



PRECISION METAL FAB

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Installation Guide

2005-19 Ford F-250/350 4x4

Dual Steering Stabilizer Kit

PMF-FRD-3010

10/1/2019

V1.001

Hardware List

- (1) Main Center Bracket
- (1) Center Clamp
- (1) Center Dog Bone
- (2) Outer Draglink Mounts
- (1) HWK-00009 Hardware Kit
 - (4) 3/8" Ubolts
 - (8) 3/8" G2 3/8" Nylocks
 - (8) 3/8" G2 Small Washers
 - (2) 3/8"-16 x 1.25" G8 Bolts
 - (4) 3/8"-16 x 1.5" G8 Bolts
 - (10) 3/8" G8 Small Washers
 - (4) 3/8" G8 Nylocks
 - (2) 1/2"-13 x 3" G8 Bolts
 - (2) 1/2"-13 x 4" G8 Bolts
 - (8) 1/2" G8 Small Washers
 - (4) 1/2" G8 Nylocks

Disclaimer

Before beginning installation, double check to ensure that all components and hardware is accounted for. The following instructions are intended as a guideline. Some steps may be omitted. We have included these to provide assistance, not a step by step how to.

Precision Metal Fab LLC (PMF) is not liable for any damages or injuries resulting from improper installation or failed product.

All products are intended to be installed by a trained technician and should not be installed without proper knowledge. Always follow all proper safety protocol.

PMF will warranty and replace any product resulting from failure during normal use. Subsequent damage to other components, vehicles, or persons is not covered. Warranty is only on non-wear components. Warranty is only valid to original purchaser with proof of purchase.

It is the user's responsibility to ensure that all state and local laws are followed and PMF is not liable for the sale or use of components on street driven vehicles in areas where prohibited.

The installation and use of these products will affect the handling, center of gravity, and driving characteristics of the vehicle. Please familiarize yourself with the changed attributes. Always operate your vehicle within the driving limitations of the vehicle, operator, road conditions, fellow drivers, state and local laws.

1. Remove two bolts to the left side of the diff cover.
2. Bolt center mount to the diff cover with supplied 3/8"x1.25" bolts. Torque to 34 ft lbs
3. Install back side of center mount clamp with (4) 3/8"x 1.5" bolts. At first these will just catch by a thread or two. When they are properly torqued down, the bolt will just protrude through the nylock. Tighten these down till they are snug. There will be a small gap between the front and rear portion of clamp. This is totally normal.
4. Determine if you will be mounting the stabilizer shocks on the top or bottom side of the center mount. Most stock up to 3.5" trucks will mount on the bottom. Larger lifts may mount to the top side. Regardless of lift amount check all surrounding components to ensure there is enough clearance as the suspension cycles. Keep in mind, some suspension systems can allow substantial compression travel. PMF is not liable for stabilizer/truck damage!



5. Bolt stabilizers in place so that body is towards the center of truck and shaft is towards the outside of the truck using 1/2"x 3" bolts. The "dog bone" shaped piece will mount on the opposite side as the center bracket to sandwich the dampener in the middle. Torque to 65 ft lbs.
6. With the tires pointed straight ahead, orient and locate the outer mounts so that the stabilizers are compressed half of their travel. You must be using a stabilizer with AT LEAST 8.6" of stroke. A stabilizer with too little travel or mounting the outer mount incorrectly will limit steering travel,

overload the brackets/stabilizer and cause a failure. For our supplied Bilstein stabilizers ending in -794, the distance from center of mounting bolt to center of mounting bolt is 19 1/8". For the Fox stabilizers ending in -170 you will want them to be set at 19 7/8". If you are using Kings, you will want to set them up with 5" of shaft exposed. Alternate stabilizers may require different locations. Check to make sure that the clamps on the tie rod adjusters are oriented down and clear of the shock travel so they do not make contact (see below photo). The outer mounts will mount to the bottom side of the draglink if the stabilizers are on the bottom of the center mount. Alternatively if you mount the stabilizers to the top side of the center bracket, you will locate the outer mounts on the top of the tie rod.



7. Orient the outer mount so that the correct length of the sleeve is set so the stabilizer shocks are parallel with the draglink and ground. Snug the ubolts down when you have determined the mounts are oriented correctly. Torque to 16 ft. lbs. Do not over torque!!
8. Compress the stabilizer shock and bolt into outer mount with 1/2"x 4" bolts. Torque to 65 ft lbs. Double check the eye to eye measurements again to ensure they are correct. **IF YOU LOCATE THEM INCORRECTLY, IT WILL DAMAGE THE BRACKETS, UBOLTS, AND OR THE STABILIZERS!**
9. Have someone slowly turn the steering wheel lock to lock while you watch to ensure there are no clearance concerns and the shocks are not binding.
10. Recheck all torque values after 100 miles, 500 miles, and periodically after.



*****INSTALLATION AND USE OF PMF PRODUCTS CONSTITUTES YOUR
AGREEMENT WITH OUR DISCLAIMER AND LIABILITY RELEASE*****

The above guideline is a recommendation and may not include all required steps. It's the installer's responsibility to use common sense and proper safety practice throughout the installation. Precision Metal Fab and its affiliates assume no responsibility or liability caused from an improper installation. If at any time you are unsure, contact a PMF representative before proceeding.

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