



RBP-LK306-60G, RBP-LK306-60D
RBP-LK306-60GFS, RBP-LK306-60DFS

2005-07 Ford Super Duty F250/350 4wd
6" Radius Arm Suspension Lift

Read and understand all instructions and warnings prior to installation of product and operation of vehicle.

RBP 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. Minimum tool requirements include the following: Assorted metric and standard wrenches, hammer, hydraulic floor jack and a set of jack stands. See the "Special Tools Required" section for additional tools needed to complete this installation properly and safely.

» PRODUCT SAFETY WARNING

Certain RBP 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. RBP 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.

Difficulty Level

easy 1 2 **3** 4 5 difficult

Estimated installation: 4-6 hours

Special Tools Required

30mm (1-3/16") Socket

46mm (1-13/16") Socket

Heavy Duty Floor Jack and Stands

Pitman Arm Puller

Tire/Wheel Fitment

Tire:

37 x 12.50

Wheel:

17x9, 4.5" backspacing

» TECHNICAL SUPPORT

STOP. DO NOT RETURN TO THE STORE. WE CAN HELP. QUESTIONS OR PROBLEMS, OUR TEAM OF PROFESSIONALS ARE HERE TO HELP.

CALL TOLL FREE (800)-237-7560, MON-FRI: 8:00AM - 5:00PM PST.

www.rollingbigpower.com may have additional information about this product including the latest instructions, videos, photos, etc.

For customer support, please call us at 800-237-7560 to speak directly with RBP customer service representative

» 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 RBP Lift Kit. Always wear safety glasses when using power tools.
6. If installation is to be performed without a hoist, RBP 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.

Kit Contents

Radius Arm Box Kits (qty. 2)

Qty	Part
2	Radius Arm
4	Radius Arm Cam
2	M18 x 2.5 Prevailing Torq Nut
4	3/4 SAE Thru Hard Flat Washer
2	1.00 x .120 x 3.25 DOM Sleeve
4	Radius Arm Bushing
2	1/4in - 28 Grease Zerk
4	Mountable Zip Tie
2	M18-2.5 x 150 Class 10.9 Bolt

Box Kit

Qty	Part
2	Coil Spring

Rear Box Kit

Qty	Part
2	5" Lift Block w/ Bump Stop
4	5/8 x 3-5/8 x 15 Round U-bolt
8	5/8 Fine High Nut
8	5/8 SAE Flat Washer

Rear Box Kit

Qty	Part
2	Add-A-Leaf
4	3" Clamp-Clip
2	7/16" x 6" Center Pin and Nut

Box Kit

Qty	Part
1	1/8" Cotter Pin
1	Pitman Arm
1	Stabilizer Mount
2	Brake Line Bracket
1	Bolt Pack - Brake Line
8	1/4" USS washer
4	1/4"-20 x 1" bolt
4	1/4"-20 prevailing torque nut
1	Track Bar Bracket
2	Track Bar Cam Plate
2	Sway Bar Drop
1	Bolt Pack - Sway Bar Drop
4	3/8"-16 x 1-1/4" bolt
4	3/8"-16 prevailing torque nut
8	3/8" USS flat washer
2	Bump Stop Spacer
2	8mm-1.25 x 130mm bolt
2	5/16" SAE washer
2	Zip Tie
4	Mountable Zip Tie

Important Verify you have all of the kit components before beginning installation.

INSTALLATION INSTRUCTION

Important— measure before starting!

Measure from the center of the wheel up to the bottom edge of the wheel opening

LF _____ RF _____

LR _____ RR _____

» PRE-INSTALLATION NOTES

- These vehicles, especially diesel models, are very heavy. Be sure that proper jacks/stands are used that are rated to handle the weight of the vehicle. Ensure that the vehicle is well supported before beginning the installation.
- 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.
- 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.

» FRONT INSTALLATION

1. Park the vehicle on a clean, flat surface and block the rear wheels for safety.
2. Raise the front of the vehicle and support with jack stands under the frame rails - See Pre-Installation Note 3.
3. Remove the front wheels.
4. Support the front axle with a hydraulic jack.
5. Disconnect the track bar from the driver's side frame mount. Save hardware.

Figure 1

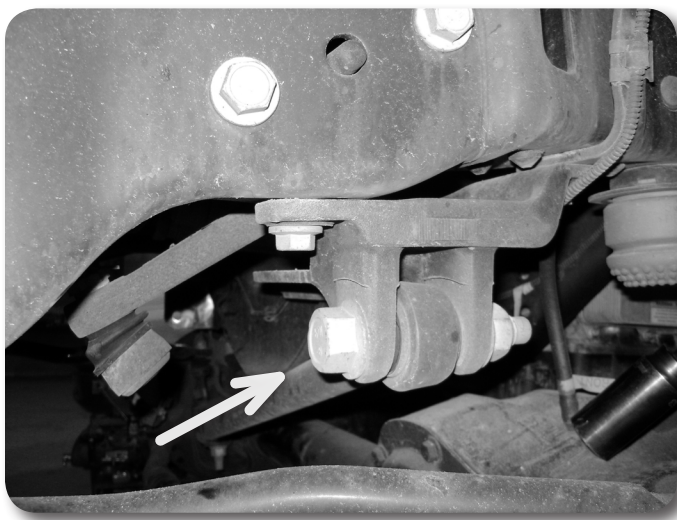


Figure 1

6. Disconnect the front brake line brackets from the axle Figure 2 and frame Figure 3. Save hardware.



Figure 2



Figure 3

7. Remove the front axle hub vacuum lines retaining clips from the axle.
Figure 4A,B



Figure 4A



Figure 4B

8. Disconnect the front sway bar links from the axle. **Figure 2**
9. Take note of the orientation of the front sway bar and disconnect the sway bar from the frame mounts and remove from the vehicle. Save hardware.
10. Remove the ABS brake lines from the retaining tabs on the radius arms. **Figure 5**



Figure 5

11. Disconnect the factory steering stabilizer from the frame bracket. Disconnect the OE stabilizer mounting bracket from the frame, it will not be re-used. Retain the OE bolt tab and nuts.
12. Install the new stabilizer frame bracket to the back side of the frame crossmember using the original mounting holes. Fasten the bracket with the OE bolt tab and nuts mounted from the front to the back. **Figure 6**



Figure 6

13. 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. **Figure 7** Remove the nut and the drag link from the pitman arm. Save all hardware.

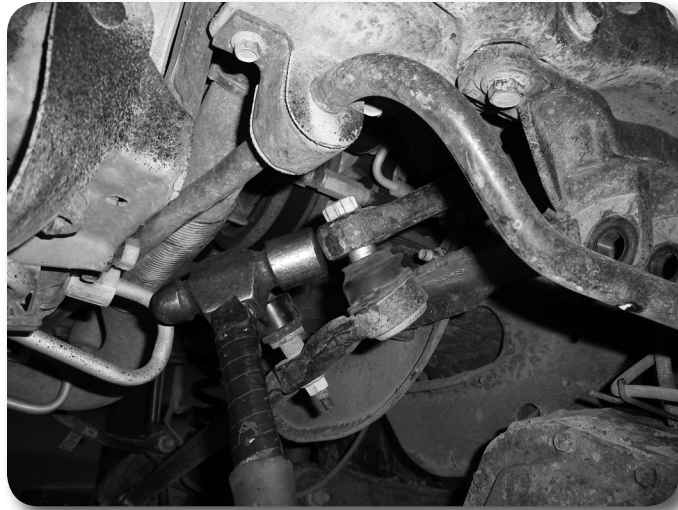


Figure 7

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

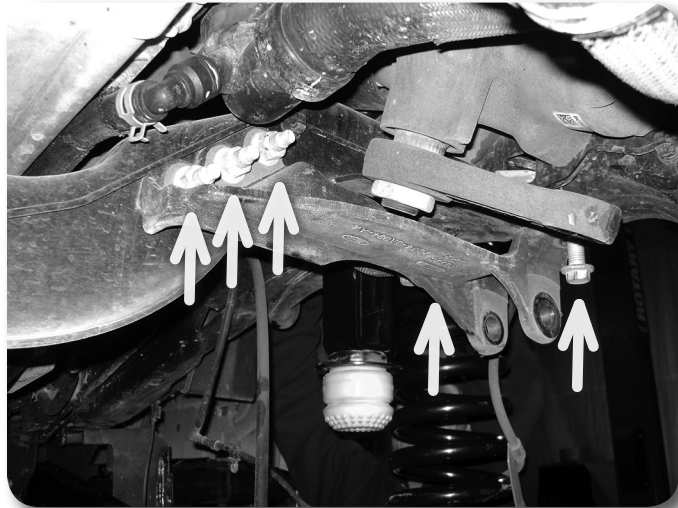


Figure 8

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 dri-lock compound on the threads of the OE 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 OE nut and install the new pitman arm (indexed the same as the OE) and fasten with the OE nut. Torque the nut to 350 ft-lbs.
18. Install the new track bar bracket using the stock mounting hardware as it was removed. Torque all (5) mounting bolts to 129 ft-lbs. Do not install track bar at this time, it will be installed once the vehicle is on the ground. **Figure 9**



Figure 9

19. With the axle still well supported with a jack, disconnect the front shocks from the axle mounts. Leave the shocks attached to the frame, they will be used for added axle support during the next portion of the installation. Save axle hardware.
20. Carefully lower the axle and remove the factory front springs. Take care not to over-extend any lines/hoses. Save the upper spring isolator to be reinstalled with the new springs.
21. Reconnect the shocks to the axle with the original hardware. The shocks will help support the axle during the radius arm installation.
22. Remove the factory bump stops from the retainer cups on the frame. **Figure 10A**
Remove the bolt holding the retainer cup to the frame and remove from vehicle. **Figure 10B**



Figure 10A



Figure 10B

23. Reinstall the retainer cups on the frame along with the provided 4" tall bump stop spacers. Fasten with a provided 8mm x 130mm bolt and washer. **Figure 11** Apply Loctite to the bolt and torque to 15 ft-lbs. Be sure the flat lip of the retainer cup is oriented out toward the coil spring. Reinstall the factory bump stop into the retainer cup.

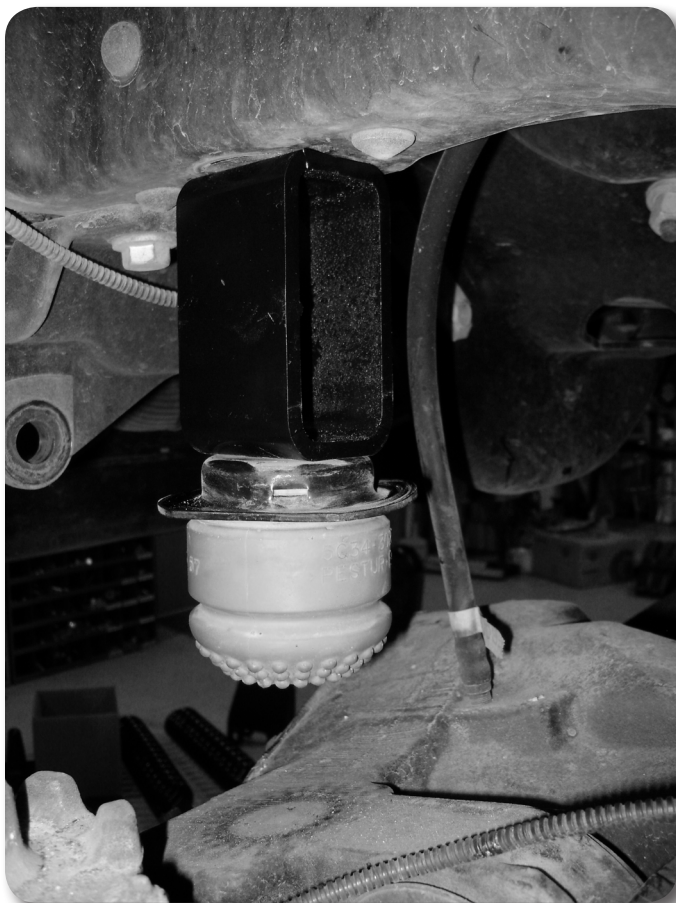


Figure 11

Step 24 Note

On some models, the driver's side upper nut is welded to the radius arm.

24. Locate and loosen the four radius arm mounting bolts at the axle. **Figure 12** Once again make sure that the axle is well supported by a jack.

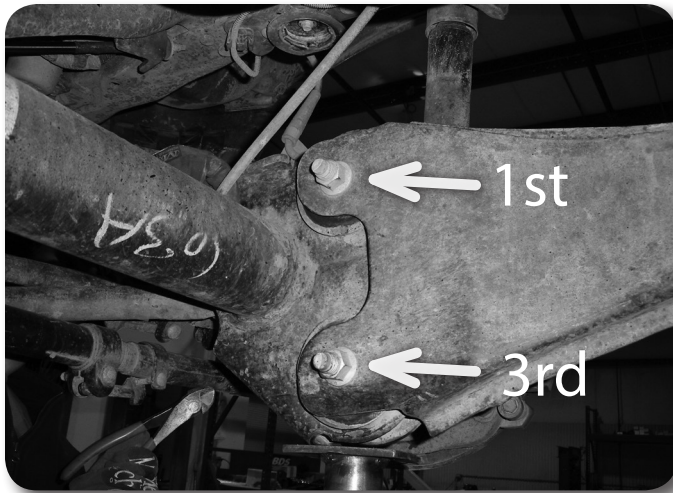


Figure 12

25. Starting with the passenger's side, remove the upper radius arm mounting bolt at the axle. Remove the radius arm bolt at the frame **Figure 13** and lower the radius arm from the frame bracket. Remove the lower mounting bolt at the axle and remove the radius arm from the vehicle. Save hardware.



Figure 13

26. Locate the new radius arms, bushings, sleeves and grease fittings. Lightly grease and install the bushings and sleeves in each radius arm. Install the provided grease fittings into the thread hole and tighten securely. **Figure 14**



Figure 14

27. Install the new radius arm to the factory axle mounts. The end of the radius arm with the cam tabs goes to the bottom axle mount. **Figure 15A**. Loosely fasten the radius arm with the factory hardware. At the lower mount, install the provided rectangle cam plates on the new 18mm x 150mm bolt with a 3/4" SAE flat washer. The cam should be installed so the bolt is forward in the slot. **Figure 15B** Leave hardware loose.

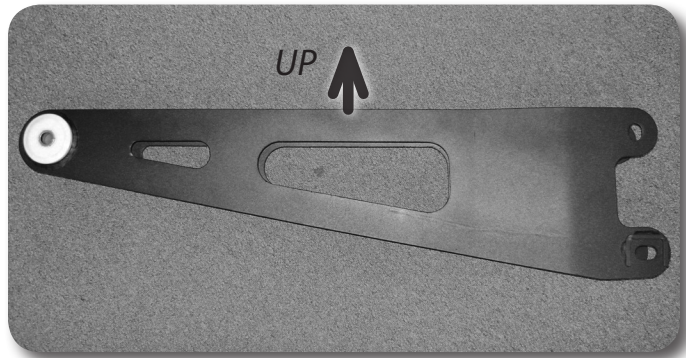


Figure 15A



Figure 15B

28. If possible, attach the the new radius arm to the factory frame mount. It may be necessary to remove the driver's side radius arm first before attaching the passenger's side. Use the factory hardware and leave loose at this time.
29. Repeat install procedure on the driver's side. On some models, the upper mount on the driver's side factory radius arm will have a captive nut. If this is the case, use one of the left-over lower factory nuts. Use the provided 18mm nut and 3/4" SAE flat washer on the new 18mm bolt along with the provided cam washers.
30. With the axle still well supported, disconnect the shocks from the axle and frame. Save the axle mount hardware.
31. Lower the axle just enough to install the new coil springs along with the factory upper rubber isolator. Once installed, rotate the coil so it seats properly in the axle mount. Raise the axle until the coil is seated in the upper mount.
32. Locate the new front shocks, bushings and sleeves. Install the bushings and sleeves into the shock eyes. Install the shocks using the factory lower hardware and provided stem hardware.

33. Install the provided sway bar drop bracket to the original sway bar frame mounting locations with the original hardware. **Figure 16** Torque hardware to 30 ft-lbs.
34. Attach the sway bar to the new drop brackets in same orientation as removed with the provided 3/8" hardware. Torque hardware to 30 ft-lbs.



Figure 16

Step 33 Note

The square alignment tabs mount down toward the sway bar.

Step 35 Note

The sway bar drop hardware is located in bolt pack 422.

35. Install the sway bar link ends in the original axle mounts and tighten with the OE hardware until the bushings begin to swell.
36. Attach the ABS wires to the new radius arms using the provided mountable zip ties installed into the small holes located in the top of the radius arms. **Figure 17** Tighten securely and cut off excess zip tie material.

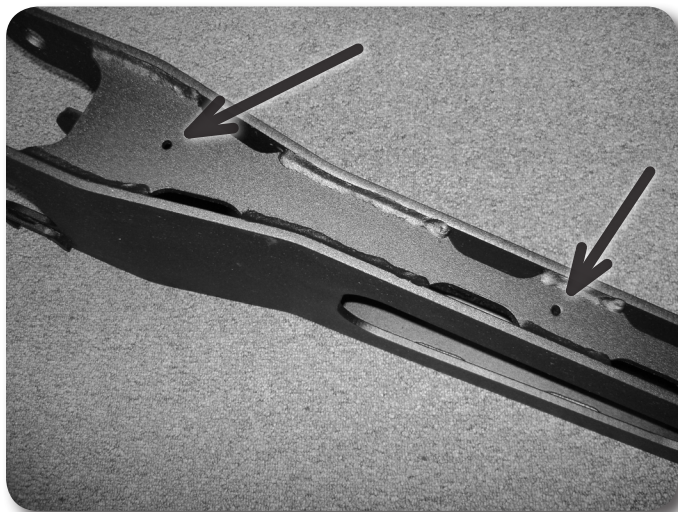


Figure 17

37. Reattach all vacuum lines. Use the provided zip ties where needed.
38. Locate and attach the short end of the supplied brake line bracket to the coil mount. **Figure 18** Align the two holes in the bracket with the existing coil mount holes. Install a 1/4" x 1" bolt, nut and 1/4" USS washers in the top hole and the original bolt in the second hole down. Tighten hardware to 10 ft-lbs. **Figure 18**

Step 38 Note

Hardware for brake line relocation is in bolt pack 123406



Figure 18

Step 40 Note

New cotter pin is located in hardware pack #656.

Step 44 Note

See pre-installation note #2.

The track bar end should fit tight into the bracket. If necessary, use a heavy rubber dead-blow rubber hammer to help align the end into the bracket.

39. Carefully reform the hard brake line in order to mount it to the lower holes in the bracket. Attach with 1/4" x 1" bolt, nut and 1/4" USS washers. Tighten to 10 ft-lbs.
40. 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.
41. Attach the steering stabilizer to the new drop bracket with the factory hardware.
42. Install the front wheels and lower the vehicle to the ground. Torque lug nuts to 165 ft-lbs.
43. Bounce the front of the vehicle to settle the suspension. Torque all 6 radius arm bolts to 220 ft-lbs.
44. Install the factory track bar into the new frame bracket. Turn the steering wheel to aid in aligning the track bar in the bracket. Install the provided cam washers so that the hole is closer to the passenger side. **Figure 19** Fasten with the factory hardware and torque to 405 ft-lbs.



Figure 19

45. Check all hardware for proper torque.

» REAR INSTALLATION

1. Block the front wheels for safety.
2. Raise the rear of the vehicle and support with jack stands under the frame rails just ahead of the spring hangers.
3. Remove the wheels.
4. Support the axle with a hydraulic jack.
5. Remove the factory shocks. Retain all mounting hardware.
6. Disconnect the passenger's side spring u-bolts. Remove the factory lift block., it will not be re-used. Using two C-Clamps, clamp the leaf spring on each side of the center pin. Remove the center pin nut.
7. Loosen the c-clamps to separate the factory leaf pack. It may be necessary to cut off the factory leaf alignment clamps.
8. Locate the supplied add-a-leaf and reassemble the leaf pack with the new add-a-leaves in place. The leaf pack should be assembled as a pyramid with the longest leaf on top to the shortest leaf on the bottom. Tighten the leaves together with the c-clamps. Do not use the center pin to pull the leaves together as it will strip the threads. Once the leaf pack is squeezed tight, re-install the center pin nut and torque to 40 ft-lbs.
9. Remove the C-clamps from the leaf pack and ensure the individual leaves are all inline with each other. Install the provided bend-over style clamps on both sides of the leaf pack. Bend the ends of the clamps over to secure them to the spring.
10. Lower the axle enough to place the provided 5" lift block between the axle and the leaf spring. Position the block so the bump stop wing faces inward and pin is seated correctly in the axle hole.
11. Raise the axle to engage the block to spring alignment pin. Using the factory spring plate, fasten the entire assembly with the provided u-bolts, high nuts and washers. Snug but do not torque the u-bolts at this time. **Figure 20**
12. Repeat block installation of the driver's side. Disconnect the parking brake cable bracket from the spring plate and retain hardware **Figure 20**. Take care not to over extend the brake lines.

Step 6 Note

The factory rear block will vary depending on the vehicle model. F-250s will have a 1-7/8" block and F-350s will have a 3-3/4" block. In both cases, replacing the factory block with the new provided block will net the same level stance regardless of vehicle model.



Figure 20

13. If more parking brake cable slack is needed, remove the cable from the rear-most retaining bracket on the frame. **Figure 22**



Figure 22

14. Install the new shocks with the original mounting hardware.
15. Install wheels and lower the vehicle to the ground.
16. With the weight of the vehicle on the axle, torque the u-bolts to 130-150 ft-lbs.

» POST INSTALLATION

1. Check all hardware for proper torque. Check hardware after 500 miles.
2. The steering wheel will need to be re-centered. This is done by adjusting the drag link collar near the passenger's side steering knuckle. Torque clamps to 41 ft-lbs. Thread the collar to lengthen the drag link.
3. Adjust headlights.

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.
3. Perform head light check and adjustment.
4. Re-torque all fasteners after 500 miles. Always inspect fasteners and components during routine servicing.