

3-in-1 REAR SPRING BLOCK KIT INSTALLATION

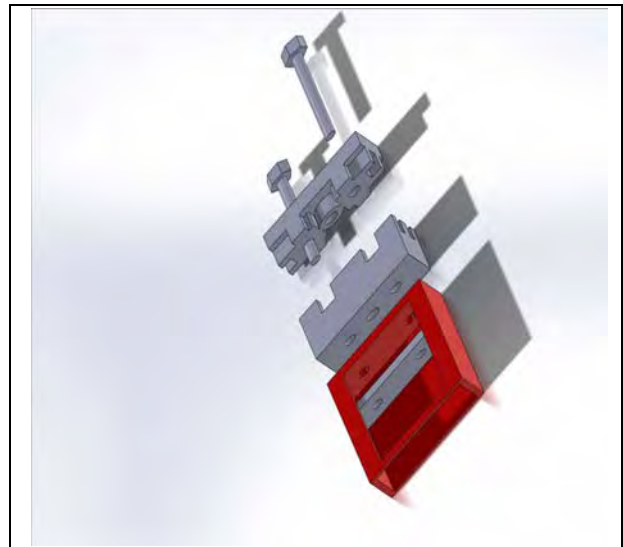
FORD F250/F350 4WD

U.S. PATENT NOS. 8,317,211B1 & U.S. D672288. OTHER PATENTS PENDING

IMPORTANT! Read ALL WARNINGS and information contained in these instructions PRIOR to installing this product. Vehicle Owner MUST be provided the IMPORTANT VEHICLE OWNER'S INFORMATION section of these instructions after product has been installed.

EACH KIT INCLUDES:

- (1) Installation Instructions & Warnings
- (2) Interlocking 3-in-1 Cast Iron Blocks
- (4) M12 x 70mm 10.9 Grade Bolts
- (4) ½" SAE 10.9 Grade Flat Washers
- (1) 12MM x 1.75 Thread Chaser Nut
- (2) Stamped Receiver U-Plates w/Welded Washers
- (4) OEM Grade U-Bolts
- (8) OEM Grade Nuts & Washers



ALWAYS WEAR PROPER EYE PROTECTION & USE TOOLS SPECIFIC TO THE JOB!

Step 1: Measure ORIGINAL STOCK ride height. On a flat, solid surface, take a measurement from the wheel/rim to the lip of the fender on each side of the vehicle, **FRONT & REAR**. Write down measurements to help in determining ride height for new kit being installed. (Figure A)



Figure A

LEFT FRONT _____ RIGHT FRONT _____ LEFT REAR _____ RIGHT REAR _____

Step 2: Position vehicle on a flat, stable surface or on a professional automotive lift. Be sure engine is turned OFF and vehicle is in PARK. Secure using wheel chocks, and apply emergency brake.

Step 3: Remove the OE U-bolt nuts from ONE side of the vehicle. Remove U-bolts, as shown. **(Figure C)**



Figure C

Step 4: Working on ONE side of the vehicle at a time, raise the vehicle by the forward part of the leaf spring. **(Figure D)**

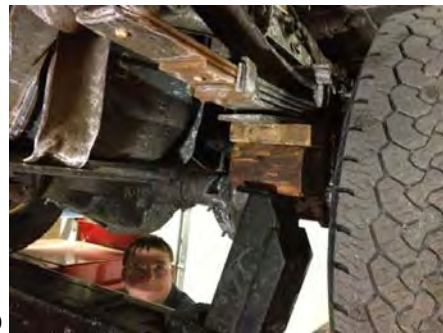


Figure D

Step 5: CAREFULLY lift by the leaf spring until enough space is evident to remove OE Block. **(Figure E)**

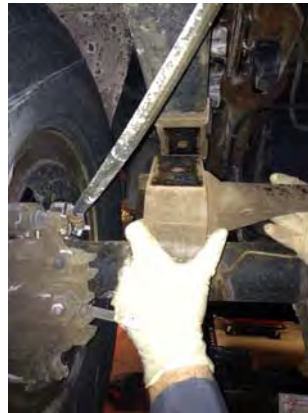


Figure E

MECHANICALLY SECURING THIS KIT TO THE BOTTOM OF THE OE BLOCK, AS SHOWN, WILL ASSURE PROPER OE BUMP STOP SPACING & SAFETY AFTER REINSTALLATION.

Step 6: Using the new block components as a guide, **carefully** align new block components to the **BOTTOM** of the OE block, as shown, and secure with a C-clamp. **Then, using a 9/16" drill bit, carefully drill ONE Pilot Hole.** (Figure F)

Figure F



Step 7: After drilling the first Pilot Hole, put ONE of the included M12 x 70mm bolts into the first Pilot Hole for alignment purposes. Then, reposition the C-clamp so that the second Pilot Hole can be drilled. Continue and drill the second 9/16" Pilot Hole. (Figure G)

Figure G



Step 8: Determine whether you want a 1.0", 1.5" or 2.0" rear lift, and orient the components according to the images shown below to achieve your desired ride height.



1.0" REAR LIFT OPTION



1.5" REAR LIFT OPTION



2.0" REAR LIFT OPTION

IMPORTANT! THIS IS A PATENTED, MECHANICALLY-SECURED & INTERLOCKING SYSTEM DESIGNED ONLY TO BE USED ALONE OR WITH THE ORIGINAL OE LEAF SPRING BLOCKS REMOVED FROM THIS VEHICLE.

Step 9: Using the hardware included with this kit, attach new adjustable block(s) to the OE block in the desired orientation from Step 8. (Figure H)

Firmly tighten bolts to the OEM block with the included Stamped Receiver U-plate positioned **INSIDE** the OEM block. Torque bolts to 85 ft./lbs.



Figure H

NOTE: If a 1.0" lift is chosen on models with OEM 2.0" blocks, the (4) 70mm bolts from this kit are required to be trimmed by 1/2" and threads **CHASED**. Doing so allows clearance to properly secure new components to **Stamped Receiver U-plates**. **BE SURE TO THREAD INCLUDED 12MM-1.75 CHASER NUT ONTO 70MM BOLT BEFORE TRIMMING!** Chase threads and repeat on the remaining 3 bolts. (Figure I)



Figure I

Step 10: **INSTALL INCLUDED NOTICE LABELS IN AN EVIDENT LOCATION ON BLOCKS BEING REINSTALLED.** (Figure J)



Figure J

Step 11: **INSTALL NEW BLOCKS**, lowering the jack slowly, making sure that the leaf spring centering pins locate properly on the top of the blocks, and that the new block centering pins locate properly into the holes on the lower axle block pad. (Figure K)

IMPORTANT! BE SURE BUMP STOP PADS ARE DIRECTED **INWARD**, AND THE SHORTER TAPERED END OF BLOCK OR **FRONT** STAMPED ON BLOCK IS POSITIONED TOWARD THE **FRONT** OF THE VEHICLE.



Figure K

Step 12: With full weight on wheels, install new U-Bolts provided with this kit, and torque new hardware to the vehicle manufacturer's specifications. **(Figure L)**

IMPORTANT! U-bolt nuts must be tightened evenly and in a progressive CROSS-PATTERN according to OEM specifications until the proper torque is achieved!



Figure L

Repeat Steps 3 through 12 on the second side of the vehicle.

Step 13: **With full weight on wheels**, check all fasteners again for proper torque. Check to ensure there is adequate clearance between all rotating, mobile, fixed and heated members. Check steering for interference and proper working order. Test brake system.

Step 14: **IMPORTANT!** Vehicles with Carrier Bearings may require a Carrier Bearing Drop Plate

Step 15: Perform a complete wheel alignment, utilizing a Certified Alignment Technician with experience working on lifted vehicles.

Step 16: ADJUST HEADLIGHT AIM to accommodate new ride height position.

Step 17: Check and re-torque U-bolt fasteners after 500 miles, and inspect regularly during routine maintenance.

IMPORTANT VEHICLE OWNER'S INFORMATION

3-in-1 REAR SPRING BLOCK KIT

WARNING

This product should only be installed by an ASE certified professional mechanic with proper tools and safety equipment.

Installation of this product modifies vehicle ride height. The driver of this vehicle should avoid unnecessary or abrupt maneuvers, sharp turns and other driving conditions that could lead to rollover or other serious accident. This product will affect vehicle center of gravity resulting in less than the original OE stability characteristics.

The manufacturer of this product releases itself from any liability or consequence, inclusive but not limited to personal injury, failure of components or damage to vehicle or person as a result of installing this product.

Check and re-torque U-bolt fasteners after 500 miles, and inspect regularly during routine maintenance.

Warranties may be declined for any parts installed by any person other than an ASE certified professional. No warranty will be made for any other OEM or aftermarket components that may be affected by the installation of this product either in use or during installation. This kit is intended for use on stock suspensions WITHOUT any previous modifications whatsoever. Installation of this kit in conjunction with other aftermarket products will be done at vehicle owner's own risk, and voids any and all warranties.

Installation of this part MAY limit or void some vehicle manufacturer's warranties!

ALWAYS DRIVE SAFELY, REDUCE SPEED, AND WEAR YOUR SEAT BELT.

LIMITED LIFETIME WARRANTY

This product is warranted to be free of defects in materials and workmanship to the original purchaser on the vehicle in which it is originally installed. This warranty does not cover loss of time, labor, or any other components as a result of damage. This warranty may be void if this product is installed by any person other than an ASE certified professional.