

**5-107**  
'05-'17 Ford  
F250/350  
2 ½"

# RUGGED OFF ROAD



**Step by step instructions and checklist:** Use the proper tools and safety equipment to perform all work. Torque all fasteners to



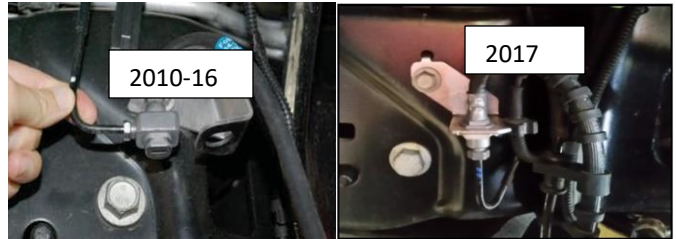
Place vehicle on level ground and measure ride height.



Lift front of vehicle and support with min. 3 ton jack stands.  
Remove front wheels and tires.



Support front axle with floor jack(s).



Prior to raising, remove the brake line/abs brackets from the frame and axle. 2010 -16 remove the bracket from the brake line assembly. These brackets will be swapped side to side.



Loosen track bar at the frame.



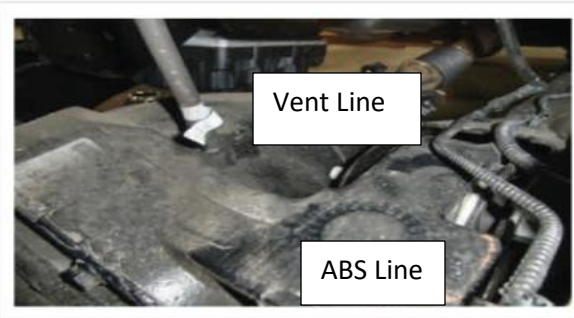
Remove factory sway bar bracket



Disconnect dr./pass. front lower shock bolts



Carefully lower front axle and remove front coil springs.



Note differential vent line and ABS brake lines and do not over stretch when lowering axle.



Remove bolt from the spring perch



Place billet spacer on axle under spring perch. Secure with the provided hardware and torque to spec. Re-install the front spring and raise axle to hold in position.



Install the sway bar drop bracket with factory hardware and torque to spec.



Reattached Sway bar to drop bracket using factory hardware



05-08 Drill a 3/8" hole 1.5" lower on the frame rail and secure brake line with original bolt. 2010-17 Reinstall brake line brackets, driver on pass side, pass on driver side. Loosen the hard line ferrule and rotate 180 degrees and retighten. Re-attach brake line block to bracket with factory clips.

2005-16 Use the provided hardware to attach the bracket to the spring perch on the ABS side with the bracket going to the ground. Use the factory 6mm bolts and supplied washer and nuts to attach the ABS sensor line to the new drop down bracket.



2017 – UP Install the drop bracket to the spring perch going towards the ground using factory hardware and M8 hardware. Attach the factory brake line bracket to the drop bracket using M6 hardware.



Install and tighten lower shock extension bracket

Install the wheels and lower the vehicle to the ground. Have the alignment set.

### **Final Checks & Adjustments**

**Post Installation Warnings:** Once the vehicle is lowered to the ground, check all parts which have rubber or urethane components to insure proper torque. Torque wheels to factory specs. Move vehicle backwards and forwards a short distance to allow suspension components to adjust. Turn the front wheels completely left then right and verify adequate tire, wheel, brake line, and ABS wire clearance. Test and inspect steering, brake and suspension components for tightness and proper operation. Inspect brake hoses and ABS lines for adequate slack at full extension. Failure to perform the post inspection checks may result in vehicle component damage and/or personal injury or death to driver and/or passengers. Test drive vehicle and re-check the torque of all fasteners and re-torque wheels on vehicle. Re-adjust headlamps.

**Vehicle Handling Warning:** Vehicles with larger tires and wheels will handle differently than stock vehicles. Take time to familiarize yourself with the handling of your vehicle.

#### **Wheel Alignment/Headlamp Adjustment:**

**It is necessary to have a proper and professional wheel alignment performed by a certified alignment technician. Align the vehicle to factory specifications. It is recommended that your vehicle alignment be checked after any off-road driving. In addition to your vehicle alignment, for your safety and others, it is necessary to check and adjust your vehicle headlamps for proper aim and alignment.**

#### **Vehicle Re-Torque and Safety Inspection:**

Upon completion of all services and adjustments performed on your vehicle, and within 50 miles of driving, check to ensure all fasteners and hardware are properly torqued to specification as noted in the vehicle's factory service manual.