92150900

05-12 F250 SUPERDUTY 3” LIFT KIT

Thank you for choosing Rough Country for your suspension needs.

Rough Country recommends a certified technician installs this system. In addition to these instructions, professional knowledge of disassemble/reassembly procedures as well as post installation checks must be known. Attempts to install this system without this knowledge and expertise may jeopardize the integrity and/or operating safety of the vehicle.

Please read all the instructions before beginning the installation. Check the kit hardware against the parts list. Be sure you have all the needed parts and understand where they go. Also please review the tools needed list and make sure you have needed tools.

PRODUCT USE INFORMATION

As a general rule, the taller a vehicle is the easier it will roll. Seat belts and shoulder harnesses should be worn at all times. Avoid situations where a side rollover may occur.

Braking performance and capabilities are decreased when significantly larger/heaver tires and wheels are used. Take this into consideration while driving. Also, speedometer recalibration is necessary when larger tires are installed.

Do not add, alter, or fabricate any factory or after-market parts which increase vehicle height over the intended height of the Rough Country product purchased. Mixing component brands, lifts, and/or combining body lift with suspension lifts voids all warranties. Rough Country makes no claims regarding lifting devices and excludes any and all implied claims. We will not be responsible for any product that is altered.

This 3” suspension system was developed for **35x12.50x17** tire on an 8” wheel.

This 3” system comes standard with a 2” block and u-bolt set-up for the rear to give the truck a level look. Personal preference, OE options, and aftermarket add-ons may require additional lifting options. **One option on the SD is factory contact overload springs (a set of springs that sit above the leaf springs and that under load come in contact with two stops off of the frame) Vehicles equipped with factory contact overloads require the longer u-bolt also included in this kit. On vehicles with dual rear wheels the use of blocks and longer u-bolts is not recommended and should not be installed.**

NOTICE TO DEALER AND VECHICLE OWNER

Any vehicle equipped with any Rough country product must have the “Warning to Driver” decal installed on the sun visor / dash. The decal is to act as a constant reminder for whoever is operating the vehicle of its unique handling characteristics. **INSTALLING DEALER**—It is your responsibility to install the warning decal and to forward these installation instructions on too the vehicle owner for review and to be kept in the vehicle for its service life.

Kit Contents:

Kit Boxes containing:
- 2-Front Coil Spacers
- 2-Radius Arm Drop Brackets
- 2-658640 Front Shock
- 2-650377 Rear Shock
- 2-142731 Front Shock Bushings
- 1-Track Rod Bracket

6557: Block / U-bolt kit
- 2-2” Blocks
- 4-5/8” x 3 5/8” x 16” U-Bolt

Or 6582 ***(2011 Models)***
- 2-2” Blocks
- 4-5/8” x 3 1/8” x 15 1/4” U-Bolt

1486 Bag1: *For Front Radius Arm Drop Brackets:*
- 4-3/4” x 5” Bolts
- 4-3/4” Nuts
- 8-3/4” Washers
- 4-Crush Sleeves

1509Bag1: *For Front Coil Spacers***:**
- 2-14mm x 130mm Bolts

1509Bag3:*For Shock Absorbers:*
- 4-Shock Bushings
- 4-Sleeves

Tools Needed:

10mm Socket
18mm Socket
18mm Wrench
19mm Socket
19mm Wrench
21mm Socket
21mm Wrench
23mm Socket
24mm Socket
30mm Socket
Jack Stands
Floor Jack
Wheel Chocks
1 1/8” Socket
1 1/8” Wrench
Reciprocating Saw
Tap Measure

Torque Specs:

Size	Grade 5	Grade 8
7/16”	45 ft/lbs	60 ft/lbs
1/2”	65 ft/lbs	90 ft/lbs
9/16”	95 ft/lbs	130 ft/lbs
5/8”	135 ft/lbs	175 ft/lbs
3/4”	185 ft/lbs	280 ft/lbs

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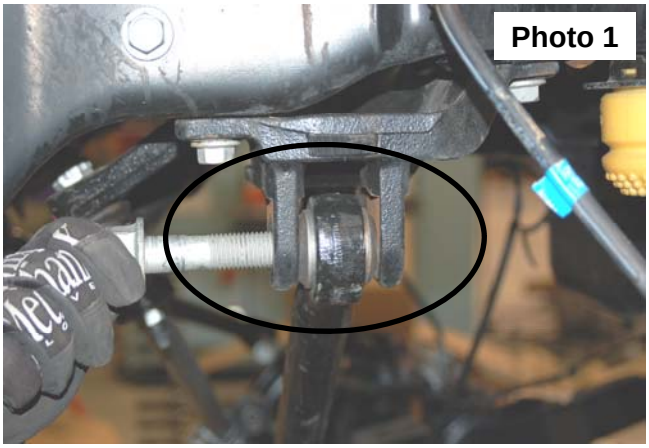
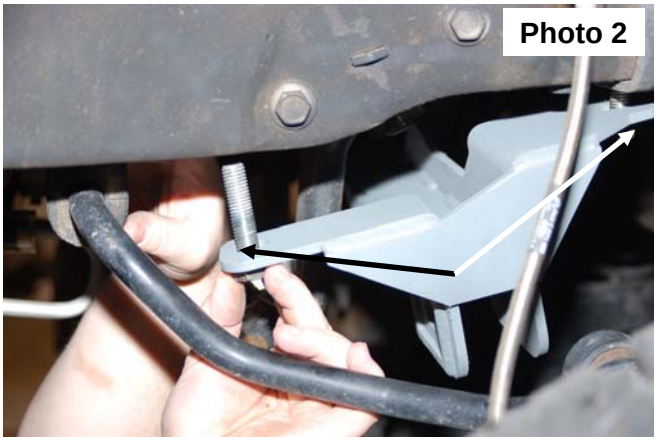
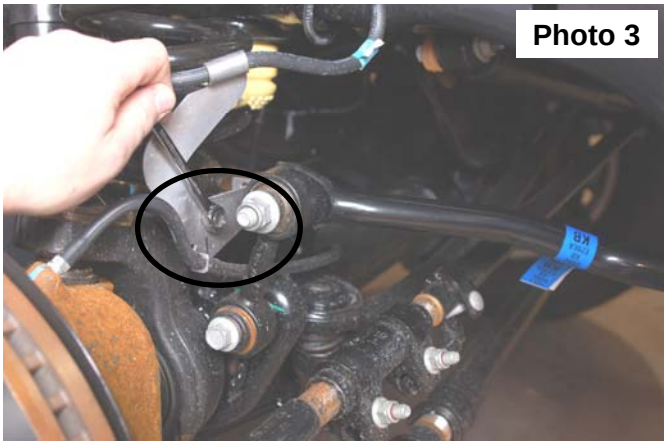
FRONT INSTALLATION INSTRUCTIONS

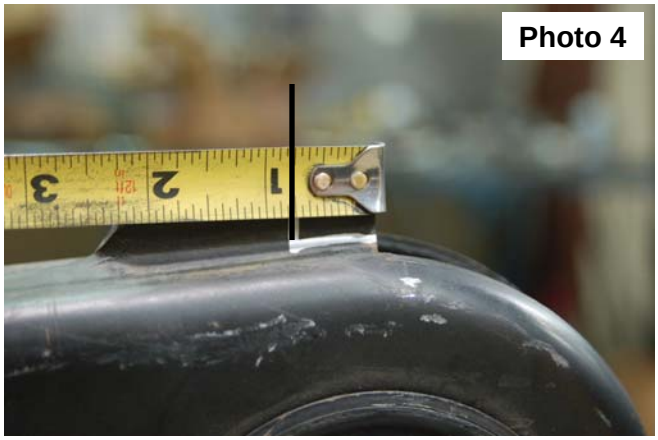
1. Place the vehicle on a level surface and chock the rear wheels.
2. Jack up the front of the vehicle and support with jack stands on the frame rail.
3. Remove the front wheels and tires. Support the axle with a floor jack.
4. Remove the stock shock absorber from the upper mount using a 19mm wrench and the lower mount using a 18mm wrench. Retain the lower shock mounting bolt for reuse.
5. Remove the track bar from the frame as shown in **Photo 1** using a 21mm and 30mm socket / wrench and retain the factory hardware. Remove the factory track rod bracket using a 22mm socket and install the new track rod bracket in the factory location using the factory hardware. **See Photo 2.** Tighten with a 22mm socket.



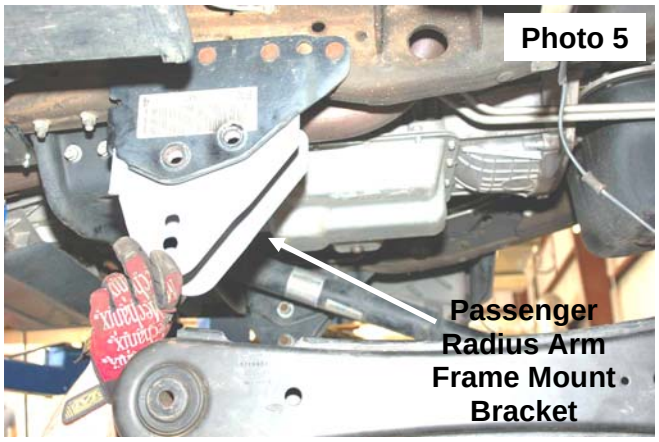


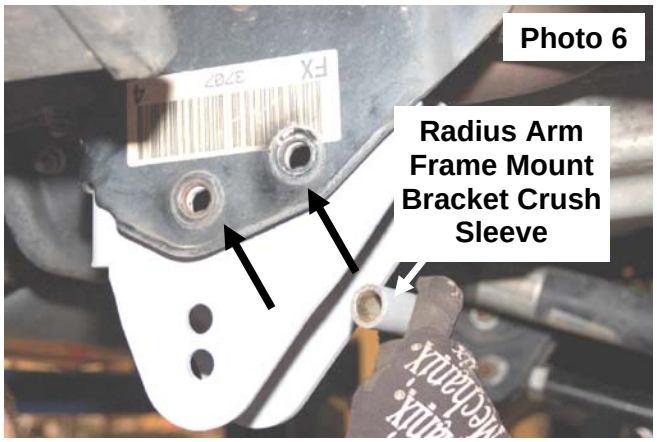
6. Remove lower sway bar nut on the axle using a 21mm wrench to allow the axle to move downward for the installation of the new coil.
7. Using the floor jack, lower the axle to allow for the coil spring to be removed from the coil mount. Take notice of the position of the coil wraps on the top and bottom spring in the mount. The coil will be reinstalled in the same position.
8. Remove the brake line bracket as shown using a 10mm wrench. **See Photo 3.**
9. Using a 1 1/8" wrench, and socket remove the bolt holding the radius arm to the frame.
10. Using a measuring tape, mark 3/4" from the end of the factory radius arm as shown and trim using a reciprocating saw. This area is trimmed for clearance on the crush sleeve. **See Photo 4.**



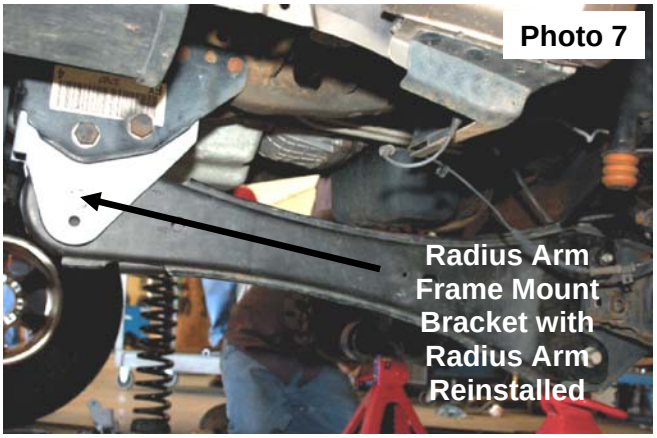


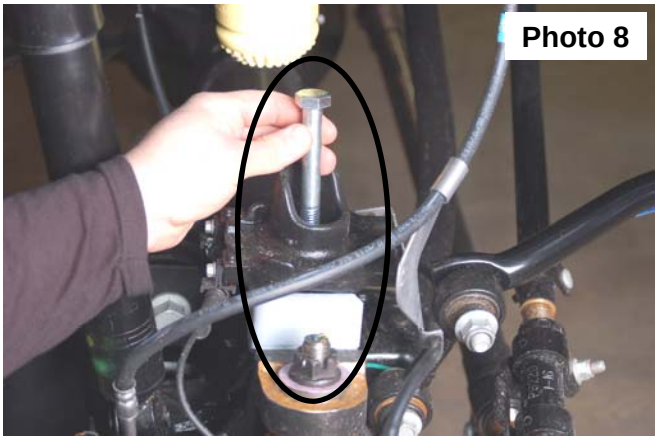
11. Insert the radius arm drop bracket into the stock location. **See Photo 5.**
12. Insert the supplied crush sleeves in the bracket as shown in **Photo 6** and secure using the 3/4" x 5" bolts, washers & nuts. Tighten using a 1 1/8" wrench & socket .(2 Per side).



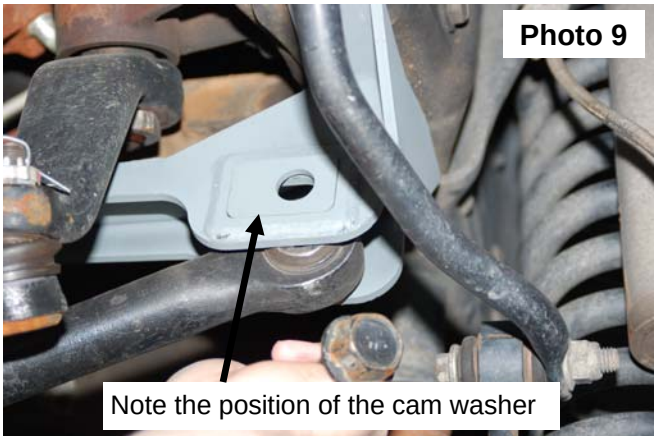


13. Reinstall the stock radius arm in the new bracket in the upper hole with stock hardware. **See Photo 7.** Leave loose. Do not tighten the radius arm to bracket at this time.
14. Remove the lower coil seat using a 23mm socket and install the supplied spring spacer in between the axle and the coil seat with the supplied 14mm x 130mm bolt. Tighten with a 23mm socket. **See Photo 8**.



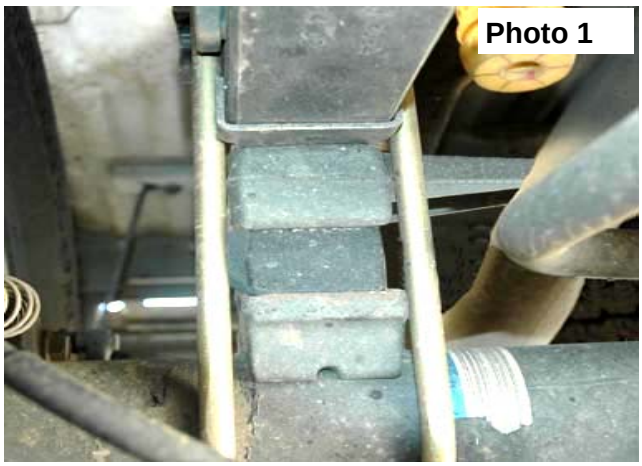


15. Reinstall the stock coil springs and slightly compress the coils springs in the mount using the floor jack. Reinstall the sway bar nut using a 21mm wrench & socket.
16. On 05-08 models, install the stock brake line bracket on the *new spacer block* using the stock hardware and a 10mm wrench. ***NOTE: On 09 F250 Models the brake line will reinstall back on the factory coil seat.***
17. Install the front shock part # 658640 on the lower mount and upper mount using the 142731 bushing kit from 1486Kit box and using a 18mm wrench.
18. Install the wheels/tires. Jack up the vehicle and remove jack stands. Lower the vehicle to the ground
19. Position the cam washer as shown in **Photo 9** and swing up the frame end of the track rod. Install in the frame mount using the stock hardware using a 30mm wrench. **Note: It may be necessary to have another person turn the vehicle as it sits still to align the track rod with the mount.**
20. Tighten the radius arm to new bracket hardware using a 1 1/8" wrench & socket.



REAR INSTALLATION

1. Chock front wheels and jack up the rear of the vehicle. Secure with jack stands on the frame rail.
2. Place a floor jack under the rear differential. Using a 18mm wrench for the upper, and 19mm and 15mm wrench for the lower, remove the stock shock absorbers, retain the stock hardware for reuse.
3. Remove the stock u-bolts using a 24mm socket. Use the floor jack to lower the axle assembly to allow for the lifted block installation
4. Install the Rough Country block in between the factory block and the axle. The block being installed has a taper, the short end of the block should be towards the center of the truck. **Photo 1** shows proper block placement. Jack up the axle and align the pins in the blocks and axle seat.
5. Secure with the new u-bolts and torque evenly to 120ft lbs using a 24mm socket using a "X" pattern.



6. Locate shock number **650377** and assemble poly bushings and 12mm sleeve in lower shock mount. Install using factory mounting pin on upper and factory bolt on lower shock mount. Tighten using a 18mm wrench for the upper and a 19mm & 15mm wrench for the bottom.
7. Install the wheels and tires. Jack up the vehicle with the floor jack to remove the jack stands.

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POST INSTALLATION INSTRUCTIONS

1. Check all fasteners for proper torque. Check to ensure there is adequate clearance between all rotating, mobile, fixed and heated members. Check steering gear for interference and proper working order. Test brake system
2. Perform steering sweep. Check to ensure brake hoses have sufficient slack and will not contact rotating, mobile, or fixed members, adjust lines/brackets to eliminate interference and maintain proper working order. Failure to perform inspections may result in component failure
3. Readjust headlights to factory settings
4. Have vehicle aligned by a certified alignment professional.
5. All components must be retightened after 500 miles, and every three thousand miles after installation

Kit Contents

ALSO AVAILIBLE FROM ROUGH COUNTRY

87491 DUAL STEERING STABILIZER

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