

# **ZONE** ZONF1501 / ZONF1701 Installation Instructions **OFFROAD** 2023-2026 Ford Super Duty F250/F350 4WD 5" & 7" Radius Arm Drop Bracket Suspension Lift

## **Read and understand all instructions and warnings prior to installation of product and operation of vehicle.**

Zone Offroad Products recommends this system be installed by a professional technician. In addition to these instructions, professional knowledge of disassembly/ reassembly procedures and post installation checks must be known. Minimum tool requirements include the following: Assorted metric and standard wrenches, hammer, hydraulic floor jack and a set of jack stands. See the "Special Tools Required" section for additional tools needed to complete this installation properly and safely.

### **»» PRODUCT SAFETY WARNING**

Certain Zone Suspension Products are intended to improve off-road performance. Modifying your vehicle for off-road use may result in the vehicle handling differently than a factory equipped vehicle. Extreme care must be used to prevent loss of control or vehicle rollover. Failure to drive your modified vehicle safely may result in serious injury or death. Zone Offroad Products does not recommend the combined use of suspension lifts, body lifts, or other lifting devices.

You should never operate your modified vehicle under the influence of alcohol or drugs. Always drive your modified vehicle at reduced speeds to ensure your ability to control your vehicle under all driving conditions. Always wear your seat belt.

### **»» TECHNICAL SUPPORT**

[www.zoneoffroad.com](http://www.zoneoffroad.com) may have additional information about this product including the latest instructions, videos, photos, etc.

Send an e-mail to [tech-zone@ridefox.com](mailto:tech-zone@ridefox.com) detailing your issue for a quick response.

**888.998.ZONE** Call to speak directly with Zone tech support.

### **»» PRE-INSTALLATION NOTES**

1. Special literature required: OE Service Manual for model/year of vehicle. Refer to manual for proper disassembly/reassembly procedures of OE and related components.
2. Adhere to recommendations when replacement fasteners, retainers and keepers are called out in the OE manual.
3. Larger rim and tire combinations may increase leverage on suspension, steering, and related components. When selecting combinations larger than OE, consider the additional stress you could be inducing on the OE and related components.
4. Post suspension system vehicles may experience drive line vibrations. Angles may require tuning, slider on shaft may require replacement, shafts may need to be lengthened or trued, and U-joints may need to be replaced.
5. Secure and properly block vehicle prior to installation of Zone Offroad Products. Always wear safety glasses when using power tools.
6. If installation is to be performed without a hoist, Zone Offroad Products recommends rear alterations first.
7. Due to payload options and initial ride height variances, the amount of lift is a base figure. Final ride height dimensions may vary in accordance to original vehicle attitude. Always measure the attitude prior to beginning installation.

### **Difficulty Level**

Easy 1 2 **3** 4 5

Estimated installation: 8 hours

### **Tire/Wheel Fitment**

#### **5" and 7" System:**

- 37 x 12.50 with 20 x 9 and 4.5" backspace. Some trimming may be required

- 37 x 12.50 with 18 x 9 and 4.5" backspace. Some trimming may be required

**\*Important\* Verify you have all of the kit components before beginning installation.**

## Kit Contents

### 5" Front Box Kit (ZONF1501) & 7" Front Box Kit (ZONF1701)

Qty	Part
2	Zone Offroad Badge
2	Bolt Pack - Zone Offroad Badge
2	Track Bar Cam Washer
4	Zip Ties
2	Mountable Zip Ties
2	Bolt Pack - ABS Wire
1	Bolt Pack - Sway Bar Drop
1	Bolt Pack - Radius Arm Drop Brackets
1	Cotter Pin
2	8mm-1.25 x 130mm Bolt
2	5/16" SAE Flat Washer
1	Radius Arm Drop Bracket - Driver
1	Radius Arm Drop Bracket - Passenger
2	Front Bump Stop Extension
1	Brake Line Bracket - Driver
1	Brake Line Bracket - Passenger
1	Front Track Bar Bracket
1	Pitman Arm
1	Sway Bar Drop - Driver
1	Sway Bar Drop - Passenger
1	CV Joint Boot Clamp (ZONF1701 only)
2	Ball Joint Cams (ZONF1701 only)

### Rear Block Kit - 2023+ SRW 5" Kits 2 & 3 Leaf Main (ZONF1316)

Qty	Part
8	5/8" Nut
8	5/8" SAE Flat Washer
1	5" Rear SuperDuty Block w/ Wing - Driver
1	5" Rear SuperDuty Block w/ Wing - Passenger
4	5/8" x 3-1/8" x 17-1/4" Half Round U-Bolt

### Rear Block Kit - 2023+ SRW 7" Kits 2 & 3 Leaf Main (ZONF1608)

Qty	Part
8	5/8" Nut
8	5/8" SAE Flat Washer
1	E-Brake Relocation Bracket
1	E-Brake Clamp Bracket
1	Bolt Pack - E-Brake Brackets
1	6.5" Rear SuperDuty Block w/ Wing - Driver
1	6.5" Rear SuperDuty Block w/ Wing - Passenger
4	5/8" x 3-1/8" x 19" Half Round U-Bolt

### Rear Block Kit - 2023+ DRW 5" Kits (ZONF1307)

8	5/8" Nut
8	5/8" SAE Flat Washer
1	E-Brake Relocation Bracket
1	E-Brake Clamp Bracket
1	Bolt Pack - E-Brake Brackets
2	3" Rear Block
2	Bump Stop Extension
1	Bolt Pack - Bump Stop Extension
4	5/8" x 3-1/8" x 19" Half Round U-Bolt

### Rear Block Kit - 2023+ DRW 7" Kits (ZONF1509)

8	5/8" Nut
8	5/8" SAE Flat Washer
1	E-Brake Relocation Bracket
1	E-Brake Clamp Bracket
1	Bolt Pack - E-Brake Brackets
1	5" SuperDuty Rear Block - Driver
1	5" SuperDuty Rear Block - Passenger
4	5/8" x 3-1/8" x 19" Half Round U-Bolt

### Single Steering Stabilizer Box Kit (ZON7302)

1	Steering Stabilizer
2	Bushings
1	Sleeve
1	Stud
2	U-bolt
1	Mounting Plate
1	Bolt Pack - U-bolts
1	Bolt Pack - Stabilizer Mounting

### Front Coil Springs - 5" Diesel (ZONF1413)

2	Front Coil Spring
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### Front Coil Springs - 5" Gas (ZONF1423)

2	Front Coil Spring
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### Front Coil Springs - 7" Diesel (ZONF1613)

2	Front Coil Spring
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### Front Coil Springs - 7" Gas (ZONF1623)

2	Front Coil Spring
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## IMPORTANT

It is required that ride height measurements be taken before and after installation. Measure from the **WHEEL AXLE CENTER** up to the **FENDER LIP** of the wheel opening. Do this for all 4 wheels. Record measurements below.\*\*

### BEFORE:

LF \_\_\_\_\_ RF \_\_\_\_\_ LR \_\_\_\_\_ RR \_\_\_\_\_

### AFTER:

LF \_\_\_\_\_ RF \_\_\_\_\_ LR \_\_\_\_\_ RR \_\_\_\_\_



**\*\*These ride heights will be required if you have any ride height concerns after installation. Please be prepared to provide these to Technical Support.**

## PRE-INSTALLATION NOTES

1. Installation requires a torque wrench capable of 406 ft-lbs.
2. Ford recommends replacement of the pitman arm nut once it has been removed due to degradation of the pre-applied dry thread adhesive. Use new thread locker for use with the original nut. Care must be taken to ensure the sector shaft nut threads are clean for proper adhesion. The nut requires 350 ft-lbs of torque, ensure the tools used are adequate to hit this specification.
3. Two piece rear drive shaft? Add a carrier bearing drop kit to reduce post-lift driveline angles and avoid / eliminate driveshaft vibration.
4. Due to taller factory ride height, Tremor models will not net full advertised lift height. Final ride height will be the same as standard models.
5. Larger tires on stock wheel are not recommended due to interference with brake line, radius arm and sway bar. Use recommended specs listed in wheel and tire fitment section.
6. Some 2023 F250/F350 Super Duty trucks from Ford have left rear axle shafts manufactured without proper completion. Refer to Ford Safety Recall 23S49 for details and effected build range.
7. 2023+ F250/F350 Super Duty trucks equipped with Load Scales/Ride Height Sensors will require ZONF5502 to properly remount the sensor linkages.
8. **2023+ Ford Super Duty Only:** This kit includes ball joint cams to achieve optimum performance both on and off-road. For vehicles equipped with non-selectable passenger side hub-lock on the front axle along with these ball joint cams, it is required to replace the non-selectable with a selectable hub-lock. Part number (PC3Z-3B396-A) is needed to prevent a grinding noise from the front axle for these applications. If your vehicle is not factory equipped with them, see **Figure A**. You may also need vacuum lines (3C125-A and/or 3C124). You can reference Section 307-07A of the Workshop Manual or Bulletin SSM 52423 for more information. For trucks with the vacuum tube as shown in **Figure B**, this step is not needed.

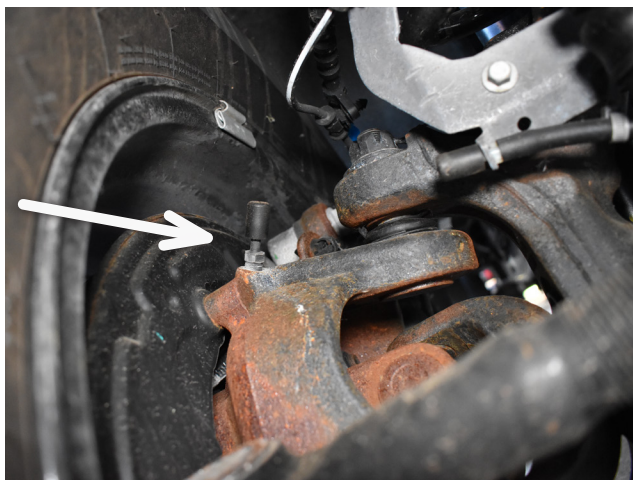


Figure A



Figure B

# INSTALLATION INSTRUCTIONS

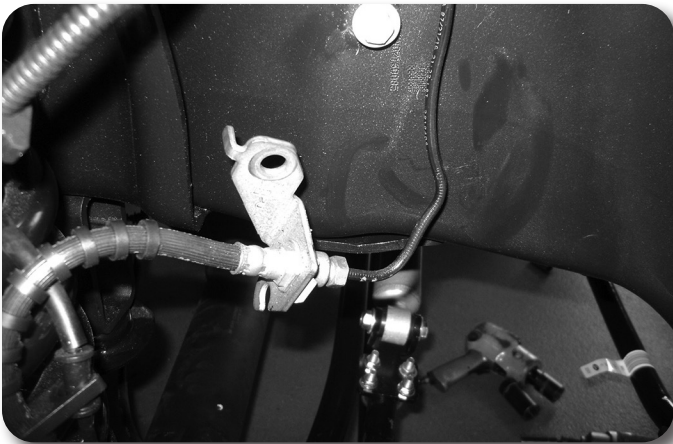
## » FRONT INSTALLATION

1. Park the vehicle on a clean, flat surface and block the rear wheels for safety.
2. Disconnect the front track bar from the frame mount.
3. Raise the front of the vehicle and support under the frame rails with jack stands.
4. Remove the front wheels.
5. Support the front axle with a hydraulic jack.
6. Disconnect the front brake line brackets from the axle **Figure 1**. Retain hardware.



**Figure 1**

7. With a paint marker, make an indexing mark on the front driveshaft u-joint to the pinion flange. Make another mark on the CV joint-to-transfer case output flange. Marks will be used as reference for mounting during reinstallation. Remove the driveshaft from the vehicle.
8. Remove the clips holding the front brake lines to the brackets on the frame. Carefully cut the factory bracket so that the brake line can be removed without breaking loose the fittings. Remove the factory brackets from the vehicle. Do not damage the brakeline! **Figure 2, 3**.



**Figure 2**

### **Step 1 Tip:**

*As a result of the location of the long radius arm suspension, support locations are limited. Use your best judgment while supporting the vehicle with sufficient strength stands at appropriate locations. The radius arms will need to move freely during this installation.*



Figure 3

9. Free the hub vacuum lines from the axle to allow for adequate droop Figure 4, 5.



Figure 4



Figure 5

**Step 11 Caution:**

Failure to disconnect load scale linkages before removing the front shocks, may result in overextending and breaking the sensor linkage. Refer to the OE procedure for correct disconnection. ZONF5502 is required to remount and maintain correct sensor linkage position.

10. Disconnect the sway bar end links from the sway bar. Retain hardware.
11. Trucks equipped with load scales: disconnect the sensor linkages at this time.
12. Remove the lower OE shock hardware at this time (leave upper attached). Retain lower mounting hardware.

13. Lower the axle until the OE coil springs are free and remove the springs from the vehicle. Retain the upper spring isolator for use with the new springs. Once coils are removed, reattach the axle to the shocks.

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## » STEERING

14. Disconnect the OE steering stabilizer from the frame mount. Disconnect the stabilizer from the factory drag link.
15. Disconnect the (5) bolts mounting the OE track bar bracket to the frame. Remove bracket.
16. Disconnect the drag link from the pitman arm. Retain hardware. Free the drag link from the pitman arm with appropriate tool.
17. Remove the pitman arm nut. Note the indexing of the pitman arm in relation to the steering sector shaft and remove the pitman arm from the steering box using the appropriate puller.
18. Remove all of the dri-lock compound on the steering sector shaft. Apply a bead of thread locker all the way around the threads of an OE nut.
19. Install the new pitman arm (indexed the same as the OE) and fasten with an OE nut. Torque the nut to 350 ft-lbs.
20. Install the new track bar bracket using OE mounting hardware as the bracket was removed **Figure 6**. Torque all (5) mounting bolts to 129 ft-lbs. It may be necessary to form the stock hard line slightly to clear the new trackbar bracket.

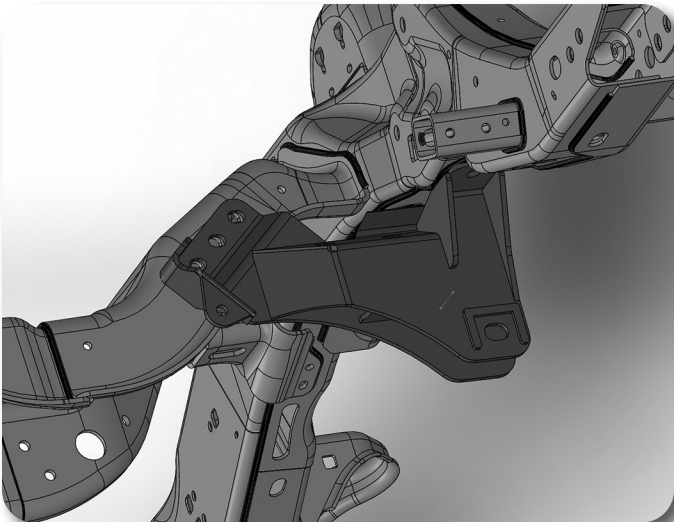


Figure 6

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## » BUMP STOP MODIFICATION

21. Pull the OE front bump stops free from the bump stop cups and remove the bolt mounting the cup to the frame. **Figure 7**

### Step 13 Caution:

Do not over extend the brake lines. Once the coil springs are removed, hook the front shocks back up by reinstalling the bolt, do not install the nut. This is a safety measure to hold the axle in place while the replacement radius arm drop brackets are installed.

### Step 14 Tip:

It is easiest to get the taper to break free from the drag link by using a small pitman arm puller. Stock stabilizer will not be reused.

### Step 16 Tip:

The same small pitman arm puller works well.

### Step 18 Caution:

It is important to apply thread locker to the entire thread surface of the nut and ensure the threads are clean to promote good adhesion with enough surface area to keep the nut from loosening.

### Step 19 Caution:

Ensure the tool used is adequate to torque the nut to this specification. Failure to do so can result in the nut loosening and possible failure of the sector shaft or nut.



Figure 7

### Step 22 Note:

Bump stop extension hardware is located in Bag Kit B1697.

22. Position the cup on the provided bump stop extension, attach with 8mm x 130mm length hardware. The alignment tab on the bump stop cup will fit in the second hole in the extension. Tighten to 30 ft-lbs.
23. Install bracket and bump stop with factory hardware in the original hole. Use thread locker on the threads and torque to 20 ft-lbs. Reinstall the factory bump stop into the retainer cup **Figure 8**.

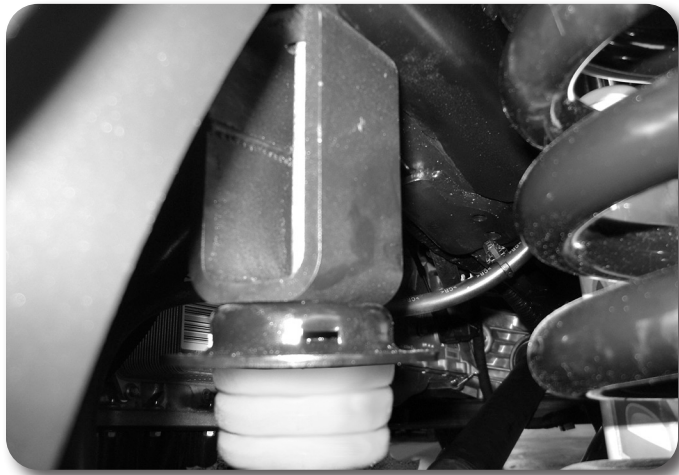


Figure 8

### Step 24 Caution:

Load scale equipped trucks: ensure sensor linkage to the radius arm is disconnected.

### » RADIUS ARM DROP BRACKET INSTALLATION

24. Starting with the passenger's side, remove the upper radius arm mounting bolt at the axle. It may be necessary to temporarily remove the shock from the axle-mount to remove the bolt. Remove the radius arm bolt at the frame and lower the radius arm from the frame bracket. Save hardware and support radius arm.
25. The two upper, forward most OE radius arm pocket holes need resized for bracket mounting. Start with 3/8" drill bit, stepping to 1/2" final bit size. **Figure 9**



Figure 9

26. Install the radius arm drop bracket using a 3/4" x 5" bolt, 3/4" washers, and nut Figure 10. Hand tighten hardware, do not torque at this time.



Figure 10

**Step 26 Note:**

All radius arm drop bracket hardware is located in Bolt Pack 1104.

27. Swing the rear of the drop bracket upwards until it contacts the transmission crossmember mount. Mark the two rear mounting holes (Figure 11) and hole center using a center punch (Figure 12). Drill starting with a 1/8" drill bit and step up to 1/2" final bit size. (Figure 13).

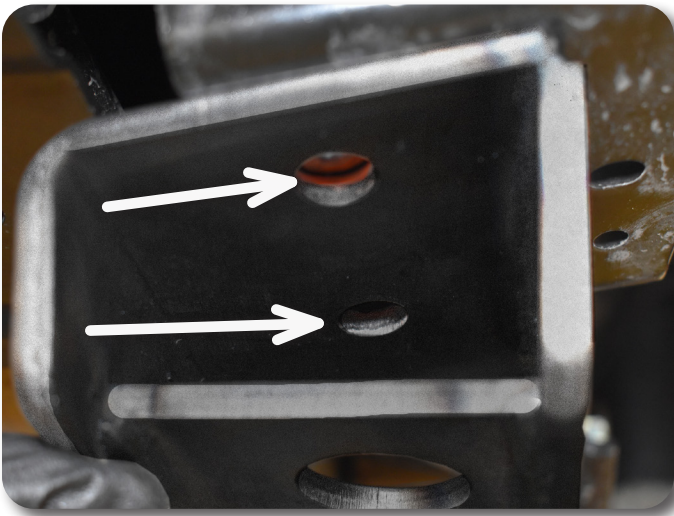
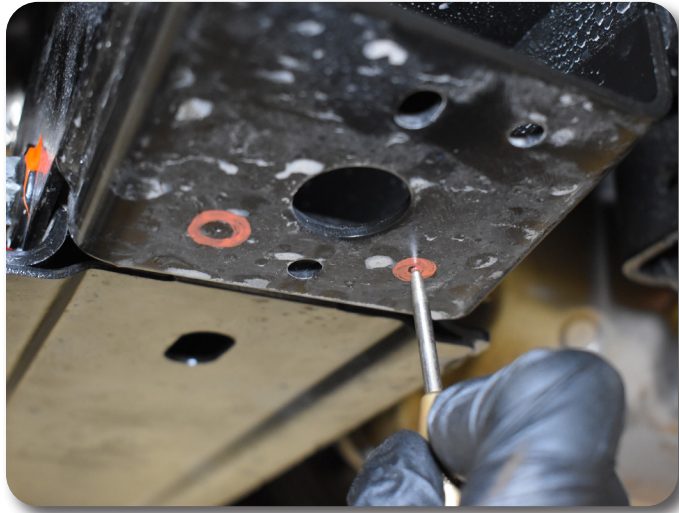
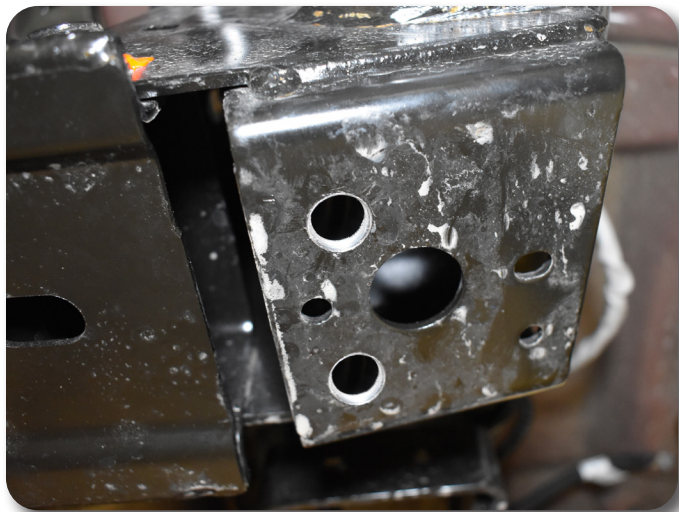


Figure 11



**Figure 12**



**Figure 13**

28. Install two front most  $7/16'' \times 1-1/2''$  bolts,  $7/16''$  washers, and nuts into the inner and outer resized OE radius arm pocket holes Figure 14. Hand tighten hardware, do not torque at this time.



**Figure 14**

29. Install the two rear  $7/16'' \times 1-1/4''$  bolts,  $7/16''$  washers, and nuts at the transmission crossmember Figure 15. Torque hardware to 70 ft-lbs.



**Figure 15**

30. Torque the 3/4" bracket mounting bolt hardware to 250 ft-lbs. Finally, torque the two forward most 7/16" bolts to 70 ft-lbs.
31. Install the Zone Offroad badge onto the drop bracket with provided rivets.  
Figure 16

**Step 31 Note:**

Zone Offroad badging rivets are located in Bolt Pack 360.



**Figure 16**

32. Swing the passenger's side radius arm up into the new drop bracket and fasten with the factory hardware. Leave hardware loose.
33. Repeat Steps 31-39 for the opposite side of the vehicle.
34. With both brackets installed, reattach the upper radius arm mount to the axle with the factory hardware. Leave hardware loose. All radius arm hardware will be tightened with the weight of the vehicle on the suspension.

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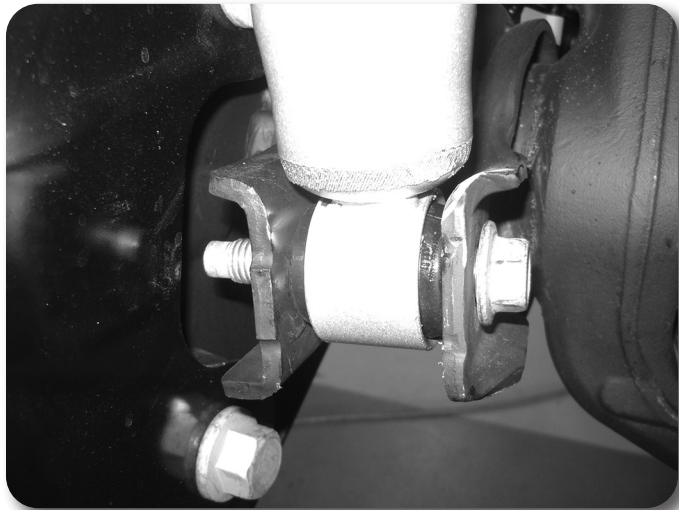
**» COIL SPRING INSTALLATION**

35. Remove the front shocks from the vehicle completely at this time.
36. Lower the axle enough to allow the coils to be installed. Do not over extend the brake lines. Check ABS, brake, and vacuum lines to ensure they are not over-stretched.
37. Install new coils with factory isolators. Raise the axle to seat the coil springs, rotate the spring so that it seats in the bottom coil perch correctly.
38. Grease and install sleeves and bushings into the shocks.

39. Non-Fox shocks will require the lower mount to be modified. The sharp, non-formed edge will need to be ground to match the formed profile. Grind this and coat with paint. **Figure 17A, 17B**



**Figure 17A**



**Figure 17B**

40. Compress the coils slightly by using a hydraulic jack on the axle. Install new shocks with factory lower hardware and stem washers, bushings, and 1/2" fine thread nut on the upper mount. Tighten the upper mount until the bushings begin to swell. Tighten lower bolt and flag nut to 111 ft-lbs.
41. Reattach the factory brakeline brackets to the lower coil seat with factory hardware at this time.

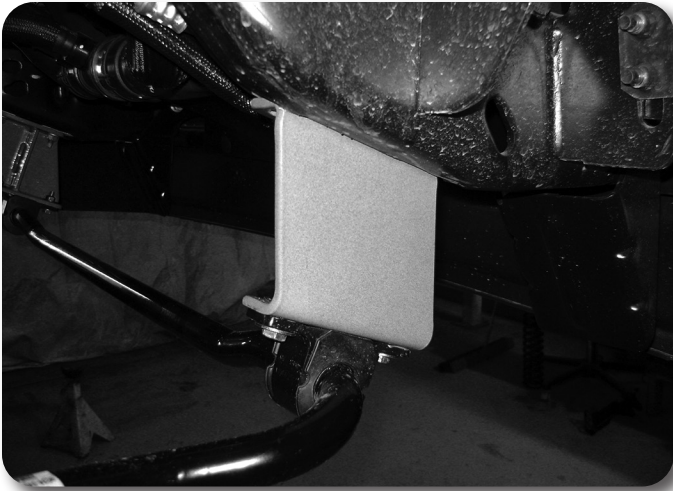
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### » SWAY BAR

42. Note the orientation of the front sway bar (top versus bottom). Disconnect the sway bar from the frame and remove from the vehicle. Retain hardware.
43. Install the provided sway bar drop brackets to the original sway bar frame mounting locations with OE hardware. Mount the drop bracket with the open face toward the inside of the vehicle and the bracket offset toward the front. Torque OE hardware to 41 ft-lbs.
44. Attach the sway bar to the new drop brackets in the correct orientation with 3/8" hardware. Torque new hardware to 30 ft-lbs. **Figure 18.**

#### **Step 44 Note:**

Swap bar drop bracket hardware located in Bolt Pack 422.



**Figure 18**

45. Install the sway bar link ends to the sway bar and secure with the OE hardware. Torque to 59 ft-lbs.

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»  **BRAKE LINE / ABS / VACUUM:**

46. Attach the vacuum line to the lower coil seat bracket with included push pin zip tie. Figure 19

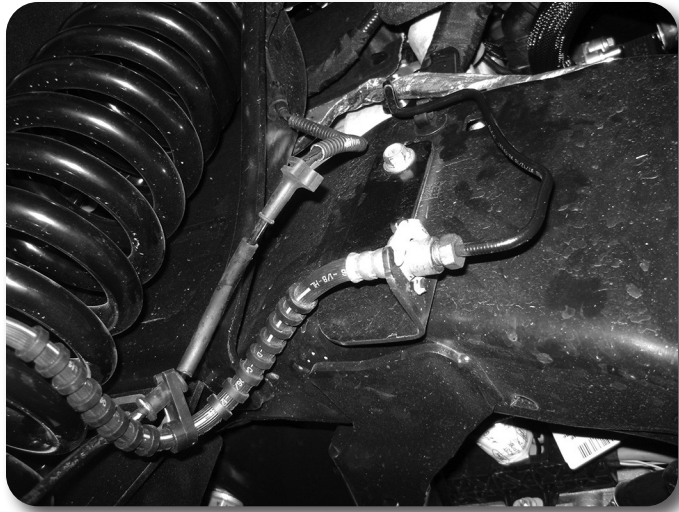


**Figure 19**

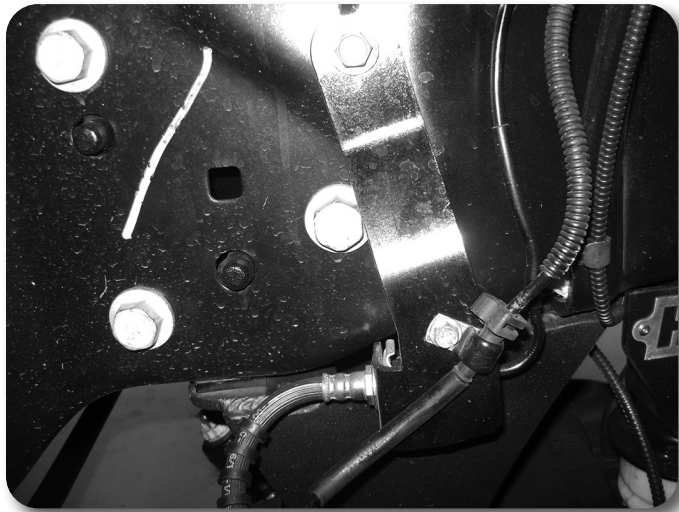
47. Install the new brake line brackets, brackets are side specific. Brake lines will need to be reformed to reach the new mounting position. It may be necessary to slightly twist the brakeline fittings in relation to the hardline to get adequate clearance to the frame / wheel and tire. Attach the ABS wire to the driver's side with 1/4" hardware with rubber coated cable clamp. Figure 20A, 20B

**Step 47 Note:**

ABS wire to bracket hardware are located in Bolt Pack 341



**Figure 20A - PASSENGERS**



**Figure 20B - DRIVERS**

**Step 49 Note:**

3/8" stabilizer hardware located in Bolt Pack 312, 5/16" hardware located in Bolt Pack 308.

48. Reattach the steering drag link to the pitman arm. The drag link adjuster will need to be loosened on the passenger side in order to flip the drag link upside down to install into the pitman arm. Torque nut to 129 ft-lbs. Install OE castelated nut cap and new 1/8" cotter pin.
49. Center the steering wheel. Extend the steering stabilizer 4-1/2" to 4-3/4" and attach to the frame end with stud pack in the stabilizer box kit. Attach stabilizer bracket to the drag link with the included u-bolts, washers, and nuts. Attach stabilizer to bracket with 3/8" hardware. Tighten 5/16" hardware to 15 ft-lbs, 3/8" to 35 ft-lbs, 7/16" Stud nut to 45 ft-lbs, and 1/2" stud nut to 65ft-lbs.  
Figure 21A, 21B



Figure 21A

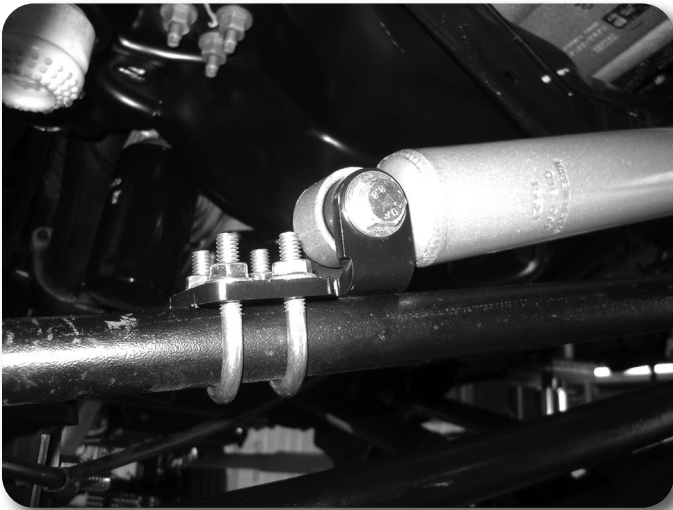


Figure 21B

50. If the front brake lines were disconnected during disassembly, properly bleed the brake system of air and top off the brake fluid reservoir with the proper type of fluid (see owners manual).
51. 7" Lift Kits Only: Remove the factory CV joint clamp at the front transfer case output on the drive shaft. Slide the end of the boot up approximately 1/4" and re-clamp with new CV joint boot clamp. Use CV Boot Clamp Pliers to compress the CV joint boot clamp to the front drive shaft **Figure 22**.
52. Reattach the front drive shaft to the front differential with factory hardware. Realign the indexing marks from disassembly. Tighten driveshaft hardware at the axle to 26 ft-lbs. Tighten driveshaft hardware at the transfer case to 92 ft-lbs.

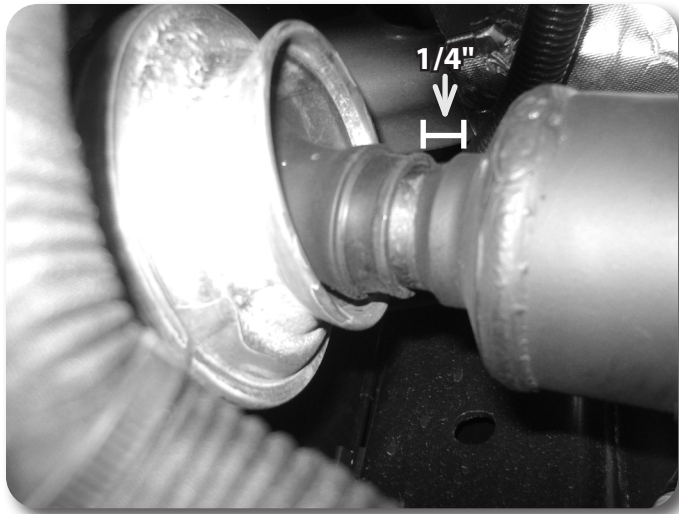


Figure 22

### Step 54 Note:

The top of the stud can also be struck using a soft blow hammer to aid in loosening the taper. Take care not to damage the stud/nut threads.

### ALIGNMENT CAM INSTALLATION (7" KIT ONLY)

53. Remove the cotter pin from the knuckle upper ball joint.
54. Loosen the upper ball joint stud until the nut is level with the top of the stud. Strike the axle "ear" near the upper ball joint to release the ball joint to sleeve taper. Save hardware. Figure 23



Figure 23

55. Remove the OE ball joint sleeve from the axle using the appropriate removal tool (SPC #41550 or equivalent). Figure 24



Figure 24

56. Install the new sleeve with the arrow on the top of the sleeve pointing toward the front of the vehicle. 2 different sleeves are included. The sleeve marked “2.3 degrees” should be used on the driver’s side and the sleeve marked 2.6 degrees should be used on the passenger’s side. Using the old sleeve, pound down on the new sleeve to seat it on the ball joint taper. Make sure that the flat of the sleeve is flush with the flat of the axle. **Figure 25**



**Figure 25**

57. Install and torque the OE ball joint nut to 84 ft-lbs. Install the cotter pin. *Note: Do not loosen the nut to install the cotter pin.*
58. Install the wheels and lower the vehicle to the ground.
59. Attach the track bar to the new bracket with the OE hardware. Turn the steering wheels to aid in aligning the track bar in the bracket. Install the provided cam washers between the alignment tabs on the bracket. Position the cam washers so that the hole is closer to the driver’s side **Figure 26** for 4” kits (shown), hole closer to the passenger side for 5”+ kits. Verify/measure axle offset and adjust cam plates if needed before final torque. Torque hardware to 406 ft-lbs.
60. Bounce the front of the vehicle to settle the suspension. Torque the OE radius arm pivot bolts to 221 ft-lbs.

**Step 59 Tip:**

Due to variations in trucks, it may be necessary to rotate the cams 180 degrees to have the axle more centered.

**OFFSET TOWARDS DRIVER'S SIDE**



**Figure 26**

## Rear Installation

61. Raise the rear of the vehicle and support with jack stands under the frame rails just ahead of the spring hangers.
62. Remove the wheels.
63. Support the axle with a hydraulic jack.
64. Remove the OE shocks. Retain all mounting hardware.
65. Support the rear axle with a hydraulic jack. Disconnect the passenger's side spring u-bolts. Loosen the driver's side to allow the axle to droop out.
66. Lower the axle and remove the factory lift block. It will not be reused.
67. Lower the axle enough to place the provided lift block between the axle and the leaf spring. Position the block so the bump stop wing faces inward, and the small side of the block faces forward. **Figure 27**



**Figure 27**

68. Raise the axle to engage the block spring alignment pins. Fasten the entire assembly with the provided u-bolts, washers, and nuts. Snug but do not torque the u-bolts at this time. **Figure 28**



**Figure 28**

### **Figure 28 Tip:**

Ensure all u-bolts have equal thread exposed below the nut.

69. Repeat block installation of the driver's side. Take care not to over extend the brake lines.

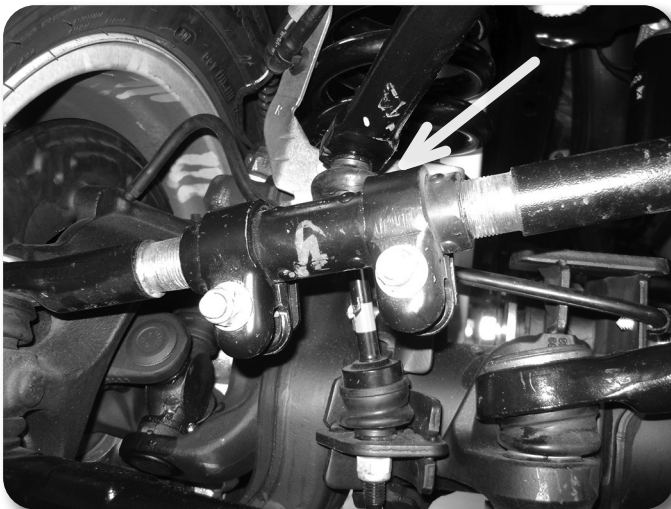
- 70. Install the new shocks with the OE mounting hardware. Torque the upper shock nut to 52 ft-lbs and the lower shock nut to 111 ft-lbs.
- 71. Retain ABS wires and vacuum lines with included zip ties. Ensure there is adequate slack at droop and no interference.
- 72. Install wheels, cycle steering to check for brake line, ABS wire, ETC to tire clearance. With clearance verified lower the vehicle to the ground.
- 73. With the weight of the vehicle on the axle, torque the u-bolts to 130-150 ft-lbs.

» **POST INSTALLATION STEPS**

- 74. Check all hardware for proper torque.
- 75. Cycle steering to check for brake line, ABS wire, ETC to tire clearance, rotate the driver's side brake line on the hard line if necessary.
- 76. Adjust steering wheel with adjustment on the drag link, do NOT drive the vehicle with the steering wheel off-center or adverse traction control affects may arise. Rotate the clamps once the steering wheel is straight as shown. **Figure 29** - incorrect, clamps will interfere with sway bar, **Figure 30** - correct clearance)
- 77. An alignment is recommended, but not necessary.
- 78. Adjust headlights
- 79. Check hardware after 500 miles.



**Figure 29 \*INCORRECT**



**Figure 30 \*CORRECT**

**Post-Installation Warnings**

1. Check all fasteners for proper torque. Check to ensure for adequate clearance between all rotating, mobile, fixed, and heated members. Verify clearance between exhaust and brake lines, fuel lines, fuel tank, floor boards and wiring harness. Check steering gear for clearance. Test and inspect brake system.
2. Perform steering sweep to ensure front brake hoses have adequate slack and do not contact any rotating, mobile or heated members. Inspect rear brake hoses at full extension for adequate slack. Failure to perform hose check/replacement may result in component failure. Longer replacement hoses, if needed can be purchased from a local parts supplier.
3. Perform head light check and adjustment.
4. Re-torque all fasteners after 100 miles. Always inspect fasteners and components during routine servicing.

<b>Component</b>	<b>Torque (FT-LBS)</b>
<i>Pitman Arm</i>	<i>350</i>
<i>(5) Factory Track Bar Bracket Bolts</i>	<i>129</i>
<i>8mm Bump Stop Spacer Bolts</i>	<i>15</i>
<i>3/4" Radius Arm Drop Hardware</i>	<i>250</i>
<i>7/16" Radius Arm Drop Hardware</i>	<i>70</i>
<i>OE Radius Arm Bolts</i>	<i>221</i>
<i>Front Upper Shock Hardware</i>	<i>Bushings Deform</i>
<i>Front Lower Shock Hardware</i>	<i>111</i>
<i>Sway Bar Drop Bracket to Frame</i>	<i>41</i>
<i>Sway Bar to Sway Bar Drop Hardware</i>	<i>30</i>
<i>Sway Bar Link to Sway Bar</i>	<i>59</i>
<i>ABS Clamp Hardware</i>	<i>101 In-lbs</i>
<i>Front Brake Line Brackets</i>	<i>101 In-lbs</i>
<i>Steering Stabilizer (5/16" Hardware)</i>	<i>30</i>
<i>Steering Stabilizer (3/8" Hardware)</i>	<i>35</i>
<i>Steering Stabilizer (7/16" Hardware)</i>	<i>45</i>
<i>Steering Stabilizer (1/2" Hardware)</i>	<i>65</i>
<i>Drag Link to Pitman Arm</i>	<i>129</i>
<i>Front Driveshaft U-joint Hardware at the Axle</i>	<i>26</i>
<i>Front Driveshaft Hardware at the Transfer Case</i>	<i>92</i>
<i>Knuckle Upper Ball Joint Nut (7" kits only)</i>	<i>84</i>
<i>OE Lug Nuts</i>	<i>150</i>
<i>Track Bar Ball Joint Nut at Axle</i>	<i>184</i>
<i>Track Bar-to-Frame (Drop Bracket) Nut and Bolt</i>	<i>406</i>
<i>Rear Upper Shock Hardware</i>	<i>52</i>
<i>Rear Lower Shock Hardware</i>	<i>111</i>
<i>U-Bolts</i>	<i>130-150</i>
<i>Drag Link Adjuster</i>	<i>41</i>