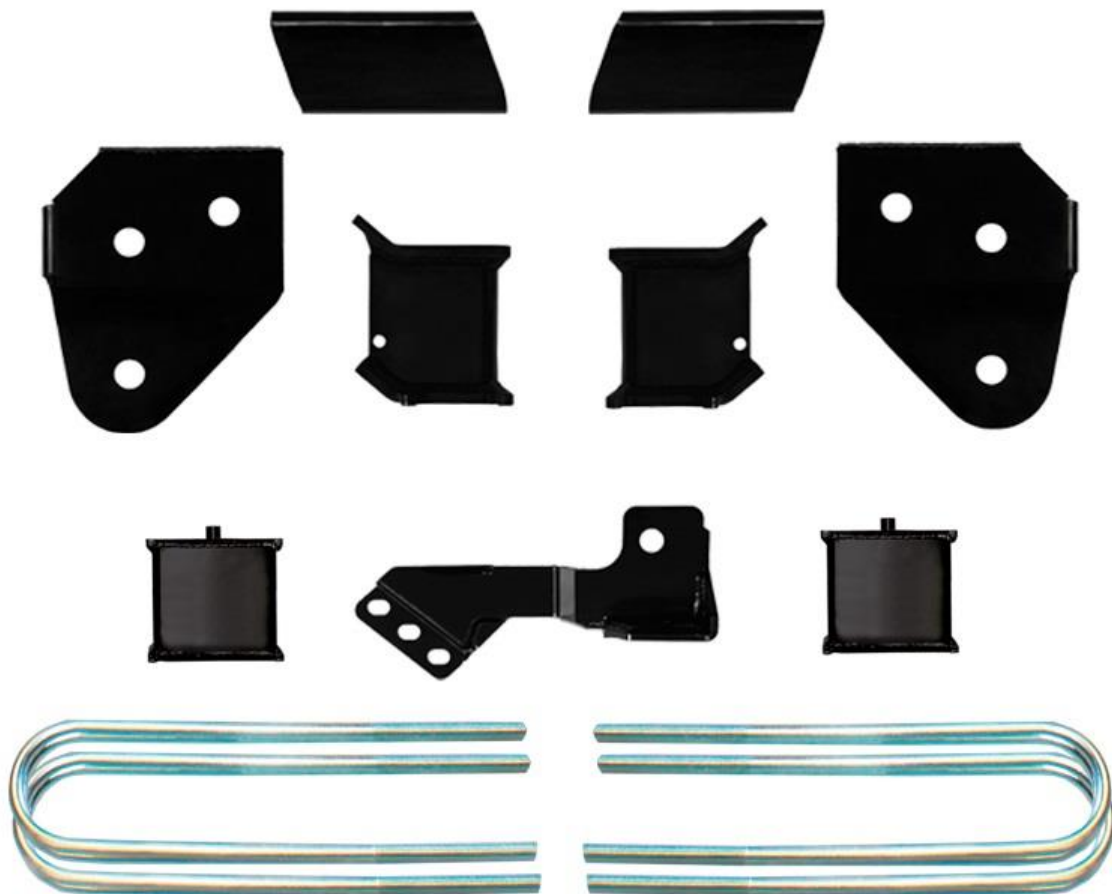


38624



2005-2017 FORD F250 3.5" KIT

- 100% Bolt On Kit
- Impact Struts To Distribute Suspension Impact Throughout The Frame
- Heavy Duty Semi-Gloss Black Powder For Long Life And Great Looks
- Offset Rear Lift Block Keeps The Rear Axle Centered
- Utilizes Ductile Iron Steering Knuckle For Stock Alignment
- Superior Drivability Both On And Off-road



38624 2017 FORD F250 4WD 3.5" LEVELING KIT

38624 COMPONENT BOX 1

- 1) Left Trailing Arm Drop
- 1) Right Trailing Arm Drop
- 1) Track Bar Bkt
- 1) Left Sway Bar Drop
- 1) Right Sway Bar Drop
- 1) 3.5" Left Lower Coil Spacer
- 1) 3.5" Right Lower Coil Spacer
- 2) Shock Extenders
- 8) 3/4" x 1 3/4" Bolts
- 8) 3/4" Nuts
- 16) 3/4" Washers
- 4) 7/16" x 1 1/4" Bolts
- 4) 7/16" Nylock Nuts
- 8) 7/16" Washers
- 2) 14mm x 25mm Hex Bolts
- 2) 14mm Nylock Nuts
- 4) 14mm Washers
- 2) 9/16" x 3 1/2" Bolts
- 2) 9/16" Nuts
- 4) 9/16" Washers
- 2) 2" Flat Lift Blocks
- 4) 9/16-18" x 16" Round U Bolts
- 8) 9/16" Washers
- 8) 9/16-18" Fine Nuts

- 2) 5/16" X 1" Bolts
- 2) 5/16" Nylock
- 4) 5/16" Washers
- 2) Front Brake Line Brackets

WARNING- INSTALLATION OF THIS SYSTEM WILL ALTER THE CENTER OF GRAVITY OF THE VEHICLE AND MAY INCREASE ROLL OVER AS COMPARED TO STOCK.

ALTERING THE FINISH OF THESE COMPONENTS FOR EXAMPLE- CHROMING, ZINC PLATING OR PAINTING. CHANGING THE FINISH CAN CAUSE STRUCTURAL FATIGUE OF COMPONENTS AND IS NOT RECOMMENDED.

VEHICLES THAT RECEIVE OVERSIZED TIRES SHOULD CHECK BALL JOINTS, TIE RODS ENDS EVERY 2500-5000 MILES FOR WEAR AND REPLACE AS NEEDED

CHECK ALL PARTS INCLUDED IN THIS KIT TO THE PARTS LIST ABOVE BEFORE BEGINNING INSTALLATION OF THE KIT. IF ANY PIECES ARE MISSING, CONTACT YOUR DEALER

READ ALL INSTRUCTIONS THOROUGHLY FROM START TO FINISH BEFORE BEGINNING INSTALLATION! IF THESE INSTRUCTIONS ARE NOT PROPERLY FOLLOWED, SEVERE FRAME, DRIVELINE AND / OR SUSPENSION DAMAGE MAY RESULT.

NOTE- PRIOR TO THE INSTALLATION OF THIS SUSPENSION SYSTEM THE FRONT END ALIGNMENT MUST BE WITHIN FACTORY SPECIFICATIONS. CHECK FOR FRAME AND SUSPENSION DAMAGE PRIOR TO INSTALLATION.

DO NOT COMBINE THIS SUSPENSION SYSTEM WITH ANY OTHER LIFT OR PARTS.

THIS SUSPENSION SYSTEM DOES NOT REQUIRE WELDING FOR INSTALLATION. DO NOT WELD ANY OF THESE COMPONENTS.

THE INSTALLATION OF THIS SUSPENSION SYSTEM SHOULD BE PERFORMED BY A PROFESSIONAL MECHANIC.

USE 35 x 12.5 x 17 TIRE W/ 17 X 9 or 17 x 10 WHEELS

USE 35 x 12.5 x 18 TIRE W/ 18 X 9 or 18 x 10 WHEELS

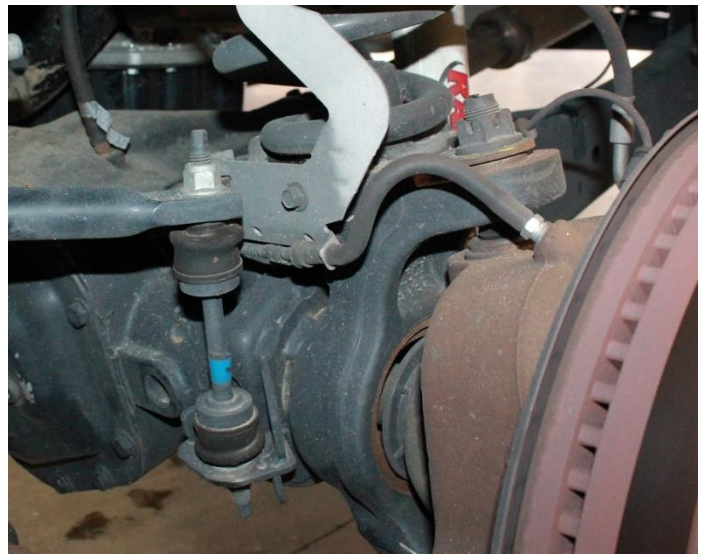
USE 35 x 12.5 x 20 TIRE W/ 20 X 9 or 20 x 10 WHEELS

BE SURE TO USE THREAD LOCKING COMPOUND ON ALL HARDWARE.

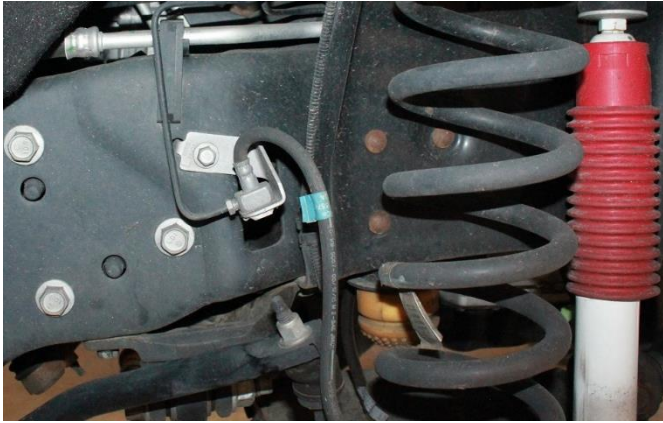
FRONT SUSPENSION INSTRUCTIONS

1) Disconnect the negative terminal on the battery. Jack up the front end of the truck and support the frame rails with jack stands. NEVER WORK UNDER AN UNSUPPORTED VEHICLE! Remove the front tires.

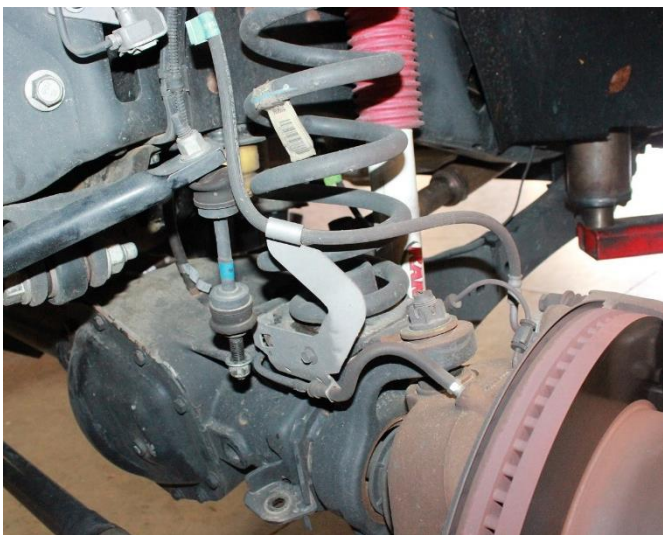
2) Disconnect the sway bar from the sway bar end links. Save hardware. As shown below



3) Disconnect the brake line from the frame and axle on both driver and passenger sides. Save hardware.



5) Remove the front shocks and save for Reinstallation, save hardware.



4) Remove hardware attaching ABS wire to the lower coil mount. As shown below.



6) Lower the front axle allowing the coil springs to come free of tension and remove the coil springs. EXERCISE EXTREME CAUTION WHEN WORKING WITH COIL SPRINGS UNDER LOAD!



7) Disconnect the factory steering stabilizer from the frame mount.



8) Disconnect the trac bar from the frame bracket.



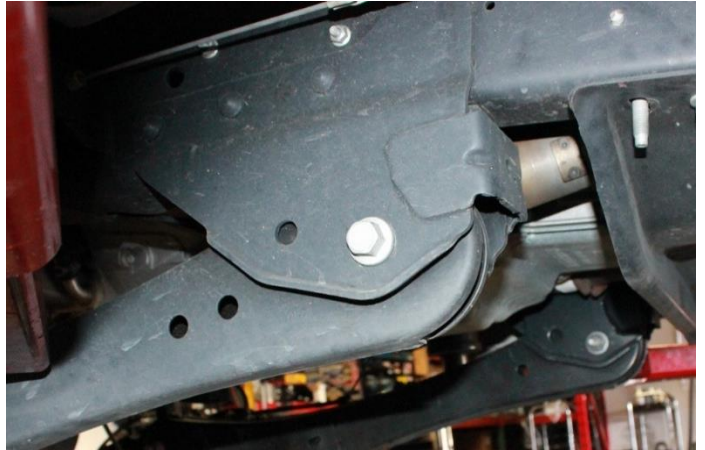
9) Remove the trac bar bracket from the frame, save the original hardware and discard the factory trac bar bracket.



10) Track Bar Bracket). Attach to the frame using the original hardware in the same position. Torque bolts to 120 ft.-lbs. **DO NOT ATTACH THE TRAC BAR TO THE FRAME BRACKET AT THIS TIME. SEE**



11) Remove the bolt attaching the Radius arms to the factory frame mounts. Save the factory hardware.



12) Install the radius arm drop brackets. Place the brackets into the factory radius arm pockets. Attach the bracket to the factory bracket using the supplied $\frac{3}{4}$ " x 1- $\frac{3}{4}$ " bolts, nuts and washers through the original holes in the frame. Torque bolts to 240 ft.-lbs.



13) Reinstall the radius arms into the new drop down bracket using the factory hardware. Attach to the axle first then to the new drop bracket using the upper most hole. Torque to 250 ft.-lbs.



14) Working from both sides of the truck, Remove the factory front bump stops and save. Pull on the bump stop itself to free from the cup. Remove the factory mounting cup from the frame and discard the hardware.



15) Drill out the factory bump stop cup to 3/8" as shown below.



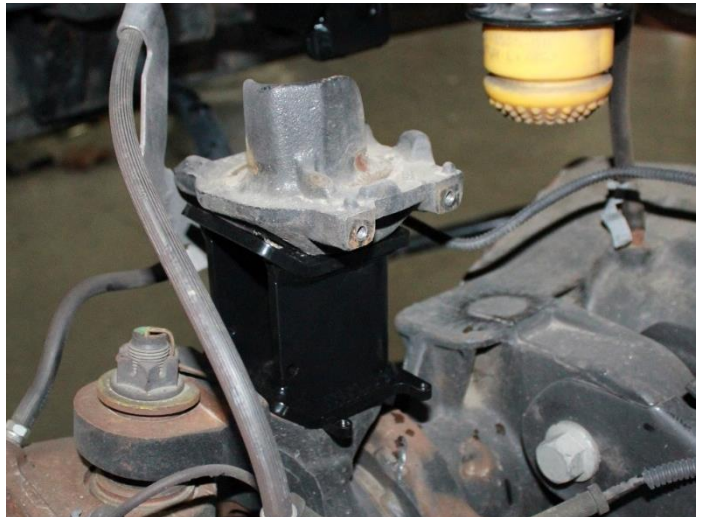
16) Install Bump Stop Extension onto the factory cup using the supplied 3/8" x 1" hardware and set aside. Torque to 35 ft.-lbs. Attach the bump stop extension to the frame using the factory hardware As shown below.



17) Remove the factory lower coil mount, save hardware for Reinstallation.



18) Install lower spacer as shown using the 14mm x 25mm hardware, Use Loctite. Install coil mount to spacer using factory hardware and supplied 14mm nylock nut.



19) Remount the ABS wires using the factory hardware as shown below.



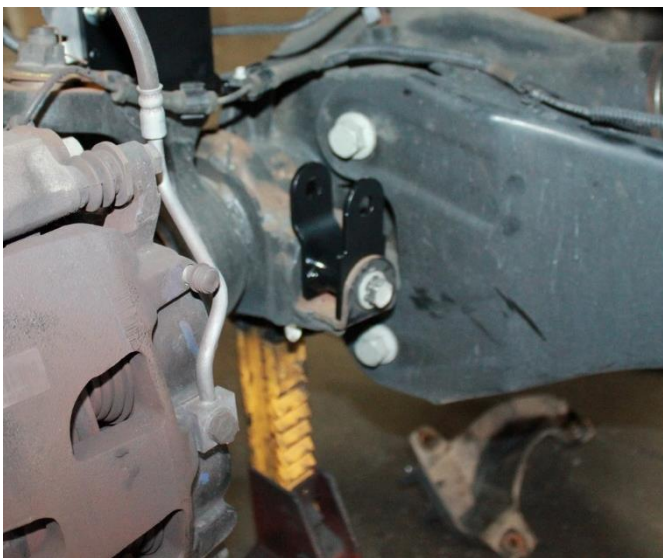
20) Mount the brake line bracket to the front side of the lower coil spacer using the supplied 5/16 x 1" hardware as shown below.



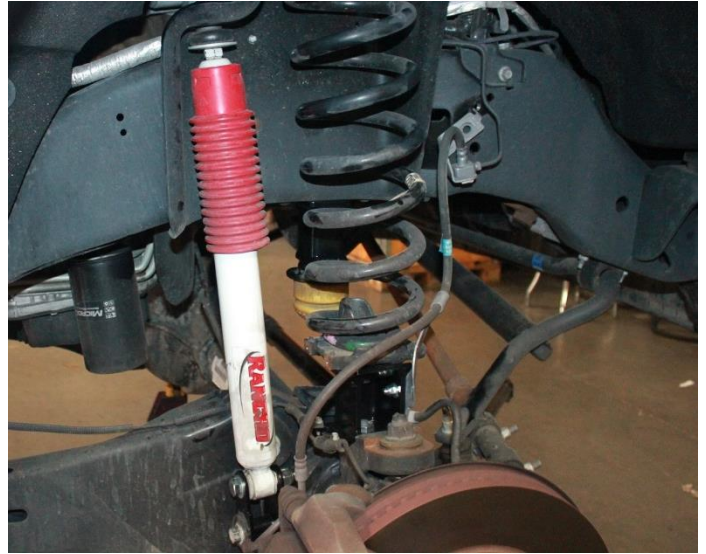
21) Install factory coil as shown below.



22) Install the front shocks extenders using the supplied factory hardware.



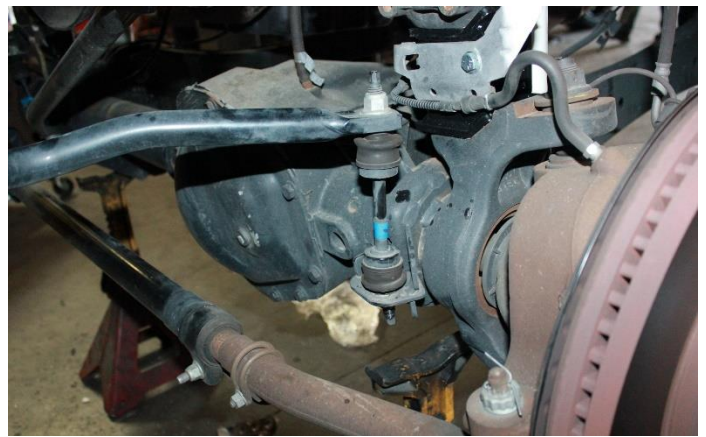
23) Install the front shocks using the supplied 9/16 x 3 1/2" hardware.



24) Position the factory trac bar into the new trac bar bracket. Note: You may need to raise the axle up or down to align the hole. Using the original bolt, insert it from the front side of the bracket towards the back. Torque the trac bar bolt to 400 ft-lbs.



25) Reconnect sway bar to the front axle using factory hardware as shown below.



26) Remove hardware connecting sway bar u clamps to the frame and install sway bar drops as shown below using the 7/16 x 1 1/4" hardware.

