

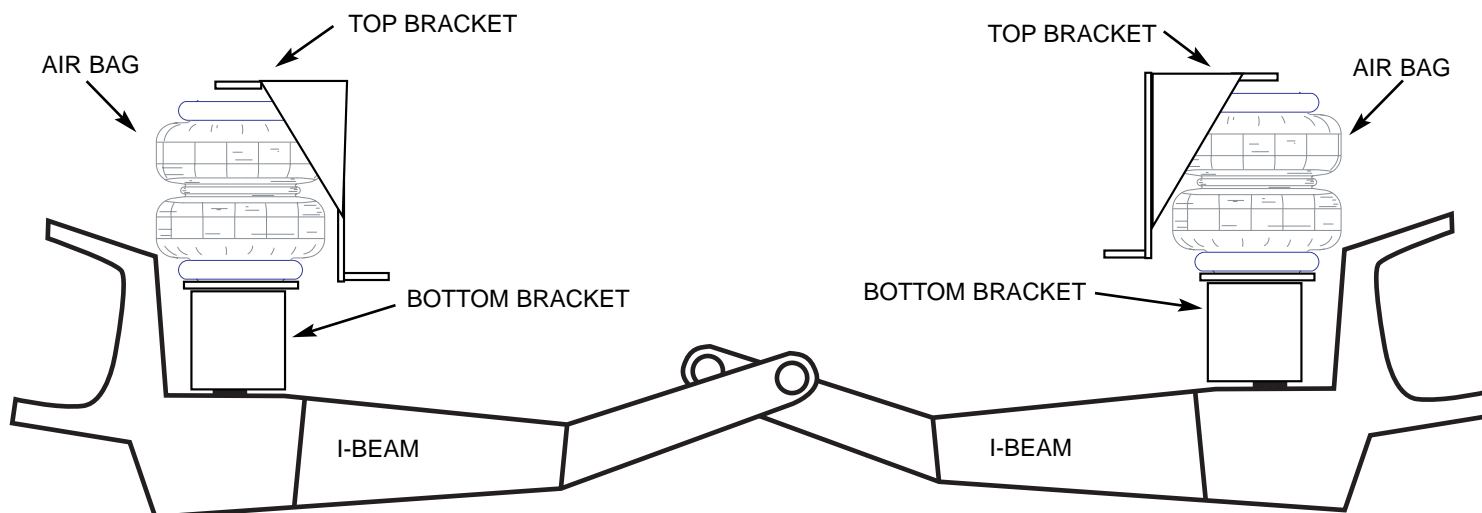
Typical Front Air Bag #3 Installation Instructions

(click on each image to purchase individual parts)

all FORDS WITH IBEAMS 1980 THRU 1996
and FORD RANGERS 1982 THRU 1997



Typical Front



INSTRUCTIONS:

THIS IS A WELD-ON KIT. BOLT HOLES ARE FOR LOCATING PRIOR TO WELDING. THIS KIT IS FOR USE WITH FACTORY I-BEAMS. IF YOU HAVE HAD LOWERED BEAMS INSTALLED, YOU WILL HAVE TO USE AN OPTIONAL LOWERED BARREL.

1. REMOVE SHOCK ABSORBERS AND COIL SPRINGS.
2. REMOVE THE STOCK UPPER SPRING/SHOCK MOUNTS FROM THE FRAME. THE PASSENGER SIDE FRAME RAIL IS FLAT AND THE NEW PART WILL BE INSTALLED DIRECTLY CENTERED OVER THE SPRING PERCH MOUNT.
3. THE DRIVERS SIDE IS CURVED AND MUST BE CUT WITH A DIE GRINDER. REMOVE JUST ENOUGH TO FIT NEW BRACKETS SNUGLY IN PLACE. TACK/WELD OR BOLT TEMPORARILY IN PLACE. WHEN YOU ARE SURE OF POSITION, THEN HAVE A CERTIFIED WELDER APPLY FINISHED WELDS.

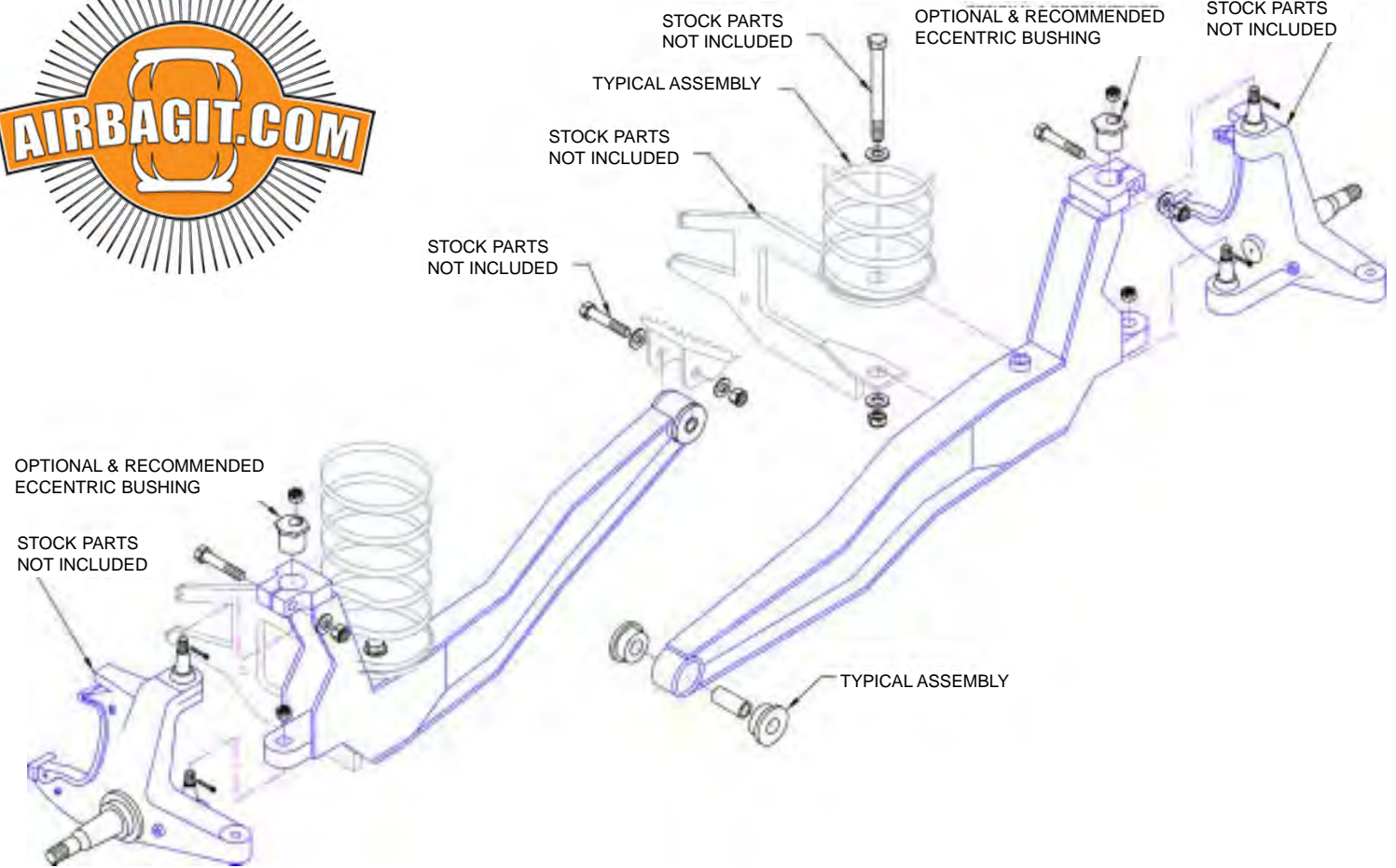
DO NOT RUN AIRBAGS WITH LESS THAN 10LBS PRESSURE. NO WARRANTY ON AIR BAGS, IT IS YOUR RESPONSIBILITY TO MAKE SURE AIRBAGS ARE CLEAR OF ANY OBSTRUCTIONS.

IMPORTANT:

TACK-WELD AIRBAG BRACKETS TO FRAME MAKING SURE THAT THE BAG IS STRAIGHT UP AND DOWN IN RELATION TO THE UPPER BAG MOUNT AND THE I-BEAM SPRING PERCH BOLT, WHEN YOU ARE AT YOUR DESIRED RIDE HEIGHT. DO NOT USE ANY EXISTING HOLES IN THE NEW BRACKETS AS A GUIDE. RADIUS ARMS WILL ALLOW AN ADDITIONAL 1/2" FINAL ADJUSTMENT IF NEEDED

Typical I-Beam Installation Instructions

(Click on picture of part to purchase.)



1. LOOSEN BOTTOM BALL JOINT NUTS AND REMOVE UPPER BALL JOINT PINCH BOLTS. REMOVE SPINDLE FROM AXLE BEAM. DO NOT HANG BRAKE ASSEMBLY BY BRAKE LINE. PLACE JACK UNDER I-BEAM. REMOVE SHOCK AND SWAY BAR LINKS.
2. REMOVE RADIUS ARM-TO-AXLE ASSEMBLY BOLT. LOWER JACK SLOWLY. REMOVE THE COIL SPRING, AXLE PIVOT BOLT, AND I-BEAM.
3. LUBRICATE THE SPACERS AND BUSHING FACES WITH WHEEL BEARING GREASE. NOTE: DO NOT TIGHTEN AT THIS TIME. REINSTALL AXLE PIVOT BOLT. REPLACE FRONT COIL SPRING PERCHES. INSTALL COIL SPRING. CHECK FOR PROPER SEATING. REASSEMBLE USING FACTORY TORQUE SPECS AND LUBRICATION AS OUTLINED ABOVE. TIGHTEN AXLE PIVOT BOLTS AND INSTALL SHOCKS.
4. NEXT, RELOCATE THE FACTORY ANTI SWAY BAR IF SO EQUIPPED. THE FRONT ANTI SWAY BAR IS MOUNTED ON THE BACK OF A STAMPED STEEL CROSS MEMBER WHICH IS MOUNTED BENEATH THE RADIATOR. REMOVE THE FOUR BOLTS HOLDING THE CROSS MEMBER TO THE FRAME.
5. NOTE: IN SOME APPLICATIONS YOU WILL NEED TO FLIP AND INVERT THE STOCK END LINKS AND YOU MAY NEED TO RELOCATE THE SWAY BAR MOUNT FORWARD 1". REMOVE THE SWAY BAR FROM THE CROSS MEMBER BY UNBOLTING THE SADDLE BRACKETS. YOU WILL NEED TO REMOUNT THE SADDLE BRACKET AS FAR DOWN IN THE CROSS MEMBER AS FAR AS IT WILL GO. MARK THE HOLE POSITIONS AND DRILL NEW HOLES FOR THE ORIGINAL BOLTS.
6. IN ORDER TO MOUNT THE SWAY BAR TO THE ORIGINAL MOUNT ON THE SPRING PERCH. YOU MUST NOW EXCHANGE THE ANTI SWAY BAR END LINKS (MOUNTING THE LEFT LINK TO THE RIGHT SIDE, AND THE RIGHT LINK TO THE LEFT SIDE, UPSIDE DOWN SO THAT THE ANTI SWAY BAR IS ABOVE THE ROD INSTEAD OF BELOW). IT MAY BE NECESSARY TO SLIGHTLY GRIND THE REAR WARD INNER CORNERS SO THAT THE BAR DOES NOT RUB AGAINST THE PLATE.
7. TORQUE EVERY BOLT ON ALL PARTS TO FACTORY SPECS AND RE-TORQUE AFTER DRIVING. PROCEED TO THE NEAREST ALIGNMENT SHOP. NOTE: FORD REPLACEMENT ADJUSTABLE ECCENTRIC BUSHINGS WILL BE NEEDED FOR ALIGNMENT TO BRING INTO FACTORY SPECS.

F-150/250/350 ONLY

1. BEFORE REPLACING THE COIL SPRING, PLACE THE ROUND DONUT WASHER ON THE CASST SPRING MOUNT.
2. BEFORE REPLACING THE NUT AND WASHER ON THE SPRING CENTER BOLT, INSERT THE URETHANE ECCENTRIC BUSHING INSIDE THE BOTTOM OF THE COIL SPRING.
3. BEFORE INSTALLING THE STOCK SPINDLE ON TO THE I-BEAM, WE RECOMMEND GRINDING APPROXIMATELY 3/8" OF MATERIAL OFF ON A 45 DEGREE ANGLE USING A SMALL DIE GRINDER. THIS STEP IS NECESSARY OTHERWISE SOME ALIGNMENT CAMS WILL CAUSE INTERFERENCE BETWEEN THE UPPER PORTION OF THE SPINDLE AND I BEAM.

FORD I-BEAM INSTALL

SOME FORD F-200 MAY INCLUDE SMALL C-NOTCH FOR MORE TIE ROD CLEARANCE

RANGER/F100/150/250/350

FORD I-BEAMS 3" DROP

1. LOOSEN BOTTOM BALL JOINT NUTS AND REMOVE UPPER BALL JOINT PINCH BOLTS. REMOVE SPINDLE FROM AXLE BEAM. DO NOT HANG BRAKE ASSEMBLY BY BRAKE LINE. PLACE JACK UNDER I-BEAM. REMOVE SHOCK AND SWAY BAR LINKS

2. REMOVE RADIUS ARM-TO-AXLE ASSEMBLY BOLT. LOWER JACK SLOWLY. REMOVE THE COIL SPRING, AXLE PIVOT BOLT, AND I-BEAM.

3. LUBRICATE SPACERS AND BUSHING FACES.

NOTE: BEFORE TIGHTENING, REINSTALL AXLE PIVOT BOLT. REPLACE FRONT COIL SPRING PERCHES. INSTALL COIL SPRING. CHECK FOR PROPER SEATING. REASSEMBLE USING FACTORY SPECS AND LUBRICATE.

4. RELOCATE FACTORY ANTI SWAY BAR IF EQUIPPED. REMOVE FOUR BOLTS HOLDING CROSS MEMBER TO FRAME.

NOTE: IN SOME APPLICATIONS, YOU WILL NEED TO INVERT END LINKS, RELOCATE SWAY BAR END LINKS AND MOVE SWAY BAR MOUNT FORWARD 1" REMOVE SWAY BAR BY UNBOLTING SADDLE BRACKETS. YOU WILL NEED TO REMOUNT SADDLE BRACKET AS FAR DOWN AS IT WILL GO. MARK HOLE POSITIONS AND DRILL HOLES FOR BOLTS

5. TO MOUNT THE SWAY BAR TO ORIGINAL MOUNT ON SPRING PERCH, EXCHANGE ANTI SWAY BAR END LINKS (MOUNTING LEFT LINK ON RIGHT SIDE AND RIGHT LINK ON LEFT SIDE, UPSIDE DOWN SO ANTI SWAY BAR IS ABOVE ROD). IT MAY BE NECESSARY TO SLIGHTLY GRIND REAR WARD INNER CORNERS SO BAR DOES NOT RUB AGAINST PLATE.

6. TORQUE EVERY BOLT TO FACTORY SPECS AND RE-TORQUE AFTER DRIVING. PROCEED TO NEAREST ALIGNMENT SHOP.

NOTE: FORD REPLACEMENT ADJUSTABLE ECCENTRIC BUSHINGS WILL BE NEEDED FOR ALIGNMENT TO BRING INTO FACTORY SPECS

F-150/250/350 ONLY

1. BEFORE REPLACING COIL SPRING, PLACE ROUND DONUT WASHER ON CAST SPRING MOUNT

2. INSERT URETHANE ECCENTRIC BUSHING INSIDE BOTTOM OF COIL SPRING. THEN REPLACE NUT AND WASHER ON SPRING CENTER BOLT.

3. BEFORE INSTALLING STOCK SPINDLE ON TO I-BEAM, WE RECOMMEND GRINDING APPROXIMATELY 3/8" OF MATERIAL OFF ON A 45 DEGREE ANGLE USING A SMALL DIE GRINDER. THIS STEP IS NECESSARY TO REDUCE INTERFERENCE PROBLEMS WITH SOME ALIGNMENT CAMS BETWEEN UPPER PORTION OF SPINDLE AND I-BEAM

FORD F-100 1966 - 1972 ONLY

1. BOLT TIE ROD END EXTENSION BRACKETS TO SPINDLE, THROUGH ORIGINAL TIE ROD END HOLE, USING .562-18x2.25 GRADE 8 BOLT PROVIDED. MAKE SURE BOLT IS SECURE

2. LOCATE POSITION OF SECOND HOLE AND DRILL WITH 3/8" DRILL BIT.

3. ONCE COMPLETE RE-TIGHTEN ALL BOLTS AND CHECK ALIGNMENT.

4. AFTER STOCK SPINDLES ARE IN PLACE, CHECK FOR PROPER ALIGNMENT.

