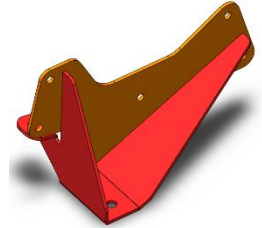


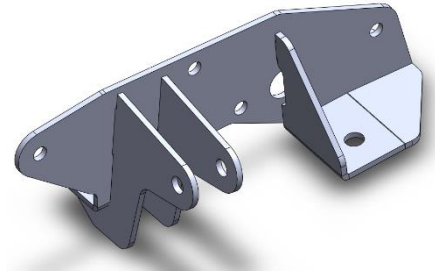
## S-550 Rear sub-frame installation into 34" wide F-100 truck

Begin by unpacking all components and making sure no parts are missing. If any parts are missing, please contact [sales@range-industries.com](mailto:sales@range-industries.com) and we will remedy the situation ASAP. See list of all parts below:

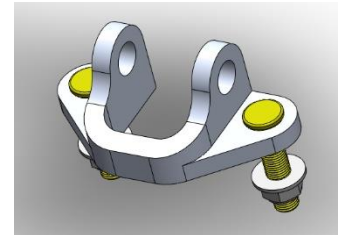
- 1X pair Front brackets
  - Bolts to leaf spring hanger holes and mounts front of sub-frame.



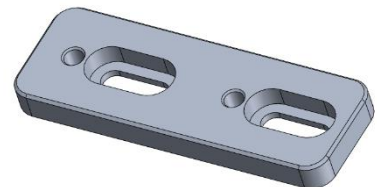
- 1x pair Rear brackets
  - Mounts the top of coil-over and rear of sub-frame.



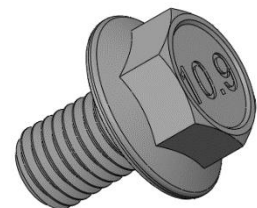
- 1x pair lower shock mounts with studs and nuts
  - Adapts eyelet type coil-over to S-550 control arm.



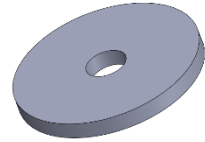
- 1x pair sway bar relocation brackets
  - Slides the sway bar back to allow clearance for the coil-overs.



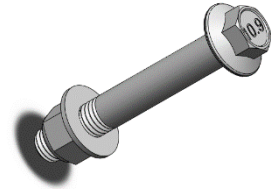
- 4X M10 x 16mm Bolts
  - Attaches sway bar to bracket.



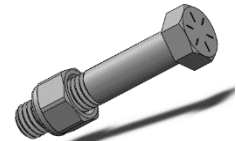
- 4X 2.75" Washers
  - Fit underneath subframe bushings.



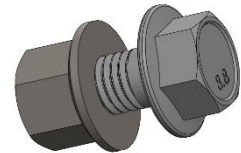
- 4X M16 Bolts and nuts
  - Bolts brackets to S-550 sub-frame.



- 4X 1/2-13 SAE bolts and nuts
  - Mounts top and bottom of coil overs.



- 26X M10 x 35mm bolts and nuts
  - Mounts brackets to frame rails



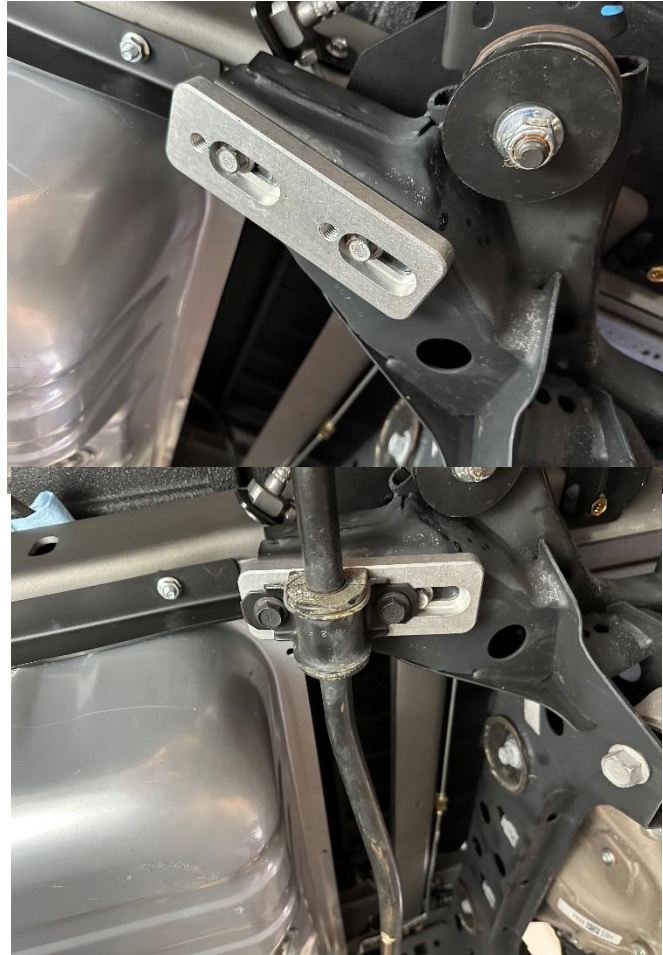
### Install Notes:

- This kit fits Ford trucks with a 34" wide rear frame
- Use blue (medium) Loctite or equivalent thread locker on any bolts that do not have lock nuts.
- Coil-over Mounting is 1/2" bolt x 1.375" wide
  - If your coil-over uses 5/8 bolts, you will need a reducer sleeve.
  - If your coil over is 1.25" wide mounting, use a pair of washers with it.
- Minor notching of the bottom of frame will be required, and drilling holes for mounting bolts

### 1. Frame Prep

Strip the front leaf spring hangers and shock mounts from the frame. You can optionally remove the rear hangers as well for a clean look, but it is not necessary. Our normal method for removing frame rivets is as follows:

- Cut head off (sawsall, grinder, etc) and grind it flush. You can also drill the head off (1/2" pilot point drill bit).
  - Center punch the rivet, and drill 1/8" pilot hole.
  - Drill 3/8" hole into center of rivet approximately 1/2" deep. This releases pressure in the rivet and allows it to be pounded out. We recommend dewalt pilot point drill bits.
  - Use a 5/16" punch inserted into the hole, and punch the rivet through.
  - This leaves the frame un-mangled.
  - It may not be the fastest way, but it is a safe and fool-proof way to do it.
- 2. Prepare the S-550 subframe.**
- Remove the factory springs and shocks.
  - Unbolt the sway bar.
  - Install the sway bar relocation brackets as shown (to slide the sway bar back) with the factory bolts.
  - Re-install the sway bar using included bolts.



**3. Installing the first bracket**

- Installing the front brackets is the first step- it locates the subframe under the truck.



- Bolt the bracket to the two rear-most holes for the front leaf spring hanger. Push the tab of the bracket up against the bottom of the frame as you tighten the two M10 bolts and nuts.



#### 4. Notching the frame for the upper control arm

- Lower the truck onto the subframe (or raise it up to the truck)
- The front subframe mounts will fit over the locating boss on the bottom of the front mounting brackets.
- Look at where the upper control arm will interfere with the frame, and mark out where to notch the lower frame rail to clear.
- Remove the subframe and cut the notch



### 5. Final Mockup

- Lower the truck onto the subframe (or raise it up to the truck) again.
- Fit the rear brackets to the frame and sub-frame.
- Install a M10 bolt and nut to hold it in place
- Review overall fitment of parts



### 6. Full Installation of the brackets

- Remove the subframe again, leaving the brackets in position on the frame.
- Drill through remaining bolt holes and install bolts and nuts.
- Don't forget holes that go through the bottom rail.
- Now reinstall the sub-frame and ensure all bolts are tight.



## 7. Coil-over installation

- Bolt the coil over to the lower shock mounts included in the kit.
- Use a prybar to pull down on the suspension, and install the coil overs using the studs and nuts in the control arm, and the ½" bolt in the upper brackets



## 8. Installation complete

- Double-check your installation.



### **Useful information**

- You can change the mustang driveshaft flange for a standard 1350 yoke by purchasing Ford PN F8TZ4851BA
- If you are using the factory rubber brake lines, the correct tube nut is M10 x 1.5 and needs a double 45° inverted flare. The hard line size is 3/16".
- Coil overs should have approximately 12" ride height (center of bolt to center of bolt). The compressed length is typically 10" and extended length is 14". We recommend a spring rate of 350 lbs/in.

### **Related products**

Range makes matching kits to install the Crown Vic front suspension on the front of your truck. We also make an electric steering rack conversion kit and a budget big brake kit (since you now have huge rear brakes!)

Thank you for purchasing our products, and don't hesitate to contact us.

Range Industries





