102 S. Michigan Ave., Coldwater, MI 49036
Phone: 517-279-2135
Web/live chat: www.bds-suspension.com
E-mail: tech@bds-suspension.com

Part#: **013001**
Product: **Front Box Kit**
Application: **Ford F-100/F-150 & Bronco**

READ AND UNDERSTAND ALL INSTRUCTIONS AND WARNINGS PRIOR TO INSTALLATION OF SYSTEM AND OPERATION OF VEHICLE.

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.

PRODUCT SAFETY WARNING 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.

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.

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.

PARTS LIST

Part #	Qty	Description
083401R	1	Ford drop pitman arm
01005	1	Axle pivot drop bracket - DS
01006	1	Axle pivot drop bracket - PS
01007	1	Radius arm drop brkt - DS
01008	1	Radius arm drop brkt - PS
BP013001	1	Bolt Pack
	1	*9/16"-12 x 3 1/2" bolt grade 8 yellow zinc*
	2	*9/16" SAE Thru hardened washer yellow zinc*
	1	*9/16"-12 prevailing torque nut yellow zinc*
	2	*1/2"-13 x 1 1/2" bolt grade 8 yellow zinc*
	4	*1/2" USS washer yellow zinc*
	2	*1/2"-13 prevailing torque nut yellow zinc*
	12	*7/16"-14 x 1 1/4" bolt grade 8 yellow zinc*
	24	*3/8" USS washer yellow zinc*
	12	*7/16"-14 prevailing torque nut yellow zinc*
	2	*5/16"-18 x 1-1/4" bolt - grade 5 - clear zinc*
	4	*1/4" USS washer - Clear zinc*
	2	*5/16"-18 Nylock nut - clear zinc*

SPECIAL TOOLS & LITERATURE

- High Quality Jack Stands
- Air Chisel/Drill/Torches (for removing OEM rivets from the frame)
- SAE and Metric wrenches
- OEM service manual for the year/application of the vehicle

FRONT SYSTEM INSTALLATION

1. Park vehicle on clean, flat, and level surface. Block the rear wheels for safety.
2. Lift front of vehicle with hydraulic jack. Secure frame rails with jack stands. If installing optional long radius arms, make sure there will be clearance for brackets.
3. Remove wheels
4. Disconnect the anti-sway bar (if equipped) from the frame, retain hardware. (Fig 1)
5. Disconnect steering linkage from pitman arm, retain nut. (Fig 2)

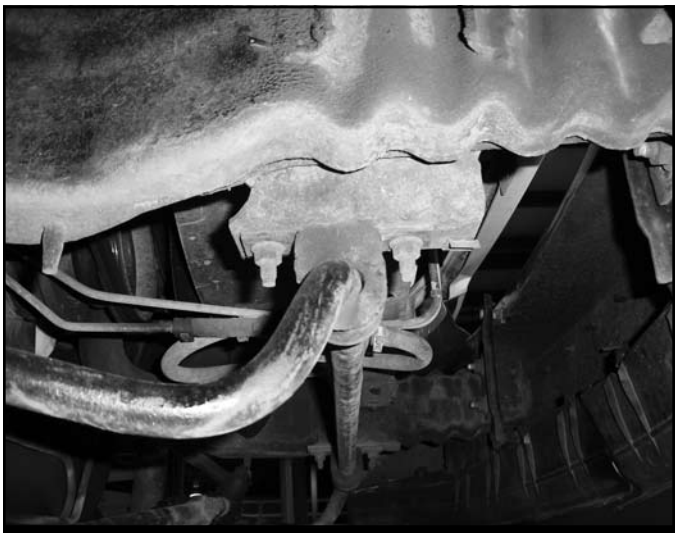


Fig 1

Fig 2

6. Remove pitman arm from sector shaft with appropriate puller.
7. Install new pitman arm with OE hardware. Tighten nut to factory specifications.
8. Remove radius arm nut and bushing, retain bushings and nut. (Fig 3)

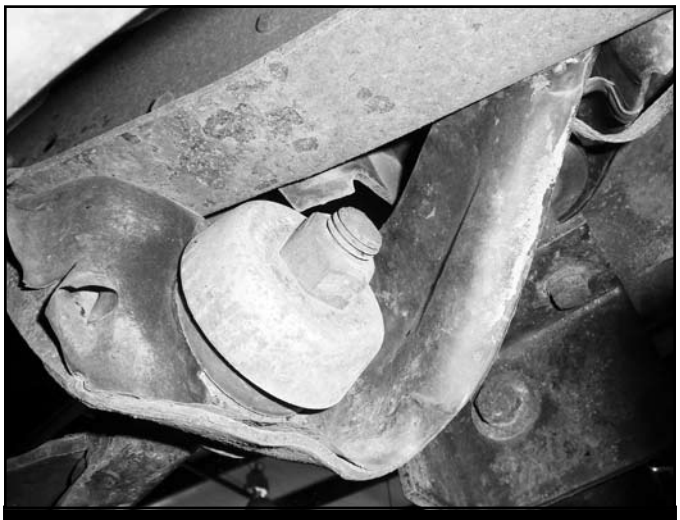


Fig 3

9. Place a hydraulic jack under the radius arm bracket. Remove OEM rivets and bolts that attach the bracket to frame rail, discard hardware. Lower jack and move to radius arm at axle mount, under the coil. (Fig 4)
10. Support the axle with a hydraulic jack under the coil spring. Remove shocks and lower the axle until there is no load on the coil. The upper shock bushings will not be reused when the kit is installed with BDS replacement shocks. They can be removed with a punch / chisel and hammer.
11. Remove J-clips, retain hardware. Lower the axle and pull the top of the coil from the upper coil bucket. (Fig 5)

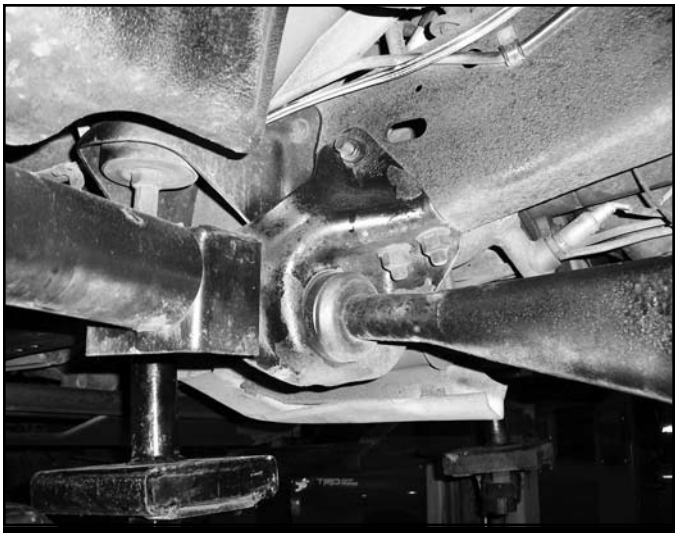


Fig 4

Fig 5

12. Remove the nut and captive washer retaining the coil to axle, retain hardware. Remove the coil from vehicle. (Fig 6a/6b)

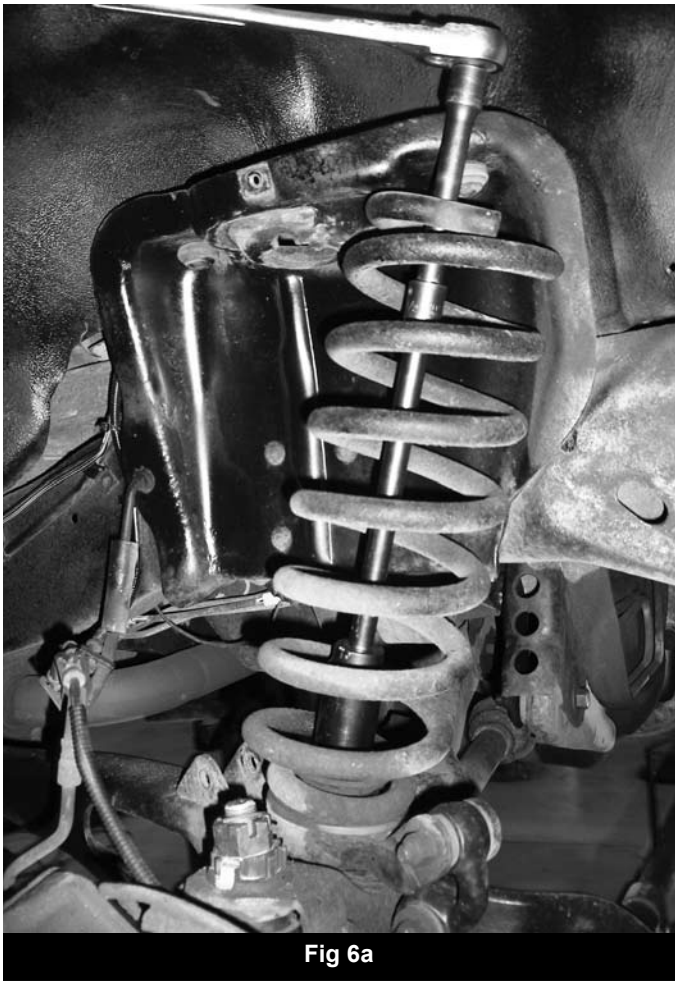


Fig 6a

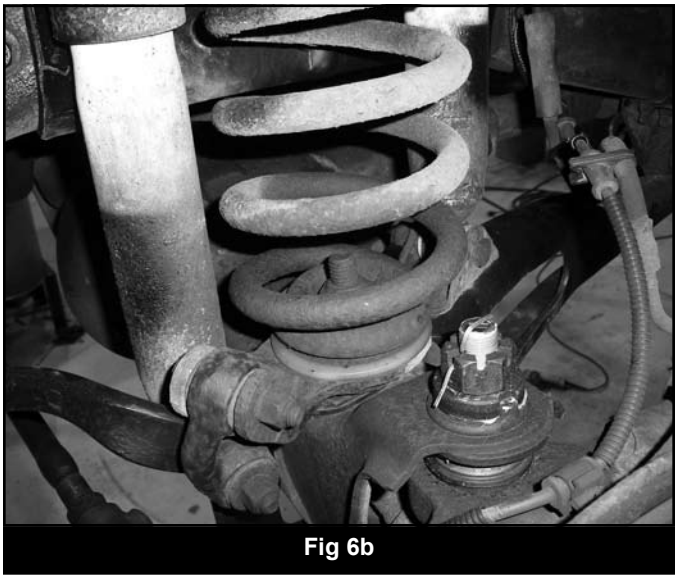


Fig 6b

13. Install shocks at this time. Do not tighten any of the hardware. The shocks will limit the droop of the axle during assembly, and will be removed later for installation of the new coil.

14. Remove axle pivot bolt, repeat for opposite side, and retain hardware.

15. Remove bracket from the passenger's side of the vehicle, retain hardware (Fig 7a/7b). Install new bracket with OE hardware, leave hardware loose at this time. Install radius arm into bracket with OE bolt. Snug, but do not tighten at this time. Final torque will be done with the weight of the vehicle on the ground with the suspension at ride height. (Fig 9a/9b)

Fig 7a

Fig 7b

16. Cut out the template on the back of the instruction sheet. Place template as shown in the figure. Note: Match the holes to be drilled to the replacement bracket given in the kit. The two holes shown should be vertical, and the outer profile should be horizontal. Drill holes out to 9/16". (Fig 8)

Fig 8

17. Install bracket with a new 9/16" x 3" bolt with nut and washers through the OE mounting hole. Attach bracket to drilled holes with ½" x 1-1/2" bolts with nuts and washers. Leave hardware loose at this time.

18. Install axle pivot location into bracket with OE hardware. Reference the figure for which holes to mount the brackets in. The 4" kit will use the top hole, the 6" kit will use the bottom hole (closest to the ground). Snug, but do not tighten at this time. Final torque will be done with the weight of the vehicle on the ground with the suspension at ride height. (Fig 9a / 9b)

Fig 9a

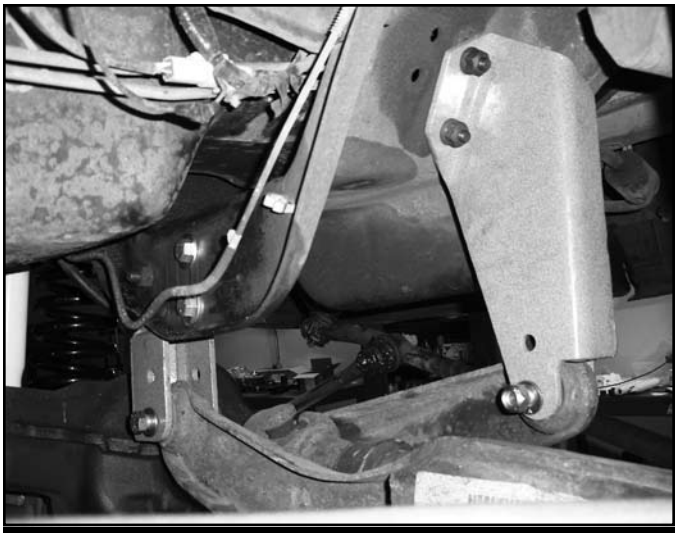


Fig 9b

19. Tighten axle pivot drop bracket hardware as follows: 9/16” 110 ft-lbs, ½” 75 ft-lbs.

20. Install radius arm drop brackets on frame rails with 7/16” hardware. Tighten hardware to 50 ft-lbs. (Fig 10

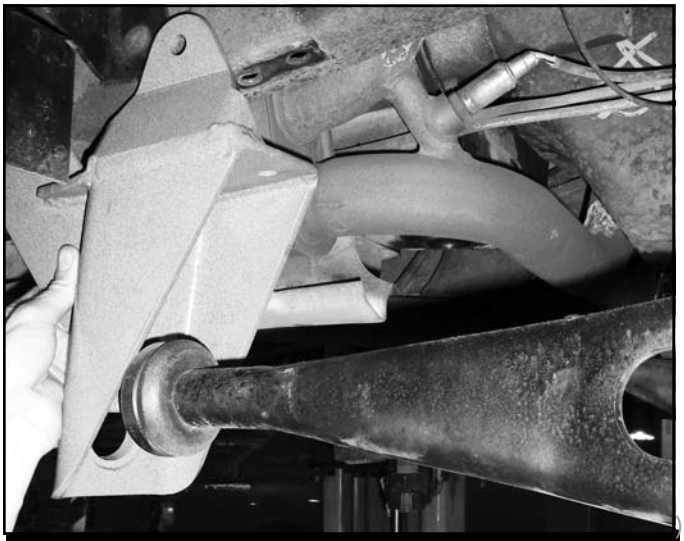


Fig 10

21. Install OE radius arms with OE bushings and hardware at this time, snug but do not tighten at this time.

22. Support the front axle with a hydraulic jack. Disconnect the front shocks that were temporarily installed to allow the axle to droop.

23. Attach radius arm drop brackets on frame rails to existing holes with 7/16" hardware. Use bracket as a guide and drill remaining mounting holes with 1/2" drill bit. Secure remaining mounting points with supplied 7/16" hardware. Do not tighten at this time.

24. Reattach shocks with new bushings, new upper nut with jam nut, and OE lower hardware. Repeat for auxiliary shock if applicable.

25. Form the brake line at the caliper (bend towards frame rail) to allow for adequate slack in the line at full droop. Cycle the steering to ensure that there is adequate slack in the line. If there is not enough slack, replacement longer length lines must be installed. If lines are installed the brake system must be bled prior to vehicle operation. (Fig 11)

Fig 11

26. If front anti-sway bar is present, then install BDS sway-bar extension kit #123401 (ordered separately) at this time. Install the bracket to the frame using the 3/8" fasteners, do not tighten at this time. Attach the OEM sway bar bracket to the extension bracket and tighten all fasteners to specification.
27. If optional bump stop extension kit #129000 was purchased, Remove nut that attaches bump stops to frame. Install bump stop drop brackets. Attach with 3/8" x 1-1/4" bolt, washers, and nut, the hole in the frame may have to be slightly enlarged to clear the bolt. Tighten to 30 ft-lbs. Attach bump stops to drop brackets. Order kit # 170001 if you want new polyurethane bump stops, not included with this kit. (Fig 12)

Fig 12

28. If optional upper ball joint cams were purchased, install them at this time. Reference the OE service manual for proper removal and installation.
29. Reattach steering linkage to pitman arm with OE nut and new cotter pin.
30. Reinstall wheels and torque lug nuts to OE specifications.
31. Install applicable BDS shocks for your vehicle and amount of lift.
32. Install the desired BDS rear lift system at this time.
33. Lower vehicle to ground, bounce the suspension to allow it to settle. Tighten lower axle pivot bolts to 105 ft-lbs. Tighten radius arm bushing nuts until nut bottoms out.
34. Adjust headlights as needed.
35. Align front end to OEM alignment specifications before operating.
36. Be sure to check all fasteners and the alignment after 500 miles operation.

SUPPLIED FASTENERS TORQUE SPECIFICATION

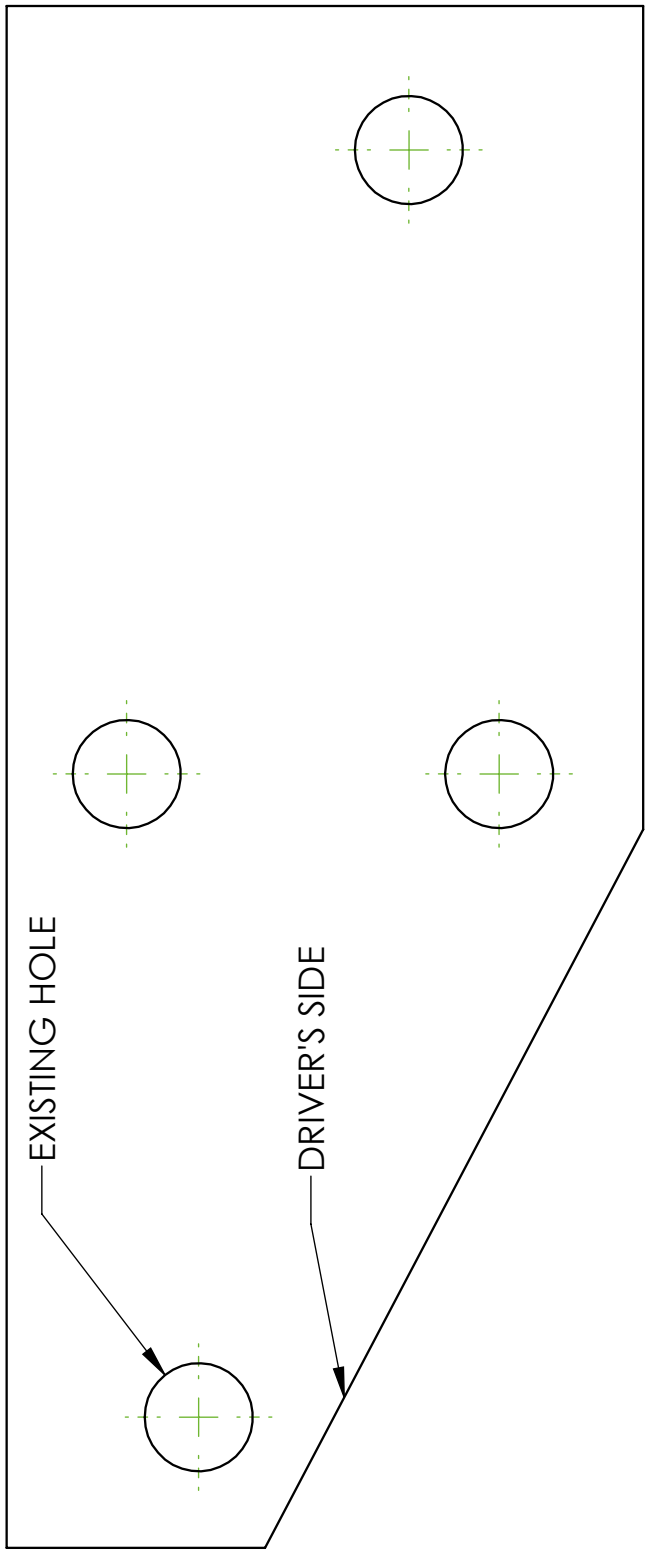
- 1/4" Fasteners 17 ft lbs
- 3/8" Fasteners 30 ft lbs
- 7/16" Fasteners 55 ft lbs
- 1/2" Fasteners 75 ft lbs
- 9/16" Fasteners 105 ft lbs

NOTICE TO DEALER/INSTALLER

These instructions, the warning card, and included decals must be given to the owner of this BDS Suspension product.

For questions, technical support and warranty issues relating to this BDS Suspension product, please contact your distributor/installer before contacting BDS Suspension directly.

Sold/Installed by:


EXISTING HOLE
DRIVER'S SIDE

Add-A-Leaf

Installation Instructions

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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. Secure and properly block vehicle prior to installation of BDS Suspension components. Always wear safety glasses when using power tools.
4. To properly perform installation, you must use two (2) large C-clamps or a large vise to contain the elastic potential energy stored in a leaf spring when the center bolt is removed.

INSTALLATION INSTRUCTIONS:

1. Raise rear of vehicle and support with jack stands under frame.
2. Remove tires and wheels.
3. Raise the rear axle with a floor jack and support axle with jack stands. Remove shocks.
4. With axle firmly supported by jack stands remove the axle vent hose from the axle housing. Remove the axle u-bolts and spring plates.
5. Lower axle to allow for spring removal. **Caution:** Be careful not to over extend brake lines, etc. Remove spring eye bolt and shackles bolts. Remove springs from the vehicle.
6. Using c-clamps or large bench vise, clamp the spring assembly securely together.
7. If applicable, remove any leaf spring alignment clips. Using vise-grips to hold the head of the center bolt, loosen and remove it. If the center bolt is rusted, a hammer and drift punch may be necessary for removal.
8. Carefully remove c-clamps or loosen bench vise.
9. With a small amount of grease applied to both ends of the add-a-leaf, reassemble leaf pack with new add-a-leaf in place. The leaf pack should be assembled as a pyramid with the longest leaf on top to the shortest leaf on the bottom.
10. Use the c-clamp to compress the pack back together, making sure to align the center pin holes in each leaf. Secure with the supplied center pin nut. **Do not use the center pin to tighten the pack.** Use the c-clamps to compress the pack and then tighten the center pin. Cut off any extra pin above the nut. Install the supplied leaf alignment clamps.
11. Install the springs back in to the vehicle. Reinstall the spring eye bolts and/or shackles according to OE instructions, but **do not tighten at this time.** Use the hydraulic jack to raise or lower the axle to the springs (depending on the vehicle) making sure to align the center pin head in the axle seat. Install the new u-bolts and OE spring plates according to OE instructions and torque u-bolt nuts to factory specs.
12. Reconnect the axle vent hose and install replacement BDS shock absorbers. **Note: Original shocks will probably be too short.**
13. Lower vehicle to the ground. Bounce on the vehicle several times to allow the shackles to swing out to the proper position, then tighten the spring frame mounting bolts and the shackle bolts to OE specification. Inspect for proper clearance. Test drive.

You must tighten the u-bolts again after 100 miles.

Check all fasteners after 500 miles.

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Shock Absorber

Installation Instructions

READ AND UNDERSTAND ALL INSTRUCTIONS AND WARNINGS PRIOR TO INSTALLATION OF SYSTEM AND OPERATION OF VEHICLE.

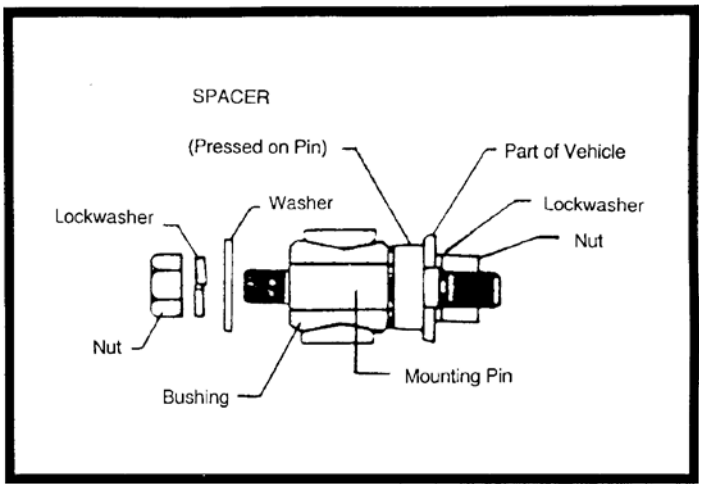
LIMITED LIFETIME WARRANTY

BDS Suspension Co. warrants to the original retail purchaser that its shock and stabilizer cylinders are free from defects in material and workmanship for so long as they own the vehicle. Excluded from this warranty are the finish of the product and mounting bushings. Defects in material and workmanship do not include such things as dented cylinders or bent rods caused by obvious side impact, rust, worn or deformed bushings. A shock absorber is a wear item and over time will experience diminished damping resistance due to normal component wear. This is not a defect in material or workmanship and is therefore not warrantable.

BDS Suspension's obligation under all warranties is limited to the repair or replacement, at BDS's option, of the defective material. Any cost of removal, installation or reinstallation, freight charges, incidental or consequential damages are expressly excluded from these warranties.

INSTALLATION INSTRUCTIONS

1. **Note: Please read instructions thoroughly before installing shock absorber.**
2. Remove old shock absorber from vehicle. Note any spacers, washers, sleeves or other hardware and note their location. Compare the existing hardware with the supplied hardware. Always use new hardware wherever possible. Due to the variety of applications, you may not use any or all of the hardware supplied. You may need to use some of the original hardware. If any of the original hardware is damaged, corroded, bent or broken it must be replaced.
3. If installing dust boot, do so at this time. **Note: The use of a lubricant like dish soap on the inside of the boot will ease installation.** Make sure the washer at the top of the shock is fully seated in the boot all the way around. Secure the bottom of the boot to the cylinder with a plastic tie strap.
4. Install any required bushings and sleeves in to the shock eyes at this time. Install the shock absorber on the vehicle. Use the appropriate illustration as a frame of reference. Due to the different shock mounts within a vehicle model range, the shock eyes must be built to match the shocks that you removed by using the universal hardware kit included. Choose the sleeve with an I.D. closest to the O.D. of the mounting stud or bolt without binding. Some applications will require some extra effort to install.
5. Check all fasteners for tightness before driving and inspect periodically.



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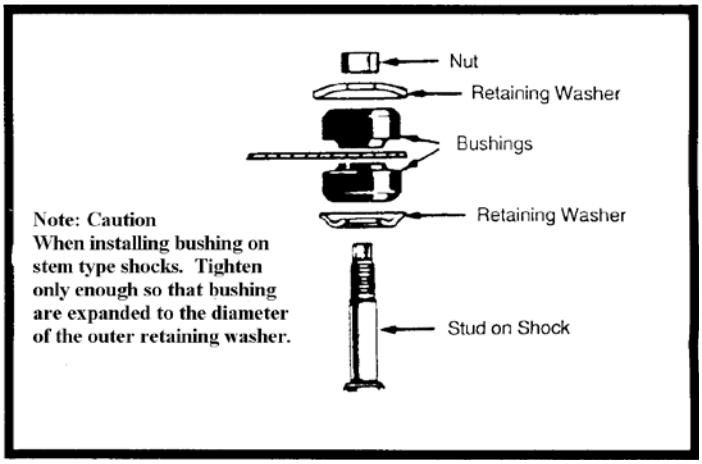
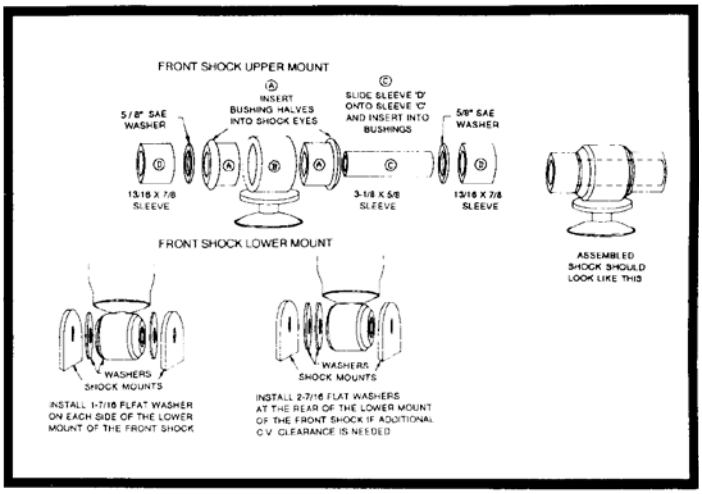
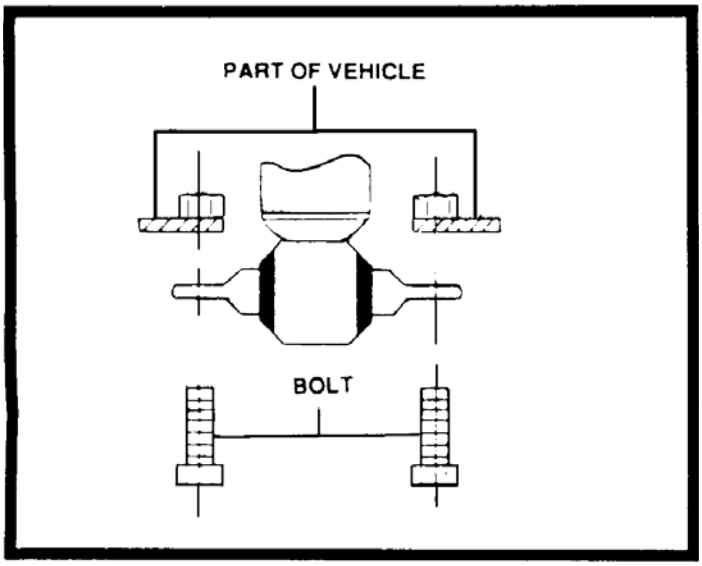
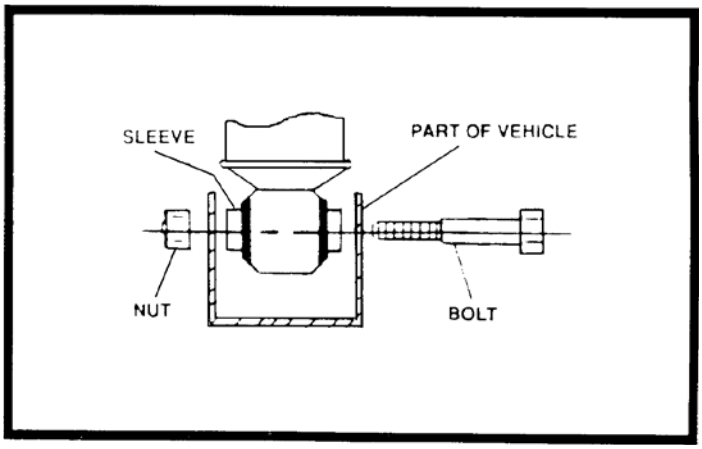
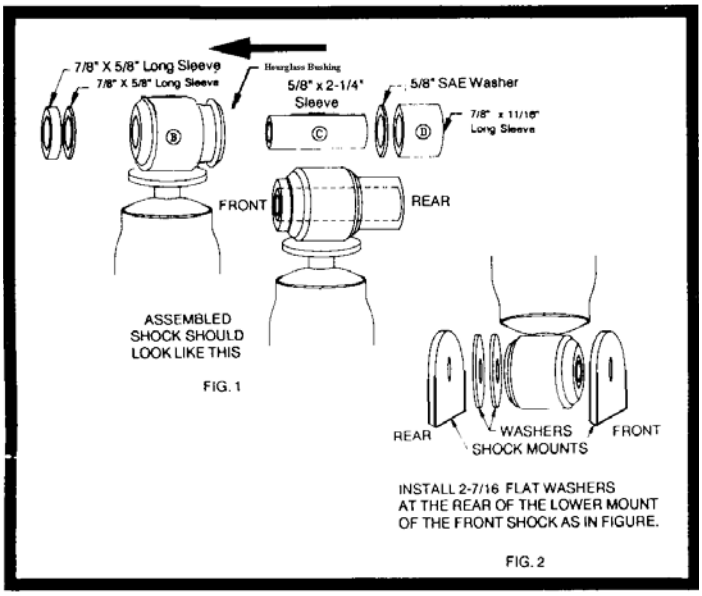




CHEV. S-SERIES W/LIFT

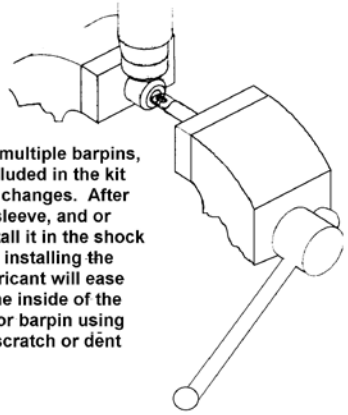






FULL-SIZE CHEV. W/LIFT 88-UP MODELS

INSTALLING BUSHINGS, SLEEVE AND BARPINS



Some shock absorbers require multiple barpins, sleeves, and bushings to be included in the kit due to vehicle years and model changes. After choosing the correct bushing, sleeve, and or barpin for your application, install it in the shock eye. For best results, begin by installing the bushing in the shock eye. Lubricant will ease this process. Next, lubricate the inside of the bushing and install the sleeve or barpin using a bench vise. Use care not to scratch or dent the shock body.

Coil Spring

Installation Instructions

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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.

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.

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INSTALLATION INSTRUCTIONS

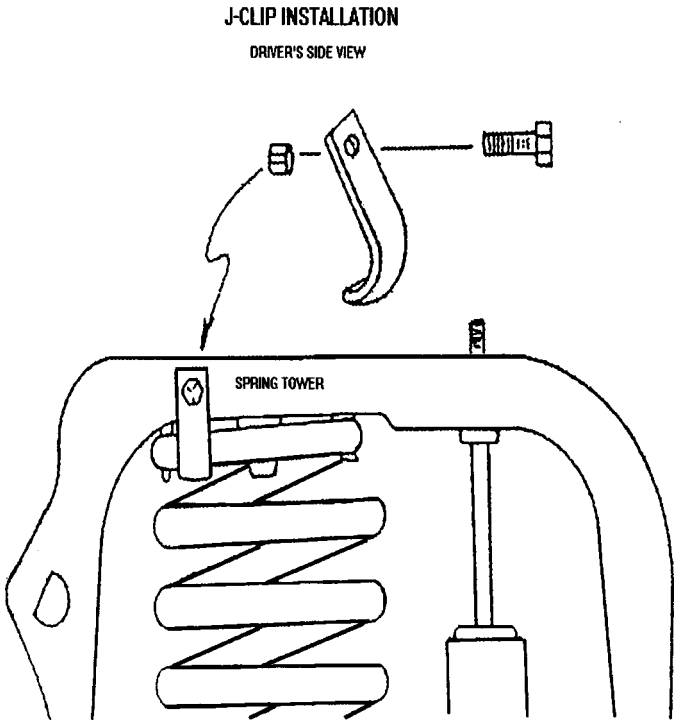
1. Place floor jack under the outer ends of both axle halves and evenly raise the vehicle approximately one foot. Place floor jacks under the frame rails approximately 4" behind the radius arm brackets. Ease the vehicle down on to the stands. Continue to lower the vehicle until there is little pressure on the coil springs.
2. Remove the tires.
3. If replacement shocks will be installed, then remove the existing shocks. If the existing shocks are to be reused, then only unbolt the bottom of the shocks.
4. Perform the coil spring replacement one side at a time. **Warning: During the entire installation do not allow the brake line to be pulled taught.** Remove the lower retaining nut and washer. Ease the axle down and away from the coil.

   MID SIZE- Unscrew the upper coil end to remove the coil.

   FULL SIZE- Remove the upper coil spring retaining clip to remove the spring.
5. Install the BDS Coil. Be sure to center the spring before tightening the lower retaining washer/nut.

   MID SIZE- The spring tower prongs will have to be re-formed around the top coil of the spring.

   FULL SIZE- Replace the spring retaining clip.
6. Replace or rebolt the shock as necessary.
7. Repeat steps 2 through 6 on the opposite side of the vehicle.
8. Recheck every nut/bolt that has been touched for proper torque.
9. Install tires and lower vehicles to ground.
10. Adjust the headlights as needed.



Rear Block Kit

Installation Instructions

Ford

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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.

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.

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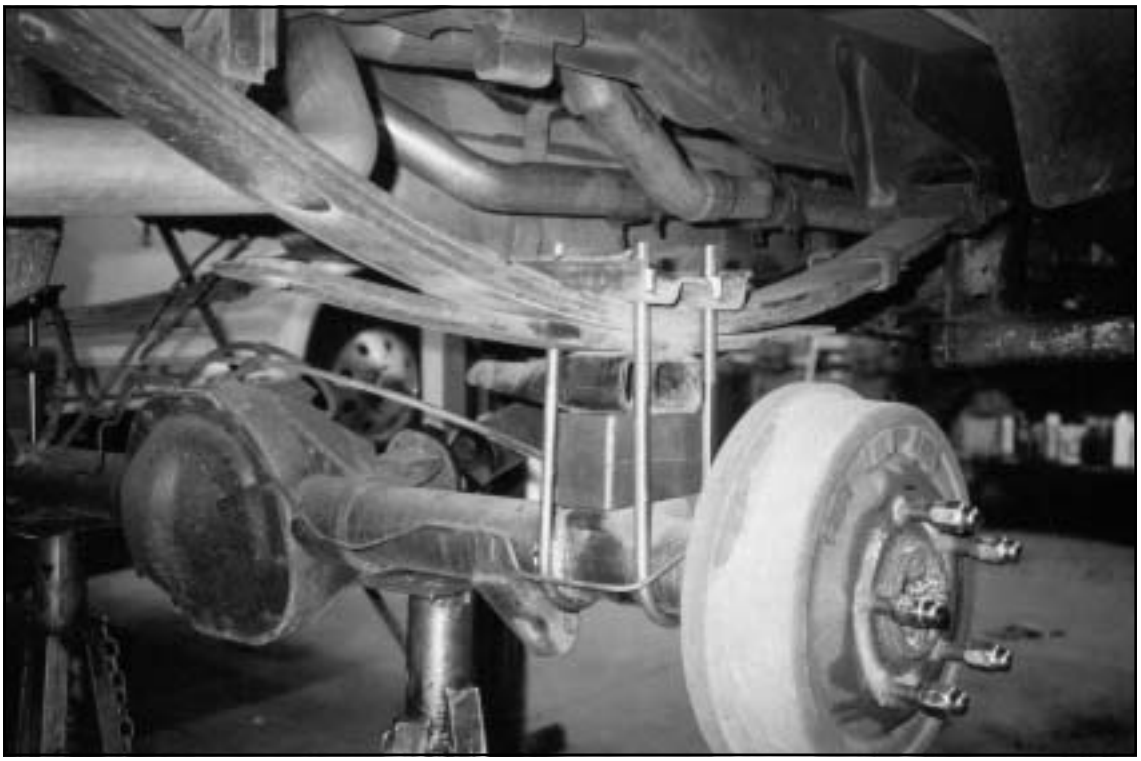
INSTALLATION INSTRUCTIONS

NOTE: Complete the following instructions one side at a time. Do not attempt to drop the entire axle at one time.

1. Raise rear of vehicle and support with jack stands under frame. Remove wheels.
2. With axle firmly supported by jack stands remove the OEM shock. Place a hydraulic jack under the rear differential.
3. Loosen the OEM u-bolts that retain the spring to the axle. **Caution: To avoid axle shift, only remove/replace the u-bolts from one side at a time.**
4. With the hydraulic jack supporting the axle, slowly allow the axle to drop away from the leaf spring. Replace the jack stands for additional support. **Caution: It may be necessary to adjust the brake line in order to gain additional length.** Do not kink the brake line in any way.
5. Place the new block, tapered end toward the front, between the stock block and the leaf pack. Make sure the bump stop portion of the stock block is pointed the same direction as it was originally. **Note: It may be necessary to drill out the BDS block center pin hole to accept the OEM block pin.**
6. Slowly raise the axle with the hydraulic jack in order to assemble the blocks and leaf springs. **Caution: Do not bring this assembly under pressure until the u-bolts have been installed.** Make sure that all of the locating pins are inside their female counterparts.
7. Install BDS u-bolts with the supplied fasteners. **Caution: Be sure to install the u-bolts under the brake line.** Be sure the u-bolts are perpendicular to the axle before tightening.
8. Tighten the u-bolts to OEM specification Replace wheels. Install correct BDS shocks recommended for this amount of lift. Replace the wheel.
9. Complete the above instructions for the other side of the vehicle.

BE SURE TO CHECK THE FASTENERS REGULARLY DURING THE FIRST 500 MILES OF USE.