Part# F406-121K w/ IFP Shocks
Part# F406-122K w/ 2.0” Remote Reservoir
Part# F406-123K w/ 2.5” R/R Shocks w/ Low/ High Speed Compression Adjuster

3.5” Front Suspension Kit
2023-2026 Ford F250 / F350 4wd
Installation Notes

Please Read These Installation Instructions Completely Before Beginning The Installation. Carefully Reviewing The Instructions In Advance Will Help Ensure You Have The Proper Tools, Equipment, And Mechanical Experience Required To Complete The Installation Safely And Correctly. We Recommend Reading Through The Instructions At Least Twice Before Starting The Installation Process.

For All Fasteners That Do Not Use A Locking Nut (Such As A Prevailing Torque Or Nylon-Insert Lock Nut), Or When Reinstalling A Previously Used Locking Nut, Pro One Design Recommends Applying A Medium-Strength Thread Locker During Assembly. We Recommend Using Loctite® 243 Or An Equivalent Medium-Strength Thread-Locking Compound To Help Maintain Proper Fastener Retention. After All Hardware Has Been Tightened To The Specified Torque Values, Apply A Torque Stripe Or Paint Mark To Each Fastener To Provide A Quick Visual Reference During Future Inspections.

Limited Lifetime Warranty

Pro One Design Stands Behind The Quality Of Its Products And Warrants All Products Manufactured By Pro One Design To Be Free From Defects In Materials And Workmanship For The Original Purchaser. This Limited Lifetime Warranty Applies From The Original Date Of Purchase And Covers Defects Resulting From Normal Intended Use Of The Product.

For Complete Warranty Terms, Limitations, And Claim Procedures, Please Visit The Pro One Design Warranty Page On Our Website.

Important Headlight Sensor Notice

If Your Vehicle Is Equipped With The Factory Automatic Headlight Leveling Sensor, You Will Need To Purchase The Pro One Design Headlight Sensor Lockout Kit (Part # F406-256). Please Read And Follow The Separate Headlight Sensor Lockout Installation Instructions Before Beginning Installation Of Your Pro One Design Suspension System.

Part # F406-121K	Description
F406-205	1.0 degree Caster Shim
F406-208	3.5" Radius Arm Drop
F406-212	Adjustable Front Track Bar
F406-231	3.5" Front Coil Springs (Diesel)
F406-237	2" Front Bump Stop Kit
F406-250	Front Brake Lines (For 3.5")
F406-102P	2.0" IFP Shock Package F/R

Part # F406-122K	Description
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F406-208	3.5" Radius Arm Drop
F406-212	Adjustable Front Track Bar
F406-231	3.5" Front Coil Springs (Diesel)
F406-237	2" Front Bump Stop Kit
F406-250	Front Brake Lines (For 3.5")
F406-104P	2.0" Remote Reservoir Shock Package F/R

Part # F406-123K	Description
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F406-208	3.5" Radius Arm Drop
F406-212	Adjustable Front Track Bar
F406-231	3.5" Front Coil Springs (Diesel)
F406-237	2" Front Bump Stop Kit
F406-250	Front Brake Lines (For 3.5")
F406-106P	2.5" Remote Reservoir Shock Package F/R

F406-205	1.0 Degree Caster Shim	QTY
	1.0 Degree Caster Shim	2

R406-208	3.5" Radius ArmDrops	Qty
F-20030	Driver Radius Arm Drop	1
F-20031	Passenger Radius Arm Drop	1
F-20032	**Hardware Bolt Kit**	Qty
	3/4"-10 x 1 3/4" HCS	2
	3/4"-10 x 6 1/2" HCS	2
	3/4"-10 Crimp Lock Nut	2
	3/4" SAE Washer	2
	18-2.5mm x 170 mm HCS	2
	18-2.5mm Lock Nut	2
	18mm Washer	4
	5/8"-11 x 5 3/4" HCS	2
	5/8" Washer	2
RAD-7177	Offset Cam Slot Fastener	2
RAD-7178	Offset Cam Slot Fastener 3/4"-10	2
RAD-7830	2.125" Thick Washer	2

F406-231	3.5" Front Coil Springs	Qty
FFC-2.5-D	Diesel Front Coil Spring	2

F406-237	Front Bump Stop Kit	Qty
BS-181	2.0” Tall Round Bump Stop Extension	2
	Hardware	Qty
	8 mm x 30 HCS	2
	8mm Washer	2

F406-212	Adjustable Front Track Bar Kit	Qty
FLC-405	**Forged Lower End**	1
F-20052	**Installed Hardware**	**Qty**
WSSX16T	2.125 Spherical Bearing	1
HO-212	Retaining Ring	1
TBT-601	**Forged Upper End**	1
F-20040	**Installed Hardware**	**Qty**
2940	Polyurethane Bushing	2
TBS-8373	.800 x 1.312 x 1.733 Sleeve	1
H-8011	1/4"-28 Grease Fitting	1
TBT-606	**1 1/4" Threaded Adjuster**	1
	Installed Hardware	**Qty**
N-1052	1 1/4"-12 Right Hand Nut	1
N-1053	1 1/4"-12 Left Hand Nut	1
H-51624	5/16"-24 Nylon Tipped Set Screws	6
F-20041	**Hardware Bolt Kit**	**Qty**
	7/8"-14 Nylock Nut GR 8	2
	7/8" Washer GR 8	2
FLC-505	Tapered Stud	1
FLC-507	Stainless Spacer (Short)	1
FLC-508	Stainless Spacer (Tall)	1

F406-250	Front / Rear Brake Lines For 3.5"	Qty
BL-156	Driver Front Brake Line	1
BL-157	Passenger Front Brake Line	1
BL-176P	Passenger Side Brake Line Bracket	1
BL-176D	Driver Side Brake Line Bracket	1
	5/16" Stainless Adel Clamp	2
	1/4"-20 x 3/4” HCS	2
	1/4"-20 Nylock nut	2
	1/4" SAE Washer	4
	Copper Washers	4

Shock Installation Notice

This Installation Manual Covers Multiple Pro One Design Shock Options. Your Kit Will Include One Of The Following Shock Packages:

- **Pro One Design 2.0" IFP Shocks**
- **Pro One Design 2.0" Remote Reservoir Shocks With Reservoir Mounting Brackets**
- **Pro One Design 2.5" 32-Way Adjustable Remote Reservoir Shocks With Independent High And Low Speed Compression Adjusters**

Please Refer Only To The Installation Steps And Illustrations That Apply To The Shock Package Included With Your Order. Some Components, Mounting Hardware, And Reservoir Brackets May Not Be Included Depending On The Shock Option You Selected.

Shock Package #	F406-102P	
Part #	**Description**	**QTY**
201-3-251-EF	2.0" IFP Front Shock	2
201-5-300-ER	2.0" IFP Rear Shock	2

Shock Package #	F406-104P	
Part #	**Description**	**QTY**
202-4-251-RFR	2.0" Remote Reservoir Front Shock (Right)	1
202-4-251-RFL	2.0" Remote Reservoir Front Shock (Left)	1
202-6-300-RR	2.0" Remote Reservoir Rear Shock	2
F406-261	Reservoir Mounts	2
F406-262	2.0" Shock Clamps	4

Shock Package #	F406-106P	
Part #	**Description**	**QTY**
250-7-251-RFR	2.5" Remote Reservoir Front Shock	1
250-7-251-RFL	2.5" Remote Reservoir Front Shock	1
250-8-300-RR	2.5" Remote Reservoir Rear Shock	2
F406-261	Reservoir Mounts	2
F406-263	2.5" Shock Clamps	4

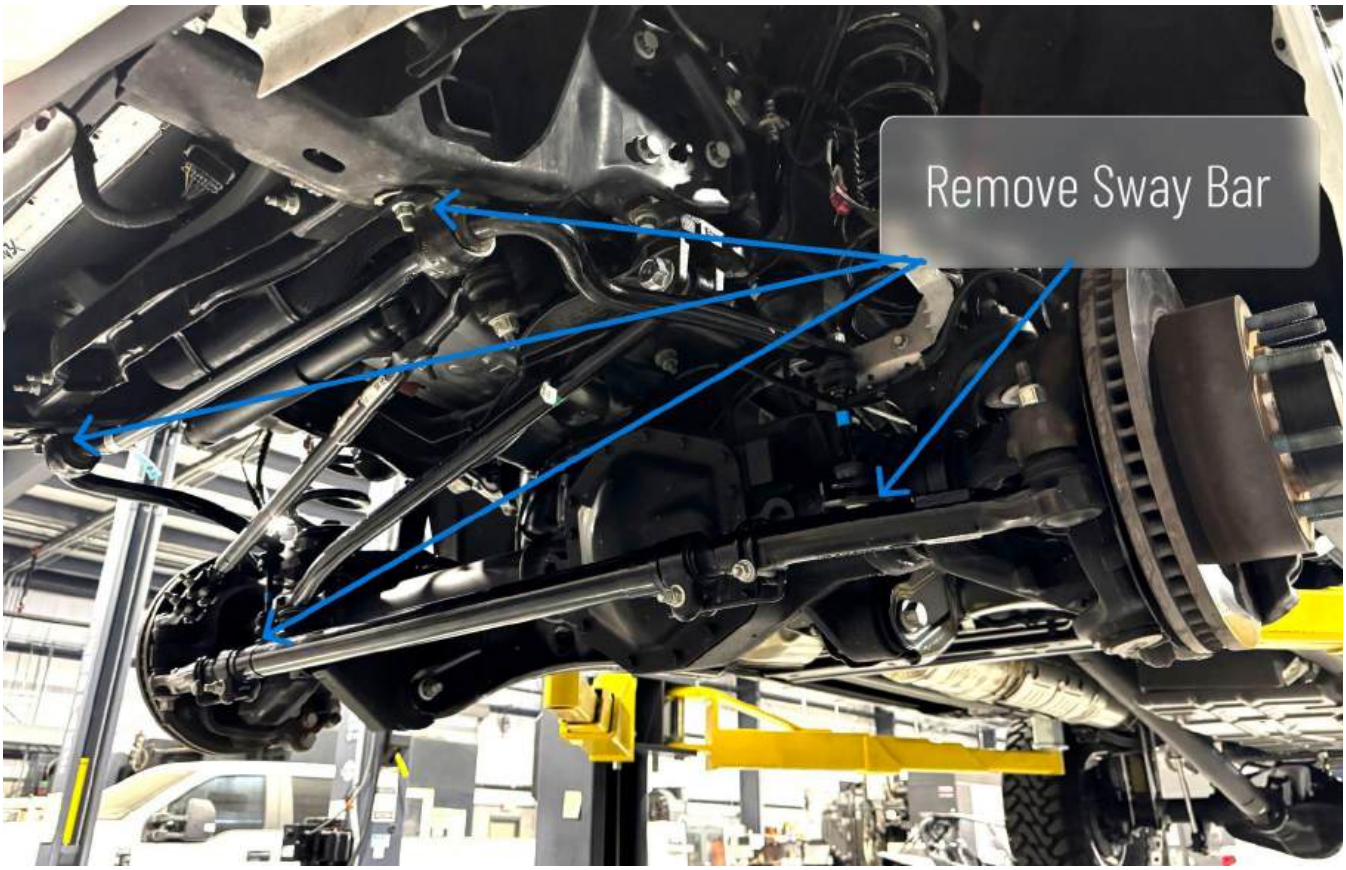
Before You Begin

Before Beginning Installation, Verify That You Have Received All Components Required To Complete Your Pro One Design Suspension System. Carefully Compare The Contents Of Your Kit To The Included Parts List Before Disassembling The Vehicle. Identifying Any Missing Or Damaged Components Prior To Installation Will Help Prevent Unnecessary Delays.

If You Discover Any Missing, Damaged, Or Incorrect Parts, Please Contact Pro One Design Customer Support @ 559-271-8629 Before Proceeding With The Installation. Do Not Begin Installation Until All Required Components Have Been Received.

Step 1 – Remove Front Sway Bar

1. **Remove The Factory Hardware Securing The Front Sway Bar To The Frame And Axle. Carefully Remove The Complete Front Sway Bar Assembly From The Vehicle.**
2. **Remove The Factory Sway Bar End Links From The Sway Bar And Discard The End Links. Retain The Factory Sway Bar Assembly And Mounting Hardware For Reinstallation If Applicable.**

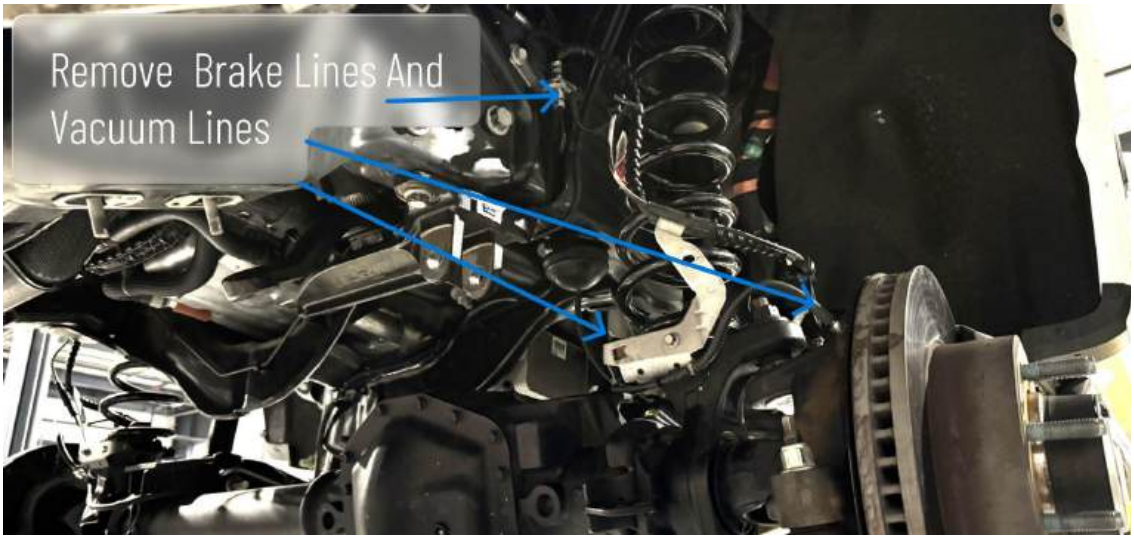


2 – Disconnect Steering Linkage And Remove Front Track Bar

1. **Remove The Cotter Pin (If Equipped) And Loosen The Nut Securing The Steering Linkage To The Pitman Arm. Retain Factory Hardware. Careful Not to Damage the Threads on the Drag link.**
2. **Separate The Steering Linkage From The Pitman Arm Using The Appropriate Tie Rod Separator Or Puller.**
3. **Allow The Steering Linkage To Hang Freely. It Is Not Necessary To Disconnect The Steering Linkage At The Knuckle.**
4. **Remove The Factory Hardware Securing The Front Track Bar At The Frame And Axle Mounts. Retain All Factory Hardware.**
5. **Remove The Factory Front Track Bar From The Vehicle, And Discard.**

3 – Remove Brake Line Brackets And Vacuum Line

1. **Remove The Brake Line Brackets From The Axle And Retain The Factory Hardware. If Equipped, Disconnect The Vacuum Line From The Axle To Provide Adequate Slack During Installation.**



4 – Remove Lower Shock Bolt

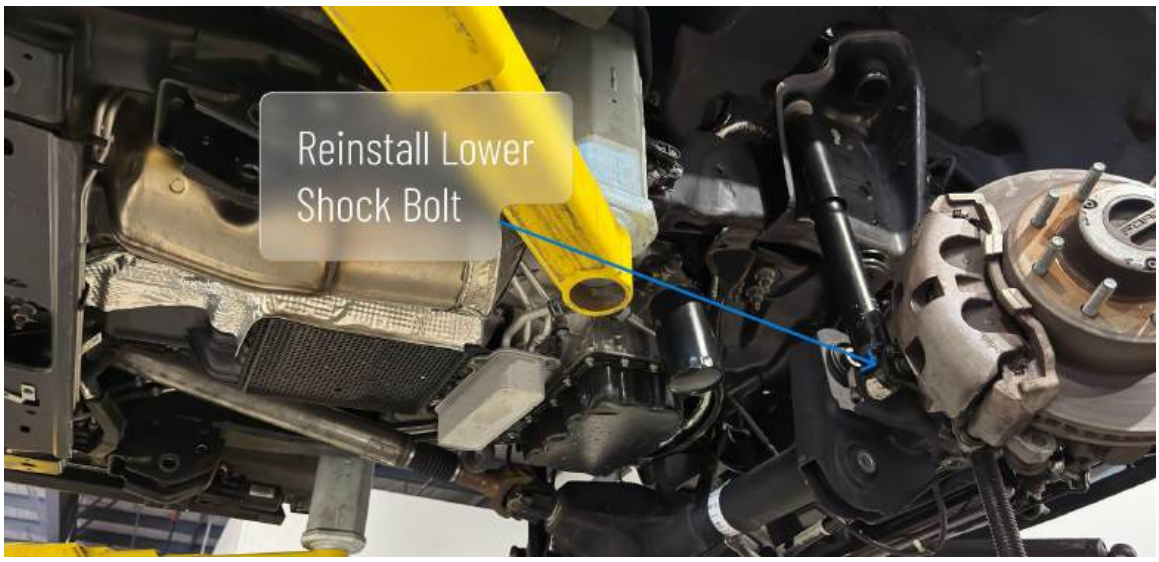
1. **Remove The Lower Shock Mounting Bolt Only. Leave The Upper Shock Mount Attached And Allow The Shock To Hang Until A Later Step.**

5 – Lower Axle And Remove Coil Springs

1. **Carefully Lower The Front Axle Until The Coil Springs Can Be Removed. Remove Both Front Coil Springs From The Vehicle.**

6 – Remove Factory Radius Arm

1. **Using A 24MM Socket And 27MM Wrench, Remove The Nuts From The Factory Radius Arm Pivot Bolts.**
2. **With The Front Axle Safely Supported By A Floor Jack Or Tripod Stand, Remove The Factory Radius Arm From The Vehicle. Retain The Factory Hardware If You Will Be Reusing The Factory Radius Arms.**
3. **Once The Radius Arm Has Been Removed, Reinstall The Lower Front Shock Mounting Bolt To Securely Support The Front Axle During The Remaining Installation Steps. Do Not Fully Tighten The Shock Bolt At This Time.**



Refer To Instruction Part# F406-208 For Full Set

The Illustration Below Identifies All Components Included In The Pro One Design Radius Arm Drop Bracket Kit By Name.

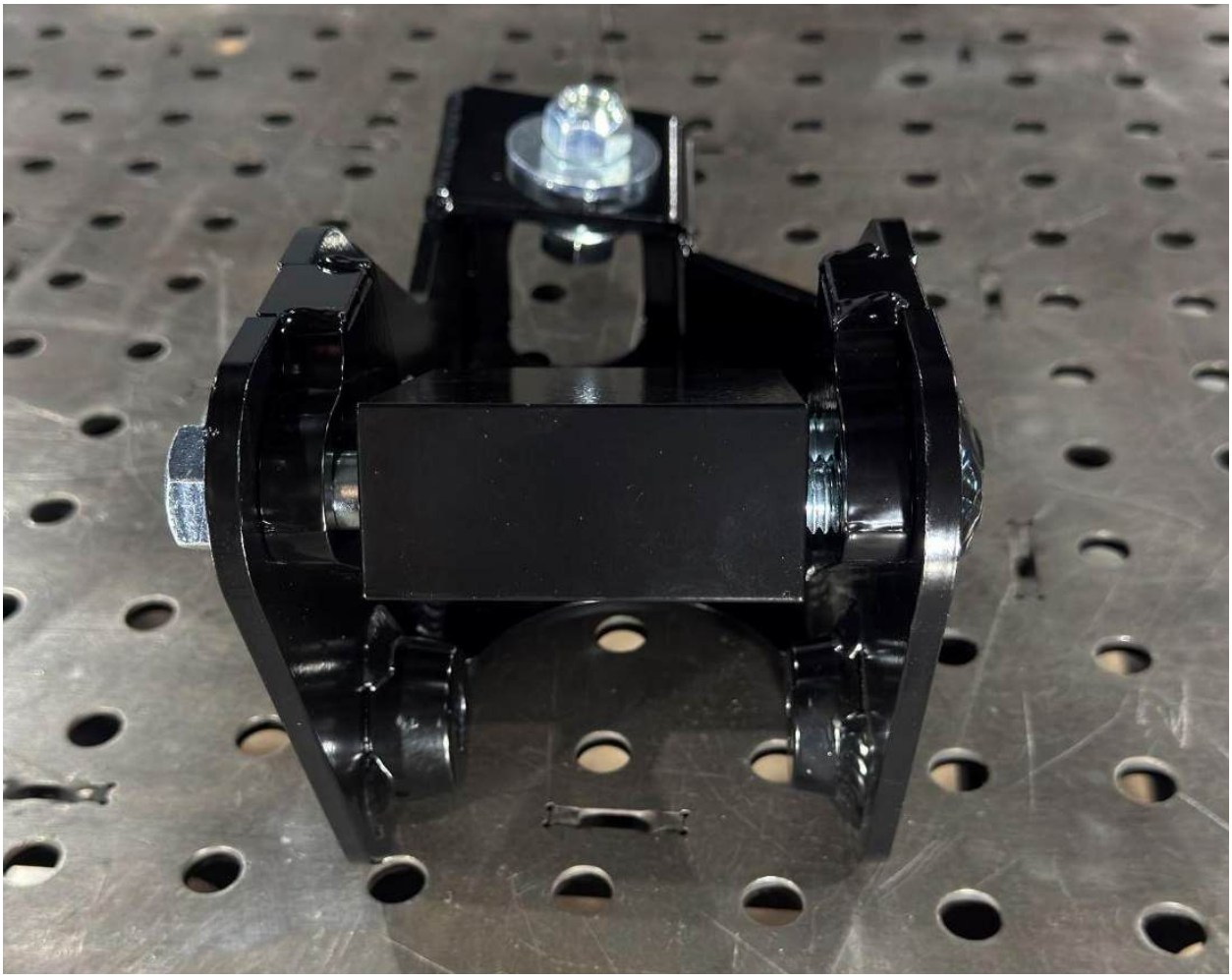
Note: Below Shows The Two Possible Orientations For The Offset Cam. Position 1 Shows The Offset Cam Installed In The Upward Position, While Position 2 Shows The Offset Cam Installed In The Downward Position.

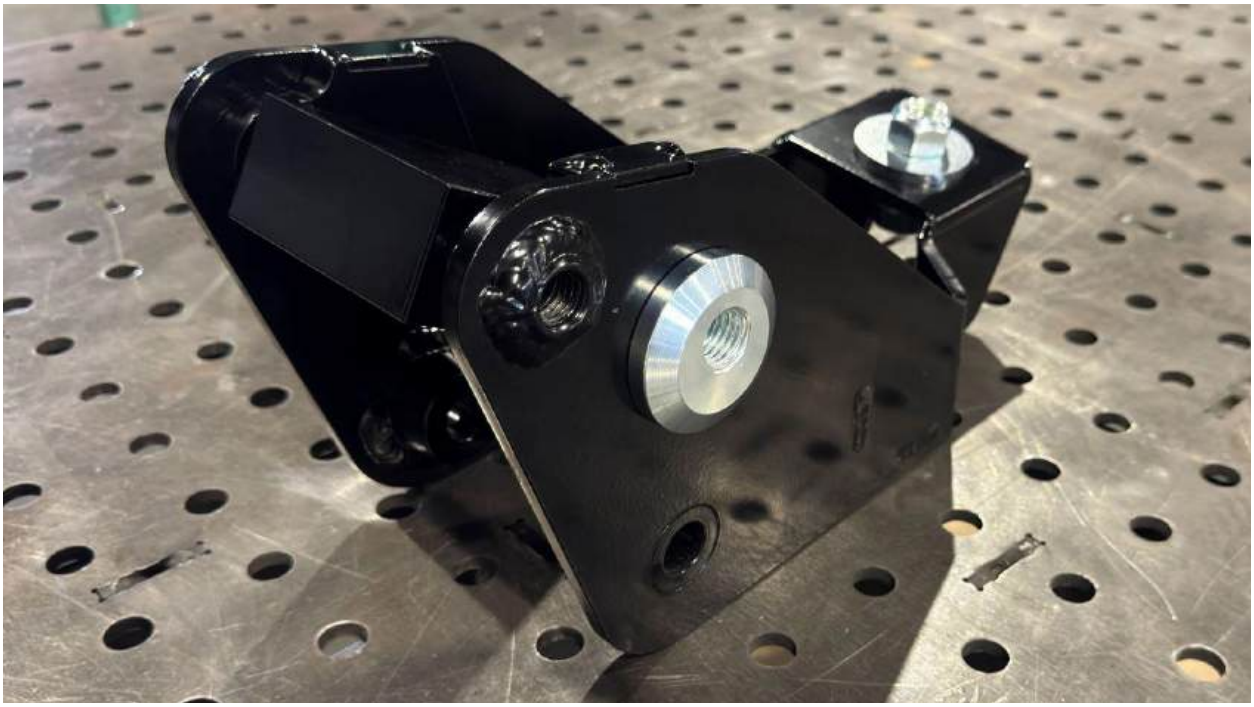
Due To Factory Frame Variations On Ford F-Series Trucks, The Offset Cam May Need To Be Installed In Either Position To Achieve Proper Mounting Hole Alignment. Begin With Position 1. If The Mounting Holes Do Not Align Correctly, Rotate The Offset Cam 180° And Install It In Position 2.


Offest Cam
Upward Position
PRO ONE
DESIGN


Offset Cam
Downward Position
PRO ONE
DESIGN

Passenger Side





7 – Install Radius Arm Drop Bracket

1. **Slide The Pro One Design Radius Arm Drop Bracket Over The Factory Radius Arm Mount Using The Supplied 1/2" Bracket Spacers.**

Note: Install One 1/2" Spacer On Each Side Of The Factory Radius Arm Mount, Between The Factory Bracket And The Pro One Design Drop Bracket. Ensure The Locating Tab On The Spacers Are Fully Seated In The Corresponding Channels Of The Bracket Before Installing The Hardware.

8 – Install Mounting Hardware

1. **Install The Supplied 3/4"-10 x 1-3/4" Bolt With A Washer On Each Side Through The Rear Vertical Crossmember Mount And Loosely Install The Lock Nut.**

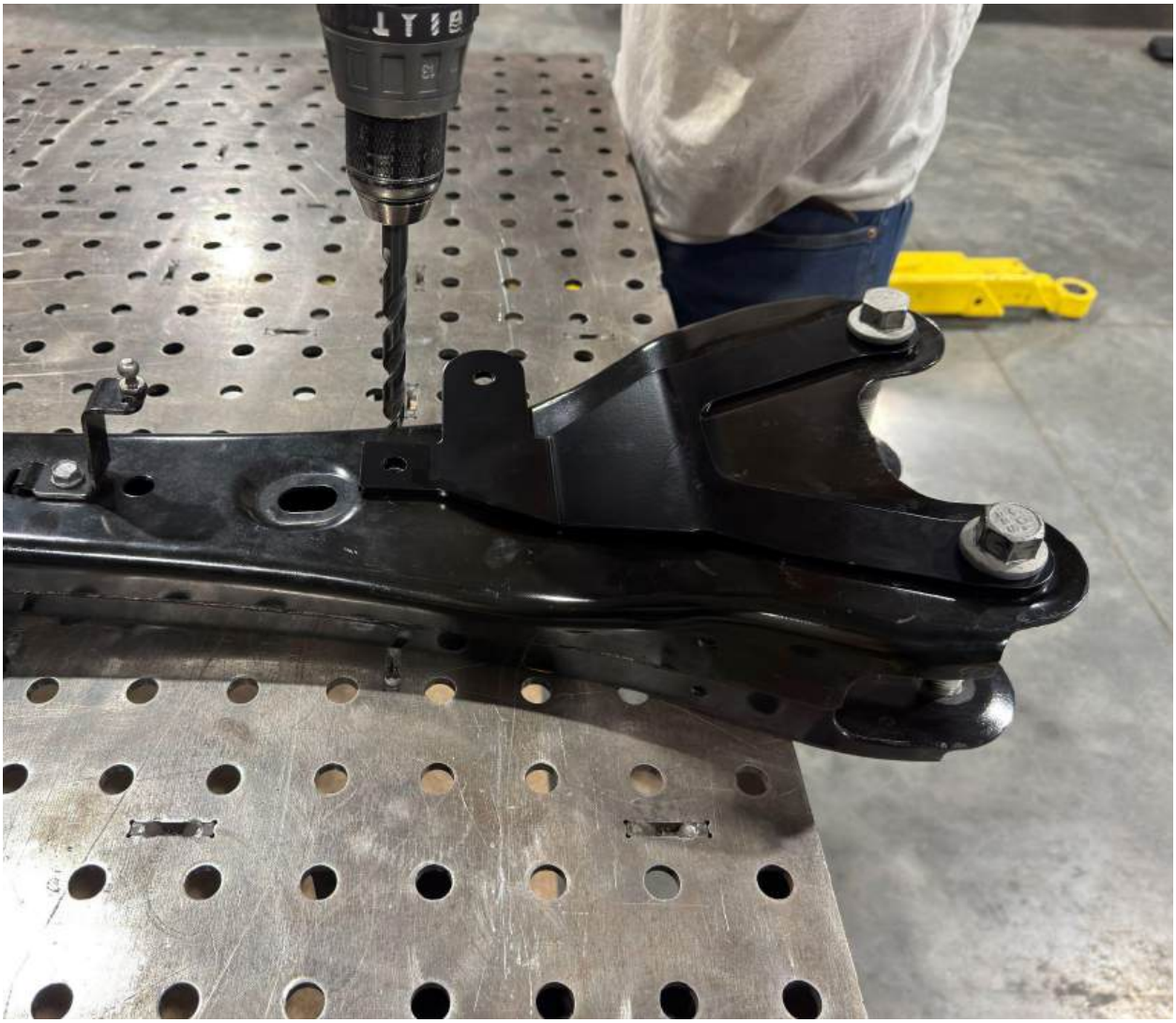
9 – Enlarge Frame Mount Hole (If Required)

1. **Due To Factory Frame Variations, It May Be Necessary To Enlarge The Frame Mount Hole For The 5/8"-11 x 5-3/4" Bolt. If The Bolt Does Not Pass Through The Mounting Hole, Carefully Drill The Hole To 11/16". Once The Hole Has Been Enlarged, Continue With The Installation Using The Supplied 5/8"-11 x 5-3/4" Hardware.**

If You Have Purchased The Pro One Design Factory Radius Arm Limiting Strap Bracket Kit, Complete The Following Installation Steps Before Reinstalling The Radius Arm Onto The Vehicle. If You Did Not Purchase The Bracket Kit, Skip Steps 8–9 And Continue To Step 10.

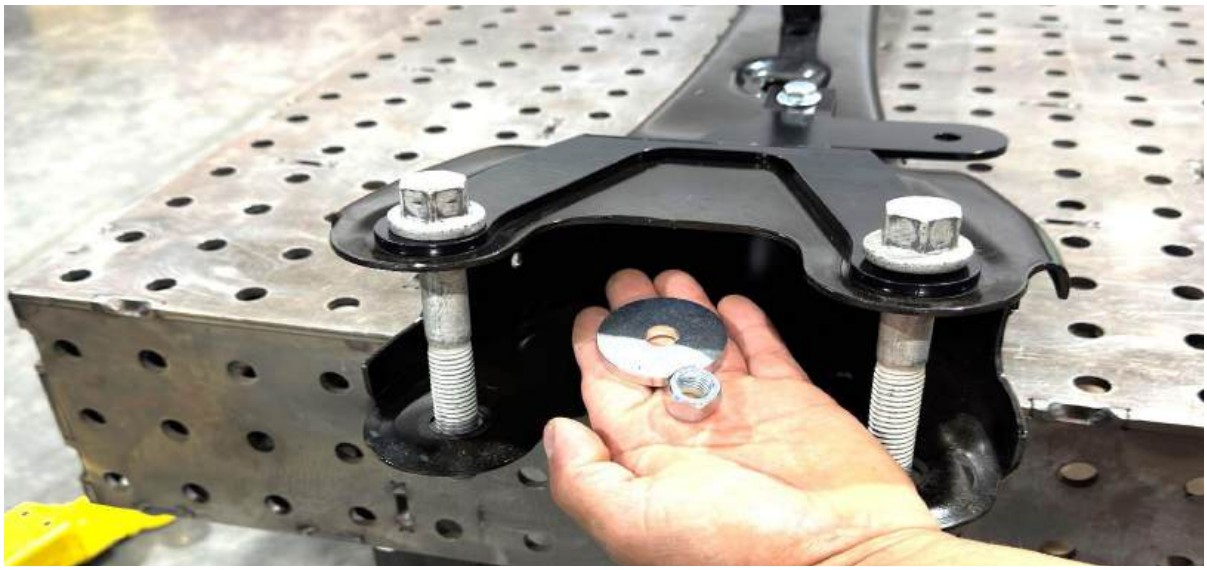
10 – Prepare Factory Radius Arm

1. **Place It On A Workbench As Shown Below.**
2. **Position The Pro One Design Radius Arm Limiting Strap Bracket On Top Of The Factory Radius Arm With The Tab For The Limiting Strap To The Top As Shown Below.**
3. **Install The Factory Mounting Bolt Through The Bracket And Radius Arm To Properly Align The Bracket.**
4. **Once The Bracket Is Correctly Positioned, Drill The 1/2" Hole In The Factory Radius Arm Using The Bracket As A Drill Guide, As Shown Below.**



11 – Install Limiting Strap Bracket

1. **Using The Supplied 1/2" Hardware And 2.0" O.D. Washers, Install The 1/2" Bolt And SAE. Washer From The Outside Of The Factory Radius Arm. On The Inside, Install The 2.0" O.D. Washer Followed By The Supplied 1/2" Nylock Nut, As Shown Below.**
2. **Fully Tighten The ½"-13 x 1 ½" Hardware At This Time.**



12 – Install Radius Arms

You Have Two Options For Reassembling The Front Suspension:

Option 1 – Factory Radius Arms

1. **Reinstall The Factory Radius Arms Into The New Pro One Design Radius Arm Drop Brackets Using The 18mm-2.5 x 170 Hardware.**
2. **Do Not Fully Tighten The Mounting Bolts At This Time. Final Torque Will Be Performed With The Vehicle Sitting At Normal Ride Height.**

Option 2 – Pro One Design Fabricated Radius Arms

1. **Install The Pro One Design Fabricated Radius Arms Into The New Pro One Design Radius Arm Drop Brackets Using The18mm-2.5 x 170 Hardware.**
2. **Do Not Fully Tighten The Mounting Bolts At This Time. Final Torque Will Be Performed With The Vehicle Sitting At Normal Ride Height.**
3. **Verify The Radius Arms Are Installed On The Correct Side Of The Vehicle.**
4. **Ensure All Hardware Is Installed In The Same Orientation As Removed Or As Shown In The Pro One Design Instructions.**

Pro One Design Fabricated Radius Arms

Caster Adjustment

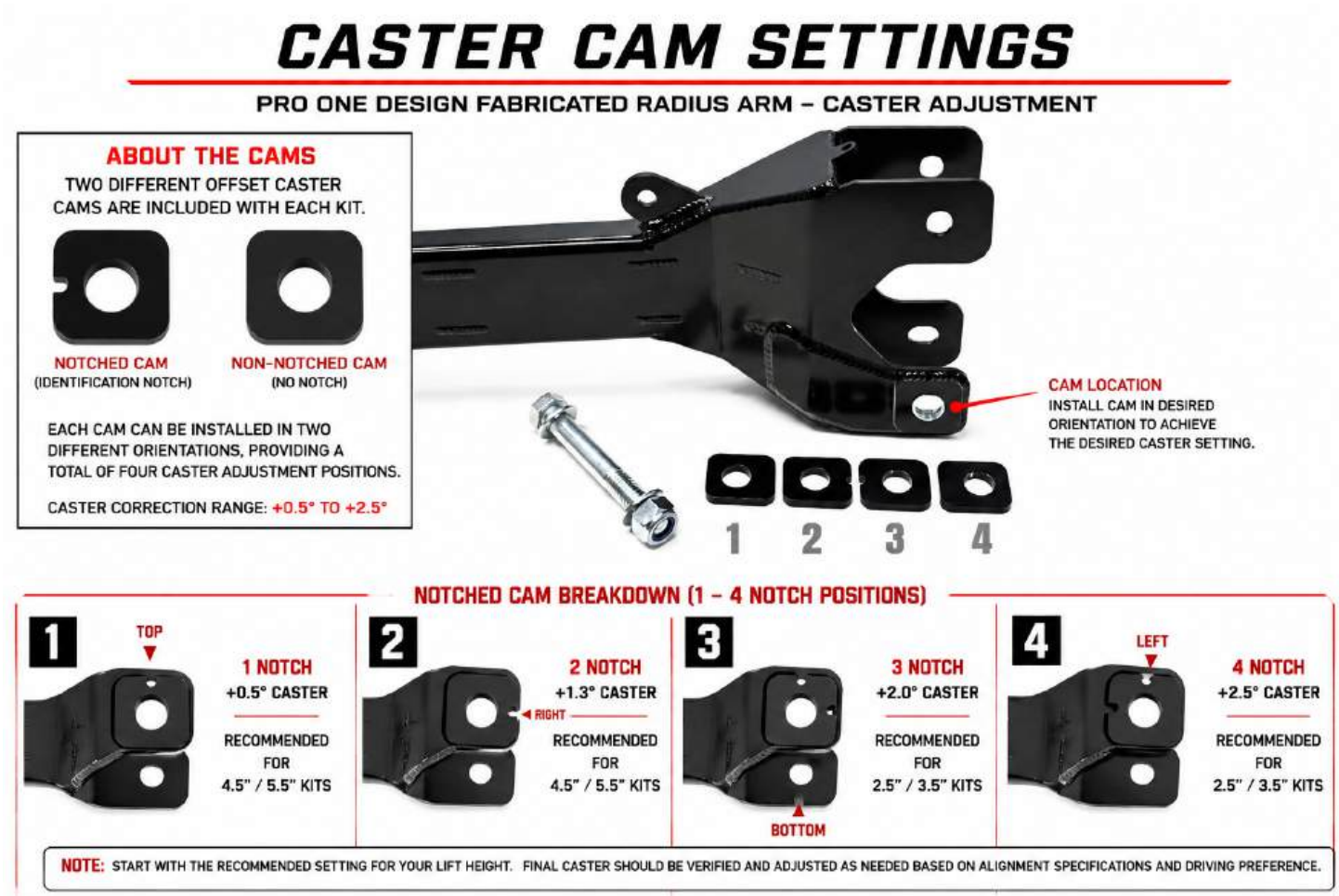
Pro One Design Fabricated Radius Arms Feature Four Selectable Caster Settings, Allowing You To Fine-Tune Front-End Alignment For Your Specific Suspension Height And Driving Preferences.

Two Different Offset Caster Cams Are Included With Each Kit:

- **One Cam Features An Identification Notch.**
- **One Cam Is Supplied Without A Notch.**

Each Cam Can Be Installed In Two Different Orientations, Providing A Total Of Four Caster Adjustment Positions.

Depending On The Selected Cam And Its Orientation, Caster Correction Can Be Adjusted From +0.5° To +2.5°, Allowing Proper Alignment Across A Wide Range Of Lift Heights While Optimizing Steering Feel, Straight-Line Stability, And Return-To-Center.



Caster Cam Settings

1 Notch – +0.5° Caster
Recommended For 4.5" / 5.5" Kits

2 Notch – +1.2° Caster
Recommended For 4.5" / 5.5" Kits

3 Notch – +1.9° Caster
Recommended For 2.5" / 3.5" Kits

4 Notch – +2.5° Caster
Recommended For 2.5" / 3.5" Kits

13 – Remove Factory Front Bump Stop

1. **Remove The Factory Front Bump Stop Assembly From The Vehicle. Retain The Foam Bump Stop, As It Will Be Reinstalled In A Later Step.**
2. **Install The Pro One Design Front Bump Stop Drops As Shown Below Using The Supplied M8-1.25 x 30mm Hex Head Bolts. Tighten The Hardware 18 ft-lbs. Once Installed, Verify That Both Bump Stop Drops Are Properly Seated And Aligned Before Continuing With Installation.**

If Installing The Optional Pro One Design Remote Reservoir Mount Kit, Install It At This Time By Following The Separate Reservoir Mount Installation Instructions. If Your Kit Does Not Include Remote Reservoir Mounts, Skip This Step And Continue With The Installation.

14. Install Remote Reservoir Mounts

1. **Install The Pro One Design Remote Reservoir Mount On Top Of The Factory Upper Coil Spring Isolator As Shown Below. Once The Reservoir Mount Is Properly Positioned, Install The Coil Spring And Reservoir Mount Assembly Into The Upper Coil Spring Pocket**

15. Install Front Coil Springs And Install Front Shocks

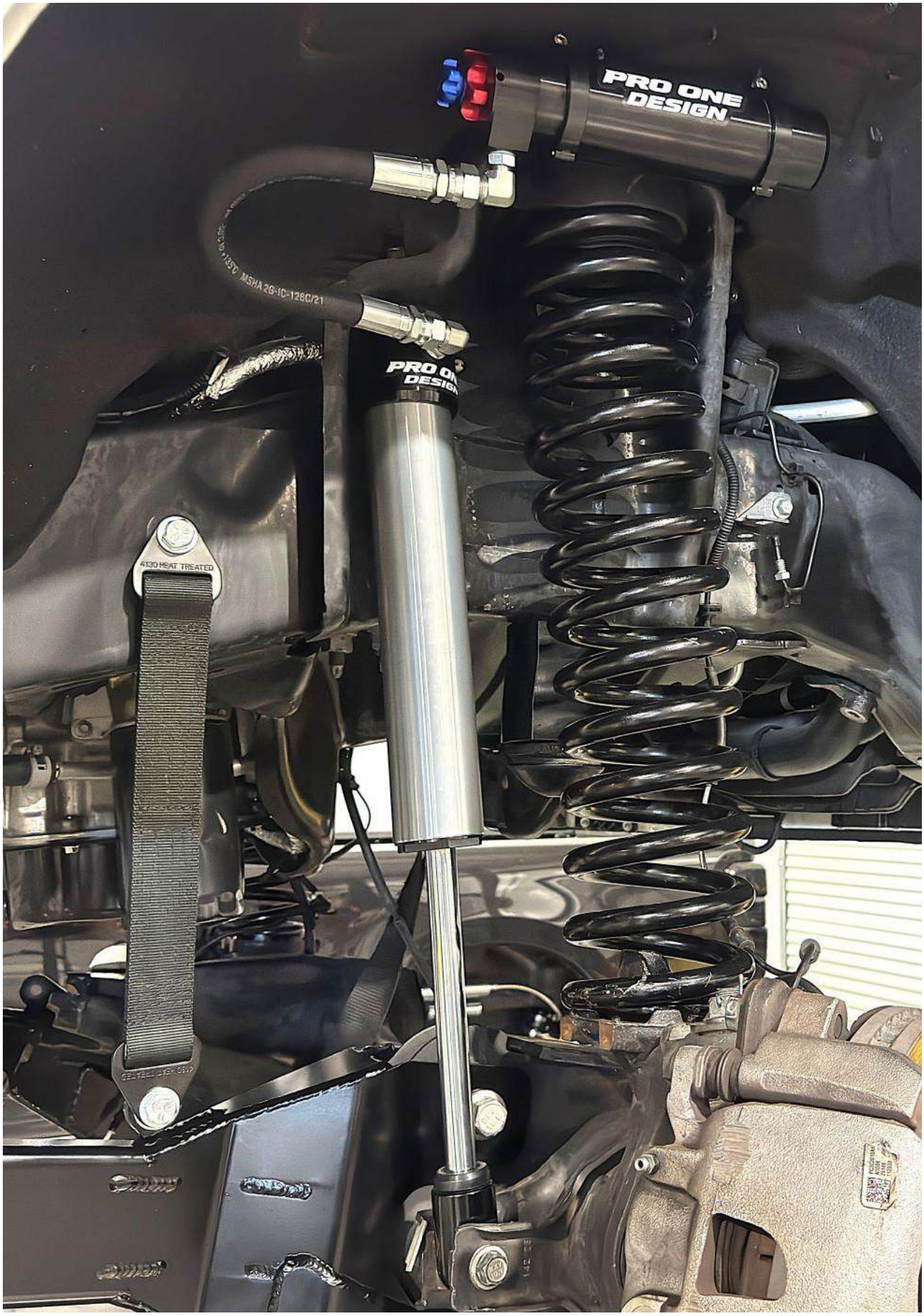
1. **Verify That The Reservoir Mount Is Fully Seated And Properly Aligned Before Continuing With Installation.**
2. **Position Each Pro One Design Front Coil Spring Into The Factory Upper Spring Isolator.**
3. **Raise The Front Axle Slowly Until The Coil Spring Is Fully Seated In The Upper Isolator And The Lower End Of The Coil Is Properly Indexed In The Factory Lower Spring Perch As Shown Below.**
4. **Verify That Both Coil Springs Are Fully Seated In The Upper And Lower Mounting Locations Before Continuing With Reassembly. Improperly Seated Coil Springs May Result In Uneven Ride Height Or Suspension Noise.**
5. **Install The Front Pro One Design Front Shocks Using The Supplied Upper Mounting Hardware And Supplied Lower Shock Spacer With the Factory Hardware. As Shown Below. Do Not Fully Tighten The Mounting Bolts Until Both Upper And Lower Mounting Points Have Been Properly Aligned.**
6. **Once The Shocks Are Installed, Tighten All Mounting Hardware To The Manufacturer's Specified Torque.**

16. Mounting Remote Reservoirs

1. **Position The Remote Reservoir Into The Pro One Design Reservoir Mounting Clamp As Shown Below. Secure The Reservoir Using The Supplied M5-0.8 x 20mm Socket Head Cap Screws. Tighten The Hardware Evenly Until The Reservoir Is Secure. Do Not Overtighten The Clamp, As Excessive Torque May Damage The Reservoir Body.**
2. **Verify That The Reservoir Is Properly Positioned And That The Hose Is Routed Away From Any Moving Suspension Components, Steering Components, Sharp Edges, Or Heat Sources.**

17. Install Limiting Straps

1. **Install The Pro One Design Limiting Straps Using The Supplied 1/2"-13 x 1-1/2" Grade 8 Hex Bolts At Both The Upper And Lower Mounting Locations As Shown Below. At The Upper Mounting Location, Install The Supplied Nut Tab Through The Access Hole In The Lower Portion Of The Frame And Align It With The Mounting Hole. Before Installing The Upper Bolt, Place The Supplied 1/4" Flat Washers Between The Frame And The Limiting Strap Bracket To Provide Proper Clearance.**
2. **Attach The Lower End Of The Limiting Strap To The Pro One Design Fabricated Radius Arm Using The Supplied Hardware.**
3. **Once Both Ends Of The Limiting Strap Are Installed, Verify That The Strap Is Properly Aligned And That All Hardware Is Tightened To The 80 ft-lbs.**


PRO ONE DESIGN
4130 HEAT TREATED

Track Bar Assembly Note

Your Pro One Design Track Bar Is Shipped Preassembled From Our Factory. The Spherical Bearing, Polyurethane Bushing, And Adjustment Coupler Are Already Installed And Properly Threaded Together. The Threaded Adjustment Coupler Is Pre-Coated With Anti-Seize Compound To Help Prevent Thread Galling And Seizing During Future Adjustments.

After The Track Bar Has Been Installed, Grease The Upper Polyurethane Bushing Through The Grease Fitting. Use A High-Quality Silicone-Based Or Synthetic Grease With PTFE To Properly Lubricate The Bushing. Continue Adding Grease Until Fresh Grease Begins To Appear Around The Bushing, Then Wipe Away Any Excess Grease.

After The Final Front-End Alignment Has Been Completed And The Track Bar Length Has Been Adjusted, Tighten Both Jam Nuts To Specification. Then Install The Supplied Nylon-Tipped Set Screws Into Each Jam Nut And Tighten Them Securely. These Set Screws Help Lock The Jam Nuts In Place And Help Prevent The Jam Nuts From Loosening During Operation.

18 – Install Front Track Bar

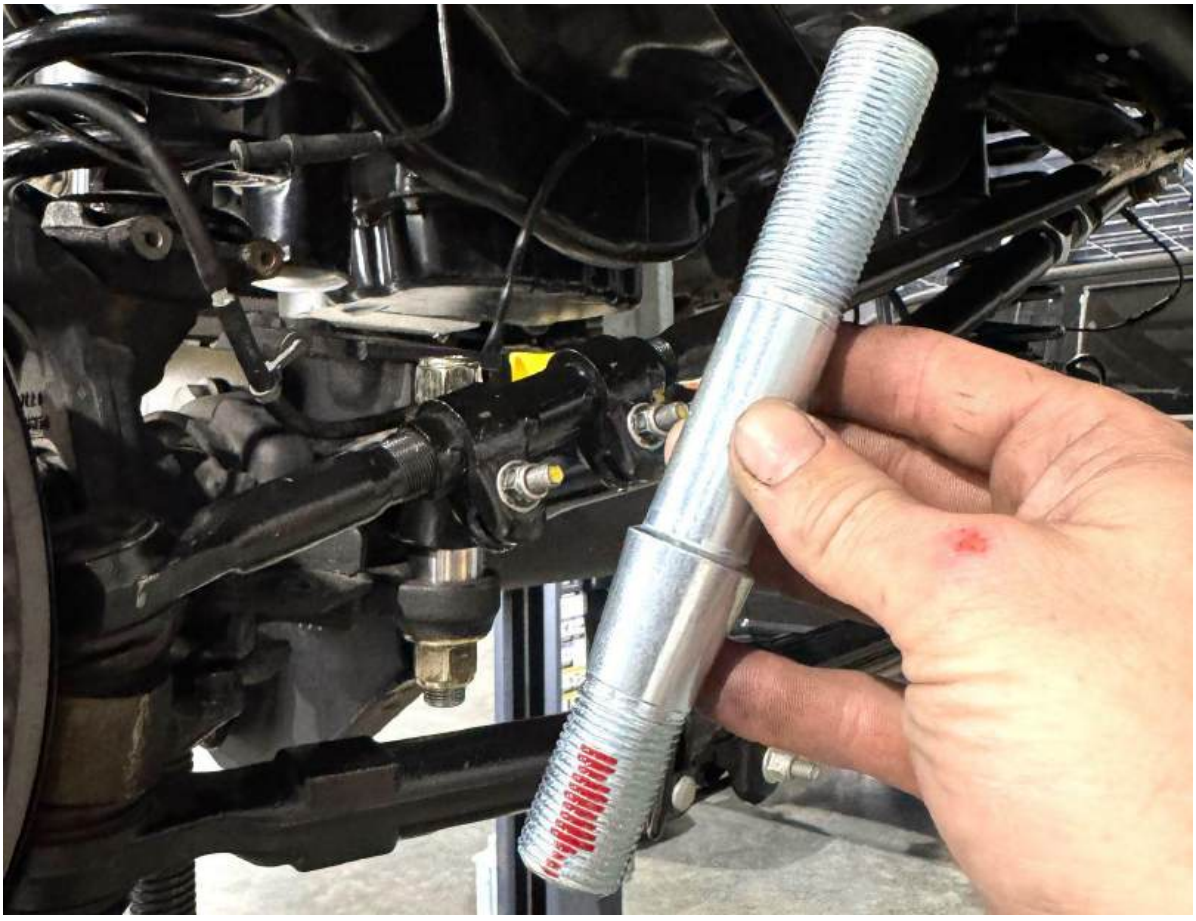
1. **Install The Supplied Pro One Design Forged Front Track Bar. Insert The Supplied Tapered Stud Into The Axle Mount As Shown Below. Apply The Supplied Thread Locker (Loctite) To The Tapered Stud Threads Before Installation, Then Tighten The Tapered Stud To 300 Ft-Lbs.**
2. **After The Tapered Stud Is Installed, Position The Two Supplied 17-4 Stainless Steel Misalignment Spacers On The Spherical Bearing In The Locations Shown Below.**

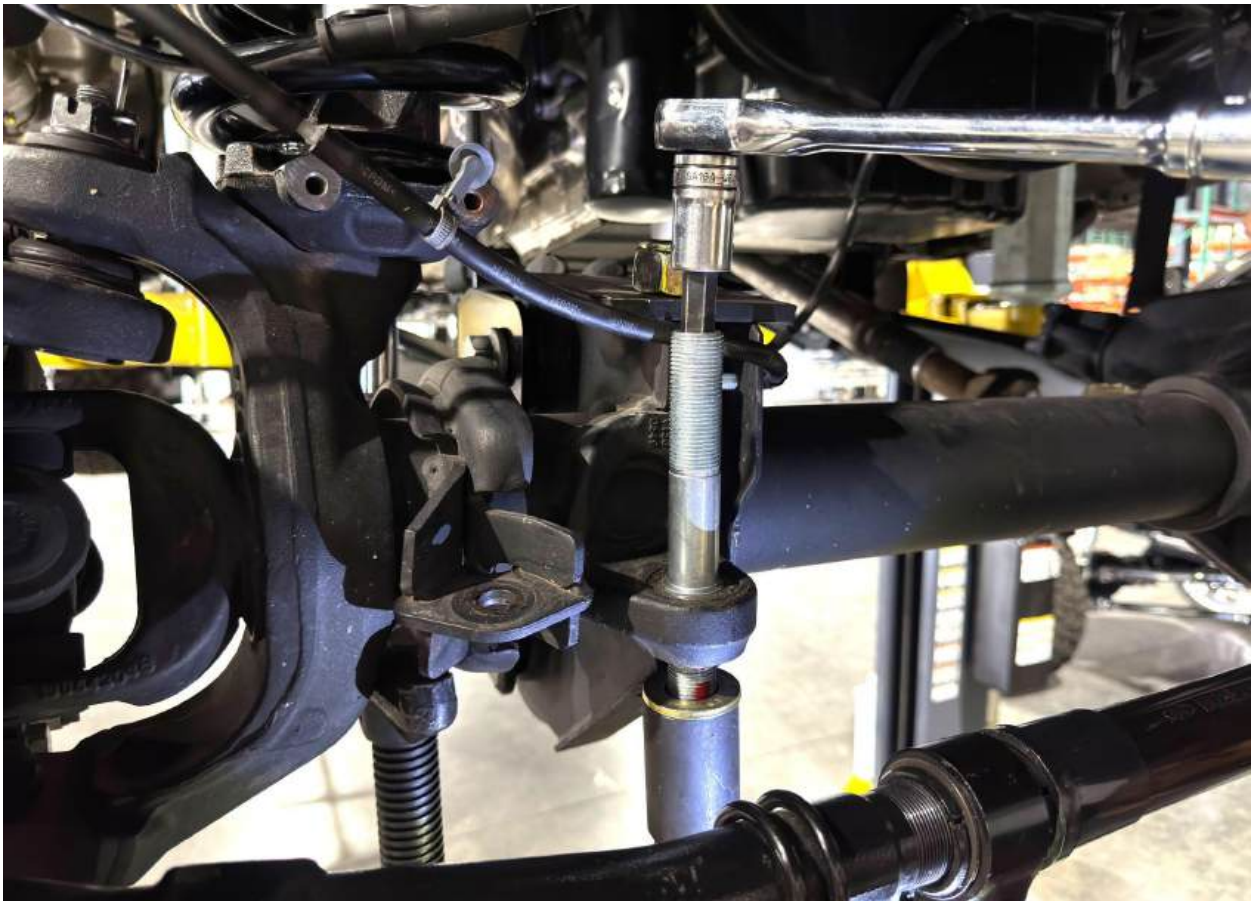
For 5.5" Lift Kits: Install The Tall 17-4 Stainless Steel Spacer On The Bottom Of The Spherical Bearing And the Short Spacer On Top.
For 3.5" Lift Kits: Install The Short 17-4 Stainless Steel Spacer On The Bottom Of The Spherical Bearing And the Tall Spacer On Top.

3. **Install the supplied 7/8" flat washer and top lock nut. When tightening the top lock nut, use the 1/2" hex in the top of the tapered stud to prevent the stud from rotating. Tighten the top lock nut to 300 ft-lbs.**
4. **Using The Factory Hardware, Attach The Pro One Design Track Bar To The Factory Frame Bracket As Shown Below. Tighten The Factory Mounting Hardware To 405 Ft-Lbs.**

Short Spacer

Tall Spacer





Note: Final Track Bar Adjustment Will Be Made After The Vehicle Is Resting On The Ground At Normal Ride Height.

19 – Reconnect Track Bar And Drag Link

1. **Reconnect The Front Track Bar And Steering Drag Link Using The Factory Hardware As Shown Below. Tighten Both Connections To The Factory Torque Specifications. Final Torque Of The Track Bar Should Be Performed With The Vehicle Sitting On The Ground At Ride Height.**

Install Steering Stabilizer

There Are Two Steering Stabilizer Options:

20– Install Steering Stabilizer

Two Steering Stabilizer Options Are Available. Follow The Instructions That Apply To Your Vehicle.

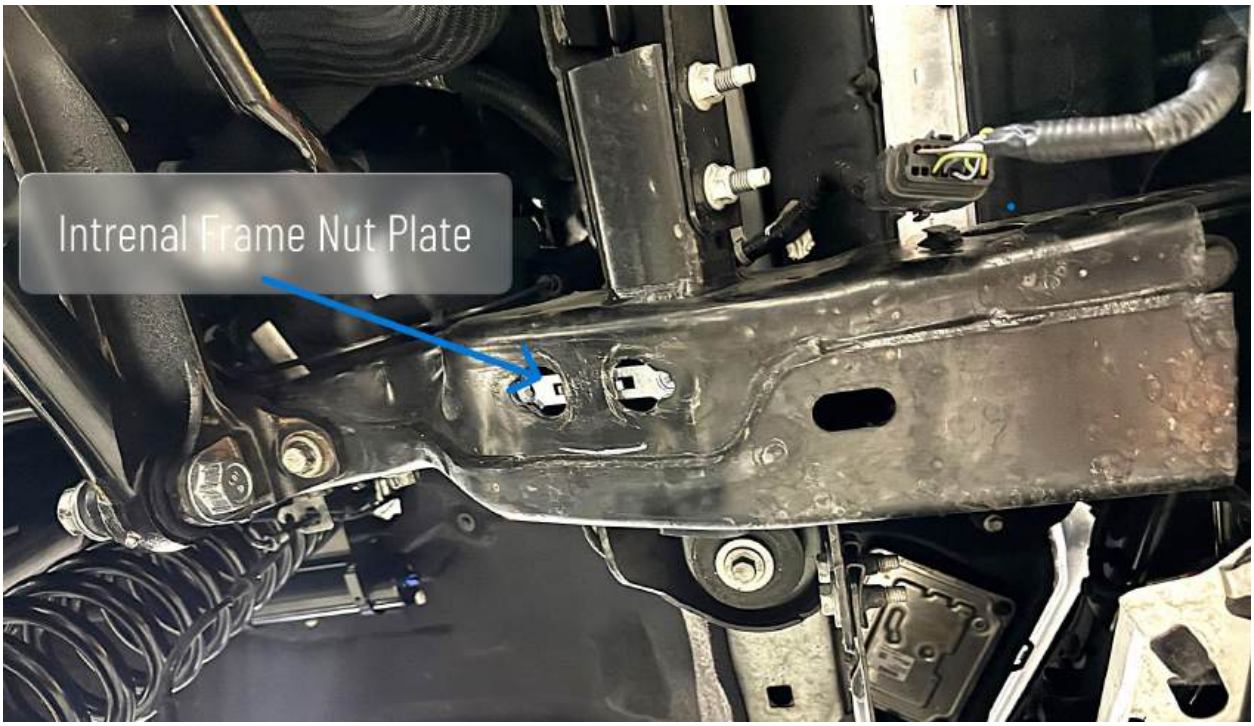
1. **Option 1 – Factory Steering Stabilizer. .**
   Install The Factory Steering Stabilizer As Shown Below. Attach The Drag Link End Using The Factory Hardware. Attach The Frame Side End Using The Factory Hardware. Tighten All Hardware To The Specified Torque.
2. **Option 2 – Pro One Design Steering Stabilizer.**
   Install The Pro One Design Steering Stabilizer As Shown Below. Attach The Drag Link End Using The Supplied Stainless Steel Stud Assembly. Attach The Frame Side Using The Factory Hardware And The Two Supplied Misalignment Spacers. Tighten All Hardware To The Specified Torque Before Proceeding To The Next Step.

21 – Remove The Factory Sway Bar Mounting Hardware

1. **Remove The Factory Sway Bar Mounting Hardware and Discard.**

22 – Insert The Sway Bar Nut Plate

1. **Insert The Sway Bar Nut Plate Into The Frame With The Two Location Notches Facing Down, As Shown Below.**

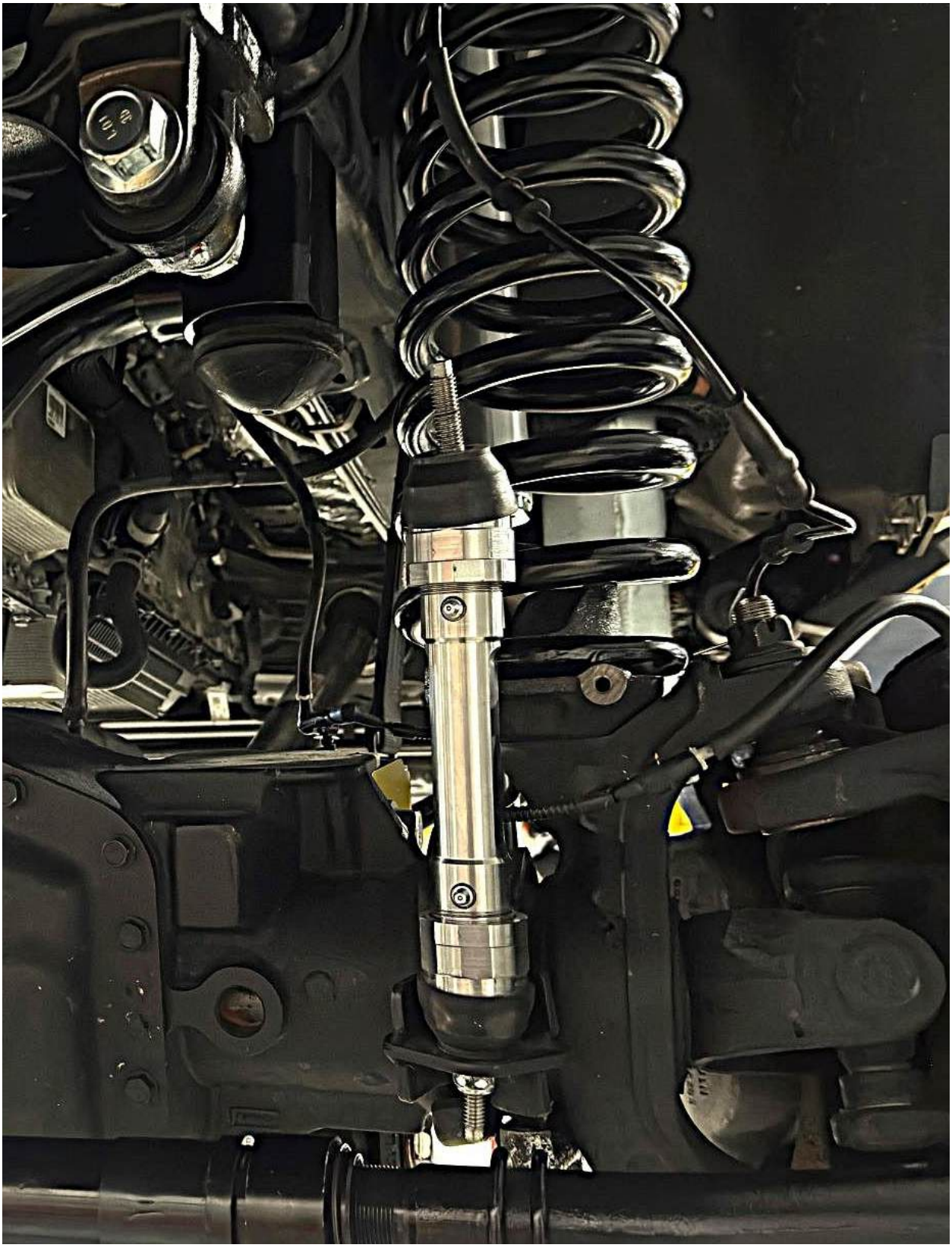


23 – Install The Sway Bar Drop Bracket

1. **Thread One Of The Supplied 3/8"-16 x 1" Hex Bolts And Flat Washers Into The Rear Hole Of The Mounting Tab, Leaving The Bolt Loose Enough For The Bracket To Slide Into Place.**
2. **Position The Pro One Design Sway Bar Drop Bracket Against The Frame And Engage The Rear Slot Over The Loosely Installed Bolt. Swing The Front Of The Bracket Up Against The Frame And Install The Remaining 3/8"-16 x 1" Hex Bolt And Flat Washer Through The Front Mounting Hole.**
3. **Verify The Bracket Is Fully Seated Against The Frame, Then Tighten Both Bolts Evenly And Torque Them To 44 ft-lbs.**

24– Install 17-4 Stainless Steel Sway Bar End Links

1. **Install the 17-4 Stainless Steel Sway Bar End Links as shown below. Attach the end links using the supplied hardware and leave all hardware hand-tight at this time. Final torque will be performed once the vehicle is sitting on the ground at ride height.**



Front Sway Bar Installation Options

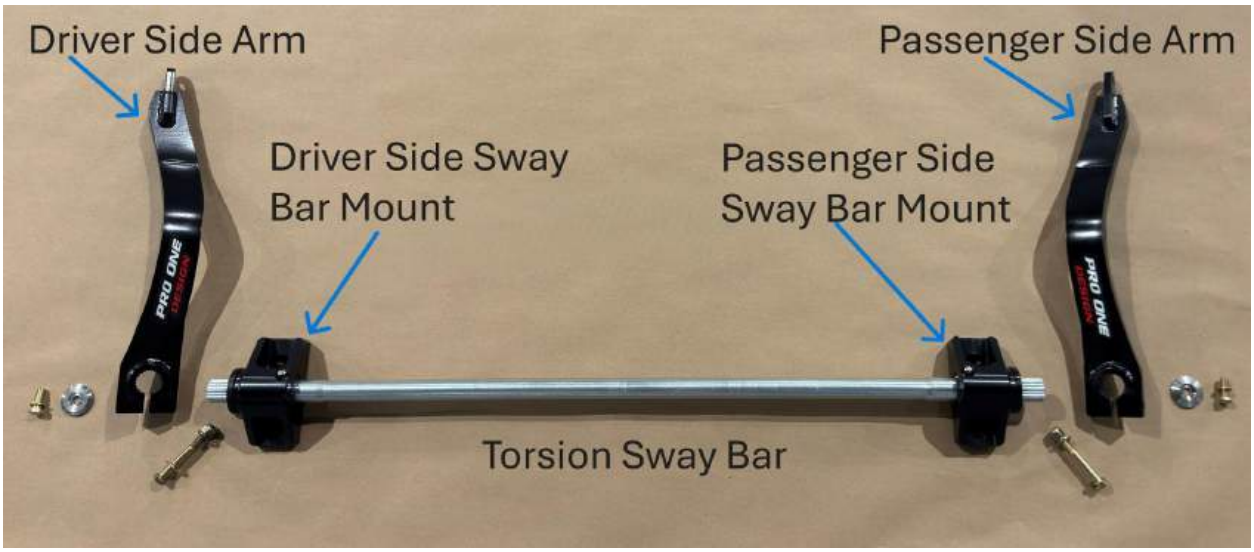
Your Pro One Design Suspension System Can Be Installed Using One Of The Following Front Sway Bar Configurations. Refer Only To The Instructions For The Option That Applies To Your Vehicle.

Option 1 – Factory Front Sway Bar

Retain The Factory Front Sway Bar And Install The Included 1.25" Sway Bar Drop Brackets And 17-4 Stainless Steel Sway Bar End Links.

Option 2 – Pro One Design Torsion Sway Bar System

Replace The Factory Sway Bar With The Pro One Design Torsion Sway Bar System, Along With The Included 1.25" Sway Bar Drop Brackets And 17-4 Stainless Steel Sway Bar End Links.



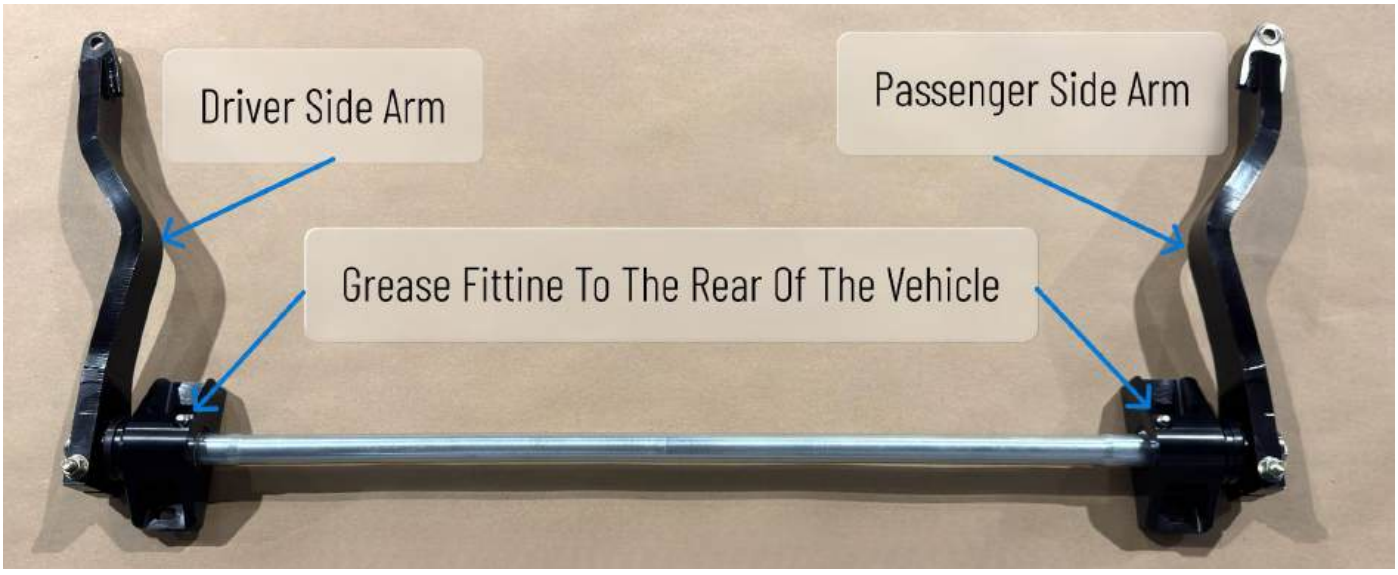
If You Purchased The Pro One Design Torsion Sway Bar Kit, Skip Step 25 And Proceed To The Torsion Sway Bar Installation Instructions. If You Are Reusing The Factory Sway Bar, Continue With Step 26.

25 – Install Factory Sway Bar

1. **Install The Factory Sway Bar As Shown Below Using The Supplied 3/8"-16 x 1" Hex Bolts And Washers. Tighten The Hardware And Torque All 3/8" Bolts To 44 Ft-Lbs.**

26 – Install Pro One Design Torsion Sway Bar

1. **Start By Installing The Pro One Design Torsion Sway Bar Mounts Onto The Sway Bar As Shown Below.**
2. **Orient The Sway Bar Mounts So The Grease Fittings Face Toward The Rear Of The Vehicle. Ensure The Mounts Are Fully Seated And Correctly Positioned Before Proceeding To The Next Step.**



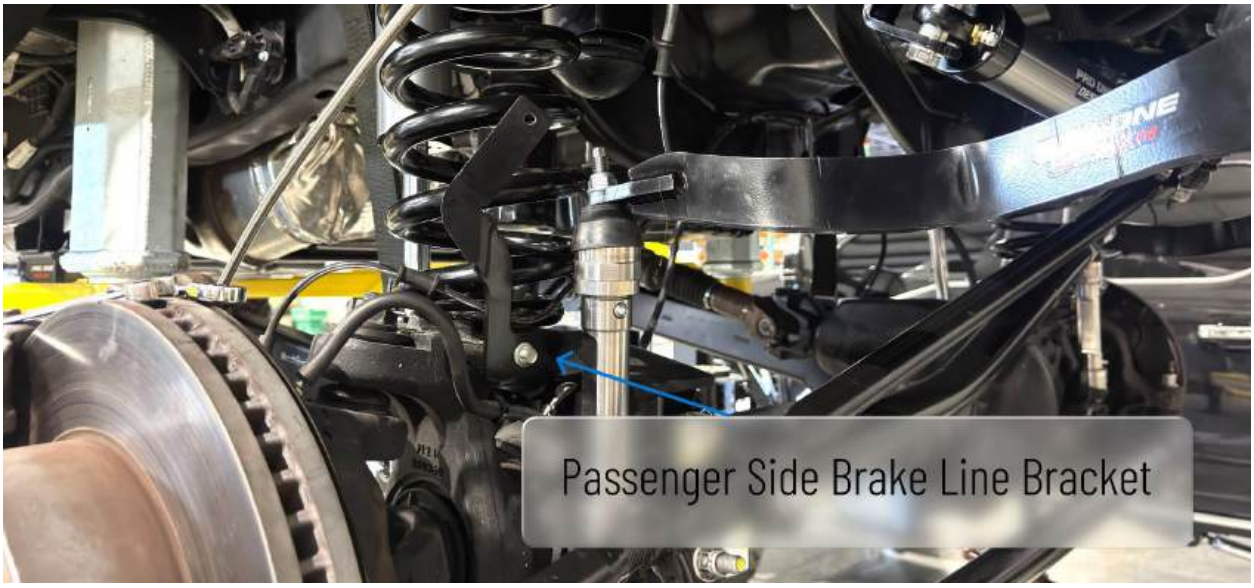

Passenger Side
PRO ONE
DESIGN

27 – Reconnect Lower Front Driveshaft

1. **Reconnect The Lower End Of The Front Driveshaft To The Front Differential Using The Factory Hardware As Shown Below. Tighten The Factory Mounting Hardware To The Manufacturer's Specified Torque. Verify That The Driveshaft Is Properly Seated And That All Fasteners Are Secure Before Operating The Vehicle.**

28– Install Front Brake Line Brackets

Install The Passenger Side Brake Line Bracket As Shown Below Using The Factory Mounting Hardware. Repeat The Same Procedure On The Driver Side.

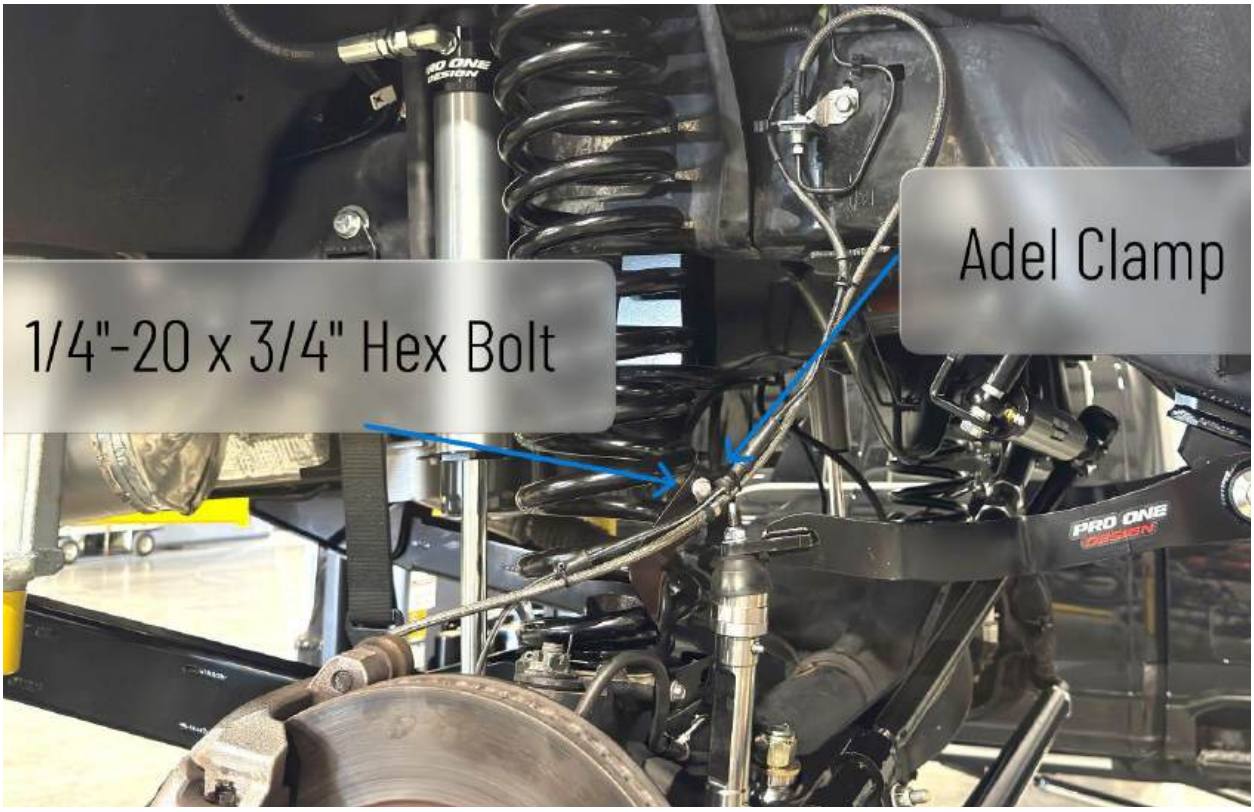


29– Install Front Brake Lines

1. **Install The Front Brake Lines As Shown Below. Ensure The Brake Lines Are Properly Routed Through The Brake Line Brackets And All Retaining Clips Are Fully Seated.**

30 – Secure Front Brake Lines

1. **After The Brake Lines Are Installed, Secure Each Brake Line To The Brake Line Bracket Using The Supplied 1/4"-20 x 3/4" Hex Bolt, Adel Clamp, Flat Washer, And Lock Nut As Shown Below.**
2. **After Routing The Brake Lines, Use The Supplied Zip Ties To Secure Each Brake Line To The Factory ABS Wire As Shown Below. Ensure The Brake Line Is Properly Routed And Has Adequate Clearance From All Moving Suspension Components, Steering Components, And Sharp Edges Before Proceeding To The Next Step.**



31– Bleed Front Brake System

1. **Bleed The Front Brake System Following The Vehicle Manufacturer's Recommended Bleeding Procedure. Continue Bleeding The System Until All Air Has Been Removed And A Firm Brake Pedal Is Achieved.**
2. **After Bleeding The Brakes, Inspect All Brake Line Connections For Leaks. Repair Any Leaks Before Operating The Vehicle. Verify That The Brake Pedal Feels Firm And That The Brake Fluid Reservoir Is Filled To The Proper Level Before Driving The Vehicle.**

32 – Install Wheels And Tires

1. **Install The Front Wheels And Tires Using The Manufacturer's Recommended Wheel Lug Nuts. Tighten The Lug Nuts In A Crisscross Pattern To The Manufacturer's Specified Torque.**

Once The Wheels And Tires Are Installed, Carefully Lower The Vehicle To The Ground And Allow The Suspension To Settle At Normal Ride Height Before Proceeding To The Final Torque Procedure.

33 – Adjust Front Track Bar And Steering Drag Link

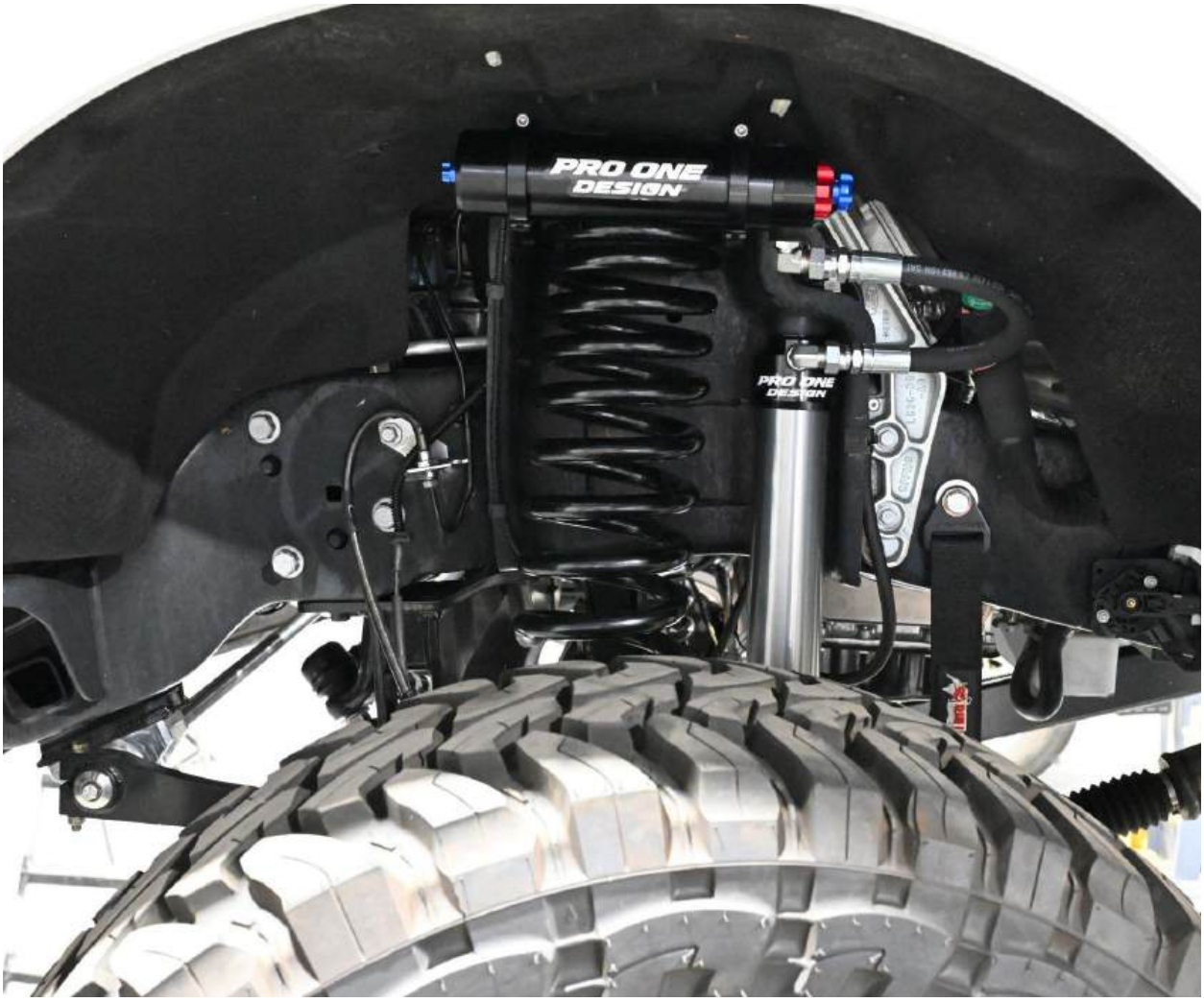
1. **With The Vehicle Sitting On Level Ground At Normal Ride Height, Adjust The Pro One Design Front Track Bar To Center The Front Axle Under The Vehicle.**
2. **Next, Adjust The Steering Drag Link Until The Steering Wheel Is Properly Centered. Once The Desired Adjustments Have Been Made, Tighten All Jam Nuts And Mounting Hardware To The Manufacturer's Specified Torque.**
3. **Verify That The Front Axle Is Centered, The Steering Wheel Is Straight, And That The Vehicle Tracks Properly Before Proceeding To The Final Alignment.**

34 – Torque Radius Arm Hardware

1. **With The Vehicle Sitting On Level Ground At Normal Ride Height, Tighten All Radius Arm Mounting Hardware To The Manufacturer's Specified Torque.**
2. **Torquing The Radius Arm Hardware At Ride Height Prevents Bushing Preload And Ensures Proper Suspension Performance, Ride Quality, And Bushing Life. Verify That All Radius Arm Hardware Has Been Properly Tightened Before Proceeding To The Final Alignment.**

35 – Final Suspension Inspection

1. **After Completing All Steps Above, Carefully Inspect The Entire Front Suspension And Double-Check That All Components Have Been Properly Installed.**
2. **Verify That All Mounting Hardware Is Tightened To The Specified Torque, All Brake Lines And ABS Wires Are Properly Routed And Secured, And No Components Are Loose, Misaligned, Twisted, Or Contacting Moving Parts.**
3. **Confirm That Every Installation Step Is Complete Before Lowering The Vehicle To The Ground And Proceeding With The Final Ride-Height Torque Procedure.**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