92159200

# 08-09 F250 8” SUSPENSION 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. We strongly recommend 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 no 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 kit is packaged as a leveling kit—raising the front 8” and the back 7”. If you desire a different look or if the vehicle has a tool box or added weight in the rear, please consult with your sales representative about block / u-bolt options.

This 8” suspension system was developed for **37x12.50x17** tire on an after market wheel w/ 4.5” back spacing.

## 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 or 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:**

| | |
|---|---|
| 9298 | Diesel Coil Springs |
| 1580Box1 | Upper Control Arms |
| 1580Box2 | Lower Control Arms |
| 1592Box2 | Stabilizer Drop Brackets |
| | Track Bar Bracket |
| | Control Arm Bracket |
| | Sway Bar Link |
| | Hardware Bags |
| | Pitman Arm |
| | Stainless Front Lines |
| | Carrier Bearing Drop Brkt |
| 1580Box4 | Fr Shocks |
| | Rear Shocks |
| 1592Box1 | Rear block / U-Bolt Kit |
| | Block Shims (4) |

**Tools Needed:**

| | |
|---|---|
| 8mm Wrench | 1 1/8” Wrench |
| 10mm Wrench | 1 13/16” Wrench |
| 12mm Wrench | Jack Stands |
| 15mm Wrench | Jack |
| 17mm Wrench | Drill |
| 17mm Socket | Drill Bits-13/16-7/8 |
| 18mm Wrench | |
| 18mm Socket | |
| 19mm Wrench | |
| 21mm Wrench | |
| 24mm Socket | |
| 30mm Socket | |

**Torque Specs:**

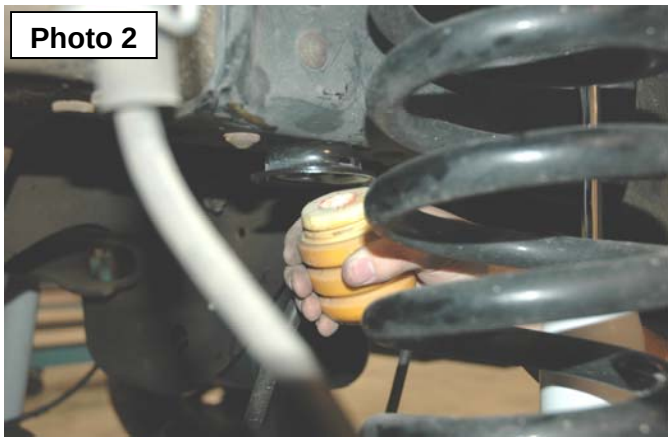
| Size | Grade 5 | Grade 8 |
|---|---|---|
| 5/16” | 15 ft/lbs | 20 ft/lbs |
| 3/8” | 30 ft/lbs | 35 ft/lbs |
| 7/16” | 45 ft/lbs | 60 ft/lbs |
| 1/2” | 65 ft/lbs | 90 ft/lbs |
| 9/16” | 95 ft/lbs | 130 ft/lbs |
| 5/8” | 135 ft/lbs | 175 ft/lbs |
| 3/4” | 185 ft/lbs | 280 ft/lbs |

| Size | Grade 8.8 | Grade 10.9 |
|---|---|---|
| 8MM | 18ft/lbs | 23 ft/lbs |

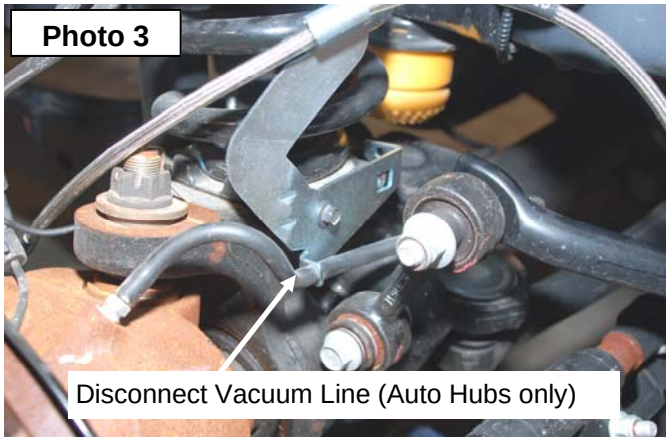
ROUGH COUNTRY SUSPENSION SYSTEMS

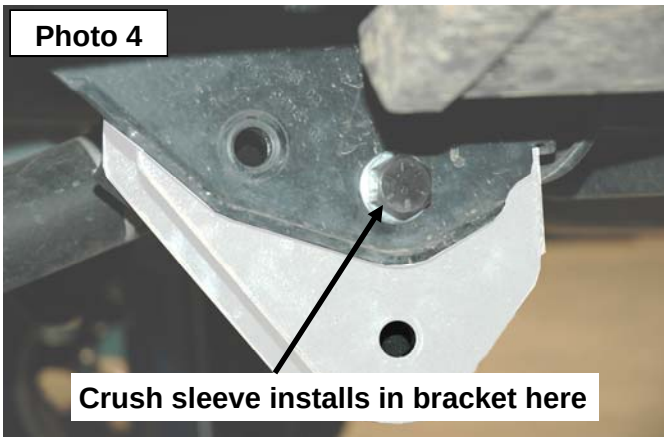
## FRONT INSTALLATION INSTRUCTIONS

1. Block the rear wheels of the vehicle. Raise the front of the vehicle and support the frame with jack stands. Remove the front wheels and tires and set aside. Position a hydraulic jack under the front axle and raise the jack until the front suspension begins to compress
2. Disconnect the track bar from the driver side frame bracket, using a 30mm wrench.
3. Disconnect the sway bar end links from the axle and the sway bar, using a 18mm wrench. Remove end links and retain the hardware for reuse. **See Photo 1**.
4. Remove the bump stop from the cup shaped bracket. Remove the bracket from the frame rail using a 10mm wrench. **See Photo 2**.



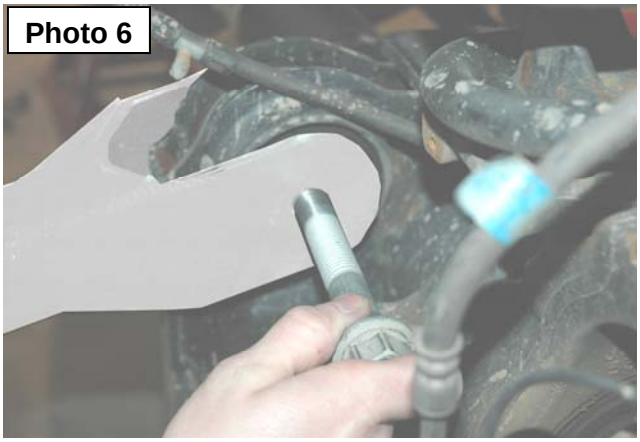

5. Disconnect the ABS sensor wire from the lower spring seat and the radius arm, using a 8mm wrench.
6. Unbolt the brake line brackets from the axle, using a 10mm wrench. Remove the center disconnect vacuum lines from the clamp on the axle.( If equipped with automatic hubs). Remove the stock brake line from the stock steel line and install the supplied braided brake lines in the factory location with the factory hardware. Please note there is a driver and passenger side brake hose . **Photo 3** Shows the new line being installed. Bleed brake system.
7. Using a 19mm wrench remove the nut, retaining washer and rubber bushing from the upper shock mounts. Using a 18mm wrench remove the lower shock bolts. Retain hardware for re-use.
8. Carefully lower the jack until the coil springs are free. Remove the coil springs from the vehicle. Note: use of a coil spring compressor may be required for spring removal.
9. Support both radius arms with jack stands. Using a 24mm wrench, and socket remove the bolt holding the radius arm to the frame. Using a 24mm wrench, and socket remove the 2 bolts each side holding the radius arm to the axle. Retain stock hardware for reuse.
10. Insert the radius arm drop bracket into the stock location. Bolt into place using a 3/4" x4.75" bolt, crush sleeve, nut and washer provided in the kit bag. Do not tighten at this time. **See Photo 4.**



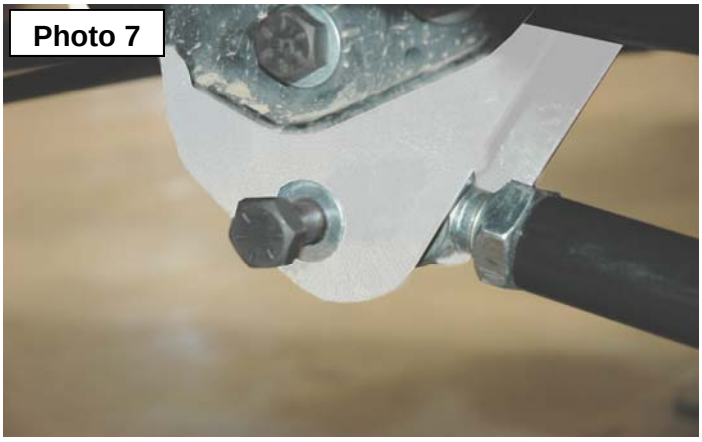




ROUGH COUNTRY SUSPENSION SYSTEMS

11. Insert bushings, and sleeves from kit bag into the upper control arm. **See Photo 5**.
12. Attach the upper control arm to the radius arm bracket in the top hole. Bolt into place using a 3/4" x4.75" bolt, nut and washer provided in the kit bag. Do not tighten at this time
13. Attach the control arms to the axle using the stock hardware. **See Photo 6. It may be necessary to use the rear nut from the frame mount due to some models having the radius arm nut welded to the radius arm.**




14. Attach the lower control arm to the axle using the stock hardware. Do not tighten at this time.
15. Insert the end of the lower control arm into the radius arm drop bracket. Bolt into place using a 3/4" x4.75" bolt, nut and washer provided in the kit bag. **See Photo 7.** Using a 1 7/8" wrench tighten the jam nut against the arm body. Center of bushing to center hole of opposite bushing should be 36 1/8"
16. Reattach the ABS wire to the upper control arm. **See Photo 8**.
17. Repeat step 12-18 on the opposite side.



18. Using a 21mm wrench and 18 mm wrench socket remove the factory track bar bracket. Retain stock hardware for re-use.
19. Remove the cotter pin and nut using a 21mm wrench, from the drag link end where it attaches to the pitman arm. Dislodge link with a tie rod end puller, or a pickle fork. Note: replace the link if any stud looseness is detected, or if you can twist the studs in its socket with your fingers. Using a 34mm socket, remove the nut from the steering sector and remove the pitman arm with a puller tool. Inspect the splines on the shaft for excessive wear, repair if needed.
20. Install new arm, lock washer, and nut. Using a 34mm or 1 13/16" socket, tighten bolt.
21. Attach the drag link stud to the pitman arm. Torque nut to factory specs, and install cotter pin. Check for adequate linkage clearances while turning steering wheel full lock in both positions
22. Position the Rough Country track bar bracket on the frame in the same position as the original and secure using the factory hardware. Tighten hardware using a 18mm & 21mm wrench. **See Photo 9.**
23. Using the nylon bump stop extension provided, place the extension between the frame and the bump stop cup. Bolt back into the original location using the 8mmx95mm bolt supplied using a 13mm wrench. Torque to 15 ft. lbs.
24. Lower the front axle enough to install the new coil springs. Position the coil springs in the lower coil buckets on the axle and rotate as necessary to be sure that the pigtail of the coil in indexed properly in the bucket. Position the factory rubber isolator on top of each coil, then raise the axle enough to seat the coil springs in the upper spring buckets.
25. Install the bushings and sleeves on the front gas shock absorbers part # 658459
26. Compress the front springs enough to install the front shocks. Bolt the lower end of the shock to the axle using the stock hardware , using a 18mm wrench. Attach the upper end of the shock using the stock hardware, and a 18mm wrench, tighten only enough to bulge the bushing.
27. Remove the factory steering stabilizer from the passenger factory frame mount using a 18mm wrench.
28. On the passenger side, install the new stabilizer bracket in between the frame and the factory sway bar mount with the factory hardware**. See Photo 10**. On the driver side, remove the sway bar bracket from the frame using a 15mm wrench and install the supplied spacer plate as shown in **Photo 11** with factory hardware.

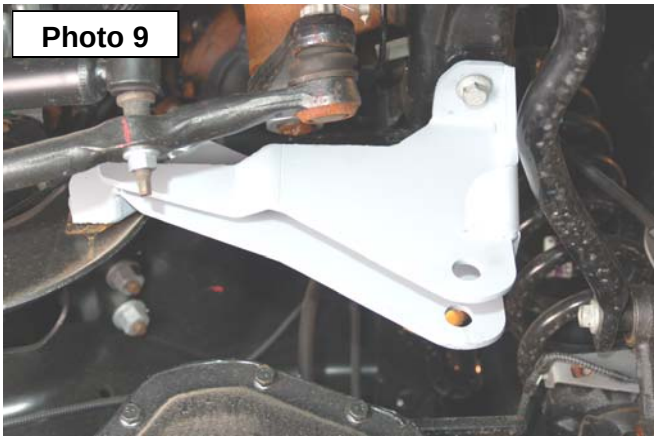


Photo 9

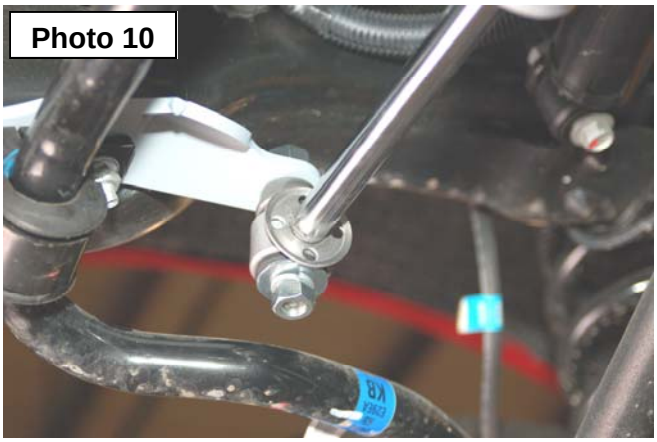


Photo 10

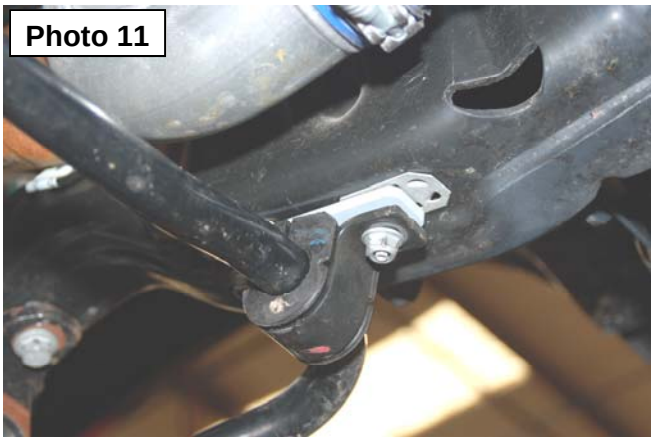
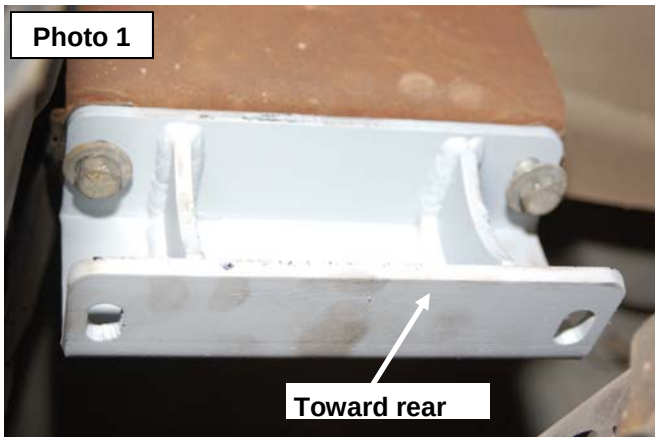


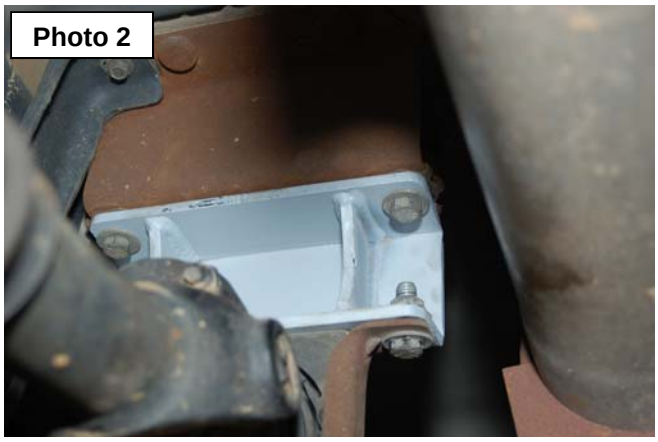
Photo 11

29. Reinstall the factory unit install in the new stabilizer bracket using the factory bolt that was removed from the factory steering stabilizer.
30. Install tires and wheels and lower the vehicle to the ground.
31. Install the new sway bar links in the factory location with the factory hardware and using a 18mm wrench. **See Photo 13.**
30. Tighten the radius arm hardware.
31. Install the track bar in the new track bar bracket using a 30mm wrench. **NOTE**: It may be necessary to start the truck and turn the wheels in the direction the track bar needs to go in order to  align the track bar with the hole. Install using the stock track bar hardware.

**CARRIER BEARING DROP INSTRUCTIONS**

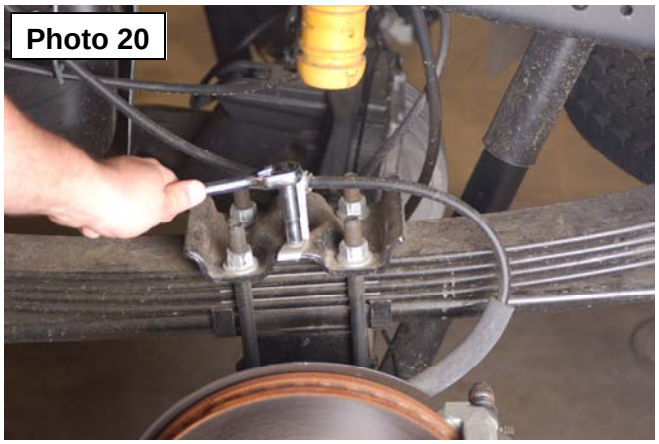
1. For vehicles with 2 piece drive shafts, support the driveshaft, using a 15mm socket remove the bolts from the carrier bearing bracket.
2. Lower the drive shaft and install the drop bracket in the stock location. Reuse the factory hardware to secure the carrier bearing drop bracket to the frame. Tighten hardware. Please note the direction of the drop bracket. The bracket is installed with the tall part of the bracket toward the rear. Flat part of the bracket installs on the stock frame location and the drive shaft carrier bearing installs on the angled part of the bracket. **See Photo 1.**
3. Using the supplied 7/16” x 1 1/2” bolts, secure the carrier bearing to the new drop bracket as shown in **Photo 2.**



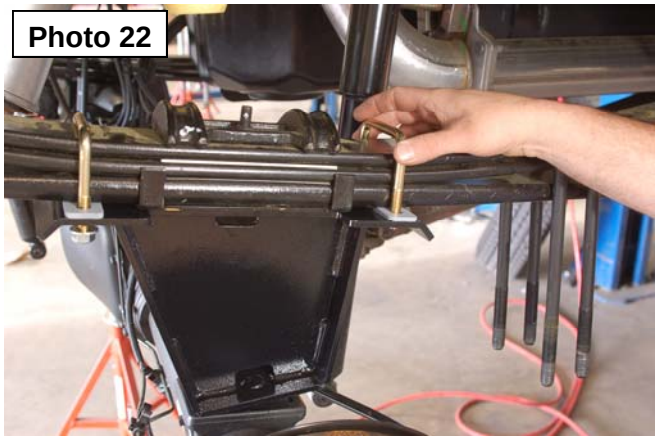



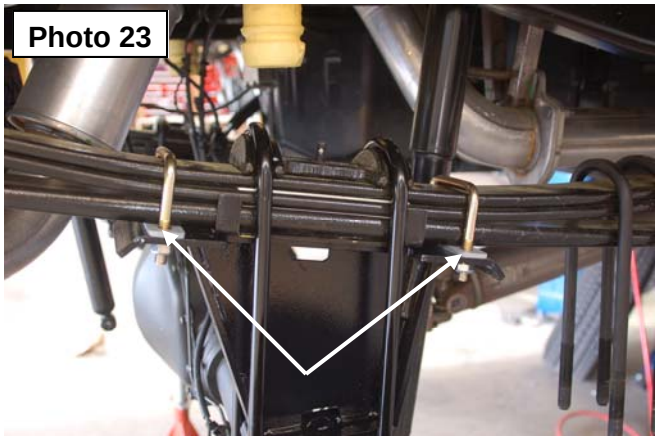
## REAR INSTALLTION

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 on the rear axle. 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 brake line bracket on the u-bolt plate as shown in **Photo 20** using a 10mm wrench.
4. Using a 24mm socket, remove the stock u-bolts. Use the floor jack to lower the axle assembly to allow for lifted block installation. **See Photo 21. If equipped; the factory rear frame contact over load springs will not be reused. Remove the over load springs and retain the main spring plate for reuse.**



5. Install the Rough Country block in between the leaf spring and the axle as shown in **Photo 22**. Jack up the axle and align the pins in the blocks and axle seat. Secure with new u-bolts using a 24mm socket. Torque evenly to 85 ft/lbs.
6. Install the supplied square u-bolts on the block with the block shims as shown in **Photo 23** using a 5/8 wrench.




7. Locate shock part number 658601 gas shock and assemble poly bushings and sleeve in shock. Using a 18mm wrench, for the upper, and a 19mm and 15mm wrench for the lower. Install using factory hardware on upper and lower shock mount
8. Install the tires and wheels
9. Jack up the rear of the vehicle and remove the jack stands. Lower the vehicle to the floor.

## POST INSTALLTION INSTRUCTIONS

1. Have a qualified alignment center realign front end to Caster min– 4.0 degree
   Camber –0.6—.09 degree
   Toe –.10– .15 degree
2. Install Warning to Driver decal on sun visor.
3. All components must be retightened after 500 miles, and every three thousand miles after installation
4. Adjust headlights to proper settings.
5. Test brake system to make sure the is has been properly bled.

## KIT CONTENTS

**Don't forget your RCX Dual Stabilizer Kit !**

**Thank you for choosing Rough Country for your suspension needs.**