



Part# F406-141K-PA-TB w/ IFP Shocks

Part# F406-142K-PA-TB w/ 2.0" Remote Reservoir

**Part# F406-143K -PA-TB w/ 2.5" R/R Shocks w/ Low/ High
Speed Compression Adjuster**

5.5" 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 # F406-141K-PA-TB	Description
F406-205	1.0 degree Caster Shim
F406-209	5.5" Radius Arm Drop
F406-212	Adjustable Front Track Bar
F406-232	5.5" Front Coil Springs (Diesel)
F406-238	4" Front Bump Stop Kit
F406-253	Front / Rear Brake Lines (For 5.5")
F406-215K	Drop Track Bar Bracket w/ Drop Pitman arm Kit
F406-103P	2.0" IFP Shock Package F/R



Part # F406-142K-PA-TB	Description
F406-205	1.0 degree Caster Shim
F406-209	5.5" Radius Arm Drop
F406-212	Adjustable Front Track Bar
F406-232	5.5" Front Coil Springs (Diesel)
F406-238	4" Front Bump Stop Kit
F406-253	Front / Rear Brake Lines (For 5.5")
F406-215K	Drop Track Bar Bracket w/ Drop Pitman arm Kit
F406-105P	2.0" Remote Reservoir Shock Package F/R



Part # F406-143K-PA-TB	Description
F406-205	1.0 degree Caster Shim
F406-209	5.5" Radius Arm Drop
F406-212	Adjustable Front Track Bar
F406-232	5.5" Front Coil Springs (Diesel)
F406-238	4" Front Bump Stop Kit
F406-253	Front / Rear Brake Lines (For 5.5")
F406-215K	Drop Track Bar Bracket w/ Drop Pitman arm Kit
F406-107P	2.5" Remote Reservoir Shock Package F/R



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

R406-209	5.5" Radius Arm Drops	Qty
F-20035	Driver Radius Arm Drop	1
F-20036	Passenger Radius Arm Drop	1
F-20037	Hardware Bolt Kit	Qty
	3/4"-10 x 1 3/4" HCS	2
	3/4"-10 Crimp Lock Nut	2
	3/4" Washer	2
	18-2.5mm x 130 mm HCS	2
	18-2.5mm Lock Nut	2
	18mm Washer	4
	5/8"-11 x 4 1/2" HCS	2
	5/8"-11 Crimp Lock Nut	2
	5/8" Washer	3
RAD-7835	Flip Cams	2
RAD-7830	2.125" Thick Washer	2
	5/32 Vacuum Connectors	2
	5/32 Vacuum Hose 6" Pc	2

F406-232	5.5" Front Coil Springs	Qty
FFC-4.5-D	Diesel Front Coil Spring	2

F406-238	Front Bump Stop Kit	Qty
BS-189	4.0" Tall Round Bump Stop Extension	2
	Hardware	Qty
	8 mm x 50 HCS	2
	8mm Washer	2

F406-215K	Drop Track Bar Bracket w/ Drop Pitman arm Kit	Qty
F406-213	2.5" Drop Track Bar Bracket	1
F406-214	Drop Pitman Arm	1

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
	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

F406-255	Front / Rear Brake Lines For 5.5"	Qty
BL-156	Driver Front Brake Line	1
BL-157	Passenger Front Brake Line	1
BL-160	Driver Rear Brake Line	1
BL-161	Passenger Rear 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 #	F406-103P	
Part #	Description	QTY
201-4-285-EF	2.0" IFP Front Shock	2
201-6-315-ER	2.0" IFP Rear Shock	2



Shock Package #	F406-105P	
Part #	Description	QTY
202-4-285-RF	2.0" Remote Reservoir Front Shock	2
202-6-315-RR	2.0" Remote Reservoir Rear Shock	2
F406-261	Reservoir Mounts	2
F406-262	2.0" Shock Clamps	4



Shock Package #	F406-107P	
Part #	Description	QTY
250-7-285-RFR	2.5" Remote Reservoir Front Shock	1
250-7-285-RFL	2.5" Remote Reservoir Front Shock	1
250-8-315-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.

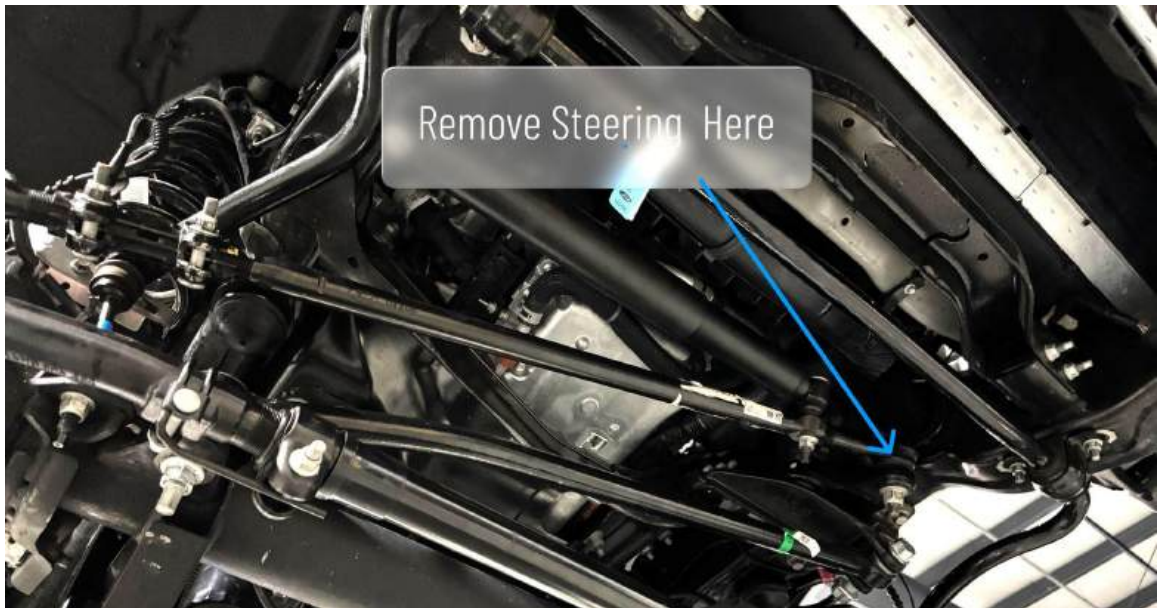
Step 1 – Remove Front Sway Bar

- 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.**



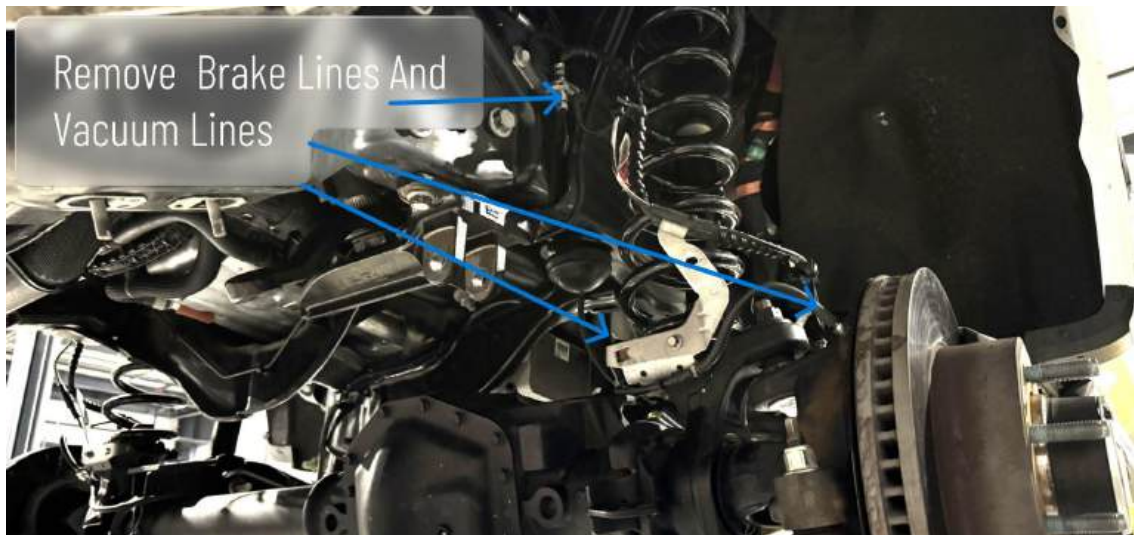
2 – Disconnect Steering Linkage And Remove Front Track Bar

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.



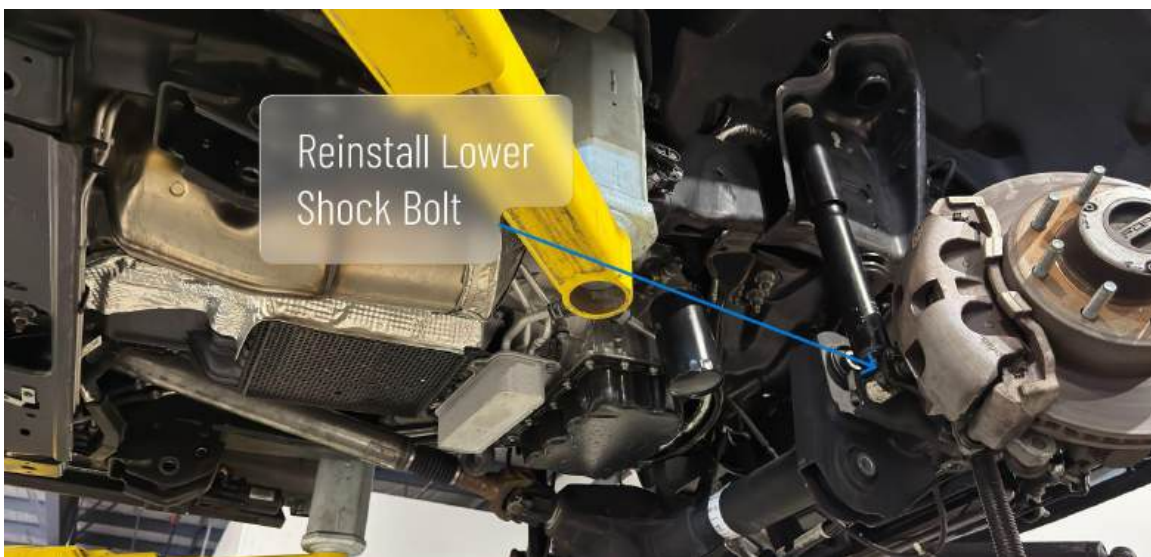
5 – Lower Axle And Remove Coil Springs

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.



7 – Install Radius Arm Drop Bracket

Refer To Instruction Part# F406-209 For Full Set

1. Install The Lower Radius Arm Drop Bracket As Shown Below Using The Supplied M18 x 130mm, 5/8"-11 x 5", And 3/4"-10 x 1-3/4" Hardware. Leave All Hardware Finger-Tight At This Time.
2. Install The Supplied Offset Cam Into The Slotted Hole Of The Radius Arm Drop Bracket. Due To Factory Frame Variations, The Cam May Need To Be Installed In Either Orientation. Begin By Installing The Cam With The Offset Hole Toward The Top Of The Bracket. If The Mounting Hole Does Not Align Properly, Remove The Cam And Rotate It 180 Degrees, Then Reinstall It.
3. The Left Image Shows The Offset Cam Installed In The Upward Position. The Right Image Shows The Offset Cam Installed In The Downward Position. Use The Position That Provides Proper Mounting Hole Alignment For Your Vehicle Before Continuing With The Installation.



7 Continued- Install Radius Arm Drop Bracket

1. Shown Below Are The Locations Of The Supplied M18-2.5 x 130mm, 5/8"-11 x 5", And 3/4"-10 x 1-3/4" Hardware Used To Install The Lower Radius Arm Drop Bracket. Ensure Each Bolt Is Installed In The Correct Location As Illustrated Below.



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.

8 – 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.



9 – 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 1/2"-13 x 1 1/2" Hardware At This Time.

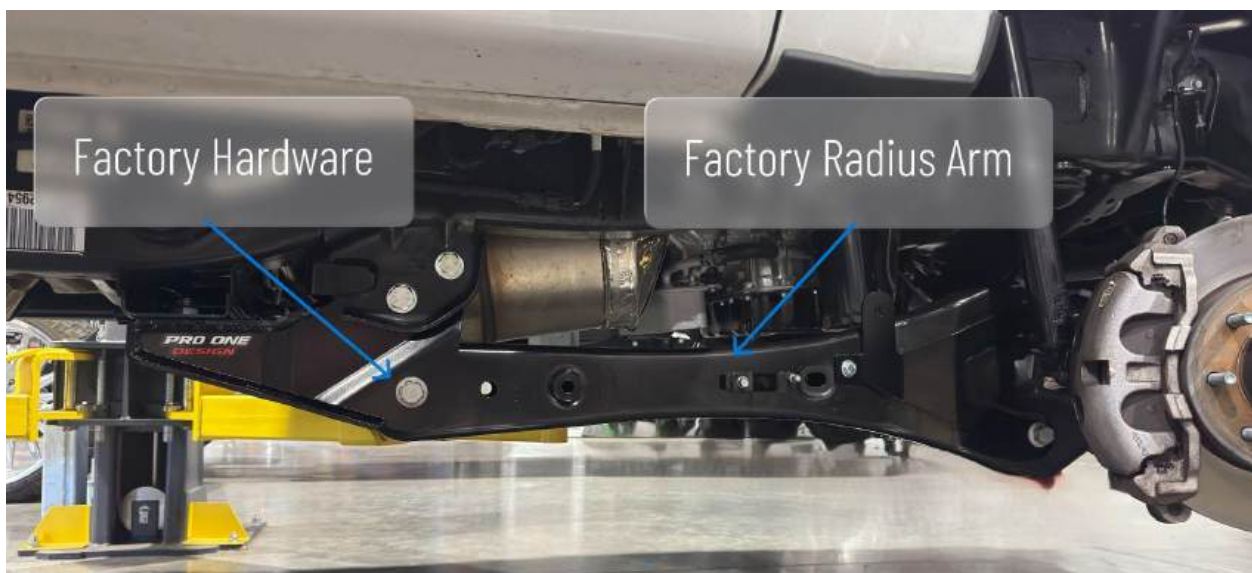


10 – Install Radius Arms

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 Factory 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 The Factory Hardware. All Other Hardware Follow Illustration Below.
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 $+0.5^{\circ}$ To $+2.5^{\circ}$, Allowing Proper Alignment Across A Wide Range Of Lift Heights While Optimizing Steering Feel, Straight-Line Stability, And Return-To-Center.

CASTER CAM SETTINGS

PRO ONE DESIGN FABRICATED RADIUS ARM - CASTER ADJUSTMENT

ABOUT THE CAMS

TWO DIFFERENT OFFSET CASTER CAMS ARE INCLUDED WITH EACH KIT.



NOTCHED CAM
(IDENTIFICATION NOTCH)



NON-NOTCHED CAM
(NO NOTCH)

EACH CAM CAN BE INSTALLED IN TWO DIFFERENT ORIENTATIONS, PROVIDING A TOTAL OF FOUR CASTER ADJUSTMENT POSITIONS.

CASTER CORRECTION RANGE: $+0.5^{\circ}$ TO $+2.5^{\circ}$



CAM LOCATION
INSTALL CAM IN DESIRED ORIENTATION TO ACHIEVE THE DESIRED CASTER SETTING.



1 2 3 4

NOTCHED CAM BREAKDOWN (1 - 4 NOTCH POSITIONS)

 1 TOP 1 NOTCH $+0.5^{\circ}$ CASTER RECOMMENDED FOR 4.5" / 5.5" KITS	 2 RIGHT 2 NOTCH $+1.3^{\circ}$ CASTER RECOMMENDED FOR 4.5" / 5.5" KITS	 3 BOTTOM 3 NOTCH $+2.0^{\circ}$ CASTER RECOMMENDED FOR 2.5" / 3.5" KITS	 4 LEFT 4 NOTCH $+2.5^{\circ}$ CASTER RECOMMENDED FOR 2.5" / 3.5" KITS
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NOTE: START WITH THE RECOMMENDED SETTING FOR YOUR LIFT HEIGHT. FINAL CASTER SHOULD BE VERIFIED AND ADJUSTED AS NEEDED BASED ON ALIGNMENT SPECIFICATIONS AND DRIVING PREFERENCE.

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

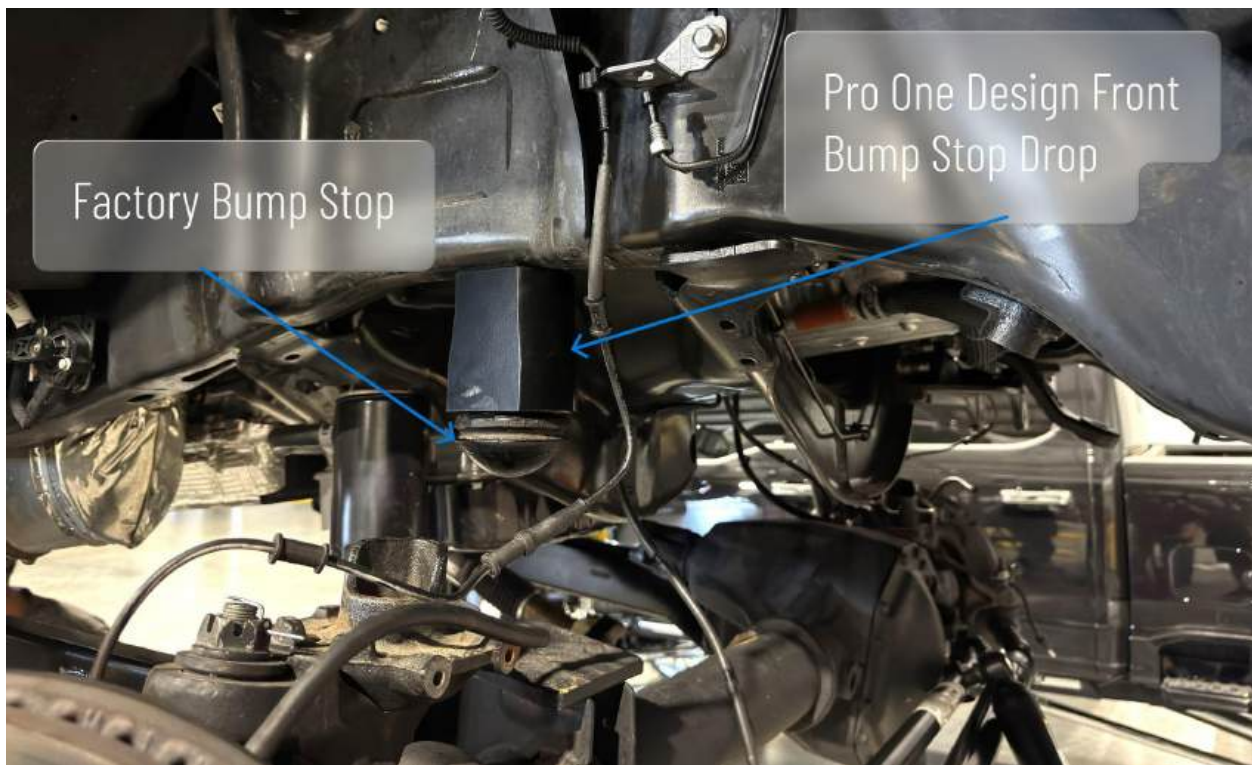
4 Notch – +2.5° Caster
Recommended For 2.5" / 3.5" Kits



11 – 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 50mm Hex Head Bolts. Tighten The Hardware Securely To The Manufacturer's Specified Torque. 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.

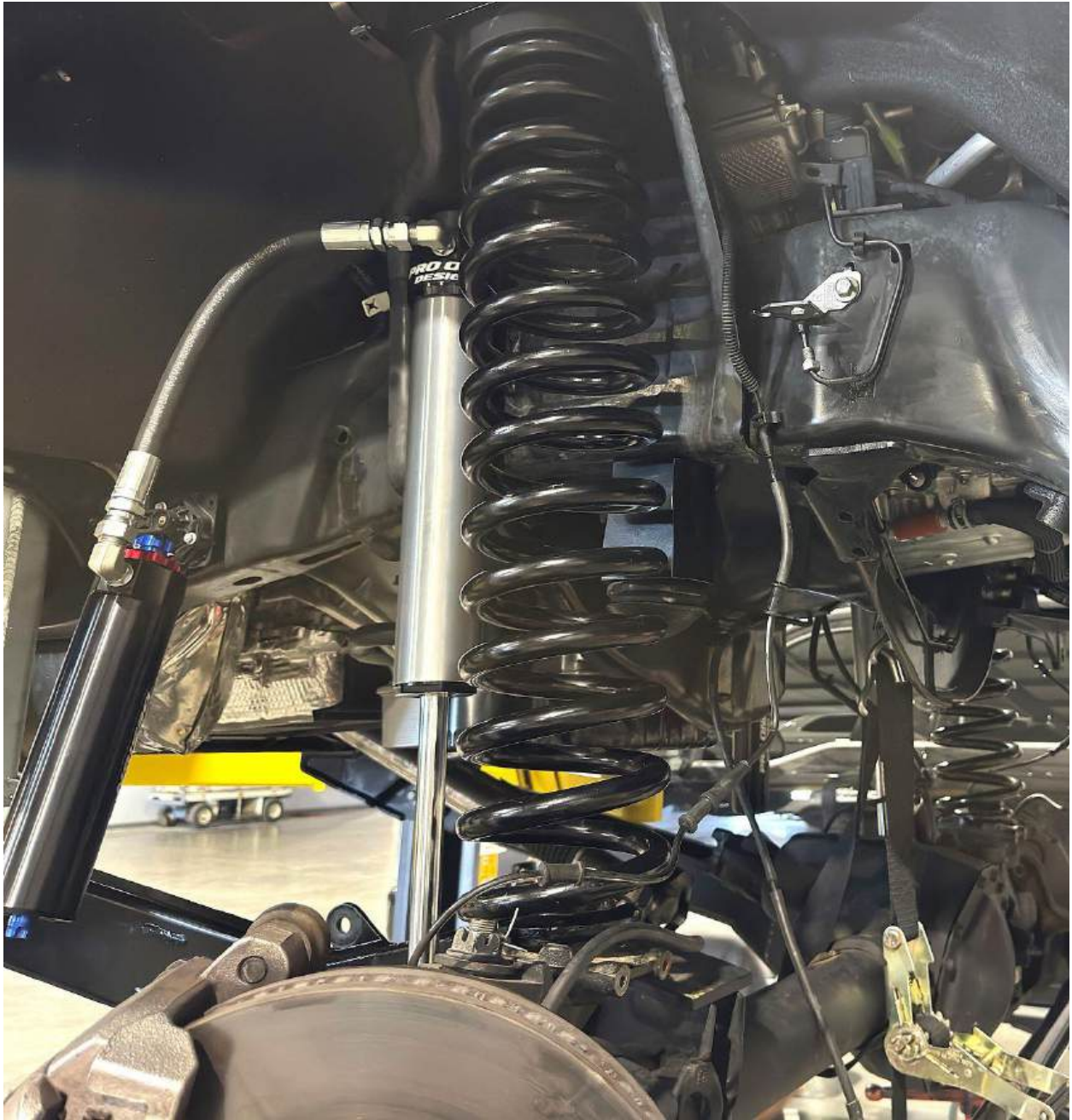
12. Install Remote Reservoir Mounts

- 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**



13. 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.**

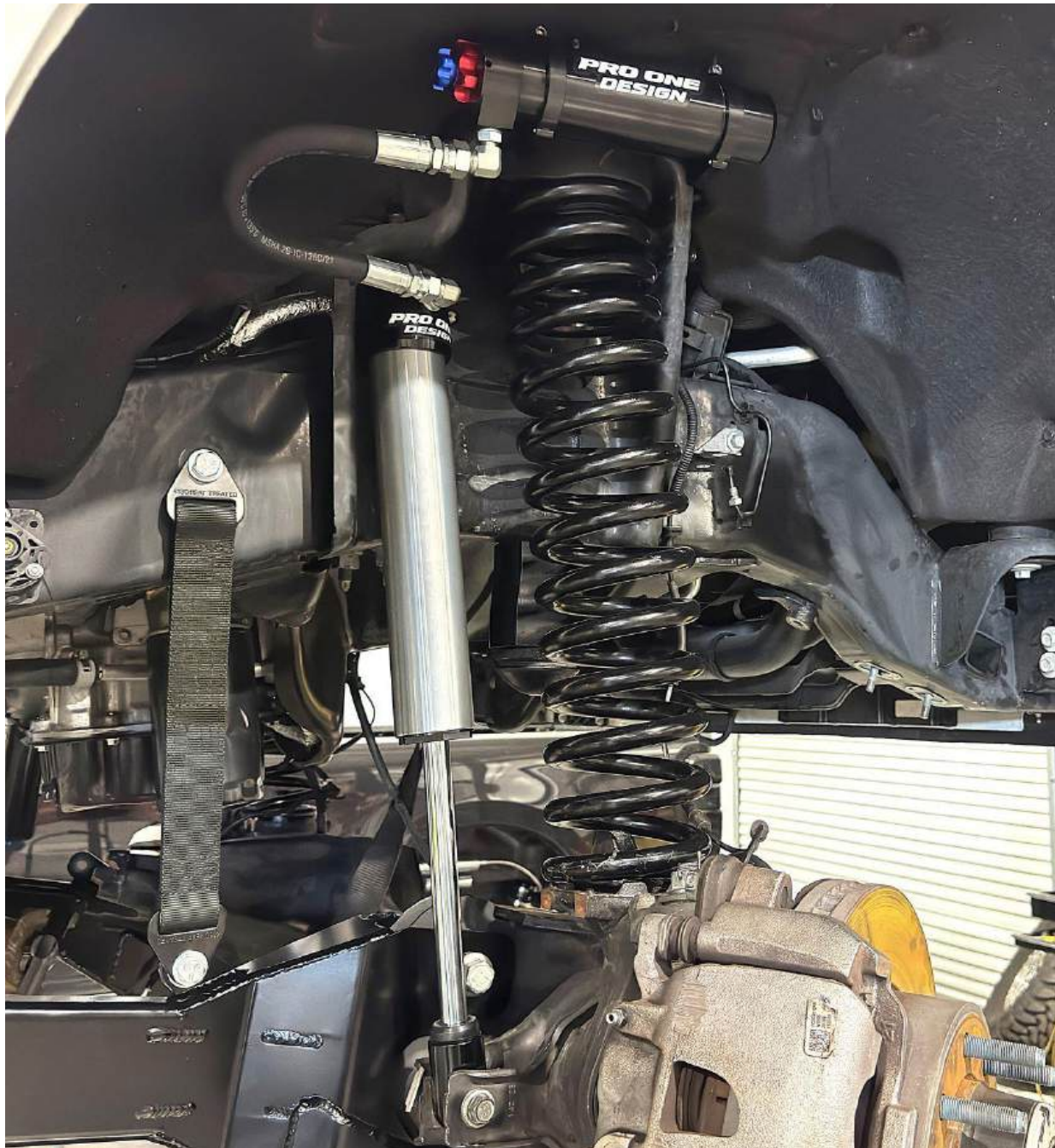


14. Mounting Remote Reservoirs

- 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.**

15. 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.





Track Bar Assembly Note

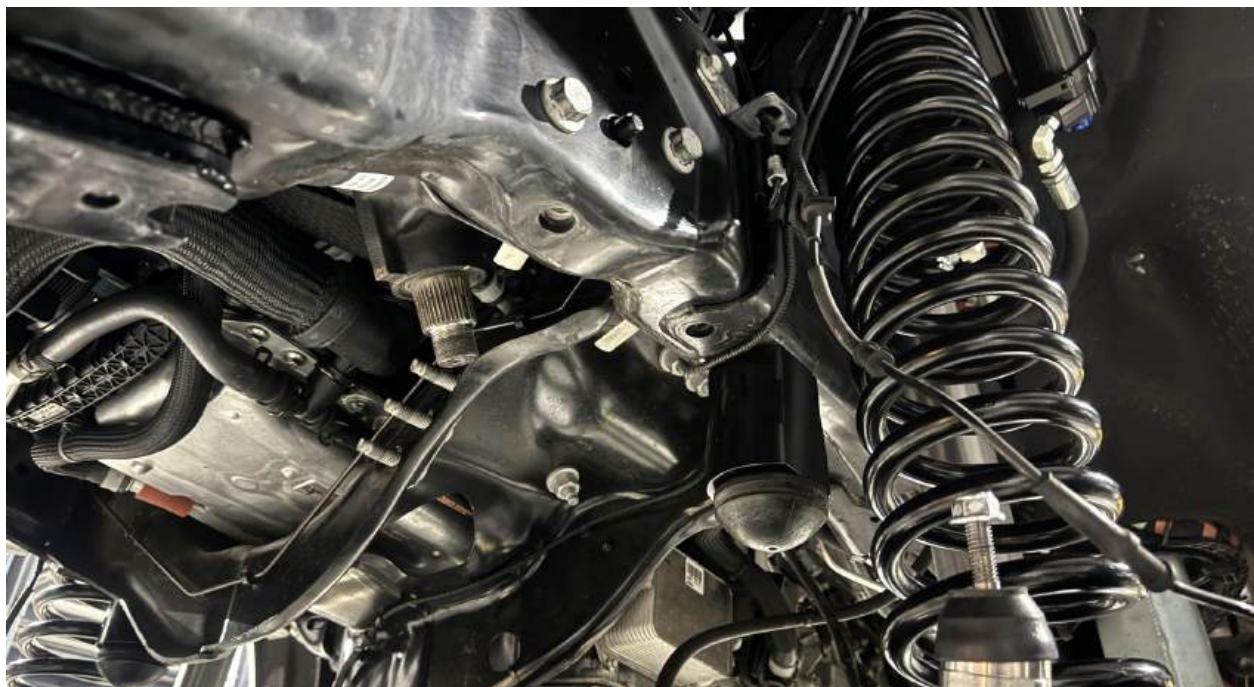
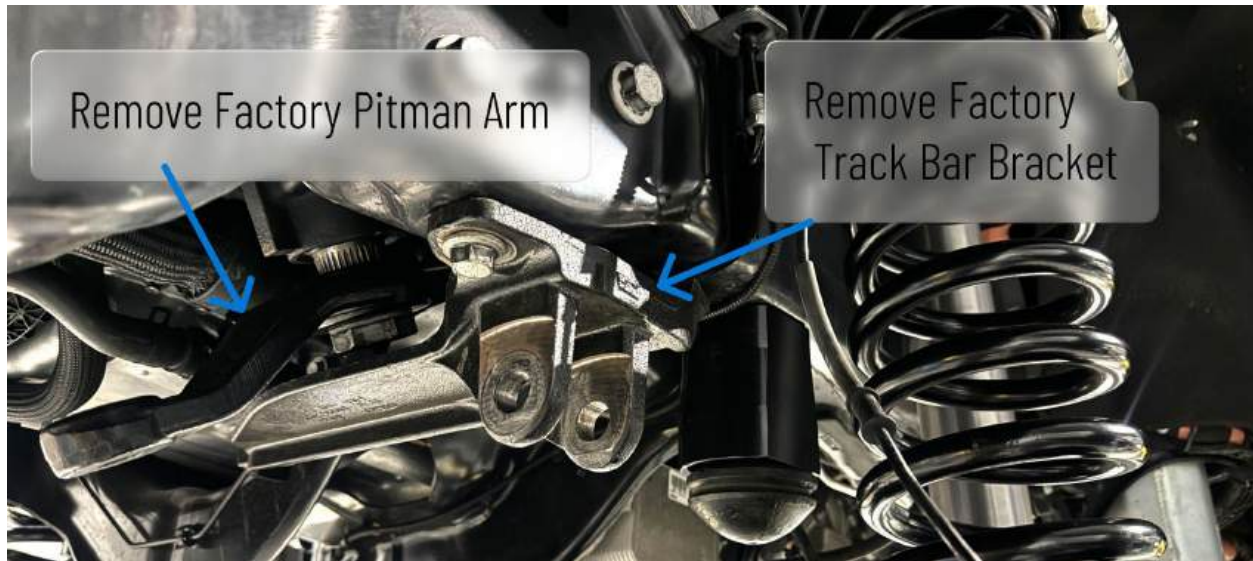
Your Pro One Design Track Bar Is Shipped Preassembled From Our Factory. The Spherical Bearing, Polyurethane Bushing, And Adjustment Coupler Are Already Installed And Properly Threaded Together. The Threaded Adjustment Coupler Is Pre-Coated With Anti-Seize Compound To Help Prevent Thread Galling And Seizing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

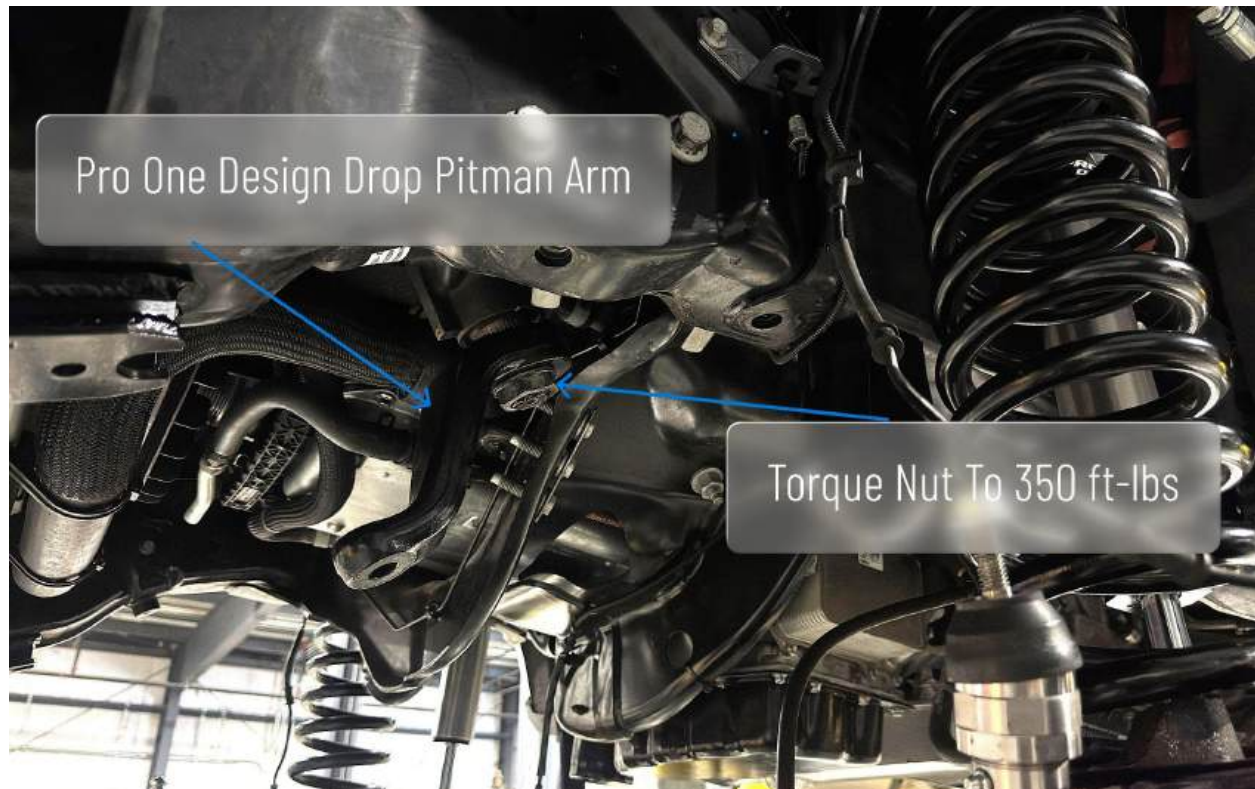
16 – Remove Factory Track Bar Bracket And Pitman Arm

1. Remove The Factory Track Bar Bracket , Pitman Arm and Discard. Retain The Factory Hardware.



17 – Install Drop Pitman Arm

1. Using A Small Wire Brush, Remove Any Remaining Thread Locker From The Steering Gear Box Shaft. Using Compressed Air, Blow Off The Splines And Threads To Remove Any Debris.
2. Install The Pro One Design Drop Pitman Arm Onto The Steering Gear Box Shaft. Install The Supplied New 46mm Retaining Nut And Torque To 350 Ft.-Lbs. **NOTE: Use Loctite On Threads**



18 – Install Drop Track Bar Bracket

1. Install The Pro One Design Drop Track Bar Bracket Using The Factory Hardware. Torque All Mounting Hardware To 120 Ft.-Lbs.



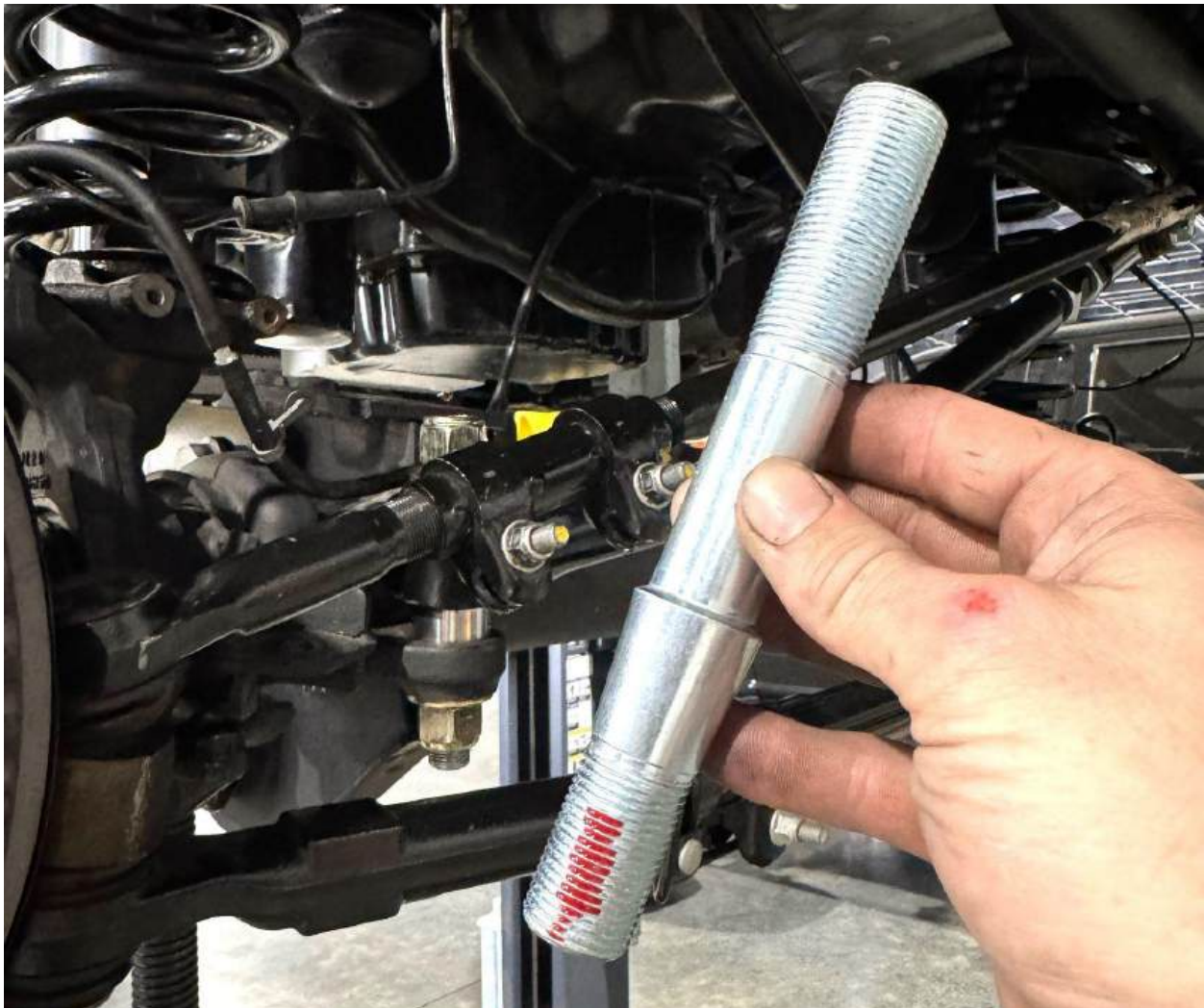
19 – Install Front Track Bar

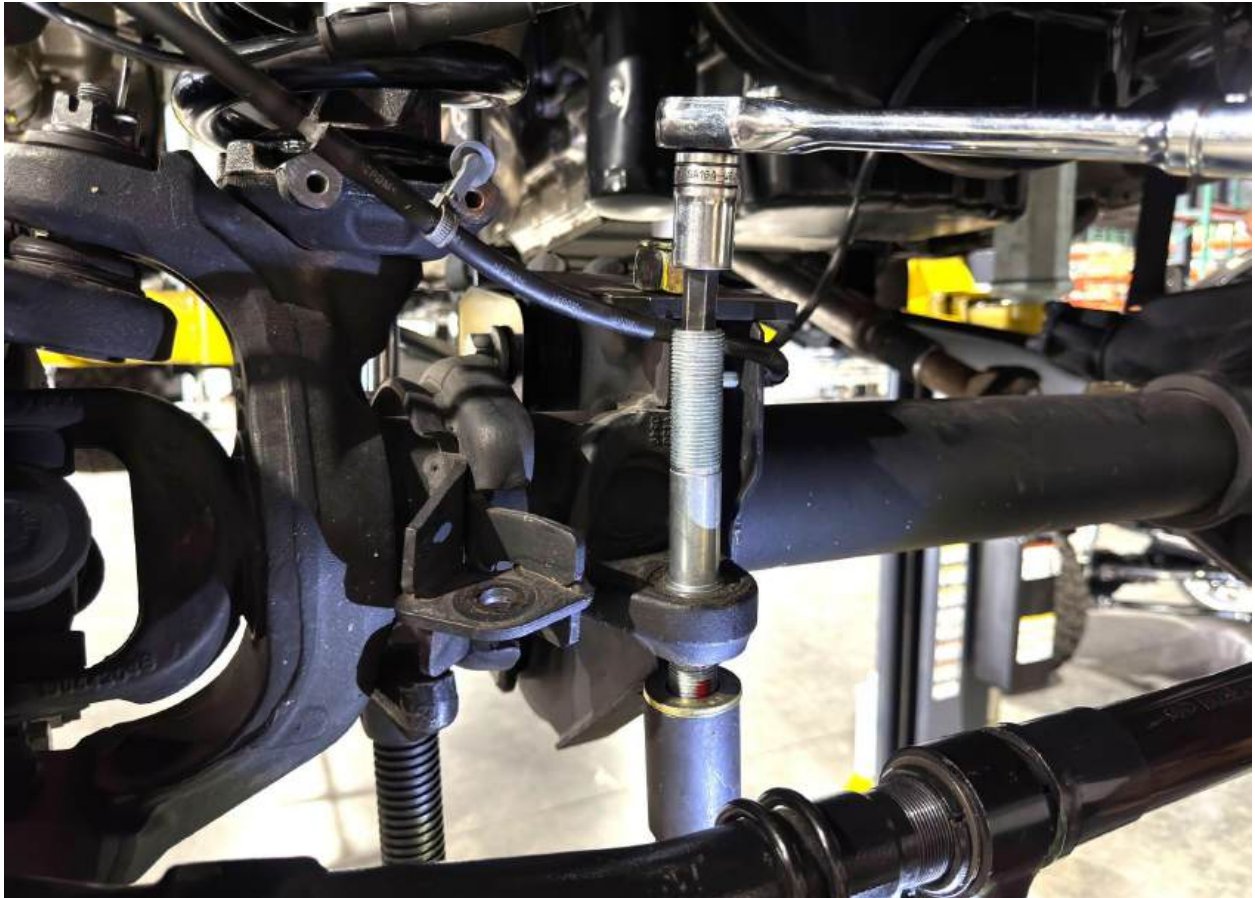
1. Install The Supplied Pro One Design Forged Front Track Bar. Insert The Supplied Tapered Stud Into The Axle Mount As Shown Below. Apply The Supplied Thread Locker (Loctite) To The Tapered Stud Threads Before Installation, Then Tighten The Tapered Stud To 300 Ft-Lbs.
2. After The Tapered Stud Is Installed, 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.





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

20 – 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

If You Installed The Pro One Design Drop Pitman Arm And Drop Track Bar Bracket Kit, A Steering Stabilizer Drop Bracket Is Required.

There Are Two Steering Stabilizer Options:

Option 1 – Factory Steering Stabilizer

Install The Pro One Design Steering Stabilizer Drop Bracket As Shown Below Using The Supplied Hardware And Factory Hardware. Reinstall The Factory Steering Stabilizer To The Drop Bracket And Tighten All Hardware To The Factory Torque Specifications.

Option 2 – Pro One Design Steering Stabilizer

Install The Pro One Design Steering Stabilizer Drop Bracket As Shown Below Using The Supplied Hardware And Factory Hardware. Then Install The Pro One Design Steering Stabilizer Using The Supplied Hardware. Tighten All Hardware To The Specified Torque Before Proceeding To The Next Step.

If You Did Not Install The Pro One Design Drop Pitman Arm And Drop Track Bar Bracket Kit, Reinstall Your Steering Stabilizer Using The Factory Mounting Location And Hardware.

21 – Remove Factory Steering Stabilizer Bracket

1. Remove The Factory Steering Stabilizer Bracket From The Vehicle Before Installing The New Pro One Design Steering Stabilizer Drop Bracket. Retain The Factory Hardware, As It Will Be Reused To Install The Pro One Design Drop Bracket In The Following Step.



22 – Install Steering Stabilizer Drop Bracket

1. Install The Pro One Design Steering Stabilizer Drop Bracket As Shown Below. Position The Factory Steering Stabilizer Bracket Over The Top Of The Pro One Design Drop Bracket And Reinstall It Using The Factory Hardware.
2. For The Additional Mounting Hole In The Pro One Design Drop Bracket, Use The Supplied Nut Tab And Hardware. Insert The Nut Tab Through The Access Hole In The Frame, Then Install The Supplied Bolt Through The Bracket And Thread It Into The Nut Tab.
3. Ensure Both Brackets Are Fully Seated And Properly Aligned Before Tightening All Hardware To The Specified Torque. Proceed To The Next Step.



23– Install Steering Stabilizer

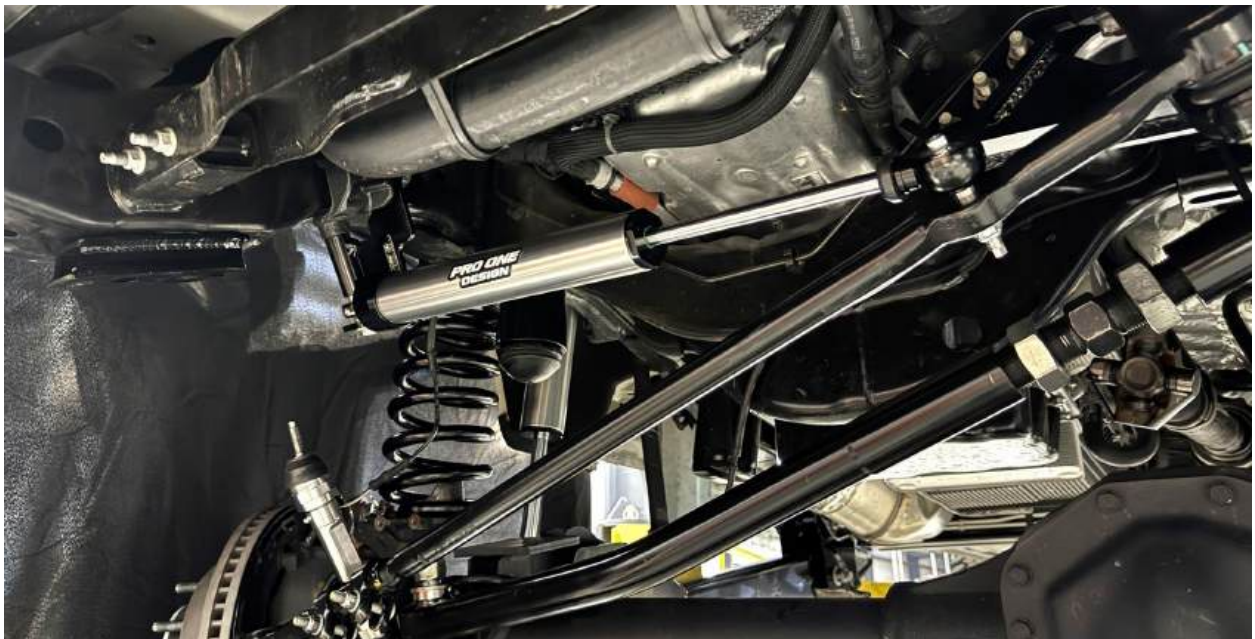
Two Steering Stabilizer Options Are Available. Follow The Instructions That Apply To Your Vehicle.

1. Option 1 – Factory Steering Stabilizer (Picture 1)

Install The Factory Steering Stabilizer As Shown Below. Attach The Drag Link End Using The Factory Hardware. Attach The Frame Bracket End Using The Supplied 12mm-1.75 x 120mm Bolt And Flat Washer. Tighten All Hardware To The Specified Torque.

2. Option 2 – Pro One Design Steering Stabilizer (Picture 2)

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 Bracket End Using The Supplied 12mm-1.75 x 120mm Bolt And The Two Supplied Misalignment Spacers. Tighten All Hardware To The Specified Torque Before Proceeding To The Next Step.



24 – Remove The Factory Sway Bar Mounting Hardware

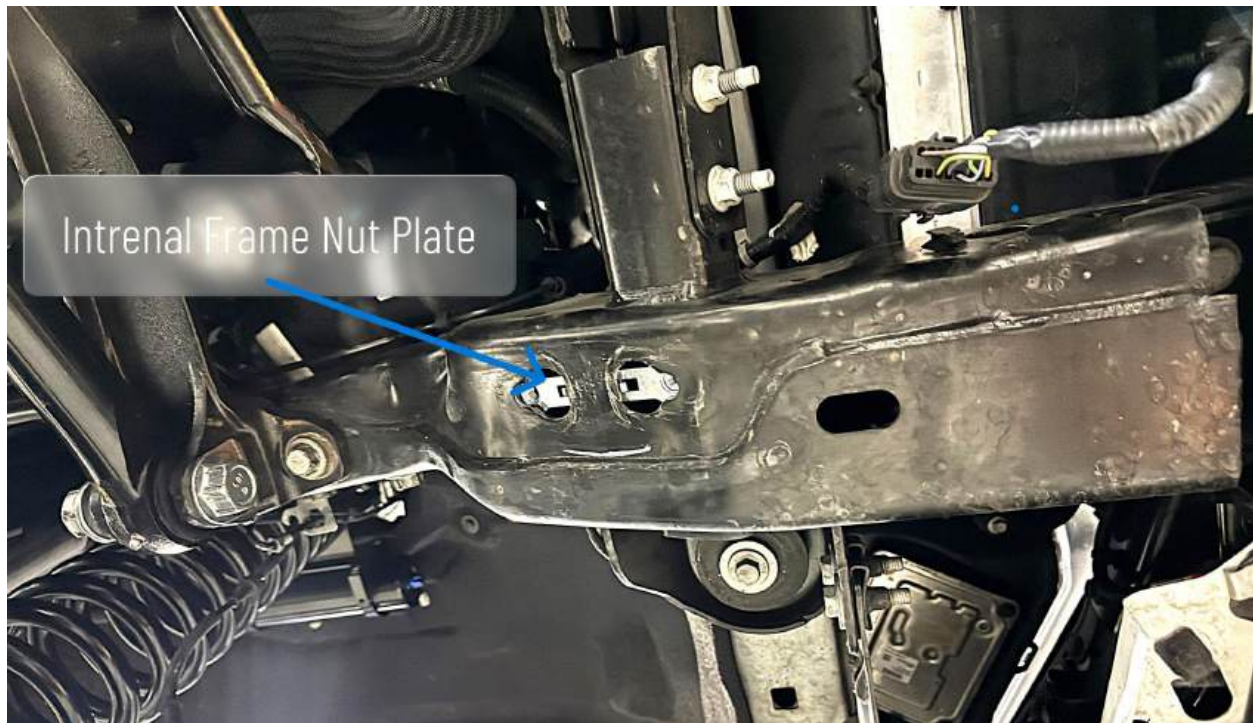
1. Remove The Factory Sway Bar Mounting Hardware and Discard.



25 – Insert The Sway Bar Nut Plate

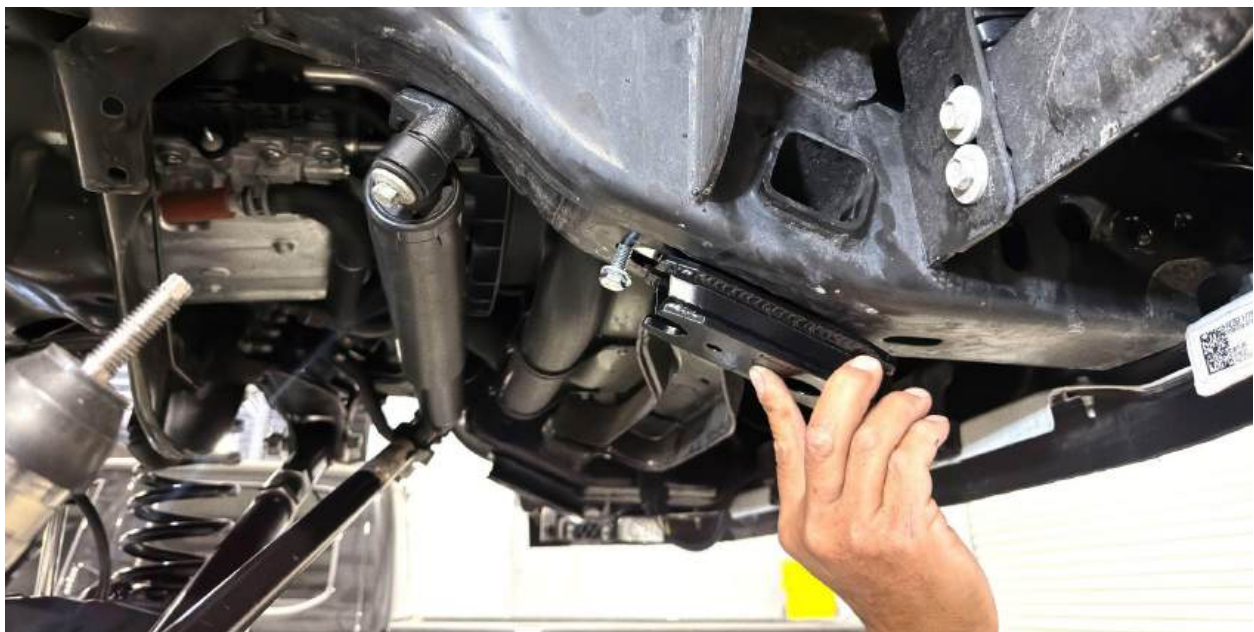
1. Insert The Sway Bar Nut Plate Into The Frame With The Two Location Notches Facing Down, As Shown Below.





26 – Install The Sway Bar Drop Bracket

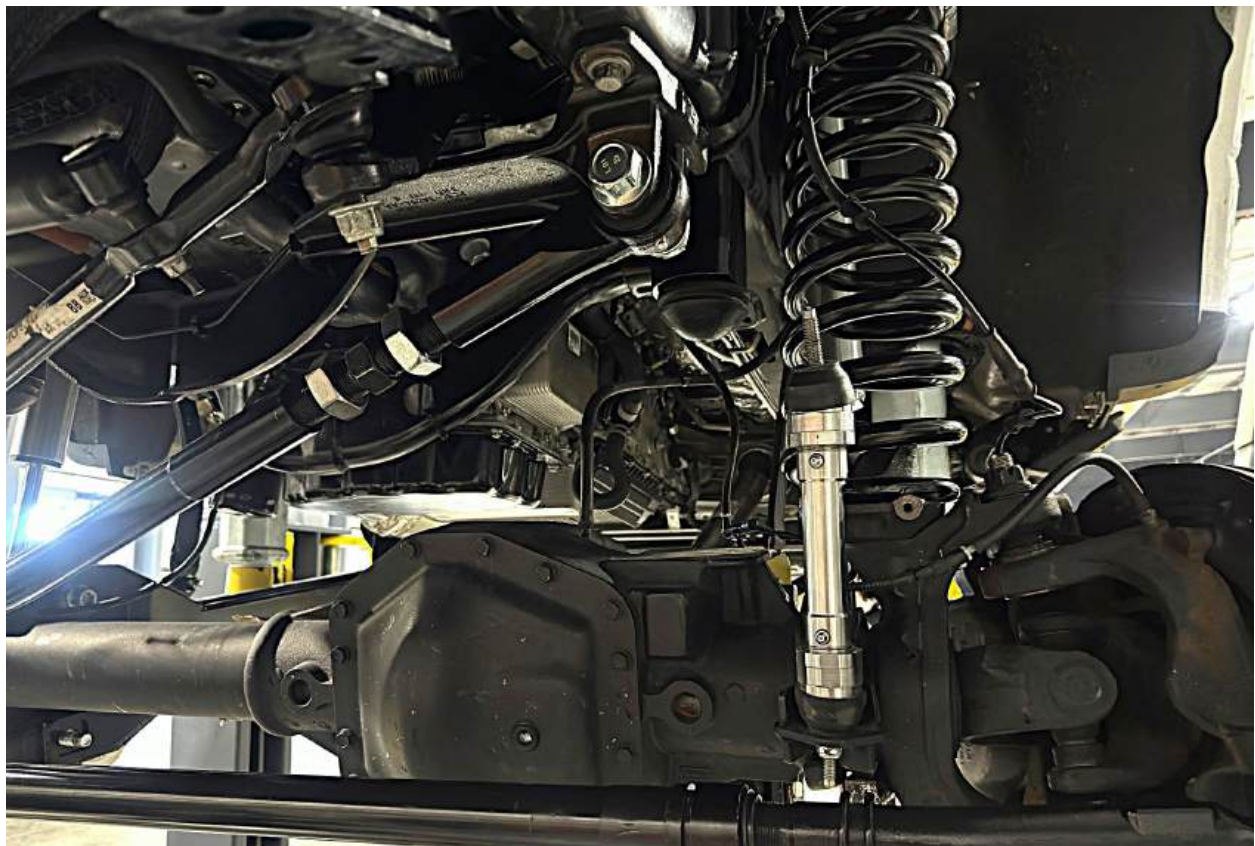
1. Thread One Of The Supplied 3/8"-16 x 1" Hex Bolts And Flat Washers Into The Rear Hole Of The Mounting Tab, Leaving The Bolt Loose Enough For The Bracket To Slide Into Place.
2. Position The Pro One Design Sway Bar Drop Bracket Against The Frame And Engage The Rear Slot Over The Loosely Installed Bolt. 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.





27– 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.

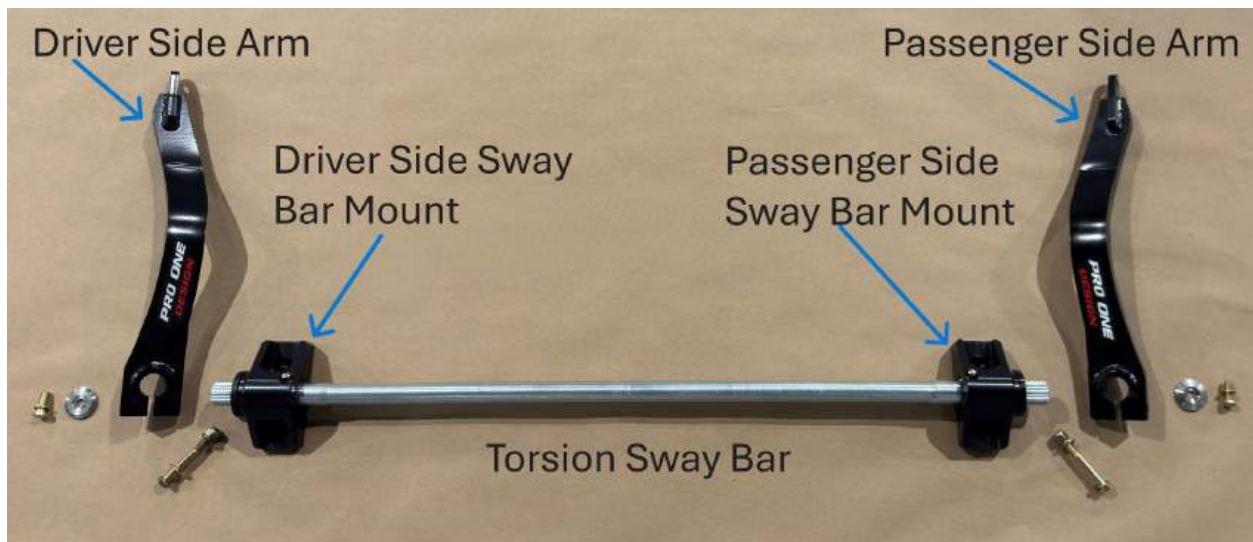
Option 1 – Factory Front Sway Bar

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 28 And Proceed To The Torsion Sway Bar Installation Instructions. If You Are Reusing The Factory Sway Bar, Continue With Step 28.

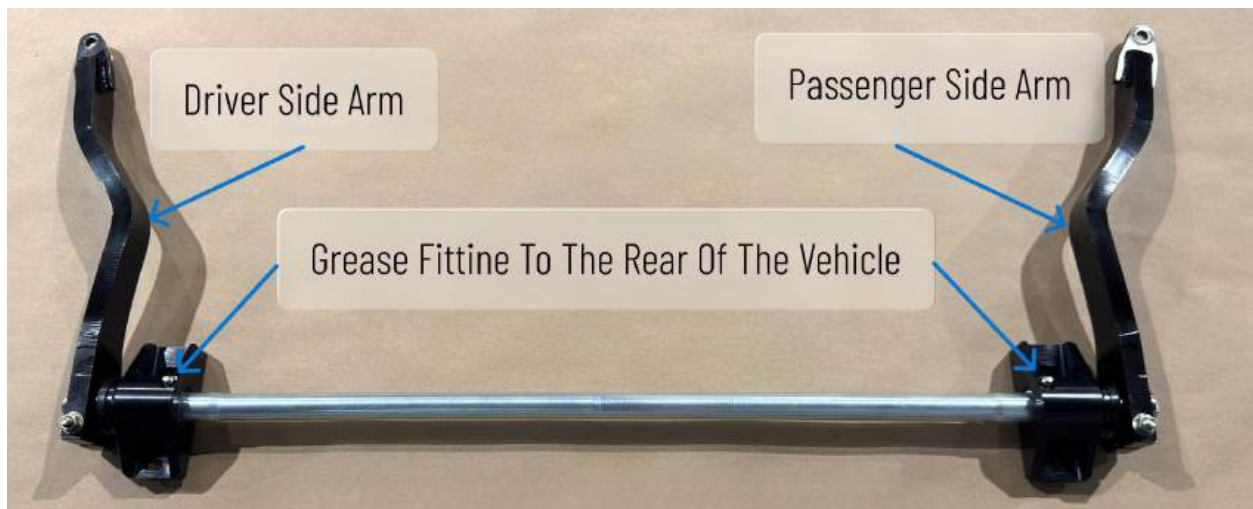
28 – Install Factory Sway Bar

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.



29 – 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





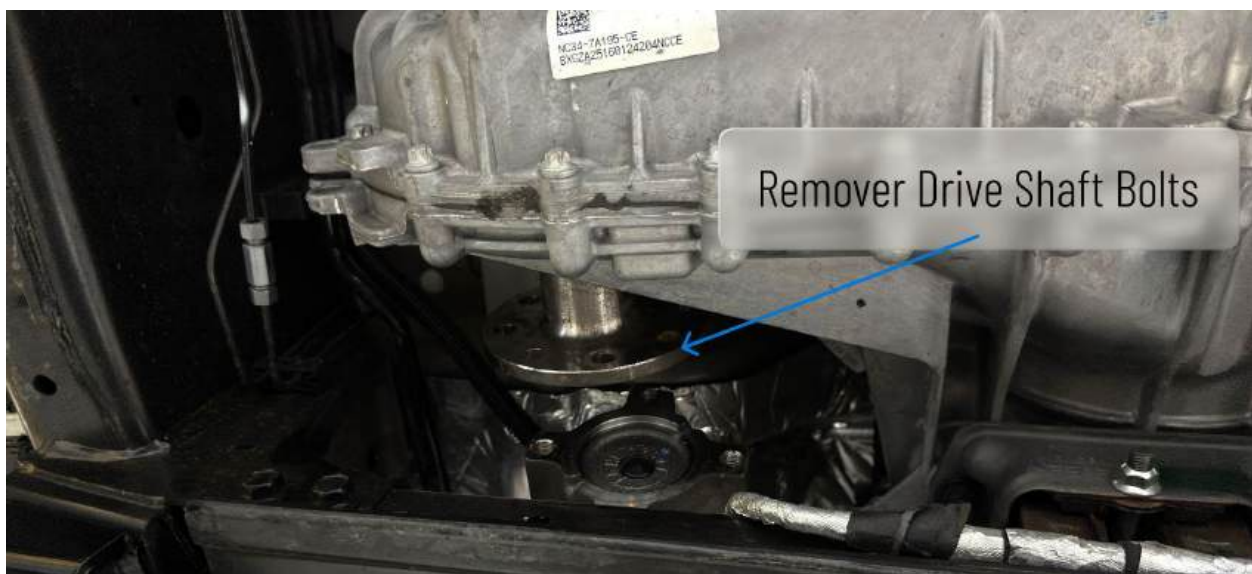
Optional Front Driveshaft Spacer Installation

If You Purchased The Pro One Design Front Driveshaft Spacer Kit, Install It At This Time By Following The Separate Front Driveshaft Spacer Installation Instructions.

If You Did Not Purchase The Front Driveshaft Spacer Kit, Skip To Step 34.

30 – Remove Front Driveshaft Bolts

1. Remove The 4 Factory Bolts Securing The Rear Of The Front Driveshaft To The Transfer Case As Shown Below. Discard The Factory Hardware, Support The Driveshaft As Needed To Prevent It From Dropping Or Binding During Removal.



31 – Install Front Driveshaft Spacer

1. Position The Pro One Design Billet Aluminum Front Driveshaft Spacer Between The Front Driveshaft Flange And The Transfer Case Output Flange As Shown Below. Align All Bolt Holes Before Proceeding To The Next Step. Ensure The Spacer Is Fully Seated Against Both Mating Surfaces Prior To Installing The Supplied Hardware.



32– Reinstall Front Driveshaft

1. Using The Supplied M12-1.75 x 40mm Grade 10.9 Hex Bolts, Attach The Front Driveshaft To The Transfer Case Through The Pro One Design Billet Aluminum Driveshaft Spacer As Shown Below.
2. Start All 4 Bolts By Hand To Ensure Proper Thread Engagement. Tighten The Bolts Evenly In A Crisscross Pattern Until The Driveshaft Flange And Spacer Are Fully Seated Against The Transfer Case Flange. Torque All Hardware To The Manufacturer's Specified Torque Before Proceeding To The Next Step.



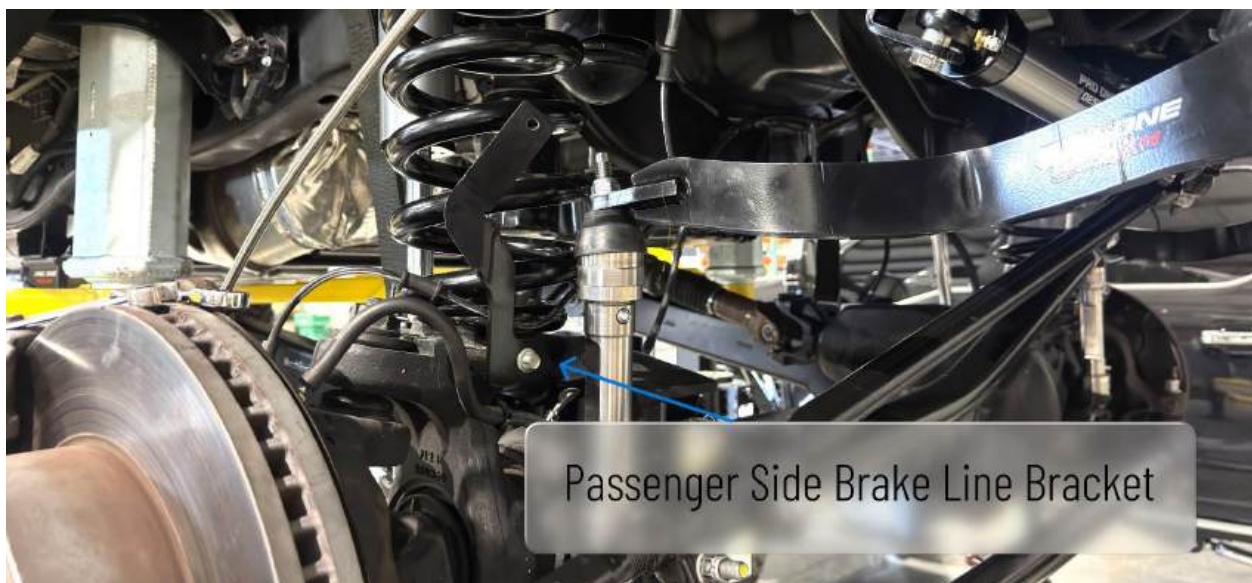
33 – Reconnect Lower Front Driveshaft

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.



34 – 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.



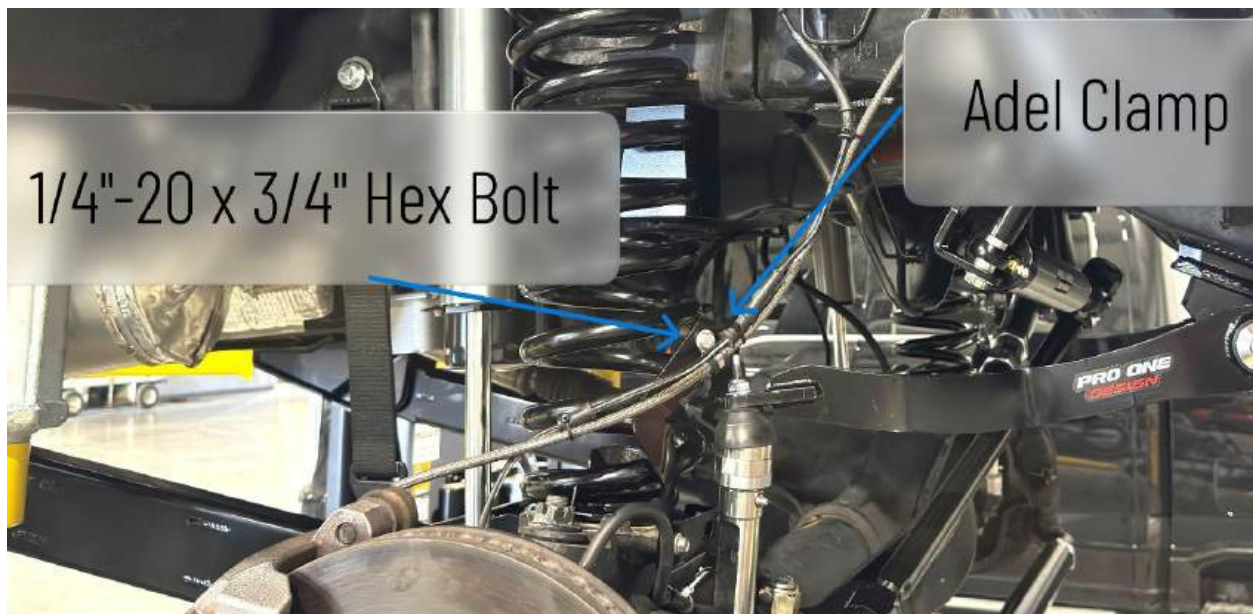
35– Install Front Brake Lines

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.



36 – 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.



37– 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.**

38 – 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.

39 – Adjust Front Track Bar And Steering Drag Link

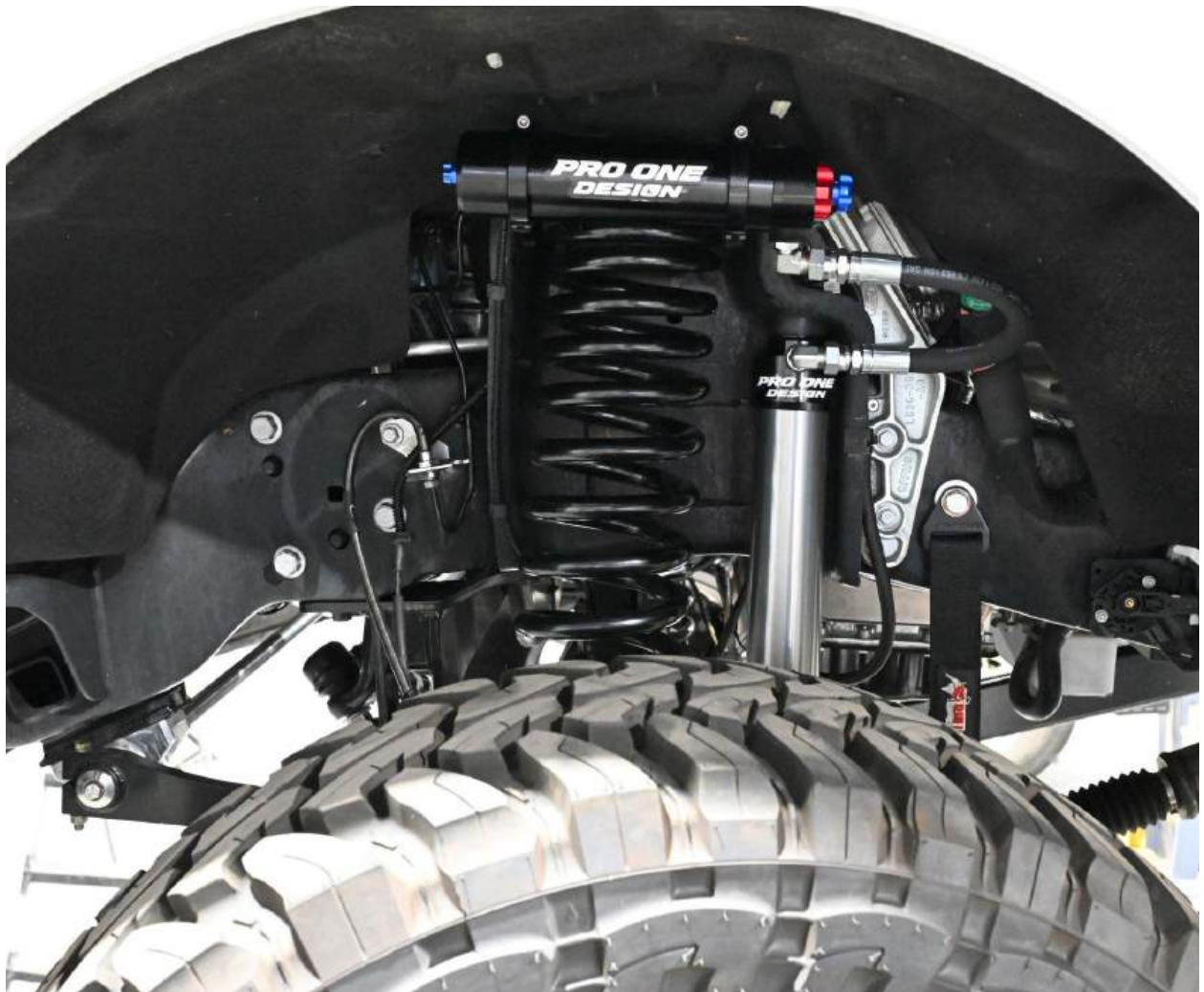
1. **With The Vehicle Sitting On Level Ground At Normal Ride Height, Adjust The Pro One Design Front Track Bar To Center The Front Axle Under The Vehicle.**
2. **Next, Adjust The Steering Drag Link Until The Steering Wheel Is Properly Centered. Once The Desired Adjustments Have Been Made, Tighten All 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.**

40 – 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.**

41 – 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.**



STATION 58

