

Front Box Kit

Ford F250 Pickup | 1980-1996

Part #: 013401

Rev. 110615



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SAFETY WARNING

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.

PRE-INSTALLATION NOTES

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

Box Kit 013401		
Part #	Qty	Description
083401R	1	Pitman Arm
N96FH-B	8	9/16" Fine High Nut
W96S-B	8	9/16" SAE Flatwasher
01000B	2	Bump Stop Extension
01037A	1	F-250 Axle Pivot Brkt-DS
01038A	1	F-250 Axle Pivot Brkt-PS
SBLA	2	Brake Adapters
963180900Q	4	9/16 x 3-1/8 x 9" Square U-Bolt
BP013401	1	Bolt Pack
	8	3/8"-16 x 1-1/4" Bolt
	2	3/8"-16 x 1" Bolt
	2	7/16"-14 x 1-1/2" Bolt
	4	3/8"-16 x 4-1/2" Bolt
	2	7/16"-14 Prevailing Torque Nut
	2	5/16" USS Washer
	4	7/16" USS Washer
	20	3/8" USS Washer
	10	3/8"-16 Prevailing Torque Nut

POST-INSTALLATION WARNINGS

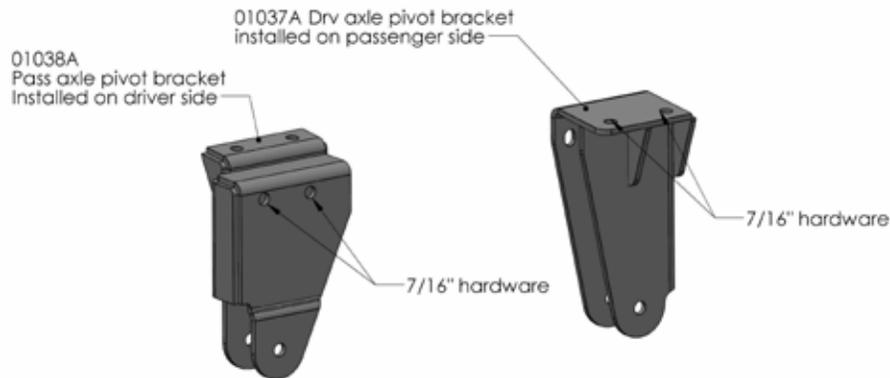
1. Check all fasteners for proper torque. Check to ensure for adequate clearance between all rotating, mobile, fixed, and heated members. Verify clearance between exhaust and brake lines, fuel lines, fuel tank, floor boards and wiring harness. Check steering gear for clearance. Test and inspect brake system.
2. Perform steering sweep to ensure front brake hoses have adequate slack and do not contact any rotating, mobile or heated members. Inspect rear brake hoses at full extension for adequate slack. Failure to perform hose check/ replacement may result in component failure. Longer replacement hoses, if needed can be purchased from a local parts supplier.
3. Perform head light check and adjustment.
4. Re-torque all fasteners after 500 miles. Always inspect fasteners and components during routine servicing.

INSTALLATION INSTRUCTIONS

1. Safely raise the vehicle and support with jack stands for safety.
2. Remove the tires and wheels.
3. Place support floor jack under the front axle.
4. Remove OE shock absorbers. Retain hardware.
5. If front anti-sway bar is present, you will need a BDS #123401 sway bar extension kit. Disconnect the front anti-sway bar at the frame and follow the extension kit instructions.
6. Remove the brake line bracket from the frame rails.
7. Support axles and loosen the factory u-bolts, but do not remove at this time.
8. Carefully remove the axle pivot bolts and allow the axles to disengage from the brackets.

- Remove the stock axle pivot brackets and replace with the supplied BDS axle pivot drop brackets using the OE fasteners. Use the supplied 7/16" fasteners in the front holes of the driver side axle pivot bracket and the rear hole of the passenger side bracket. Install bolts from inside the bracket out. Torque hardware to 55 ft.lbs.

FIGURE 1



- Install the axles in to the axle pivot brackets using the OE fasteners, but do not torque until the vehicle is on the ground and settled into place.
- With floor jack under the axle, remove the OE u-bolts at the spring to axle connection.
- Use the floor jack to lower the axle. Do not over extend the brake lines.
- Remove the stock springs. Retain spring bolts.
- Install new BDS springs using the OE fasteners, **but do not torque at this time**. Do not tighten the spring eyes until the vehicle is on the ground and has settled into place. The center pin is offset. The shorter side of the spring goes toward the front of the vehicle.
- Install u-bolts to reconnect the axle to the springs. Be sure to align center pin with spring seat. Tighten, but do not torque at this time.
Note: It may be necessary to drill out the top spring plate/shock mounting plate in order to accept the center pin nut on the new leaf spring pack.
- Remove existing bump stops from frame and install square BDS drop bracket between the bump stop and the frame using the supplied 3/8"x1-1/4" bolts.
- Install brake line extension bracket between the existing brackets and the frame using the supplied 3/8"x1-1/4" bolts, nuts, and washers. torque to 35 ft.lbs.
- Disconnect the steering drag link from the pitman arm. Retain hardware. Mark the relationship between the pitman arm and the steering sector shaft. Remove the pitman arm nut and lock washer. Remove the pitman arm from the steering box with an appropriate puller.
- Install the new pitman arm on the steering box in the same orientation as the OE pitman arm was removed. Fasten the pitman arm with the OE lock washer and nut. Torque nut to 185 ft.lbs.
- Install the steering drag link end in the pitman arm and fasten with the OE hardwar. Torque nut to 55 ft.lbs. and install cotter pin. Never loosen the nut to line up the cotter pin hole, only tighten.
- Install appropriate BDS shocks, tires and wheels.
- Lower the vehicle to the floor.
- Torque the axle pivot bolts to 77 ft.lbs. Torque the front spring hanger and shackle bolts to 120 ft.lbs. Torque U-bolts to 100-120 ft.lbs. Check for the proper torque on all remaining hardware.
- Front end alignment is required immediately after installation.