

# INSTALLATION INSTRUCTIONS 2566

Rev. 3

FOR SINGLE & DUAL STEERING STABILIZER FOR FORD F150 & FULL SIZE BRONCO  
READ ALL INSTRUCTIONS THOROUGHLY FROM START TO FINISH BEFORE BEGINNING INSTALLATION

## SINGLE AND DUAL STABILIZER KITS

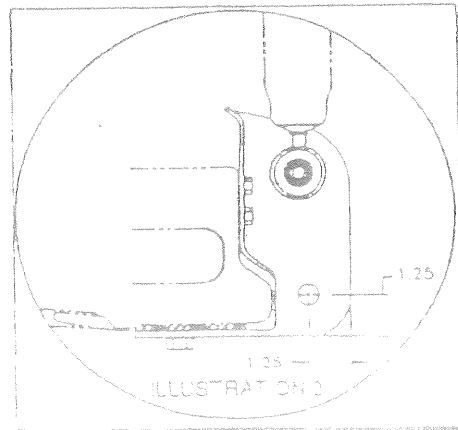
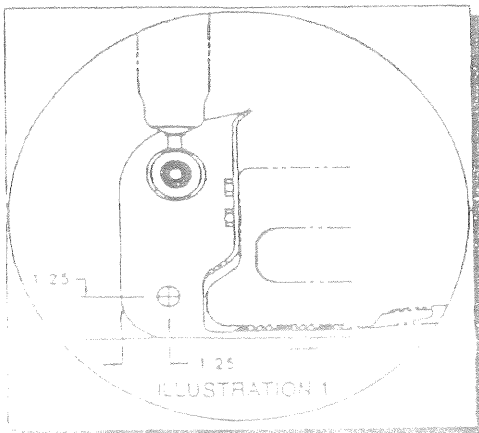
1. Park vehicle on level ground and set the emergency brake.
2. Drill a 1/4" pilot hole on the **passenger side (right front)** OEM shock mount approximately 1 1/4" up from the bottom of the shock mount and 1 1/4" in from the front of the mount (see illustration#1). Drill pilot hole to 5/8".
3. On the passenger side of the vehicle, remove the inner tie rod adjusting bolt, then re-install it so the nut is facing toward the front and re-tighten (See illustration # 3).
4. Install the stabilizer mounting bracket on the tie rod with the tab facing down. Using hardware pack # 8303 on the passenger side. Do not fully tighten U-bolts at this time (see illustration# 5).

## DUAL STABILIZER KIT ONLY

5. Drill a 1/4" pilot hole on the **driver side (left front)** OEM shock mount, approximately 1 1/4" up from the bottom of the shock mount and 1 1/4" in from the front of the mount (see illustration# 2). Drill pilot hole to 5/8".
6. On the driver side, remove the inner tie rod adjusting bolt and rotate the clamp until the nut and bolt are on the top of the tie rod and re-tighten (see illustration# 4).
7. Install the stabilizer mounting bracket on the tie rod with the tab facing down. Using hardware pack # 8339 on the driver side. Do not fully tighten U-bolts at this time (see illustration# 5).

## SINGLE AND DUAL STABILIZER KITS

8. With the wheels facing forward extend the stabilizer halfway out and install the rod end through the tie rod mount bracket. Then mount the body end through the new 5/8" hole in factory shock mount (see illustration# 5).
9. Tighten rod nuts first, then the tie rod mounting bracket (making sure the stabilizer remains extended halfway out after tightening).
10. Turn wheels full right checking for interference and making sure the steering stop on the axle is the travel limiter and that the stabilizer is not being over extended. Repeat for full left turn.
11. Periodically inspect the assembly for tightness, especially before and after off-road use.



MORE ILLUSTRATIONS ON BACK