

87561



2008 - 2014 FORD F250 / F350 6" RADIUS ARM KIT W/ REAR BLOCKS

- 100% Bolt On
- 6" Coil Spring With Factory Like Ride
- Forged Pitman Arm And Track Bar Drop Bracket Matched For Problem Free Steering
- Easy To Install Radius Arm Drop Brackets Or Optional Replacement Radius Arm
- Rear Lift Block To Maintain Factory Ride And Load Capacity
- Maintains Factory Steering Dampener



86561

2005-2007 FORD F250 4WD 6" RADIUS ARM KIT

87561-1 COMPONENT BOX 1

- 1) Left Trailing Arm
- 1) Right Trailing Arm
- 1) Track Bar Bracket
- 2) Track Bar Alignment Cams Sd08-106 V Notch
- 1) Pitman Arm (FD700)
- 1) Left Sway Bar Drop
- 1) Right Sway Bar Drop

Hardware Bag 1

- 3) 9/16" X 3 1/2" Bolts
- 3) 9/16" Nylock Nuts
- 6) 9/16" Washers
- 4) 7/16" X 1 1/4 Bolts
- 4) 7/16" Nylock Nuts
- 8) 7/16" Washers
- 1) 18mm Nylock Nut
- 1) 18mm Washer

86560-6 6" COIL SPRINGS

- 2) 6" Coil Springs

FSDBK300-416F 4" BLOCK KIT

- 2) 4" Flat Lift Blocks
- 4) 9/16-18 X 16" Round U Bolts
- 8) 9/16" Washers
- 8) 9/16" Fine Nuts
- 2) Sway Bar End Links Brackets
- 2) 1/2" X 1 1/2" Bolts
- 2) 1/2" Nylock Nuts
- 4) 1/2" Washers

Hardware Bag 2

- 2) Front Brake Line Brackets
- 1) Rear Brake Line Bracket
- 3) 5/16" X 1" Bolts
- 3) 5/16" Nylock Nuts
- 6) 5/16" Washers

86561-33 STEERING STABILIZER BRACKET KIT

- 1) Stabilizer Bracket
- 1) 12mm X 1.75 X 180mm bolt

BASIC SHOCKS

- Front 126510
- Rear 132000

See Web Site for Bushing Installation Tools Part# SD100900

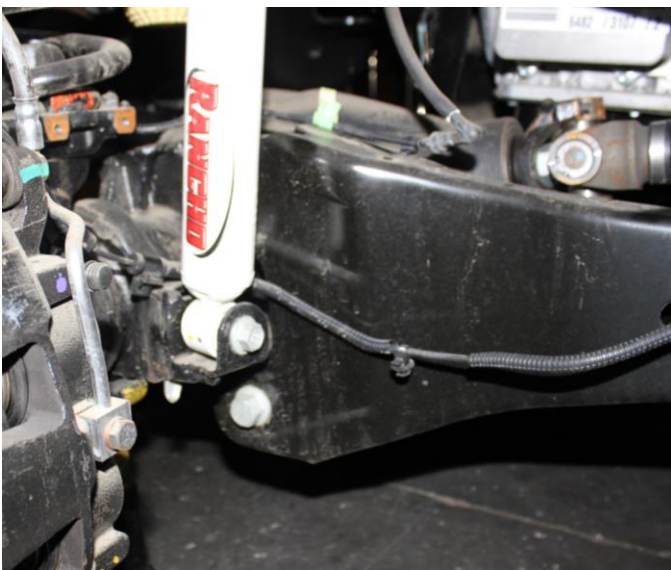
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- Use 315/70R17 tires w/ 17x8 wheels w/ 4 1/2" BS w/ minor trimming
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- Use 325/65R18 tires w/ 18x9.5 wheels w/ 4 3/4" BS w/ minor trimming
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- Use 35/12.50R20 tires w/ 20x10 wheels w/ 5" BS w/ minor trimming

1) Disconnect the negative terminal on the battery. Jack up the front end of the truck and support the frame, at the front frame rails, with jack stands. NEVER WORK UNDER AN UNSUPPORTED VEHICLE. Remove the front tires.

2) Working from both sides of the truck, Remove the brake line and ABS line tabs from the rear side of the coil spring mount on the axle and follow the line up the control arm unclipping from the arm and frame save the hardware.



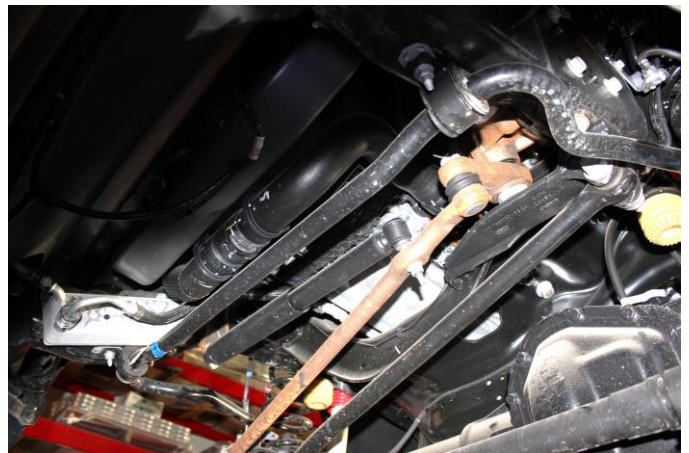
3) Locate the ABS lines on the radius arms and disconnect it at its two mounting points. Use care not to damage the plastic clips on the ABS line as they will be reused, discard the bolt from the bracket.



4) Remove the sway bar end links from the axle mount and save with the hardware.



5) Remove the factory sway bar and save hardware for assembly.



6) Remove the factory steering stabilizer from the frame mount discard hardware. Leave the steering stabilizer connected to the drag link.



7) Remove the cotter pin and nut from the pitman arm.



8) Remove the drag link from the pitman arm and save factory hardware. You will need to strike the pitman arm with a large hammer to dislodge the drag link from the pitman arm.



9) Remove the trac bar from the frame bracket and save the original hardware.



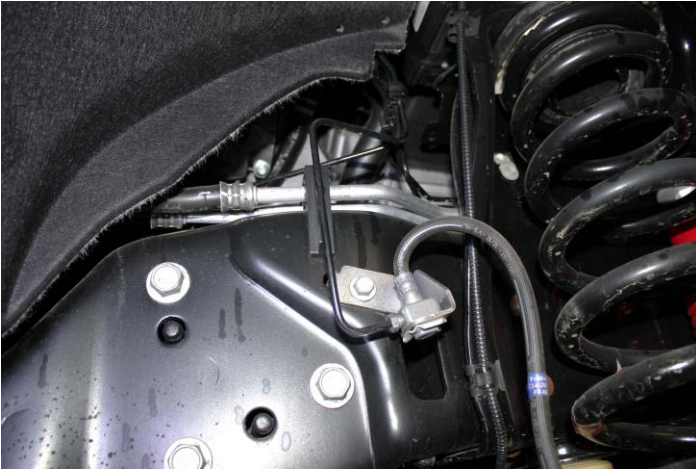
10) Remove the trac bar bracket from the frame and save the original hardware and discard the factory trac bar bracket.



11) Remove the factory pitman arm from the steering box using a large pitman arm puller or large two-jaw puller. Save the hardware and discard the pitman arm.



12) Remove the brake line bracket from the frame allowing the axle to droop without stretching the lines.



13) Remove the brake line bracket from the lower axle perch.



14) Supporting the front axle with two floor jacks, Remove the upper shock mounting hardware.



15) Remove the lower shock hardware, Remove shock.



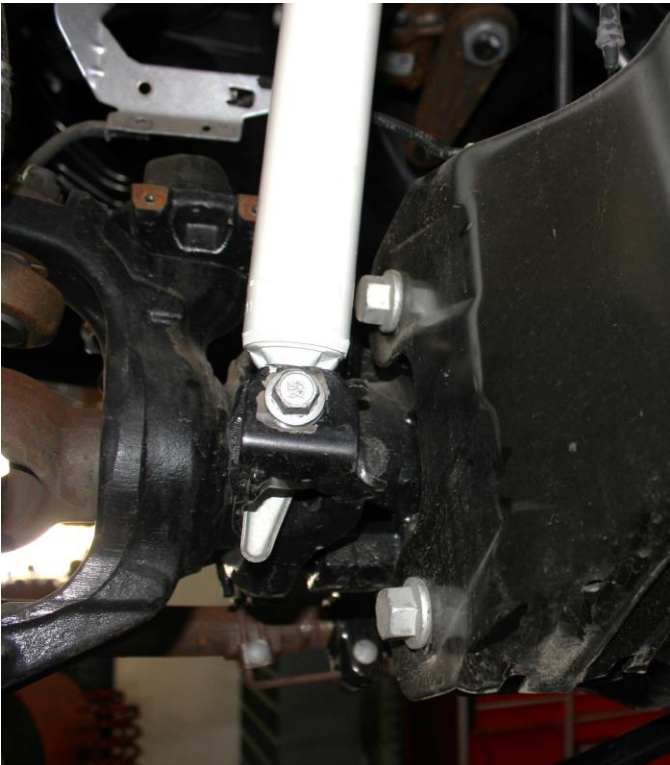
16) Lower the front axle allowing the coil springs to come free of tension. CAUTION WHEN WORKING WITH COIL SPRINGS UNDER LOAD! Remove the coil springs from the truck and discard, save the factory upper coil isolator



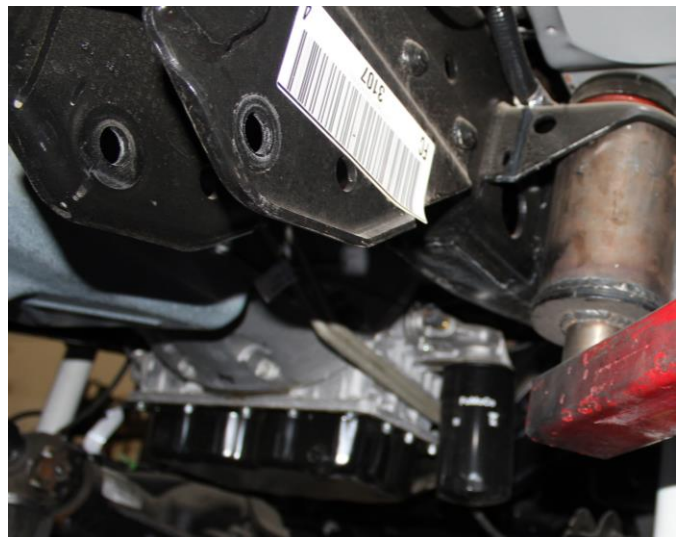
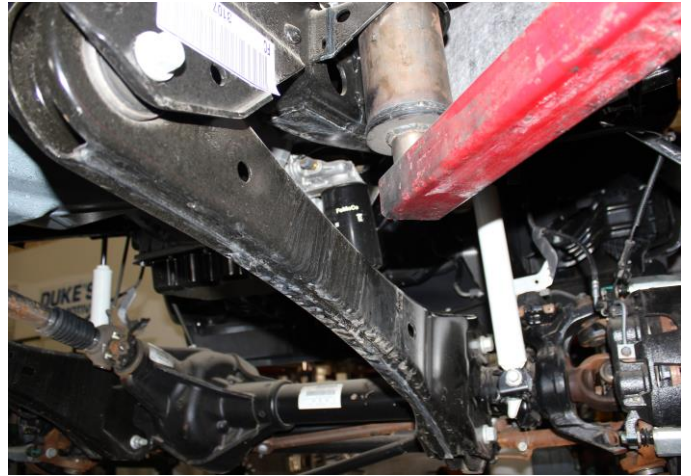
17) Using a die grinder, remove approximately 3/16" from the shock mount as shown below.



18) Install the supplied shocks to allow the axle to hang from.



19) With the front axle still supported by the floor jacks remove both front factory radius arms from axle and factory frame mounts. Save the factory frame pivot bolts and the factory front pivot bolt from the axle mounts.



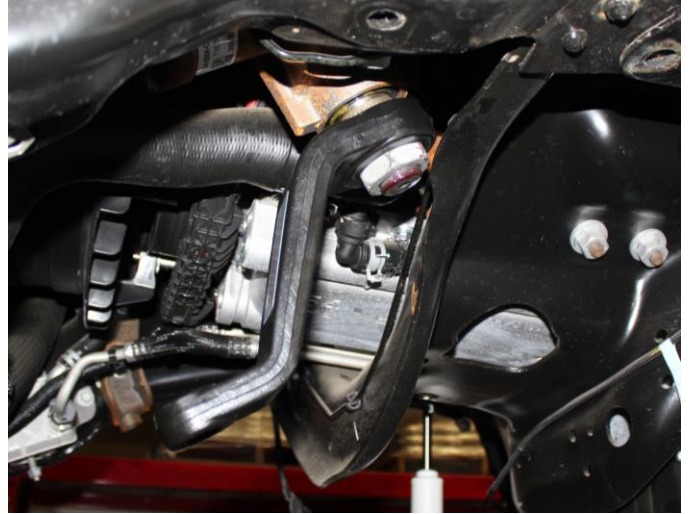
20) Using a press remove the factory bushing in the factory radius arm. Carefull Not to Damage The Bushings.



21) Press the factory bushing into the new FTS radius arms. Make sure the bushing seat themselves.

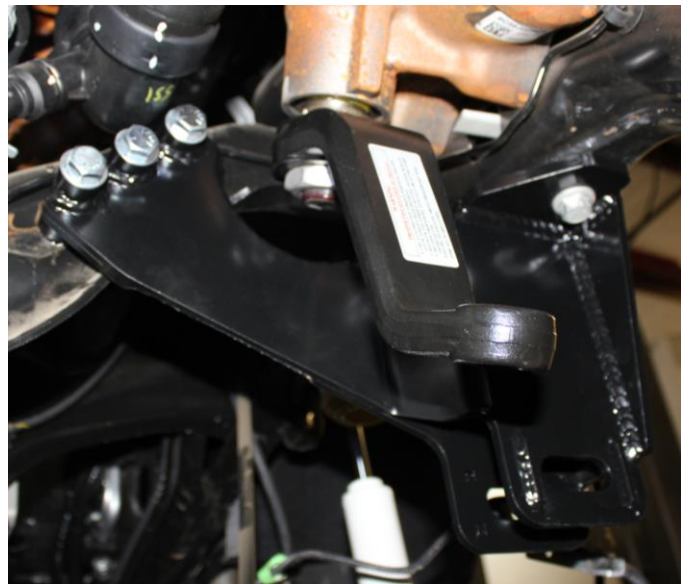
23) Repeat step 22 on the driver side of the truck.

24) Install new drop pitman arm. Attach to the steering box in the same indexed position as the factory pitman arm was when removed. Torque Sector Shaft Nut to 350 ft. lbs. Use Loctite on the Threads.



25) Install the FTS Trac Bar Frame Bracket. Attach to the frame using the factory hardware in the same position. Use the supplied 9/16" x 3 1/2" hardware as shown below Torque bolts to 110 ft. lbs. **DO NOT ATTACH THE TRAC BAR TO THE FRAME BRACKET AT THIS TIME.**

22) Working from the passenger side of the truck, Install passenger side radius arm onto the truck. First attach the radius arm to the axle mounts using the factory pivot bolt. then attach the rear pivot to the frame mount and use the factory bolt. Leave loose at this time.



26) Install the 6" coil springs into the truck in the factory location using the original factory upper coil isolator. Make sure that the coil spring is seated correctly in the upper and lower mounts.



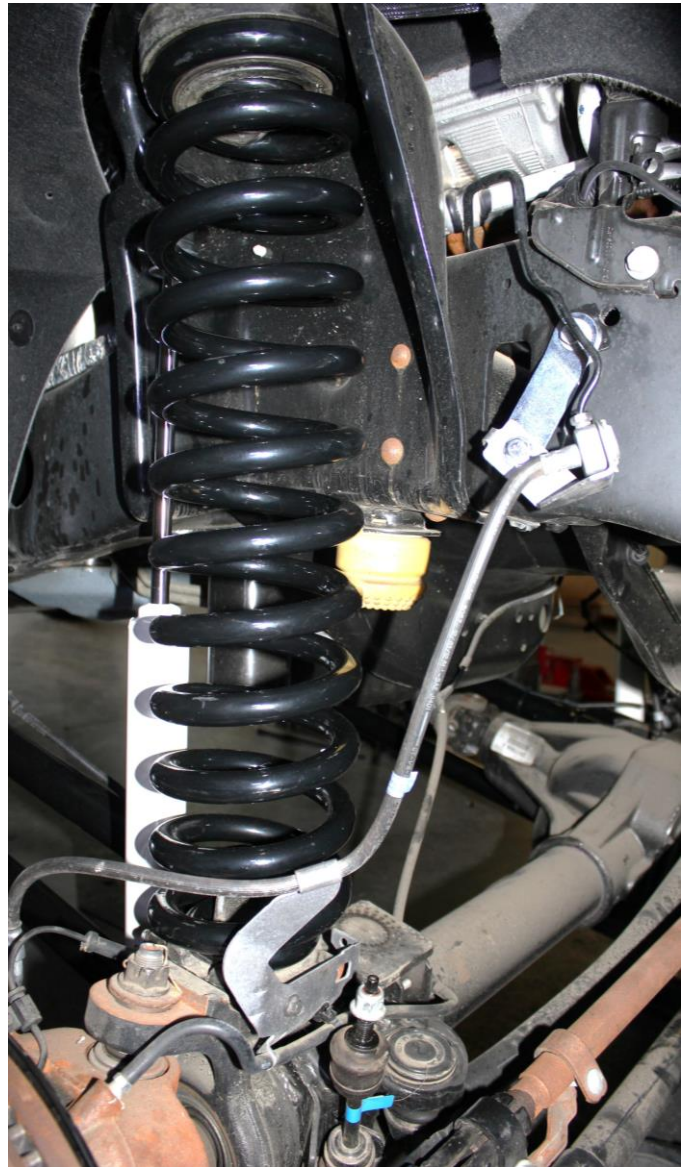
27) Using a floor jack raise the front axle enough to compress the front coils approx. 1". Install supplied front shocks.



28) Torque the front and rear radius arm pivot bolts to 200 ft. lbs.



29) Install the new FTS brake lines brackets using the supplied 5/16 x 1" hardware as shown. Reconnect the lower brake line bracket to the factory perch using factory hardware.



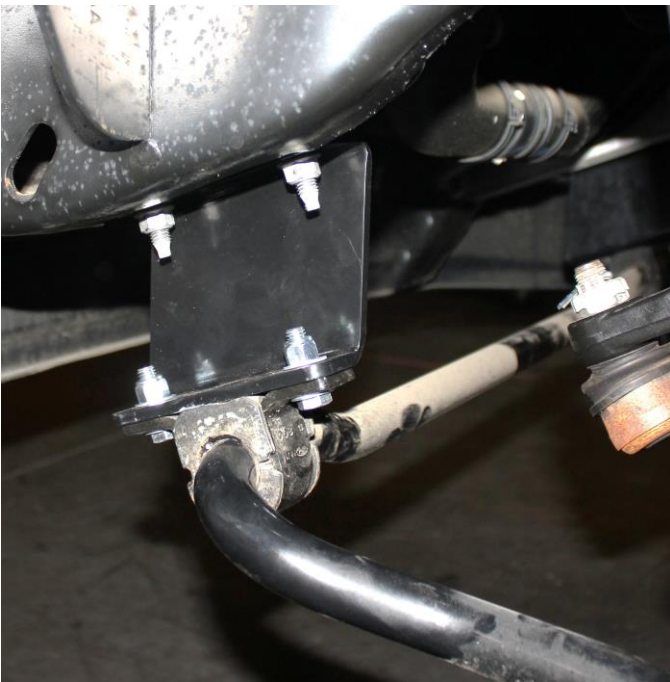
30) Working on the driver side, disconnect the four wheel drive vacuum line from the front brake line bracket and reposition and reconnect behind the coil spring mount. Follow the 4wd vacuum line up to the 120 degree connector and remove it from the line and re-connect the lines with the existing line splint. Attach the vacuum line to the ABS line at the coil mount with a zip ties and attach the vacuum line to the front differential vent hose with 2 more zip ties. (this keeps all the lines in place during suspension travel, failure to follow this step could cause ABS or 4wd failure).

Optional steering stabilizer bracket

31) Install the steering stabilizer drop bracket in the factory location using the 12mm x 180mm original hardware. Torque to 50 ft. lbs.



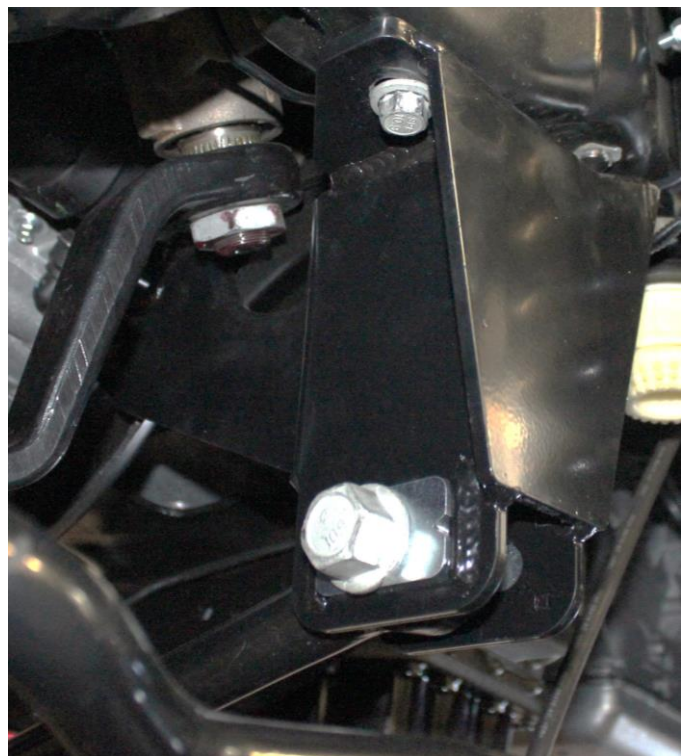
32) Install sway bar frame drop brackets and attach to the frame where the sway bar was originally attached using the factory hardware. Using the supplied 7/16" X 1 1/4" hardware, attach the sway bar to the new drop brackets and torque to 45 ft. lbs.



33) Reattach the factory sway bar end links to the axle mounts using the factory hardware. Torque to 40 ft. lbs.



34) Position the factory trac bar into the new trac bar bracket. Note: You may need to raise the axle up or down to align the hole. Using the original bolt insert it from the front side of the bracket towards the back. Torque the trac bar bolt to 400 ft. lbs. See #35 for Instruction on how to install the track bar cam washer



35) Install the trac bar cam as shown for the 6" kit.
Note the direction of the v notch cut in the cam plate.



36) Install front tires and wheels. Torque lug nuts to wheel manufacturer's specifications.

37) Re-check all front hardware at this time for correct torque tightness.

38) Check the front brake lines and ABS line at this time for proper clearance from all moving parts. You will want to steer the wheels from left to right to make sure the lines clear the wheels. Check fender to tire clearance, trim as needed. Adjust the front headlights.

39) Complete a full alignment on the truck.

40) RETORQUE ALL NUTS, BOLTS AND LUGS AFTER 500 MILES. Re-adjust headlights.

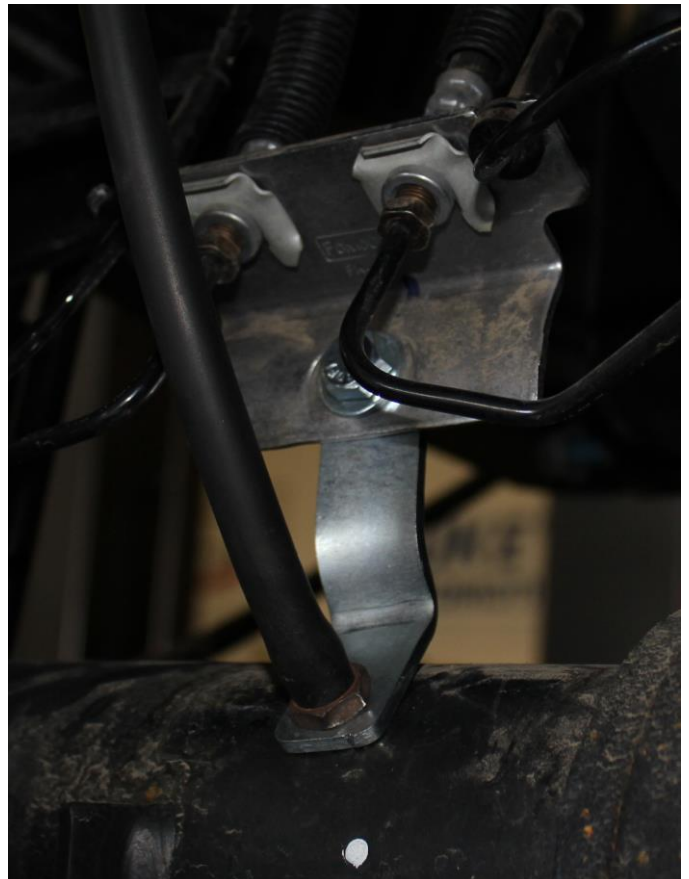
REAR INSTRUCTIONS FOR FTS BLOCK KIT

1) Disconnect the sway bar end links. (If Applicable)



2) Remove rear shocks.

3) Install rear brake line extension bracket as shown below.



4) Remove the U-bolts from truck and discard. Lower the axle down slowly. Use care not to over extend the brake hose.



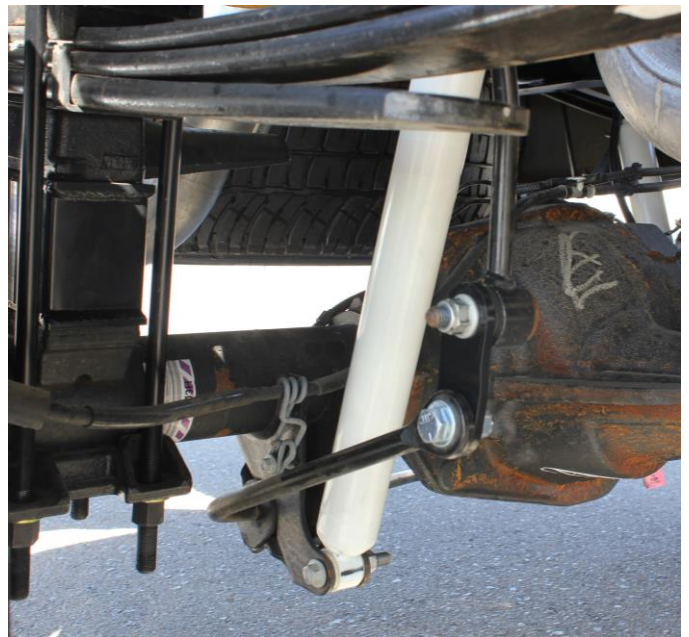
5) Install the rear lift blocks, the factory block will be positioned on top of the new block, with the short center pin of both blocks facing down, to the axle. Using the supplied U-bolts, nuts, washers align axle, lift blocks, and springs and torque to U-Bolts to 90lbs.



6) Install FTS shock with the factory hardware and torque bolts to 65lbs.



7) Install the rear sway bar end link extensions using the supplied 1/2" x 1 1/2" hardware.



- 8) Install tires and wheels and torque lug nuts to wheel manufacturer's specifications.
- 9) Remove the jack stands and set the truck back onto the ground.
- 10) Check the torque on all fasteners.



Product Warranty and Warnings-

FTS provides a Limited Lifetime Warranty to the original retail purchaser who owns the vehicle, on which the product was originally installed, for defects in workmanship and materials. The Limited Lifetime Warranty excludes the following FTS items; bushings, bump stops, ball joints, tie rod ends, limiting straps, cross shafts, heim joints. These parts are subject to wear and are not considered defective when worn. They are warranted for 60 days from the date of purchase for defects in workmanship.

Reservoir shocks are considered a serviceable shock with a one year warranty on leakage only. Service seal kits are available separately for future maintenance. All other shocks are covered under our Limited Lifetime Warranty.

FTS does not warrant any product for finish, alterations, modifications and/or installation contrary to FTS instructions. Alterations to the finish of the parts including but not limited to painting, powder coating, plating and/or welding will void all warranties. Some finish damage may occur to parts during shipping which is considered normal and is not covered under warranty.

FTS products are not designed nor intended to be installed on vehicles used in race applications or for racing purposes or for similar activities. (A "RACE" is defined as any contest between two or more vehicles, or any contest of one or more vehicle against the clock, whether or not such contest is for a prize). This warranty does not include coverage for police or taxi vehicles, race vehicles, or vehicles used for government or commercial purposes. Also excluded from this warranty are sales outside of the United States of America. Installation of most suspension products will raise the center of gravity of the vehicle and will cause the vehicle to handle differently than stock. It may increase the vehicle's susceptibility to a rollover, on road and off road, at all speeds. Extreme care should be taken to operate the vehicle safely at all times to prevent rollover or loss of control resulting in serious injury or death.

FTS makes every effort to ensure suspension product compatibility with all vehicles listed in the catalog, but due to unknown auto manufacturer's production changes and/or inconsistencies by the auto manufacturer,

FTS cannot be responsible for 100% compatibility, including the fitment of tire and wheel sizes listed. The Tire and Wheel sizes listed in FTS's catalog are only a guideline for street driving with noted fender trimming. FTS is not responsible for damages to the vehicle's body or tires.

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