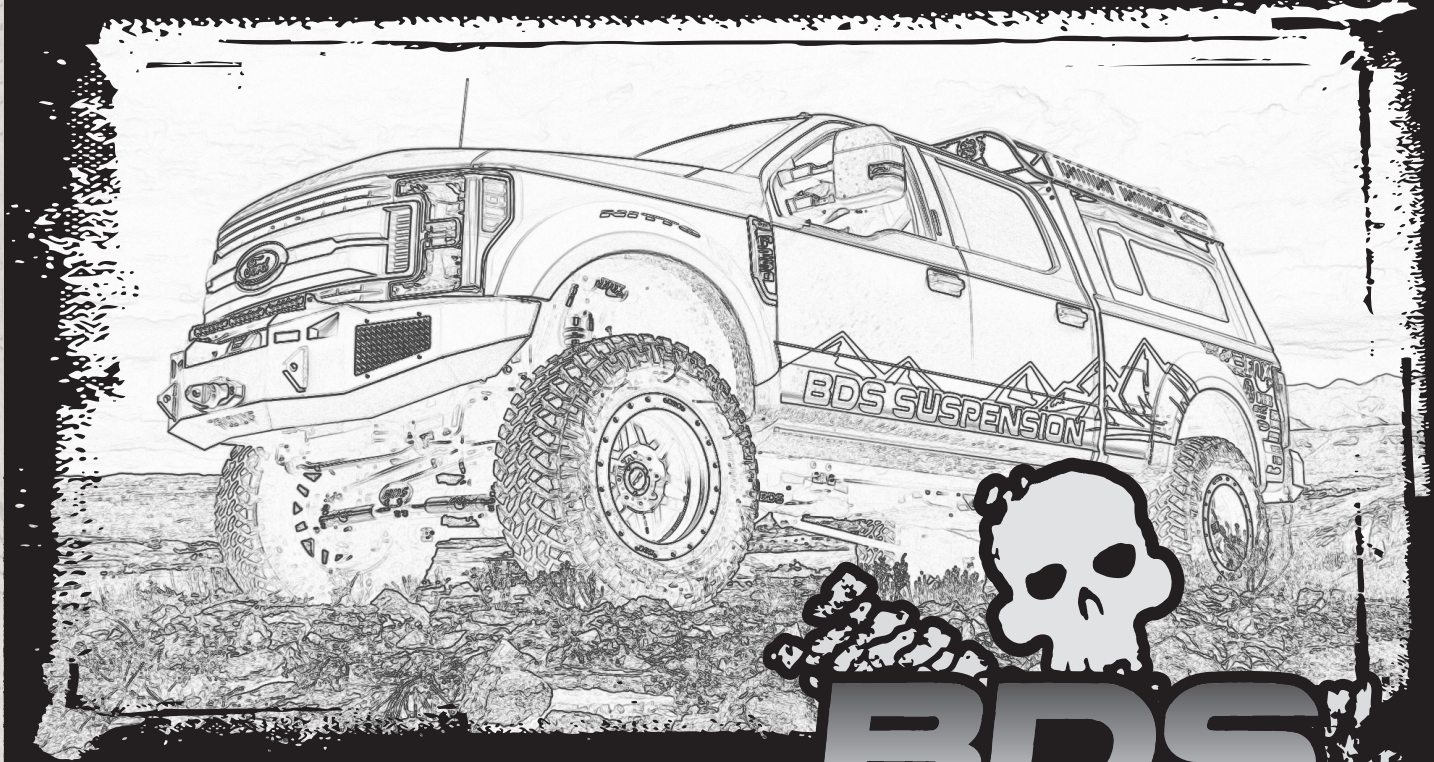


INSTALLATION GUIDE



Part#: 013604, 013423



HARDCORE LIMITED LIFETIME WARRANTY

4" & 6" Four Link Suspension System

Ford Super Duty 4WD | 2017-2020

Rev. 060821

491 W. Garfield Ave., Coldwater, MI 49036 • Phone: 517-279-2135

E-mail: tech-bds@ridefox.com

Read And Understand All Instructions And Warnings Prior To Installation Of System And Operation Of Vehicle.



THANK YOU

Your truck is about to be fitted with the best suspension system on the market today. That means you will be driving the baddest looking truck in the neighborhood, and you'll have the warranty to ensure that it stays that way for years to come.

Thank you for choosing BDS Suspension!

BEFORE YOU START

BDS Suspension Co. 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.

FOR YOUR SAFETY

Certain BDS 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. BDS Suspension Co. 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.

BEFORE INSTALLATION

- Special literature required: OE Service Manual for model/year of vehicle. Refer to manual for proper disassembly/reassembly procedures of OE and related components.
- Adhere to recommendations when replacement fasteners, retainers and keepers are called out in the OE manual.
- 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.
- 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.
- Secure and properly block vehicle prior to installation of BDS Suspension components. Always wear safety glasses when using power tools.
- If installation is to be performed without a hoist, BDS Suspension Co. recommends rear alterations first.
- 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.



Visit 560plus.com for more information.

TIRES AND WHEELS

Tire: 38x12.50 (6")
37x12.50 (4")
Wheel: 9" wide wheel with 4-1/2" Backspacing



BEFORE YOU DRIVE

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.

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.

Perform head light check and adjustment.

Re-torque all fasteners after 500 miles. Always inspect fasteners and components during routine servicing.

CONTENTS OF YOUR KIT

BDS013601 4 Link Box Kit

| Part # | Qty | Description |
|--------|-----|---|
| 03420 | 2 | Upper 4-Link Arm |
| 03421 | 2 | Lower 4-Link Arm |
| 985 | 1 | Bolt Pack - 4-link Arm Hardware |
| | 2 | <i>M18-2.5 Prevailing Torque Nut - Clear Zinc</i> |
| | 16 | <i>3/4 SAE Thru Hard Flat Washer - Clear Zinc</i> |
| | 2 | <i>M18-2.5 x 150 Bolt - Class 10.9 - Clear Zinc</i> |
| | 6 | <i>3/4"-10 x 5" Bolt - Grade 8 - Clear Zinc</i> |
| | 6 | <i>3/4"-10 Prevailing Torque Nut - Clear Zinc</i> |
| B1198 | 1 | Bag Kit - Upper Arm |
| 60107 | 2 | 90 degree grease fitting |
| 7 | 2 | 1.0 x 0.120 x 3.25 DOM Sleeve |
| 3527BK | 4 | Bushing |
| B1199 | 1 | Bag Kit - Lower Arm |
| 60107 | 2 | 90 degree grease fitting |
| 7 | 2 | 1.0 x 0.120 x 3.25 DOM Sleeve |
| 3527BK | 4 | Bushing |
| 03422 | 4 | Cam Lock Plate |

BDS85431 Stabilizer Box Kit

| Part # | Qty | Description |
|-------------|-----|---------------------------------------|
| 15621 | 1 | Stabilizer |
| SB58BK | 2 | Bushing - EB1 |
| 45313 | 1 | Narrow Sleeve |
| P00932 | 1 | P Pack - Stabilizer |
| 01504 | 1 | Stabilizer Bracket |
| 561140200RB | 2 | 5/16" x 1-1/4" x 2" Round U-bolt |
| 308 | 1 | Bolt Pack - u-bolts |
| | 4 | <i>1/4" USS washer thru hardened</i> |
| | 4 | <i>5/16"-18 prevailing torque nut</i> |
| 312 | 1 | Bolt Pack Stabilizer Mounting |
| | 1 | <i>3/8"-16 x 2-1/2" bolt grade 5</i> |
| | 1 | <i>3/8"-16 prevailing torque nut</i> |
| | 2 | <i>3/8" SAE flat washer</i> |

BDS013438 4" Replacement Leaf Spring Box Kit

| Part # | Qty | Description |
|-------------|-----|---------------------------------------|
| 583181100SB | 4 | 5/8 x 3-1/8 x 11 U-Bolt (013438 only) |
| W78SB | 4 | 7/8 washer |
| 03428 | 1 | E-Brake Relocation Bracket |
| 03429 | 1 | E-Brake Relocation Clamp Bracket |
| 989 | 1 | Bolt Pack - E-Brake Relocation |
| W58SB | 8 | 5/8 washer |
| N58FHB | 8 | 5/8 high nut |
| 760400FCP | 2 | 7/16 x 4 Pin w/Nut |

BDS013423 4" Box Kit or BDS013604 6" Box Kit

| Part # | Qty | Description |
|---------|-----|--|
| 083404R | 1 | Pitman Arm |
| 01001 | 2 | Front Bump Stop Extension |
| 03412 | 1 | Track Bar Bracket |
| 01044B | 1 | Sway Bar Drop - Drv. |
| 01045B | 1 | Sway Bar Drop - Pass. |
| 03967 | 1 | 4-Link Bracket - Drv. |
| 03968 | 1 | 4-Link Bracket - Pass. |
| 02449 | 2 | BDS Badge |
| 360 | 2 | Rivet Bolt Packs |
| 02019 | 2 | Track Bar Cam Washer |
| 03970 | 4 | 4-Link Bracket Shim |
| 02998 | 1 | Front Brake Line Bracket (Drv. - 4" Box Kit) |
| 02999 | 1 | Front Brake Line Bracket (Pass. - 4" Box Kit) |
| 03473 | 1 | Front Brake Line Bracket (Drv. - 6" Box Kit) |
| 03474 | 1 | Front Brake Line Bracket (Pass. - 6" Box Kit) |
| 03435 | 2 | U-Hardline Extension (6" Box Kit) |
| 03419 | 2 | 4-Link Bracket Nut Tab |
| B8130G5 | 2 | M8-1.25 x 130mm Bolt |
| W56SAE | 2 | 5/16" SAE Flat Washer |
| 099000 | 4 | Zip Tie |
| 6865833 | 1 | Drive Shaft Boot Clamp |
| 65077 | 1 | 1/8" x 1-1/4" Cotter Pin |
| 986 | 1 | Bolt Pack - 4-Link Bracket |
| | 2 | <i>9/16"-12 x 1-1/2" Bolt - Grade 8 - Clear Zinc</i> |
| | 2 | <i>9/16" SAE Thru Hard Flat Washer - Clear Zinc</i> |
| | 4 | <i>M12-1.75 x 150mm Bolt - Class 10.9 - Clear Zinc</i> |
| | 4 | <i>M12-1.75 Prevailing Torque Nut - Clear Zinc</i> |
| | 8 | <i>M12 Flat Washer - Clear Zinc</i> |
| 341 | 1 | Bolt Pack - ABS Wire Clamp (4" Box Kit) |
| | 1 | <i>1/4" x 0.28" ID wire coated clamp</i> |
| | 1 | <i>1/4"-20 x 3/4" bolt - grade 5</i> |
| | 1 | <i>1/4"-20 serrated edge flange nut</i> |
| | 1 | <i>1/4" SAE Washer</i> |
| 422 | 1 | Bolt Pack - Sway Bar Drop Bracket |
| | 4 | <i>3/8"-16 x 1-1/4" bolt grade 8</i> |
| | 4 | <i>3/8"-16 prevailing torque nut</i> |
| | 8 | <i>3/8" USS flat washer thru-hardened</i> |

BDS013459 4" Rear Block Box Kit

| Part # | Qty | Description |
|-------------|-----|---|
| 03951 | 1 | 4.5" Tapered Superduty Block (DRV) |
| 583181600SB | 4 | 5/8 x 3-1/8 x 16 Semi-Round U-bolt (013517) |
| B218 | 1 | Bag Kit |
| W58SB | 8 | 5/8" Washer |
| N58FHB | 8 | 5/8" High Nut |

BDS013606 6" Rear Block Box Kit

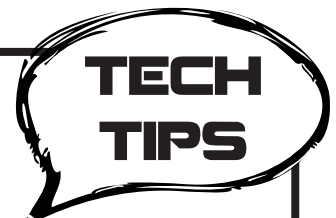
| Part # | Qty | Description |
|-------------|-----|---|
| 03971 | 1 | 6.5" Tapered Superduty Block (DRV) |
| 03972 | 1 | 6.5" Tapered Superduty Block (PASS) |
| 583181900SB | 4 | 5/8 x 3-1/8 x 19 Semi-Round U-bolt |
| 03428 | 1 | E-Brake Relocation |
| 03429 | 1 | E-Brake Clamp Bracket |
| W58SB | 8 | 5/8" Washer |
| N58FHB | 8 | 5/8" High Nut |
| 989 | 1 | E-Brake Relocation Bolt Pack |
| | 2 | Wire Clamp (Fastenal #0708779) |
| | 1 | 1/2"-13 x 1-1/4" Bolt, Grade 5 -Clear Zinc |
| | 1 | 1/2"-13 Prevailing Torque Nut, Clear Zinc |
| | 2 | 1/2" SAE Washer, Clear Zinc |
| | 2 | 5/16"-18 x 1-1/4" Bolt, Grade 5, Clear Zinc |
| | 2 | 5/16"-18 Prevailing Torque Nut, Clear Zinc |
| | 4 | 1/4" USS Washer, Clear Zinc |

BDS013617 6" Replacement Leaf Spring Box Kit

| Part # | Qty | Description |
|-------------|-----|---|
| 583181400SB | 4 | 5/8 x 3-1/8 x 14 Semi-Round U-bolt |
| 760400FCP | 2 | 7/16" Center Pin |
| 03428 | 1 | E-Brake Relocation |
| 03429 | 1 | E-Brake Clamp Bracket |
| W78SB | 4 | 7/8 washer |
| W58SB | 8 | 5/8" Washer |
| N58FHB | 8 | 5/8" High Nut |
| 989 | 1 | E-Brake Relocation Bolt Pack |
| | 2 | Wire Clamp (Fastenal #0708779) |
| | 1 | 1/2"-13 x 1-1/4" Bolt, Grade 5 -Clear Zinc |
| | 1 | 1/2"-13 Prevailing Torque Nut, Clear Zinc |
| | 2 | 1/2" SAE Washer, Clear Zinc |
| | 2 | 5/16"-18 x 1-1/4" Bolt, Grade 5, Clear Zinc |
| | 2 | 5/16"-18 Prevailing Torque Nut, Clear Zinc |
| | 4 | 1/4" USS Washer, Clear Zinc |

TROUBLESHOOTING INFORMATION FOR YOUR VEHICLE

1. Ford recommends replacement of the pitman arm nut after each time it has been removed.
2. Use a small pitman arm puller to remove the drag link joint and steering stabilizer taper.
3. If your truck is equipped with a factory rear sway bar add: 123808
4. If equipped with a 2-piece rear driveshaft, a Carrier Bearing Drop Kit may be required: 123402
5. Due to taller factory ride height, Tremor models will not net full advertised lift height. Final ride height will be same as standard models.
6. Larger tires on stock wheels are not recommended due to brake line clearance required. Use recommended specifications listed in tire and wheel fitment section.
7. The factory front track bar bolt requires 405 ft-lbs of torque to be installed properly. Be sure you have the means of removing and installing this hardware properly. It is possible to install the hardware and torque to a more modest range (200 ft-lbs or so) and take the vehicle to a shop with the means to torque the hardware properly immediately after the installation is complete.
8. 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. Recommended to lift the front of the vehicle from the front body mount (An extension may be needed).
9. If replacement leaf springs are install the fuel tank will need to be dropped/ shifted towards the passenger's side of the vehicle. For ease of movement it is recommended to have the fuel tank low on fuel to reduce the weight when moving it.
10. 2017-2019 Models Only: Ensure the proper rear box kit is ordered for either a 2 or 3 leaf factory main pack when applicable. See example below of a 2 leaf main pack.



INSTALLATION INSTRUCTIONS

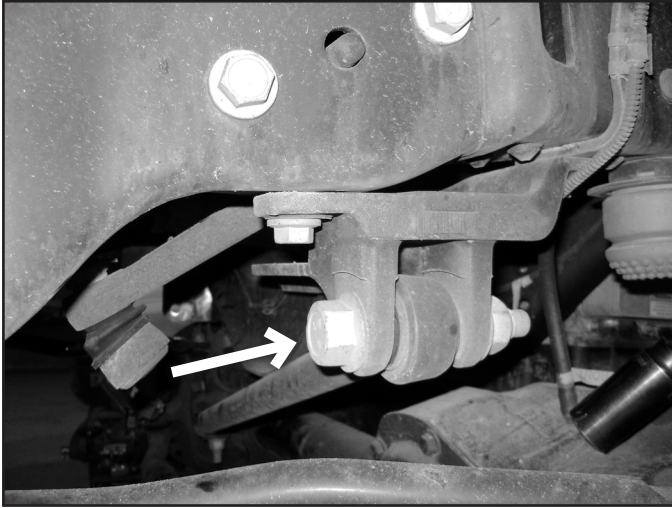
FRONT INSTALLATION

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. Retain hardware.

SPECIAL TOOLS

Large Pitman Arm Puller
Small Pitman Arm Puller
30mm (1-3/16") Socket
46mm (1-13/16") Socket
Large Torque Wrench, ability to torque to 405 ft-lbs.
CV Boot Clamp Pliers
Rivet Gun

FIGURE 1



3. Raise the front of the vehicle and support under the frame rails with jack stands.



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.

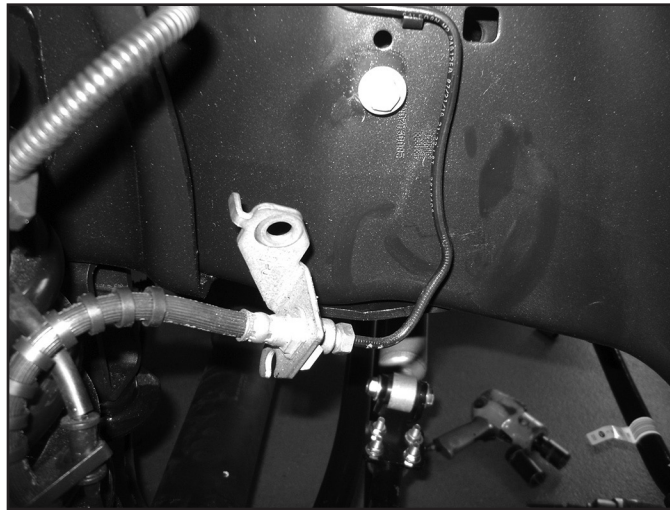
4. Remove the front wheels.
5. Support the front axle with a hydraulic jack.
6. Disconnect the front brake line brackets from the axle (Fig 2). Retain hardware.

FIGURE 2



7. Remove the bolts attaching the front brake lines brackets to the frame and save the hardware (Fig. 3). Attempt to not bend the brake lines as much as possible. Remove the ABS line from the brake line bracket.

FIGURE 3



8. Free the hub vacuum lines from the axle/ radius arm to allow for adequate droop (Fig. 4A & B).

FIGURE 4A



FIGURE 4B



9. Disconnect the upper sway bar end links from the sway bar. Push the sway bar up out of the way. Retain hardware.
10. Remove the lower OE shock hardware at this time (leave upper attached). Retain lower mounting hardware.
11. 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.

! 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 arms are installed.*

STEERING

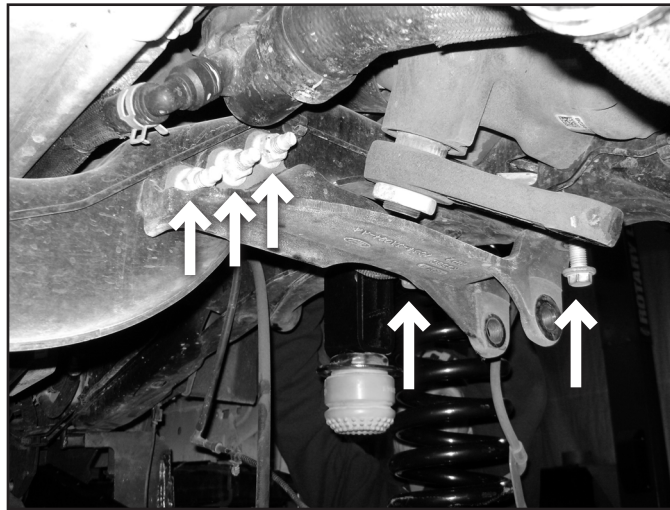
12. Disconnect the OE steering stabilizer from the frame mount. The factory frame mount can be removed or remain on the frame. Disconnect the stabilizer from the factory drag link.



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.*

13. Disconnect the (5) bolts mounting the OE track bar bracket to the frame (Fig. 5). Remove bracket and retain hardware.

FIGURE 5



14. Disconnect the steering drag link from the pitman arm. Remove the cotter pin and castellated nut cap. Remove the nut and thread back on by hand a couple turns. Strike the end of the pitman arm near the drag link end to dislodge the taper from the pitman arm (Fig. 6). Remove the nut and the drag link from the pitman arm. Retain hardware.

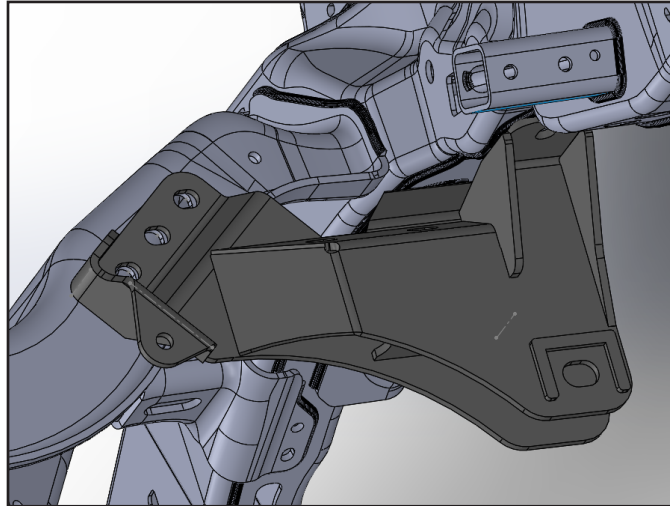
FIGURE 6



 **Tip** *The same small pitman arm puller works well.*

15. 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.
16. Remove all of the dry-lock compound on the threads of the pitman arm nut and steering sector shafts. This is important to ensure that the new thread lock compound will adhere properly.
17. Apply a bead of the supplied thread lock all the way around the threads of the pitman arm nut.
18. Install the new pitman arm (indexed the same as the OE) and fasten with the pitman arm nut. Torque the nut to 350 ft-lbs.
19. Install the new track bar bracket (03412) using the stock mounting hardware as it was removed. Torque all (5) mounting bolts to 129 ft-lbs. It may be necessary to form the stock hard line slightly to clear the new track bar bracket. Do not install track bar at this time, it will be installed once the vehicle is on the ground.

FIGURE 7



BUMP STOP MODIFICATION

20. Pull the OE front bump stops free from the bump stop cups and remove the bolt mounting the cup to the frame.

FIGURE 8



21. Position the cup on the provided bump stop extension. (01001) The alignment tab on the bump stop cup will fit in the second hole in the extension
22. Install a provided 8mm x 130mm bolt and 5/16" SAE washer through the cup extension and attach to the frame in the original hole. Use Thread locker on the threads and torque to 20 ft-lbs (Fig 9 A & B).

FIGURE 9A

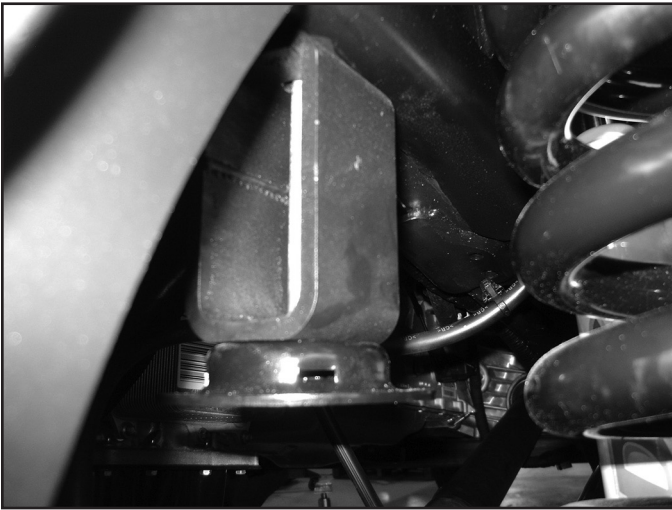


FIGURE 9B



INDEXING RING INSTALLATION (REQUIRED ON 6" LIFT, OPTIONAL ON 4" LIFT)

23. Refer to the provided instructions in the Indexing Ring Box Kit at this time.

FOUR LINK INSTALLATION:

24. Working on one side of the vehicle at a time, loosen the four radius arm-to-axle mounting bolts but do not remove. Once again, ensure that the front axle is well supported and the front drive shaft is disconnected. Failure to disconnect the front drive shaft will damage the front drive shaft CV joint at the transfer case output.
25. Starting with the driver's side, remove the radius arm hardware and save hardware. Remove the radius arm from the vehicle. It may be necessary to remove one of the passenger's side axle bolts to allow the axle to rotate to hook up the four link arm completely.
26. Support the new transfer case cross member and remove the factory 12mm bolts on the driver's side used to support it.
Note: If the four link brackets are installed with the factory transfer case cross member on a 4" kit, the transfer case cross member will have to be removed to install the four link brackets. Support the transmission with a jack and block of wood to not damage the oil pan. Remove the (4) 12mm bolts and the center (2) nuts attaching the transfer case isolator.
27. 2020+ Models only: The wiring harness near the radius arm mount will need to be re-routed up and over the frame. the plastic support bracket can be removed. The harness can be secured in place using the provided zip ties (Fig 10 A & B).

FIGURE 10A



FIGURE 10B



28. Install the four link bracket to the factory radius arm bracket on the frame and around the transfer case cross member mounts on the frame. The bracket will mount into the same hole as the factory radius arm. Insert a 3/4" bolt and washer from Bolt Pack 985 through the same hole in the radius arm bracket on the frame and through the four link bracket. Attach using the 3/4" nut and washer, leave hardware loose.
Note: The factory hole for the radius arm on the frame may need clearance to fit the 3/4" hardware.

FIGURE 11



29. Install the provided 12mm x 150mm bolts and washer from Bolt Pack 986 through the four link bracket, frame mounts, and the new cross member running the bolts back to front. Attach using the provided 12mm prevailing torque nut and washer to the 12mm bolt. Leave all hardware loose (Fig. 12). Use the provided shims (03970) in between the 4-link bracket and crossmember mount as needed. This will help take up any factory variation of the crossmember mount brackets on the frame.

Note: If the four link brackets are installed with the factory transfer case cross member on a 4" kit, install the factory cross member along with the (4) new 12mm hardware.

FIGURE 12



30. Drill a 9/16" hole in the frame through the hole in the side of the four link bracket. Insert the 9/16" x 1-1/2" bolt and washer from Bolt Pack 986 through the hole and attach using the provided 9/16" nut tab. Leave hardware loose.

FIGURE 13A



FIGURE 13B

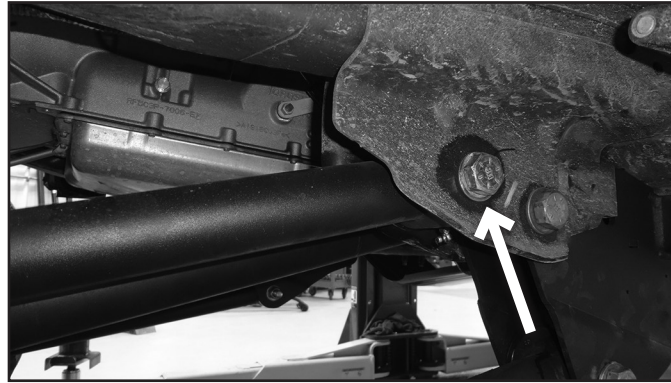


31. Lightly grease and install the provided bushings (3527) and sleeves (7) in the four new control arms.

32. Install the provided 90° grease fittings in the threaded holes at the bushing end of the control arms. When installed the fittings should point toward the body of the control arm.
33. Using a 3/4" x 5" bolt and hardware from Bolt Pack 985, install the assembled upper control arm (shorter of the two arms) into the front hole on the factory radius arm bracket (Fig. 14). Install the arm so that the grease fitting is down. *Note: The factory hole for the radius arm on the frame may need clearance to fit the 3/4" hardware.* Attach the upper control arm to the axle using a factory 18mm bolt along with a factory 18mm nut. Leave hardware loose.

Note: The upper mount on the driver's side factory radius arm will have a captive nut. Use one of the left-over 18mm lower factory nuts for the upper bolt.

FIGURE 14



34. Using a 3/4" x 5" bolt and hardware from Bolt Pack 985, install the lower control arm into the lower hole on the four link bracket. Install the arm so that the grease fitting is up (Fig 15A). Attach the lower control arm to the axle using the provided 18mm x 150mm bolt, 3/4" SAE washer, 18mm prevailing torque nut and cam plates. Index the cam plates so they are facing towards the rear of the vehicle in the cam slot on the lower control arm. Leave hardware loose (Fig 15B).

FIGURE 15A

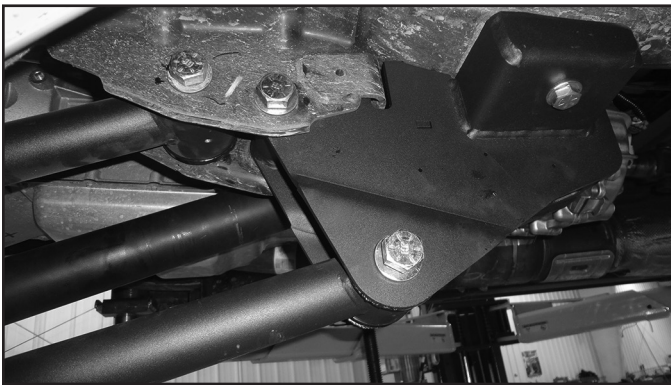


FIGURE 15B



35. Tighten the hardware for **only** the four link bracket (do not tighten the control arms at this time) in the following order: 12mm hardware to 50 ft-lbs, 9/16" hardware to 90 ft-lbs, 3/4" hardware to 150 ft-lbs. The control arm bolts at the frame and axle will be tightened when the vehicle is on the ground.
36. Repeat the frame bracket and control arm installation procedure on the passenger's side of the vehicle.

Note: If the nuts for the center mounted transfer case isolator are still disconnected from the transfer case cross member, reattach them now and torque to factory specifications.

COIL SPRING INSTALLATION (COILOVER INSTALLATION SEE SEPARATE INSTRUCTION SHEET)

37. Remove the front shocks from the vehicle completely at this time.
38. 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 overstretched.
39. Install new coils with factory isolators. Rotate the springs so that they seat in the bottom coil perch properly. Raise the axle to seat the coil springs into the correct mounts.
40. Grease and install sleeves and bushings into the shocks.

41. BDS (Silver / 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. (Fig 16a, 16b)

FIGURE 16A

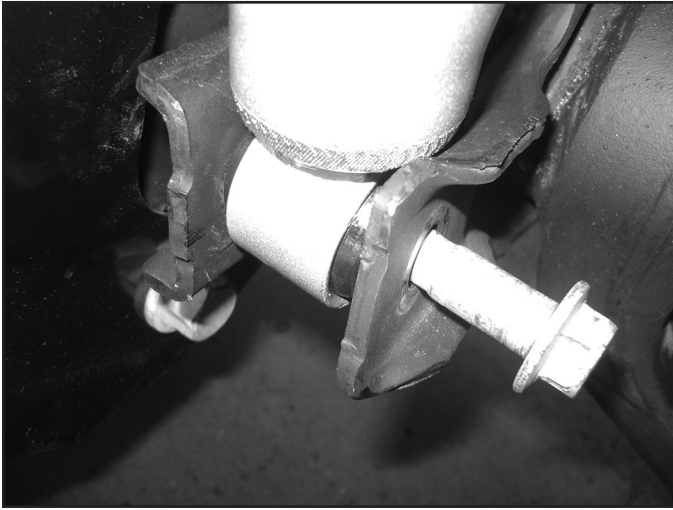
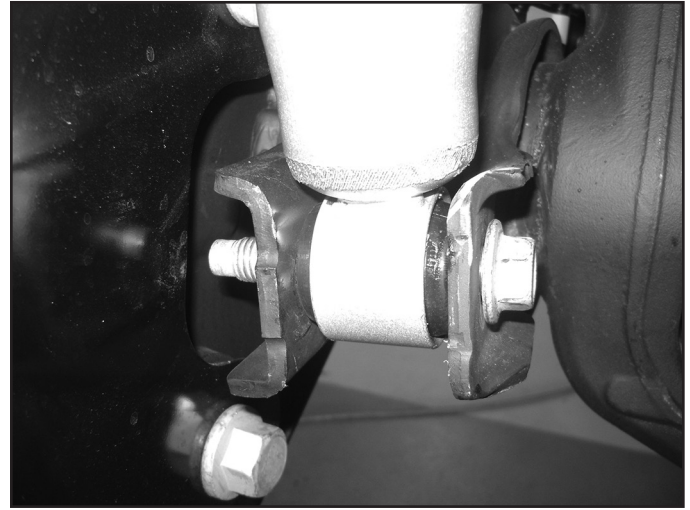


FIGURE 16B



42. 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 mount to 50 ft-lbs.
43. Reattach the factory brake line brackets to the lower coil seat with factory hardware and thread locker at this time.

SWAY BAR

44. 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.
45. Install the provided sway bar drop bracket to the original sway bar frame mounting locations with the original hardware. Mount the drop bracket with the open face toward the inside of the vehicle and the bracket offset toward the front. Leave hardware loose.
46. Attach the sway bar to the new drop brackets in the correct orientation with the 3/8" hardware from Bolt Pack #422. Torque the 3/8" and factory hardware to 30 ft-lbs (Fig 17). Center the bolts in the slots in the sway bar drop bracket. The position of the bracket may need to be adjusted for sway bar link to drag link clearance.

FIGURE 17



47. Install the sway bar link ends to the sway bar and secure with the OE hardware. Torque to 90 ft-lbs.

BRAKE LINE / ABS / VACUUM

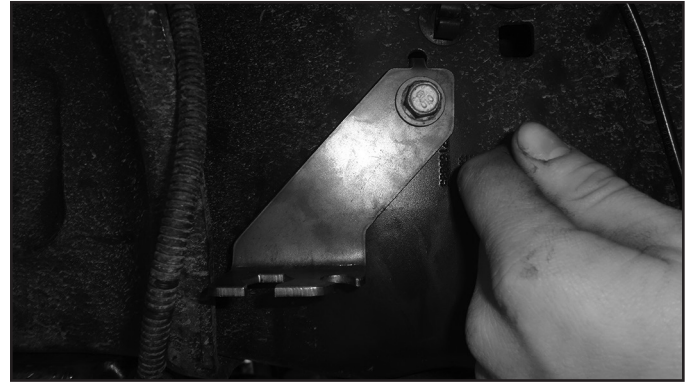
48. Reattach all vacuum lines. Use provided zip ties where needed.

49. **6" Kit Only:** Install the provided brake line brackets with the factory hardware. The driver's side will be a straight drop (Fig. 18A) and the passenger's side will be angled back towards the rear of the vehicle (Fig. 18B).

FIGURE 18A



FIGURE 18B



50. **6" Kit Only:** Remove the clip holding the brake line to the factory bracket. Save the clip for later installation.
51. **6" Kit Only:** Warning: The next three steps must be performed quickly to ensure minimal brake fluid loss. Un-thread the factory soft brake line from the hard brake line.
52. **6" Kit Only:** Remove the factory brake line bracket from the brake line. Discard the bracket it will not be reused.
53. **6" Kit Only:** Thread the provided U-brake line with the union first onto the factory hard brake line, followed by threading the U-brake line onto the factory soft brake line. Check to make sure all connections are tight and no brake fluid is leaking.
54. **6" Kit Only:** Attach the factory soft brake line to the brake line bracket on the frame with the clip removed in the previous step. The brake line should be facing down towards the axle.

Note: The factory soft brake line may need to be rotated so that it will line up with the notches on the new brake line bracket on the frame. Break free the U-brake line from the soft line and rotate as needed.

55. **6" Kit Only:** Make sure the brake lines are close to the frame in order to provide clearance to the tires, but are not rubbing on the frame. The brake line junctions can be loosened and turned to provide clearance where needed (Fig. 18C & D).

FIGURE 18C



FIGURE 18D



56. **6" Kit Only:** Attach the ABS wire to the new brake line bracket. The rubber grommet may need to be slid up the ABS line, use silicone spray to help aid in moving the rubber grommet.

FIGURE 19



57. **4" Kit Only:** Install the new brake line brackets, the 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 brake line fittings in relation to the hard line to get adequate clearance to the frame / wheel and tire. Attach the ABS wire to the driver's side with 1/4" hardware and cable clamp in Bolt Pack 341 (Fig 20A, 20B)

FIGURE 20A

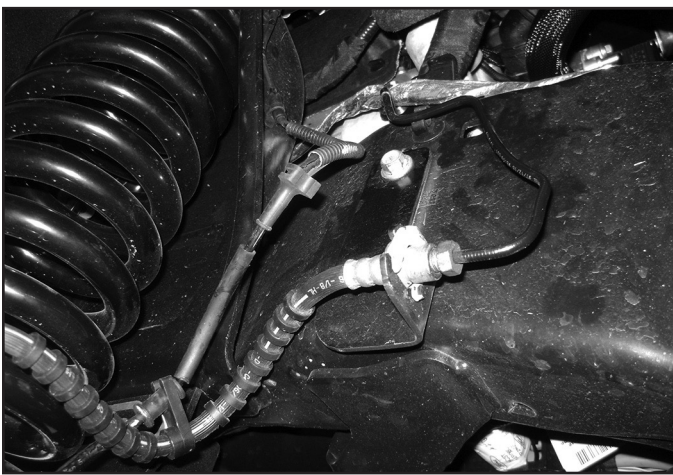
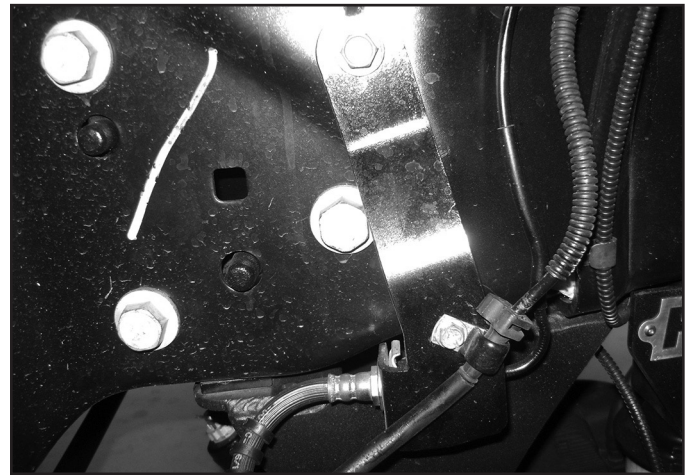


FIGURE 20B



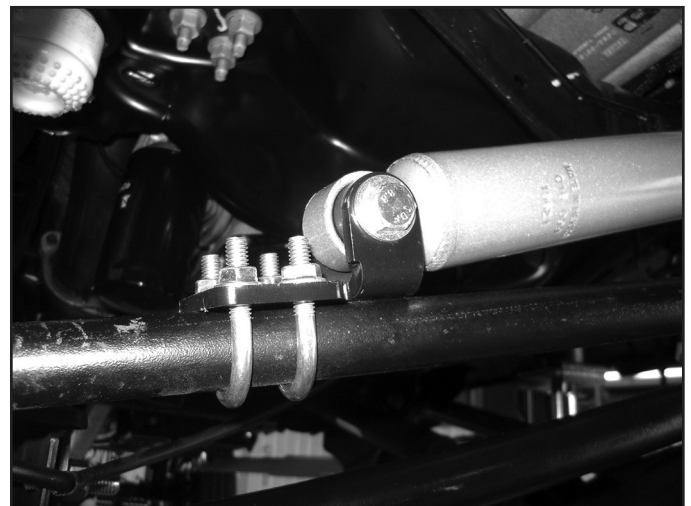
STEERING STABILIZER

58. Reattach the steering drag link to the pitman arm. Torque nut to 148 ft-lbs. Install the original castellated nut cap and new 1/8" cotter pin.
59. Skip this step if a dual steering stabilizer will be used. 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 65 ft-lbs. (Fig 21 A & B)

FIGURE 21A

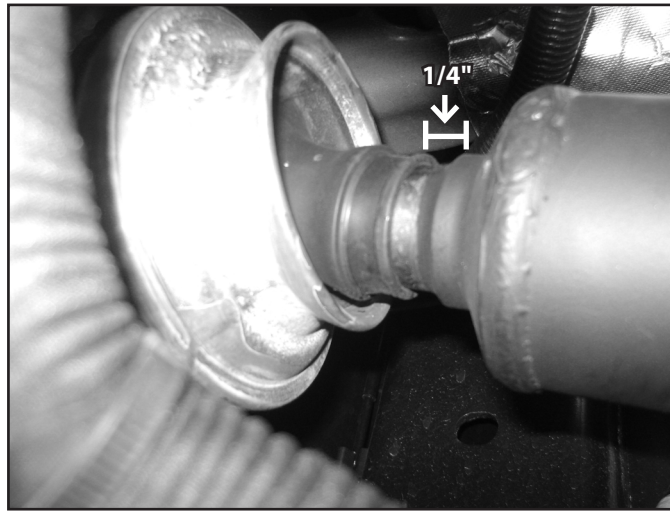


FIGURE 21B



60. Properly bleed the brake system of air and top off the brake fluid reservoir with the proper type of fluid (see owners manual).
61. 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 the CV Boot Clamp Pliers to compress the CV joint boot clamp to the front drive shaft (Fig 22).
62. Reattach the front drive shaft to the front differential with factory hardware. Tighten to 55 ft-lbs.

FIGURE 22



63. Install the front wheels and lower the vehicle to the ground. Torque lug nuts to 165 ft-lbs.
64. 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 for 4" kits. (Figure 23) The hole should be closer to the passenger's side for 6" kits. Torque hardware to 406 ft-lbs.


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

FIGURE 23 - 4" OFFSET TOWARDS DRIVER'S SIDE



65. 2017-2019 Models Only: If an indexing ring was installed, follow these instructions for the transfer case skid plate installation. Install the transfer case skid plate drop bracket on the driver side using the factory hardware into the J-nut in the frame. The bracket should be slanted towards the rear of the vehicle. Attach the transfer case skid plate to the J-nuts in the frame on the passenger side using the factory hardware. Attach the transfer case skid plate to the drop bracket on the driver's side using the 3/8" hardware from Bolt Pack 987 in the Indexing Ring kit. Torque to 20 ft-lbs (Figure 24).

FIGURE 24



66. Bounce the front of the vehicle to settle the suspension. Torque all four link hardware to 220 ft-lbs.
67. The badge can now be riveted on to the 4-link brackets using the provided 1/8" rivets. Any residue on the badge can be cleaned up using alcohol or brake cleaner before install. With the badge not installed it can be painted to what ever color you desire, or left raw as a stainless steel badge.
68. Check all hardware for proper torque.

REAR INSTALLATION

69. Raise the rear of the vehicle and support with jack stands under the frame rails just ahead of the spring hangers.
70. Remove the wheels.
71. Support the axle with a hydraulic jack.
72. Remove the OE shocks. Retain all mounting hardware.

4" AND 6" BLOCK KITS ONLY

73. 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.
74. Lower the axle and remove the factory lift block. It will not be reused.
75. 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. (Fig 1)


FIGURE 1



76. 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. (Fig 2)

FIGURE 2



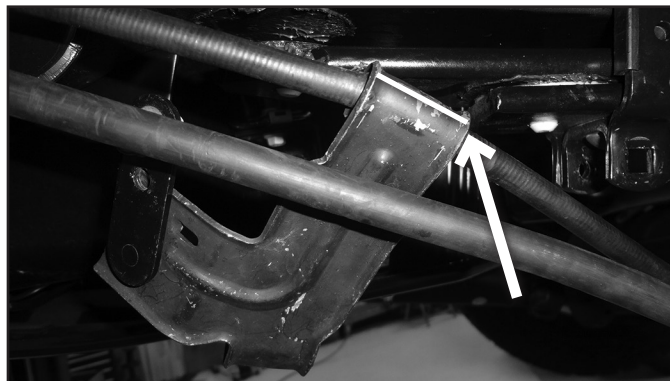
 **Tip** Ensure all u-bolts have equal thread exposed below the nut.

77. Repeat block installation of the driver's side. Take care not to over extend the brake lines.
78. If more parking brake cable slack is needed, remove the cable from the rear-most retaining bracket on the frame.

E-BRAKE CABLE RELOCATION PART 1 (4" REPLACEMENT LEAF SPRING AND ALL 6" KITS)

79. Gain slack from the E-Brake cable on the driver's side. It is easiest to pull on the cable and use a pair of vise grips to hold the cable, be careful not to damage the cable.
80. Cut the bracket for the E-brake cable that is going to the passenger side of the vehicle in order to release the cable from the bracket. See Figure 3 for which bracket and where to cut. It is easiest to cut most of the way through the steel and then bend the flange up to release the cable from the bracket. Be careful not to cut the E-brake cable!

FIGURE 3



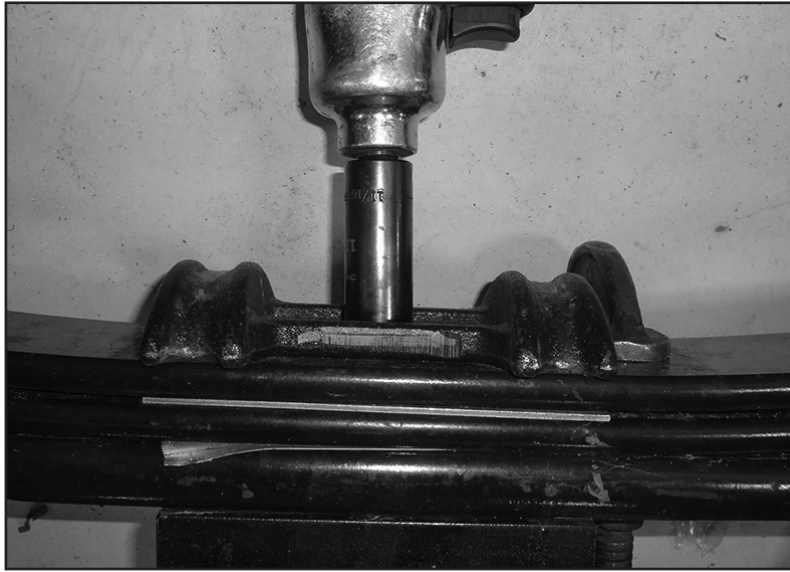
81. Depress the tabs and remove the passenger side E-brake cable from the mount on the frame.
82. Once the passenger side E-brake cable is free, remove the bolt and J-nut attaching the bracket to the frame.
83. Remove the driver side E-brake cable from the bracket and discard the bracket and hardware.
84. Remove the bolt and J-nut for smaller E-brake cable bracket. The E-brake cable relocation bracket will be reinstalled after the new leaf

4" AND 6" REPLACEMENT LEAF SPRING ONLY

85. Disconnect the passenger's side u-bolts and lower the axle from the spring.
86. **4" Kit ONLY:** Discard OE block, new leaf springs will install directly to the axle.

- 87. 6" Kit ONLY:** Retain the OE block, to be installed with the new leaf springs.
88. Loosen and remove the front spring-to-frame and rear shackle-to-frame bolts and remove the spring from the vehicle. *Note: When installing the driver's side leaf spring the fuel tank may have to be shifted towards the passenger's side of the vehicle to remove the front spring-to-frame bolt. Support the fuel tank and loosen the bolts for the fuel tank hanger. Shift the fuel tank towards the passenger's side of the vehicle to remove the leaf spring bolt.*
89. Remove the shackle from the OE spring and loosely install it on the new rear spring. Be sure that the shackle is oriented on the new spring identical to the old. The shackles mount of the longer end of the spring (opposite of the end marked with "FRT").
90. Using a pair of clamps, clamp the top and bottom of the factory leaf next to the OE upper U-bolt mount. Remove the OE upper U-bolt mount from the center pin on the top of the OE leaf spring in order to be installed on the new spring. Reassemble the OE leaf spring with the OE center pin and remove the clamps (Figure 4).

FIGURE 4



91. The OE upper U-bolt mount will be installed on the new leaf springs. Clamp the top and bottom of the new leaf springs near the center pin, but still allowing enough room to install the OE upper U-bolt mount. Remove the center pin from the new leaf springs and attach the OE upper U-bolt mount to the new leaf springs with the center pin. A pair of new center pins are provided incase the center pins in the new leaf springs strip out.

FIGURE 5



92. Install the new spring in the vehicle with the OE bolts. Use the provided 7/8" SAE Washers as spacers as needed for the front leaf spring bushing (use one on each side of the leaf spring bushing). Leave hardware loose. All of the spring pivot bolts will be torqued with the weight of the vehicle on the springs.
93. Remove all dirt and corrosion from the axle spring pad and raise the axle to the spring while aligning the center pins with the center pin holes. Fasten the spring with the provided u-bolts, 5/8" washers, 5/8" high nut, and OE lower u-bolt plate. Snug but do not torque u-bolts at this time. *Note: The U-bolts may need to be cut shorter for the socket to tighten the nuts*
94. Repeat the procedure on the driver's side. Take care not to over extend the brake lines.

E-BRAKE CABLE RELOCATION PART 2 (4" REPLACEMENT LEAF SPRING AND ALL 6" KITS)

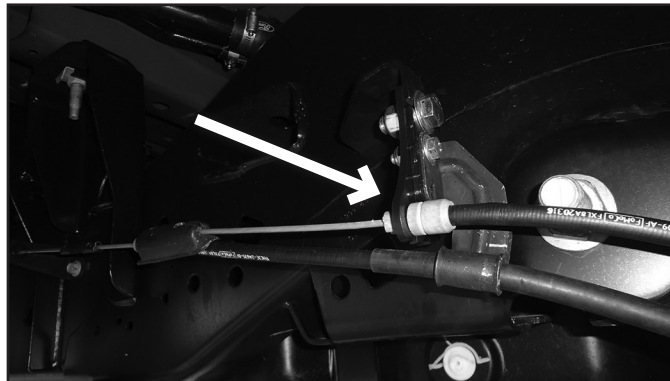
95. Install the new E-brake cable bracket with the provided 1/2" hardware and 5/16" hardware from bolt pack 989 as shown in Figure 39. The smaller driver side E-brake cable bracket will be installed in the same position as it was from the factory, but attached with the 5/16" hardware (Figure 6).

FIGURE 6



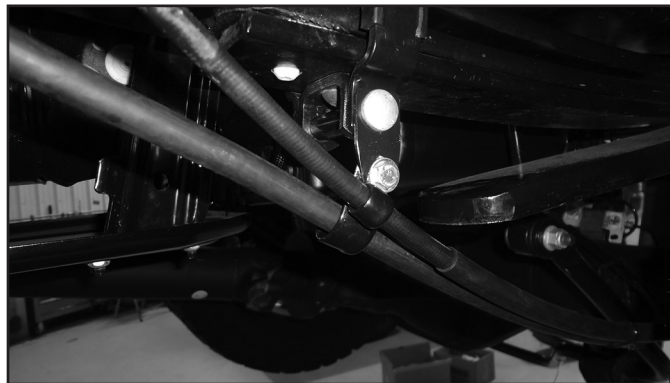
96. Install the passenger side E-brake cable into the bracket, make sure the tabs on the cable lock the cable into place.

FIGURE 7



97. Remove the 3/8" bolt on the front leaf springs clamp. Install the E-brake clamp bracket with the new provided 3/8" bolt and nut from bolt pack 998 through the leaf spring clamp. Make sure the E-brake clamp bracket is towards the outside of the leaf spring. Tighten the 3/8" hardware with the spacer tube in between to 25 ft-lbs.

FIGURE 8



98. Use the two provided wire clips from bolt pack 989 to secure both E-brake cables to the E-brake clamp bracket with the provided 5/16" hardware from bolt pack 989.

ALL REAR KITS

99. Install the new shocks with the original mounting hardware.
100. Retain ABS wires and vacuum lines with included zip ties. Ensure there is adequate slack at droop and no interference.
101. Install wheels, cycle steering to check for brake line, ABS wire, ETC to tire clearance. With clearance verified lower the vehicle to the ground.
102. With the weight of the vehicle on the axle, torque the u-bolts to 130-150 ft-lbs.
103. Check all hardware for proper torque.
104. 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.
105. 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. (Fig 9A - incorrect, clamps will interfere with sway bar, Fig 9B - correct clearance)
106. An alignment is recommended, but not necessary. BDS recommends running caster at or above the maximum specification for improved handling / driving purposes.
107. Adjust headlights
108. Check hardware after 500 miles.

FIGURE 9A *INCORRECT*

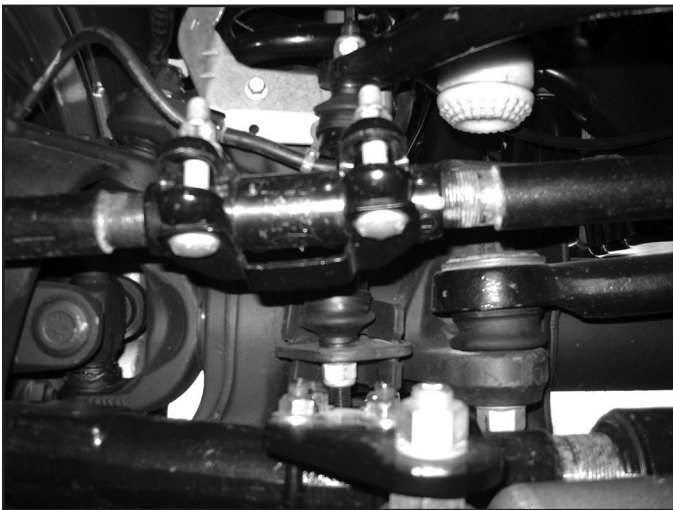
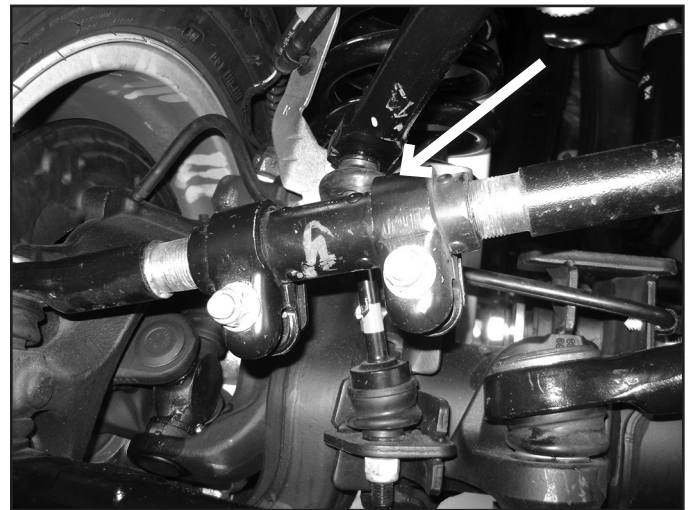


FIGURE 9B *CORRECT*



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