

INSTALL INSTRUCTIONS

**2023+ FORD SUPER DUTY
F450/550/600 - CHASSIS CAB -
4WD - 6" LIFT CONTROL ARM FRONT
- AXLE 1" FORWARD - OVERLANDER**



KIT #10036905

kelderman



KELDERMAN MANUFACTURING

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KIT NUMBERS

- THIS INSTALLATION MANUAL COVERS THE FOLLOWING AIR RIDE KITS.

KIT NUMBER	DESCRIPTION
10036905	KIT - 6" LIFT CONTROL ARM FRONT - AXLE 1" FORWARD - OVERLANDER : 2023+ FORD SUPER DUTY F450/550/600 - CHASSIS CAB - 4WD

- REQUIRES PSC HYDRAULIC ASSIST STEERING: PART #SK756
(PURCHASED SEPERATLY)



2023 FORD F550 CHASSIS CAB SHOWN

INTRODUCTION

IMPORTANT

- ♦ IT IS IMPORTANT THAT THE ENTIRE INSTALLATION INSTRUCTIONS BE READ THOROUGHLY BEFORE PROCEEDING WITH INSTALLATION.
- ♦ IF YOUR KIT WAS ORDERED RAW, OPEN EVERY BOX AND LOCATE ALL PARTS. THERE ARE SEVERAL SMALLER BUSHING PIECES AND BOLTS THAT ARE PACKAGED SEPARATELY INSIDE THE MAIN BOX.

PRODUCT INSTALLER RESPONSIBILITIES

- ♦ INSTALLER IS RESPONSIBLE FOR INSTALLING THIS PRODUCT IN ACCORDANCE WITH KELDERMAN MFG. INC. SPECIFICATIONS AND INSTALLATION INSTRUCTIONS.
- ♦ INSTALLER IS RESPONSIBLE FOR PROVIDING PROPER INSTALLATION OF VEHICLE COMPONENTS AND ATTACHMENTS AS WELL AS REQUIRED OR NECESSARY CLEARANCE FOR SUSPENSION COMPONENTS, AXLES, WHEELS, TIRES, AND OTHER VEHICLE COMPONENTS TO ENSURE A SAFE AND SOUND INSTALLATION AND OPERATION OF THIS PRODUCT.

DEFINITION OF TERMS

- ♦ **WARNING:** INDICATES A POTENTIALLY HAZARDOUS SITUATION WHICH, IF NOT AVOIDED, COULD RESULT IN DEATH OR SERIOUS INJURY.
- ♦ **CAUTION:** A POTENTIAL HAZARDOUS SITUATION MAY RESULT IN PROPERTY DAMAGE.
- ♦ **NOTE:** PROVIDE INFORMATION OR SUGGESTIONS THAT HELP CORRECTLY PERFORM A TASK.
- ♦ **TORQUE:** WHEN ITALICIZED “TORQUE” ALERTS THE INSTALLER TO TIGHTEN FASTENERS TO A SPECIFIED VALUE.

BOLT TORQUE CHART

BOLT SIZE	GRADE 5 TORQUE	GRADE 8 TORQUE
1/4"-20	8 <i>FT-LB</i>	12 <i>FT-LB</i>
3/8"-16	31 <i>FT-LB</i>	44 <i>FT-LB</i>
3/8"-24	35 <i>FT-LB</i>	49 <i>FT-LB</i>
1/2"-13	75 <i>FT-LB</i>	106 <i>FT-LB</i>
1/2"-20	85 <i>FT-LB</i>	120 <i>FT-LB</i>
9/16"-18	121 <i>FT-LB</i>	171 <i>FT-LB</i>
5/8"-11	150 <i>FT-LB</i>	212 <i>FT-LB</i>
5/8"-18	170 <i>FT-LB</i>	240 <i>FT-LB</i>
3/4"-16	297 <i>FT-LB</i>	420 <i>FT-LB</i>
7/8"-14	474 <i>FT-LB</i>	669 <i>FT-LB</i>

SAFETY

YOUR SAFETY AND THE SAFETY OF OTHERS IS VERY IMPORTANT.

- ◆ READ AND UNDERSTAND ALL SAFETY PRECAUTIONS AND INSTRUCTIONS BEFORE INSTALLING THIS PRODUCT.

CAUTION: TRUCKS EQUIPPED WITH PARKING SENSORS OR OTHER LIKE DEVICES.

- ◆ RELOCATION OF THESE DEVICES WILL ALTER THE FIELD OF VIEW. IT IS THE RESPONSIBILITY OF THE OWNER TO UNDERSTAND HOW THESE CHANGES AFFECT THE OPERATION OF THESE SYSTEMS.

WARNING: COMPONENTS UNDER PRESSURE.

- ◆ BLEED ALL PRESSURE FROM THE AIR SYSTEM BEFORE PERFORMING ANY MAINTENANCE OR SERVICE. SERIOUS INJURY COULD OCCUR IF COMPONENTS ARE REMOVED WHILE SYSTEM IS PRESSURIZED.

WARNING: CARELESS INSTALLATION CAN RESULT IN SERIOUS INJURY OR PROPERTY DAMAGE

- ◆ WEAR EYE PROTECTION.
- ◆ DISCONNECT THE BATTERY BEFORE DOING ANY WORK ON THE VEHICLE.
- ◆ WORK ON FLAT LEVEL GROUND.
- ◆ ENSURE TRUCK IS PROPERLY SUPPORTED BY JACK STANDS. NEVER WORK UNDER A VEHICLE SUPPORTED ONLY BY HYDRAULIC JACKS.
- ◆ TAKE PRECAUTIONS WHEN LIFTING PRODUCT. DUE TO THE SIZE AND WEIGHT OF THIS PRODUCT TWO PEOPLE ARE RECOMMENDED FOR INSTALLATION.
- ◆ NEVER WORK DIRECTLY UNDER THE PRODUCT UNTIL IT HAS BEEN SECURELY FASTENED TO THE VEHICLE.
- ◆ AVOID SHARP, HOT, AND MOVING COMPONENTS WHEN ROUTING ELECTRICAL CABLES AND AIR LINES.
- ◆ IF DRILLING, INSPECT BOTH SIDES OF THE SURFACE AND REMOVE/RELOCATE ANY OBJECTS LOCATED IN THE WAY.
- ◆ ENSURE ALL BOLTS ARE PROPERLY TIGHTENED BEFORE DRIVING.

PRODUCT OWNER RESPONSIBILITIES

- ◆ PRODUCT OWNER IS SOLELY RESPONSIBLE FOR PRE-OPERATION INSPECTION, PERIODIC INSPECTIONS, MAINTENANCE, AND USE OF THE PRODUCT AS SPECIFIED BY KELDERMAN MFG. INC. OF PARTICULAR IMPORTANCE IS THE RE-TORQUE OF FASTENERS.
- ◆ THIS RE-TORQUE MUST BE PERFORMED WITHIN 2500 MILES OF THIS PRODUCT BEING PUT INTO SERVICE.
- ◆ THE KELDERMAN AIR SUSPENSION IS FULLY AUTOMATIC IN CONTROLLING THE HEIGHT OF THE CHASSIS WHEN PROPERLY INSTALLED.
- ◆ NO MANUAL INTERVENTION TO CONTROL AIR PRESSURE OR RIDE HEIGHT IS NEEDED DURING THE COURSE OF NORMAL OPERATION.
- ◆ PRODUCT OWNER IS RESPONSIBLE FOR “*DOWN TIME*” EXPENSES, CARGO DAMAGE, AND ALL BUSINESS COSTS AND LOSSES RESULTING FROM A WARRANTABLE FAILURE.

SERVICE INTERVALS

FIRST 2,500 MILES

- ◆ CHECK RIDE HEIGHT $\pm 1/4$ ”
- ◆ CHECK FOR AIR LEAKS AROUND FITTINGS.
- ◆ CHECK FOR ANY LOOSE OR RUBBING HOSES AND WIRES.
- ◆ RE-TORQUE ALL HARDWARE.

EVERY 30,000 MILES

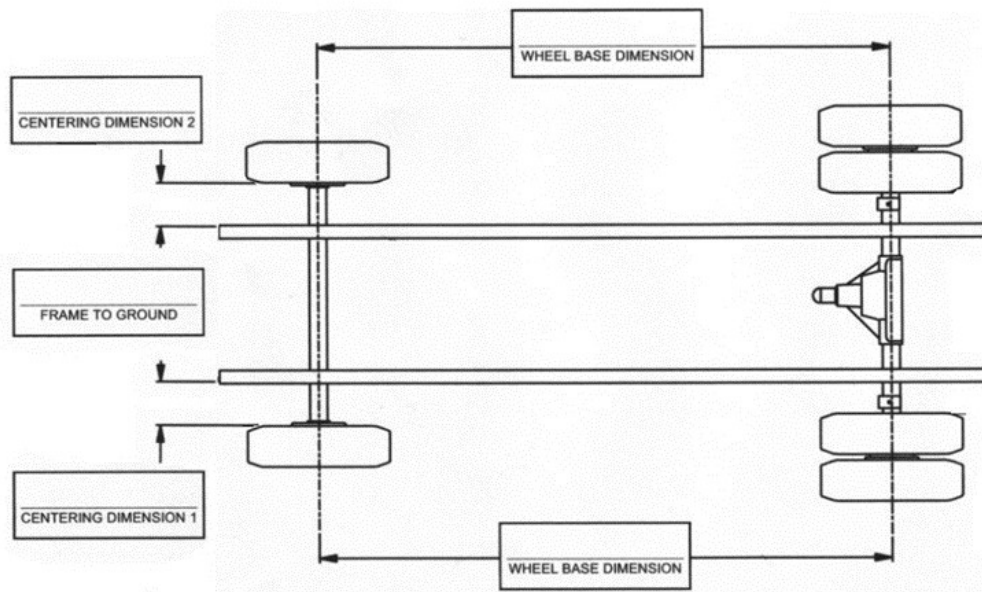
- ◆ CHECK RIDE HEIGHT $\pm 1/4$ ”
- ◆ CHECK FOR AIR LEAKS AROUND FITTINGS.

DISASSEMBLY

1: WITH THE VEHICLE ON FLAT LEVEL GROUND MEASURE THE PINION ANGLE AND RECORD IT. THE PINION WILL NEED TO BE SET BACK TO THIS MEASUREMENT AFTER INSTALLATION. NOTE: USE MASKING TAPE OR SOME OTHER METHOD TO MARK THE LOCATION OF THIS MEASUREMENT. PINION ANGLE _____



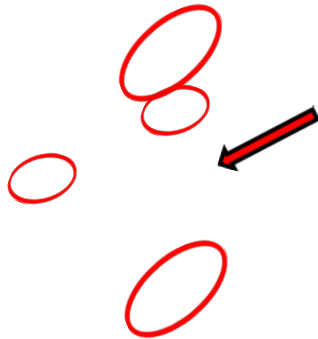
2: TAKE THE FOLLOWING MEASUREMENTS FOR FUTURE REFERENCE. THESE MEASUREMENTS WILL BE USED TO ADJUST THE SUSPENSION AFTER INSTALLATION. NOTE: MAKE SURE THE FRONT WHEELS ARE STRAIGHT AND THE STEERING WHEEL IS STRAIGHT.



3: BREAK THE FRONT LUG NUTS LOOSE, BUT DO NOT REMOVE.

4: APPLY THE PARKING BRAKE. LIFT THE FRONT OF THE VEHICLE JUST ENOUGH TO TAKE THE WEIGHT OFF THE SPRINGS. PLACE JACK STANDS UNDER THE FRAME AND CHOCK THE FRONT TIRES SO THE AXLE WON'T ROLL. SUPPORT THE PINION WITH A JACK STAND.

5: REMOVE THE SWAY BAR, D-RINGS, BUSHINGS & END LINKS FROM THE TRUCK. **NOTE:** THE CIRCLED HARDWARE FOR THE D-RINGS WILL BE REUSED LATER WHEN INSTALLING THE KELDERMAN COMPONENTS.

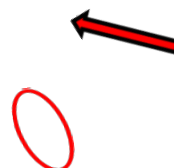
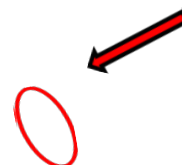


6: REMOVE THE PANHARD BAR & PANHARD BAR BRACKET FROM THE TRUCK. **NOTE:** THE CIRCLED HARDWARE WILL BE REUSED LATER WHEN INSTALLING THE KELDERMAN COMPONENTS.



7: REMOVE THE DRAG LINK FROM THE PITMAN ARM. **NOTE:** THE CIRCLED HARDWARE WILL BE REUSED LATER WHEN INSTALLING THE KELDERMAN COMPONENTS.

8: REMOVE THE PITMAN ARM FROM THE STEERING BOX. **NOTE:** THE CIRCLED HARDWARE WILL BE REUSED LATER WHEN INSTALLING THE KELDERMAN COMPONENTS.



9: REMOVE THE FLEX BRAKE LINES.

10: REMOVE THE SHOCKS, SPRINGS, & LOWER SPRING MOUNTS FROM THE TRUCK. **NOTE:** THE CIRCLED HARDWARE WILL BE REUSED LATER WHEN INSTALLING THE KELDERMAN COMPONENTS.

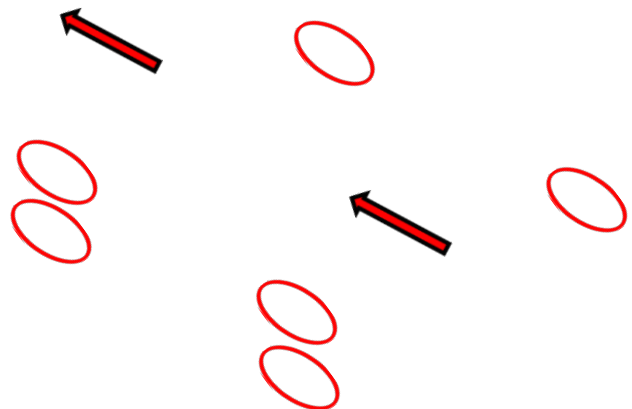
11: REMOVE THE BUMP STOPS FROM THE FRAME.



12: DISCONNECT THE DRIVESHAFT FROM THE TRANSFER CASE.

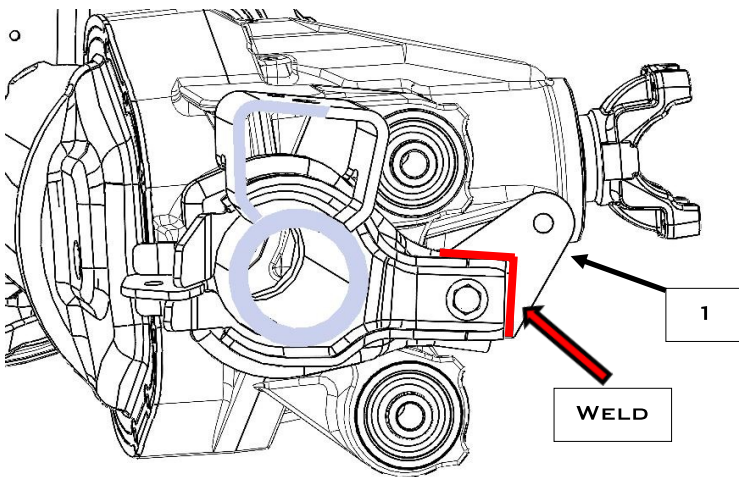
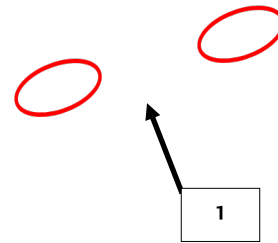


13: REMOVE THE CONTROL ARMS FROM THE FRAME & AXLE. NOTE: THE CIRCLED HARDWARE WILL BE REUSED LATER WHEN INSTALLING THE KELDERMAN COMPONENTS.



ASSEMBLY

14: INSTALL THE SHOCK RELOCATION BRACKETS (1) ONTO THE AXLE USING THE OEM HARDWARE REMOVED DURING STEP 10. INSTALL THE BRACKETS WITH THE LONGER SIDE POINTED DOWN.



15: WELD THE SHOCK RELOCATION BRACKETS (1) TO THE AXLE. THIS WILL PREVENT THE BRACKETS FROM ROTATING.



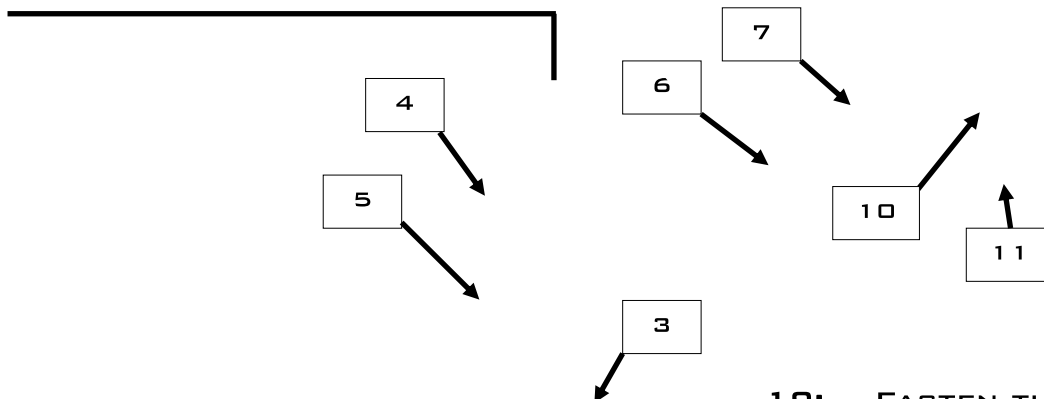
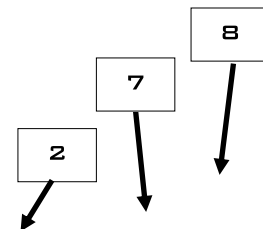
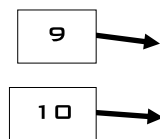
16: FASTEN THE DS LOWER BAG PLATE (2) ONTO THE AXLE USING M14 HARDWARE (4 & 5).

17: USE THE DS LOWER BAG PLATE (2) AS A GUIDE TO DRILL THE TWO HOLES CIRCLED IN RED INTO THE AXLE.

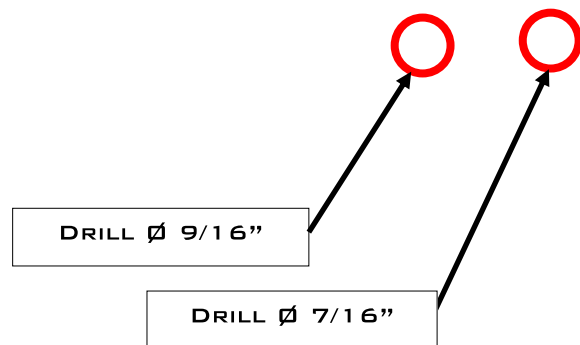
DRILL $\varnothing$ 7/16"

DRILL $\varnothing$ 9/16"

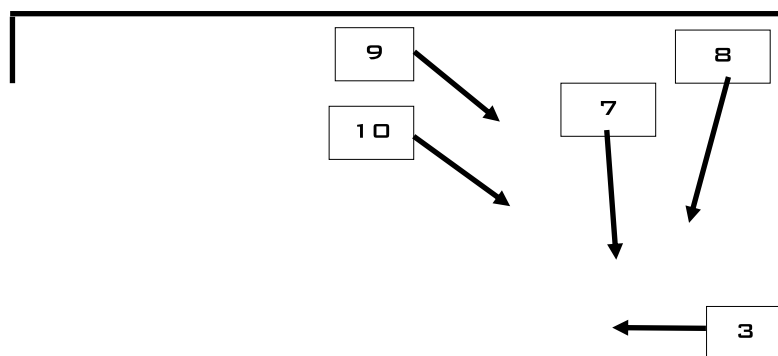
18: USE 1/2" HARDWARE (6, 7, & 8) AND 3/8" HARDWARE (9, 10, & 11) TO FASTEN THE DS LOWER BAG PLATE (2) TO THE AXLE.



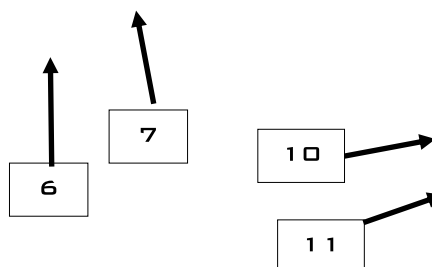
19: FASTEN THE PS LOWER BAG PLATE (3) ONTO THE AXLE USING M14 HARDWARE (4 & 5).



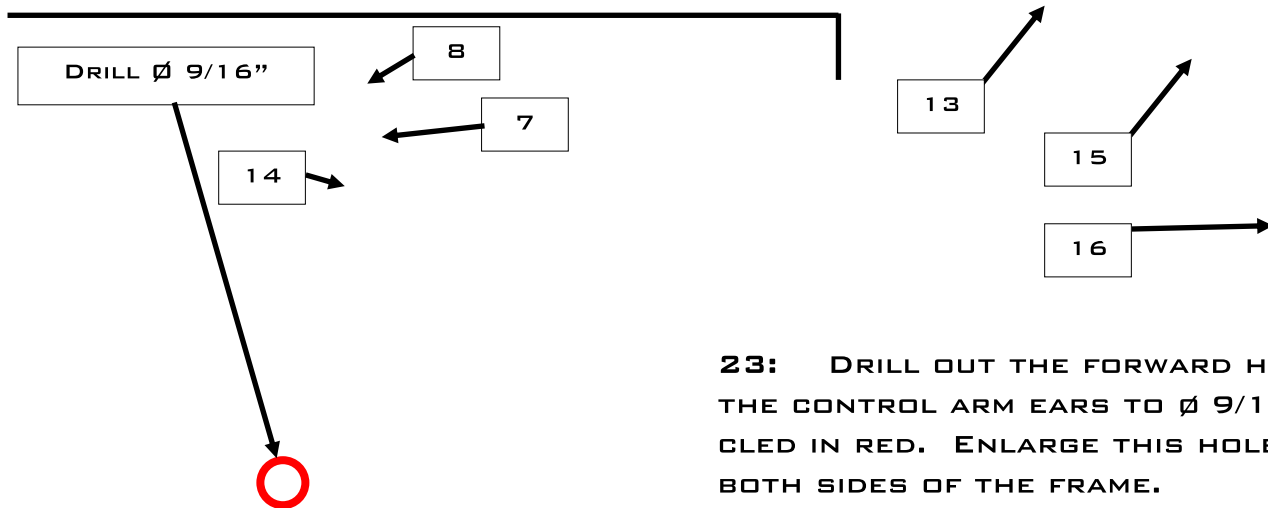
20: USE THE PS LOWER BAG PLATE (3) AS A GUIDE TO DRILL THE TWO HOLES CIRCLED IN RED INTO THE AXLE.



21: USE 1/2" HARDWARE (6, 7, & 8) AND 3/8" HARDWARE (9, 10, & 11) TO FASTEN THE PS LOWER BAG PLATE (3) TO THE AXLE.



22: USE 1/4" SOCKET CAP SCREWS (16) TO FASTEN LOGO PLATES (15) ONTO THE CONTROL ARM DROPS (12 & 13).

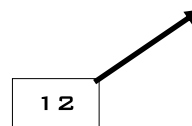


23: DRILL OUT THE FORWARD HOLE IN THE CONTROL ARM EARS TO Ø 9/16", CIRCLED IN RED. ENLARGE THIS HOLE ON BOTH SIDES OF THE FRAME.

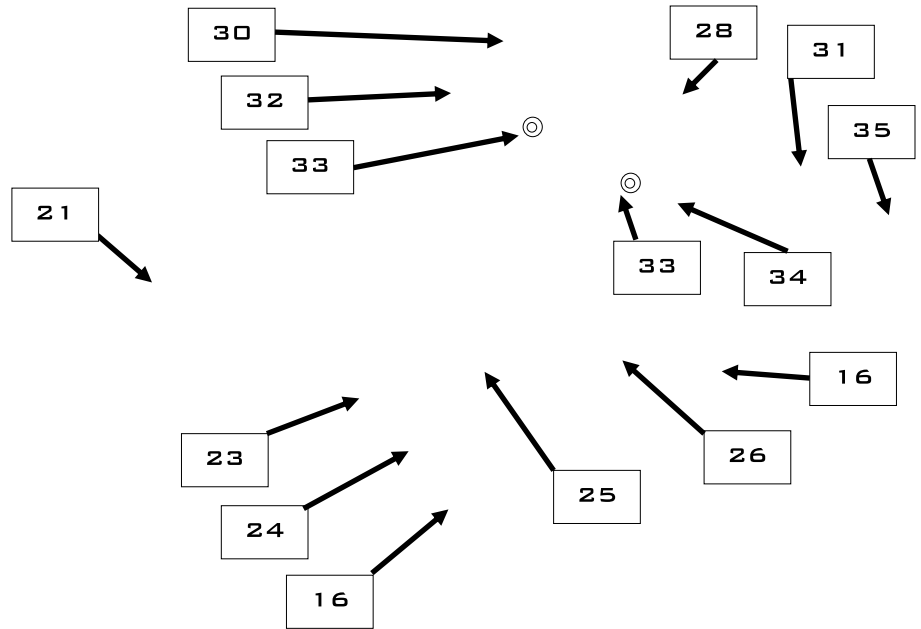
24: FASTEN THE DS CONTROL ARM DROP (13) TO THE FRAME EARS USING 1/2" HARDWARE (7, 8, & 17) & 3/4" HARDWARE (18, 19, & 20).

25: FASTEN THE DS CONTROL ARM DROP (13) TO THE TRANSMISSION CROSS-MEMBER USING 1/2" HARDWARE (6, 7, & 8). THE CONTROL ARM DROP BOLT REDUCER (14) DROPS INTO THE FRAME TO REDUCE THE FACTORY HOLE DOWN TO FIT THE 1/2" BOLT.

26: INSTALL THE PS CONTROL ARM DROP (12) IN THE SAME WAY USING THE SAME HARDWARE.

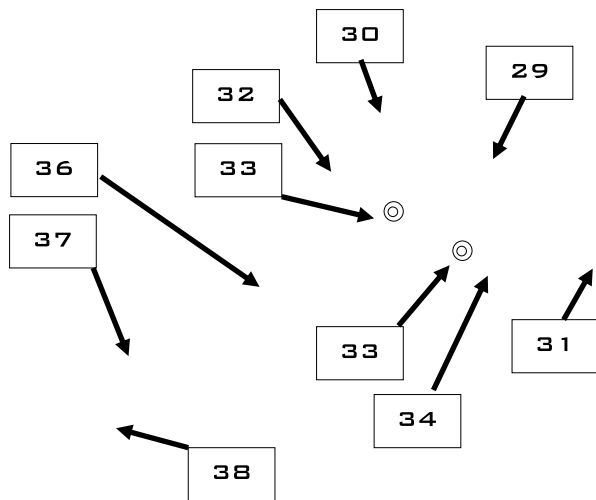


27: ASSEMBLE THE DS UPPER RADIUS ARM (21). FASTEN THE BADGES (24 & 26) AND THE BADGE BACKING PLATES (23 & 25) WITH 1/4" HARDWARE (16) TO THE UPPER RADIUS ARM.



28: PRESS THE POLY BUSHING (30) AND THE 18MM SLEEVE (31) INTO THE CAST KNUCKLE (28). **NOTE:** THOROUGHLY COAT THE POLY BUSHINGS IN THE SUPPLIED SILICONE GREASE.

29: THREAD THE CAST KNUCKLE (28) ONTO THE UPPER RADIUS ARM (21). USE 5/8" PINCH BOLT HARDWARE (32, 33, & 34) TO FASTEN THE KNUCKLE IN PLACE.



30: ASSEMBLE THE LOWER RADIUS ARM. PRESS POLYBUSHING (30) AND THE 18MM SLEEVE (31) INTO THE CAST KNUCKLE (29). **NOTE:** THOROUGHLY COAT THE POLY BUSHINGS IN THE SUPPLIED SILICONE GREASE.

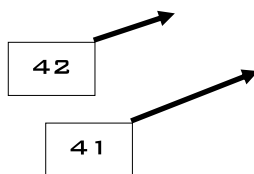
31: THREAD THE CAST KNUCKLE (29) ONTO TRAILING ARM (36). USE 5/8" PINCH BOLT HARDWARE (32, 33, & 34) TO FASTEN THE KNUCKLE IN PLACE. THREAD JAM NUT (37) AND THE DS RADIUS ARM SHACKLE (38) ONTO THE TRAILING ARM (36).

32: ADJUST THE UPPER AND LOWER RADIUS ARM TO THE LENGTHS SHOWN. **NOTE:** DO NOT TIGHTEN THE JAM NUT OR PINCH BOLTS YET. THESE MAY NEED TO BE ADJUSTED ONCE INSTALLED ON THE TRUCK.

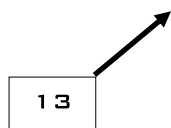
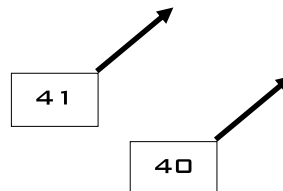
35-9/32"

25-13/32"

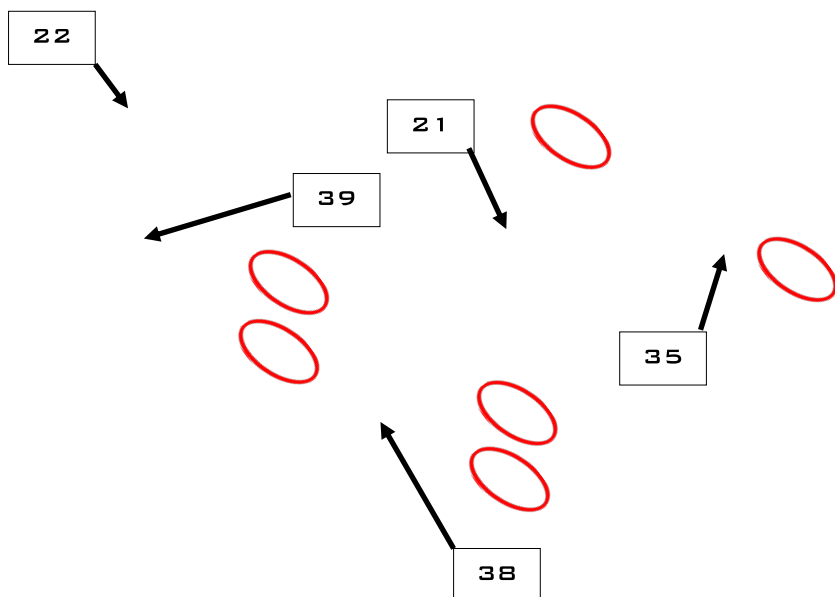
33: USE 18MM HARDWARE (40, 41, & 42) TO FASTEN THE UPPER RADIUS ARM TO THE LOWER RADIUS ARM.



34: REPEAT THE STEPS TO BUILD THE PASSENGER SIDE RADIUS ARM.

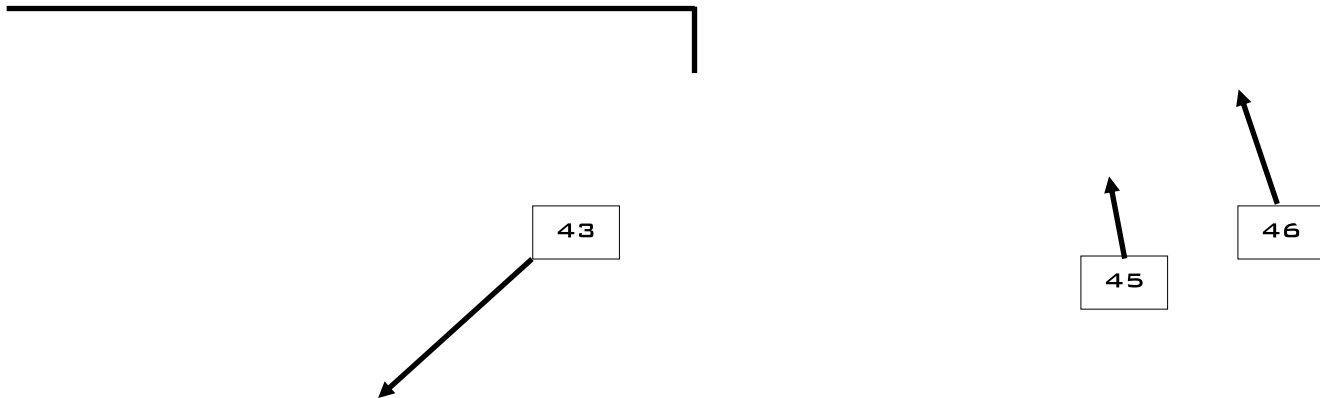


35: USE THE OEM HARDWARE REMOVED IN *STEP 13* TO FASTEN THE ASSEMBLED RADIUS ARM TO THE AXLE AND TO THE CONTROL ARM DROP BRACKETS (12 & 13).

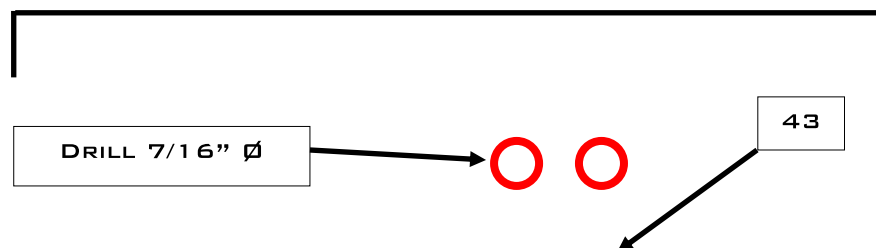
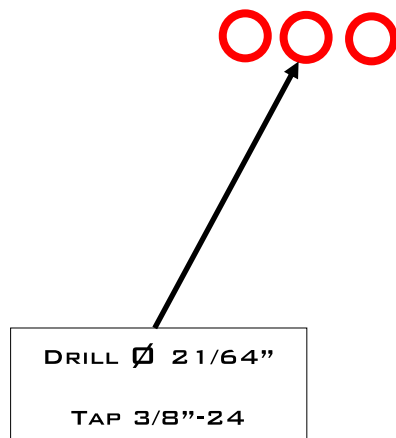


36: SPACER WASHER (35) GOES BETWEEN THE RADIUS ARM AND THE OUTSIDE EAR.

37: USE M12 HARDWARE (46) TO INSTALL THE DRIVESHAFT TRANSFER-CASE FLANGE EXTENSION (45) BETWEEN THE TRANSFER CASE AND THE DRIVESHAFT.



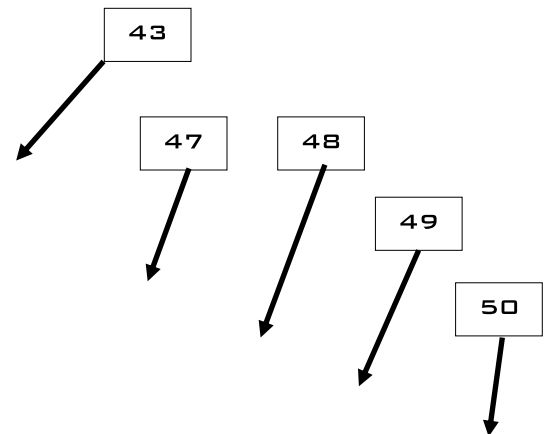
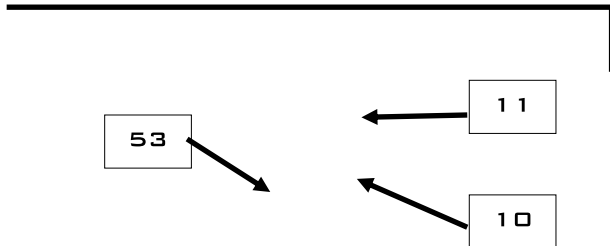
38: USE THE DS UPPER BAG MOUNT (43) AS A GUIDE AND MARK THE THREE HOLES ALONG THE BOTTOM OF THE FRAME. DRILL THE HOLES $\varnothing 21/64"$. TAP THE HOLES FOR 3/8"-24 THREAD. **NOTE:** THESE ARE BLIND HOLES, DO NOT DRILL ALL THE WAY THRU THE BOX FRAME.



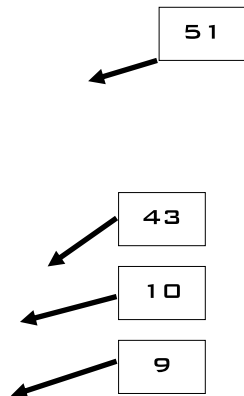
39: USE THE UPPER BAG MOUNT (43) AS A GUIDE AND MARK THE TWO HOLES AT THE TOP OF THE SPRING BUCKET. DRILL THE HOLES $\varnothing 7/16"$. **CAUTION:** MOVE ANY LINES OR WIRING THAT MAYBE ROUTED ABOVE THE SPRING BUCKET BEFORE DRILLING.

40: USE THE PS UPPER BAG MOUNT (44) AS A GUIDE TO DRILL & TAP THE SAME HOLES ON THE PASSENGER SIDE OF THE FRAME.

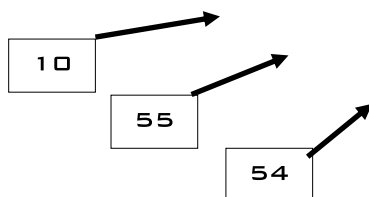
41: INSTALL THE ROUND PAINT PLATES (47) INTO THE TWO UPPER BAG MOUNTS (43 & 44) USE #10 HARDWARE (48, 49, & 50) TO FASTEN.



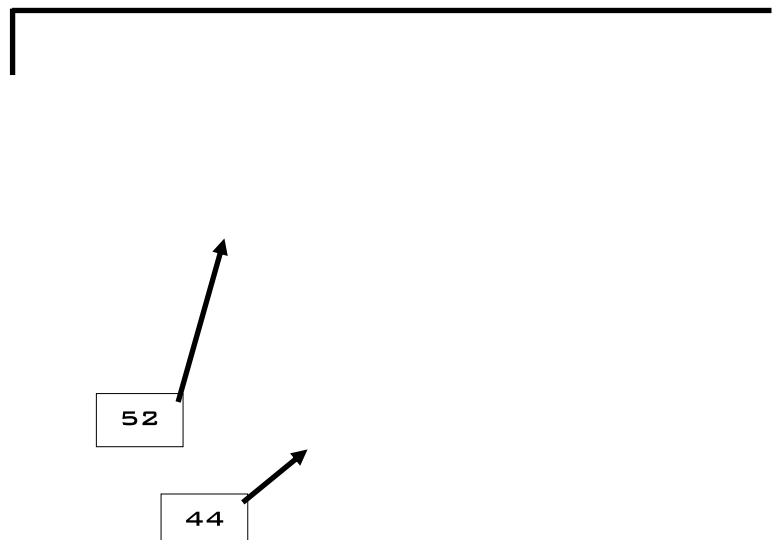
42: INSTALL THE DS UPPER BAG MOUNT (43) ONTO THE FRAME. IF INSTALLING REMOTE RESERVOIR SHOCKS INSTALL THE DS REMOTE RESERVOIR SHOCK BRACKET (51) BETWEEN THE FRAME AND THE UPPER BAG MOUNT (43). USE 3/8" HARDWARE (9, 10, & 11) TO FASTEN THE UPPER BAG MOUNT (43) TO THE SPRING BUCKET. USE THE NUT TAB (53) UNDER THE ABS MODULE.



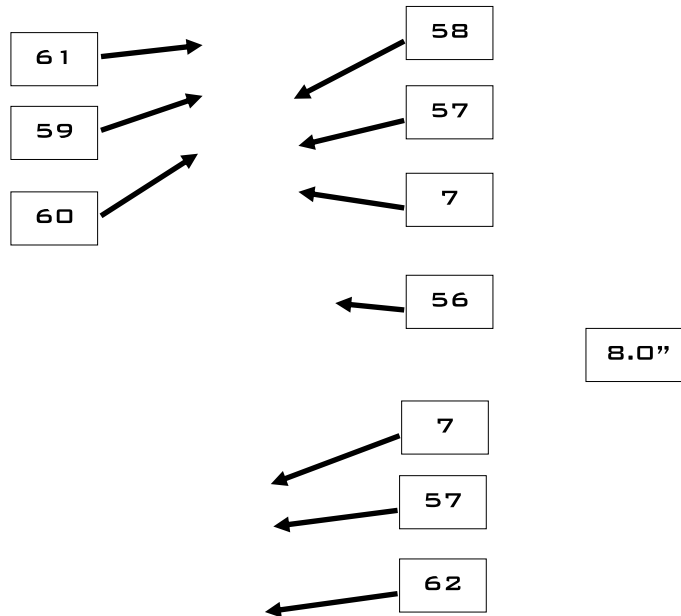
43: USE 3/8" HARDWARE (54, 55, & 10) TO FASTEN THE UPPER BAG MOUNT (43) TO THE HOLES TAPPED INTO THE FRAME IN STEP 38.



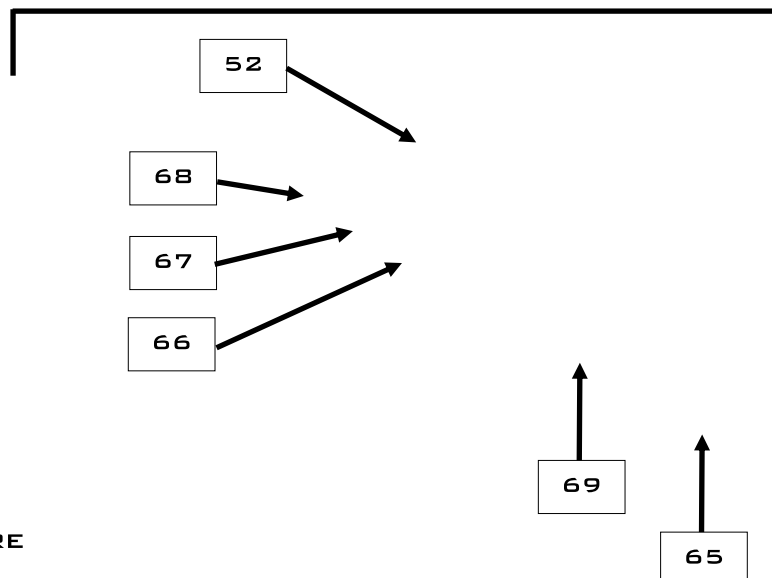
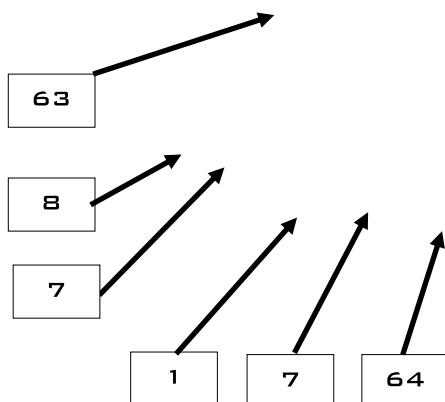
44: INSTALL THE PS UPPER BAG MOUNT (44) AND THE PS REMOTE RESERVOIR SHOCK BRACKET (52) ON THE FRAME USING THE SAME 3/8" HARDWARE.



45: INSTALL THE AIR BAGS (56). USE 1/2" HARDWARE (7, 57, & 58) AND 3/4" HARDWARE (59, 60, & 61) TO FASTEN THE AIR BAG TO THE UPPER BAG MOUNT. USE 1/2" HARDWARE (7, 57, & 62) TO FASTEN THE AIR BAG TO THE LOWER BAG MOUNT. NOTE: THE AIR FITTINGS WILL BE INCLUDED IN THE SEPARATE OPTIONAL CONTROLS KIT.

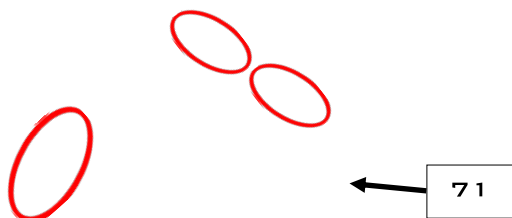
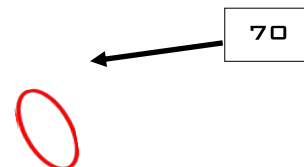


46: IF OPTIONED INSTALL THE REMOTE RESERVOIR SHOCKS (63) USE 1/2" HARDWARE (7, 8, & 64) TO FASTEN THE SHOCK TO THE SHOCK RELOCATION BRACKET (1). USE THE HARDWARE AND BUSHINGS SUPPLIED WITH THE SHOCK TO FASTEN THE SHOCK STEM TO THE FRAME. NOTE: RAPTOR SHOCKS SOLD SEPERATLY.

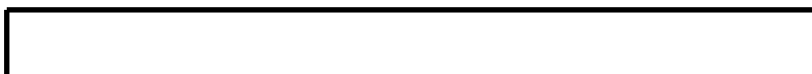


47: FASTEN THE REMOTE RESERVOIR TO THE BRACKET (52) USING THE ALUMINUM SPLIT CLAMPS (69) AND 5/16" HARDWARE (65, 66, 67, & 68).

48: INSTALL THE FLIPPED TAPER PITMAN ARM (70) ONTO THE STEERING BOX USING THE OEM HARDWARE REMOVED IN STEP 8.



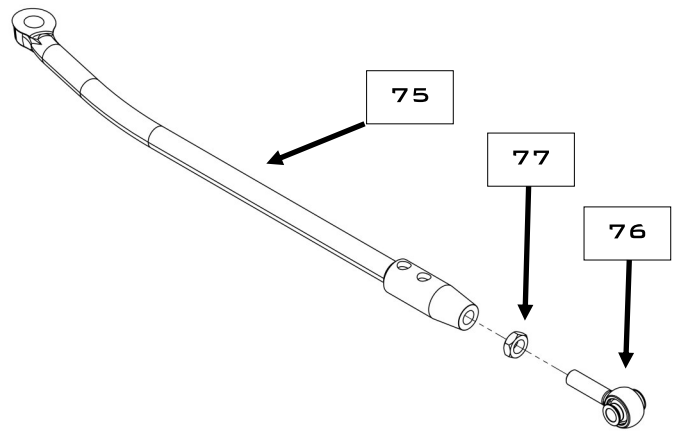
49: INSTALL THE PANHARD BAR DROP (71) REUSE THE OEM HARDWARE REMOVED IN STEP 6.



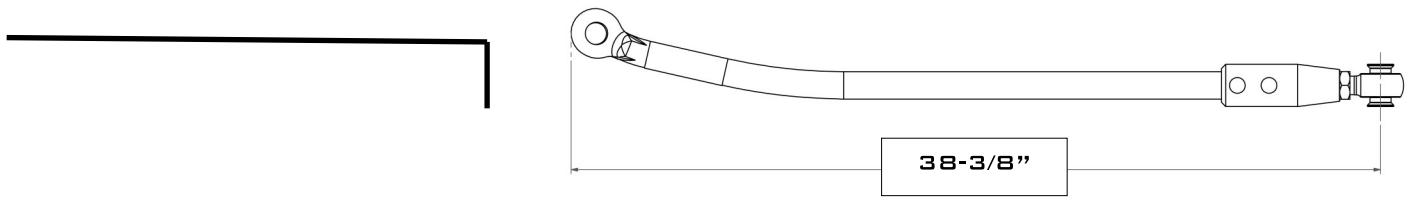
50: INSTALL THE TWO ANTI SPIN FLAGS (72) ONTO THE OEM BOLTS THAT FASTEN THE PANHARD BAR DROP (71) TO THE BOTTOM OF THE FRAME. USE 1/4" HARDWARE (73 & 74) TO HOLD THE ANTI SPIN FLAGS (72) IN PLACE.



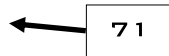
51: ASSEMBLE THE ADJUSTABLE LENGTH PANHARD BAR (75). USE 7/8" JAM NUT (77) AND HEIM (76).



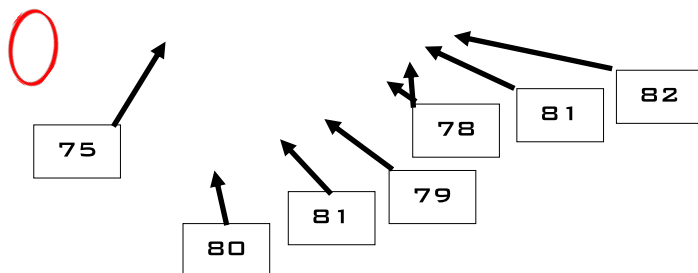
52: SET THE PANHARD BAR LENGTH TO 33-3/8". NOTE: THIS MAY NEED TO BE ADJUSTED LATER TO CENTER THE AXLE.



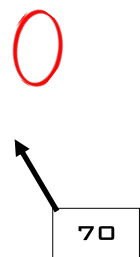
53: INSTALL THE PANHARD BAR (75) ONTO THE AXLE, USE THE HARDWARE REMOVED IN STEP 6.



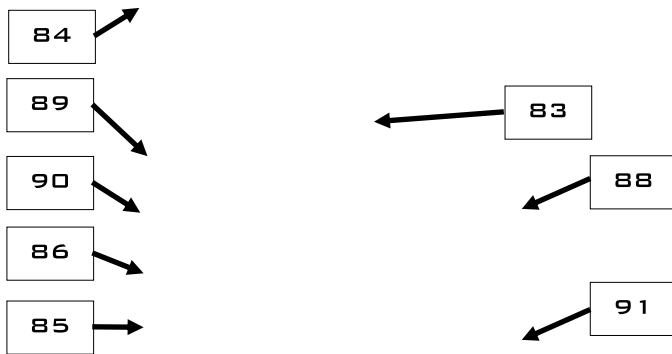
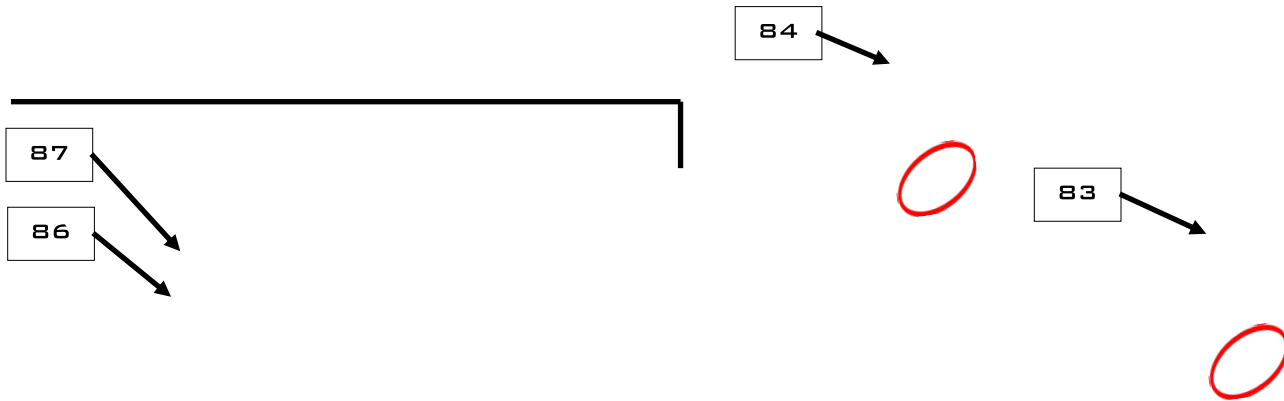
54: FASTEN THE PANHARD BAR (75) & THE PANHARD BAR SPACER WASHERS (78 & 79) INTO THE PANHARD BAR DROP BRACKET (71). USE 3/4" HARDWARE (80, 81, & 82).



55: FASTEN THE DRAG LINK TO THE NEW PITMAN ARM (70) REUSE THE HARDWARE FROM STEP 7.



56: INSTALL THE SWAY BAR DROPS (83 & 84) REUSE THE HARDWARE FROM STEP 5 TO FASTEN THE DROPS TO THE FRAME.

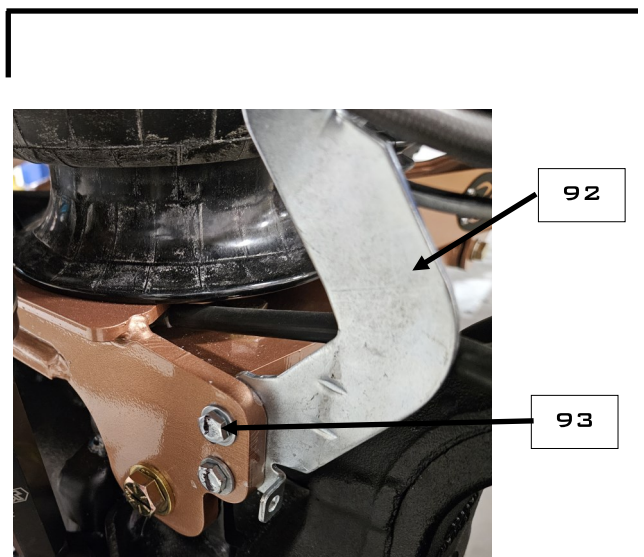


57: INSTALL THE SWAY BAR BUSHINGS (89) ONTO THE SWAY BAR (88). NOTE: THOROUGHLY COAT THE POLY BUSHINGS IN THE SUPPLIED SILICONE GREASE.

58: USE D-RINGS (90) AND 7/16" HARDWARE (85, 86, & 87) TO FASTEN THE SWAYBAR (88) TO THE DROP BRACKETS (83, & 84)

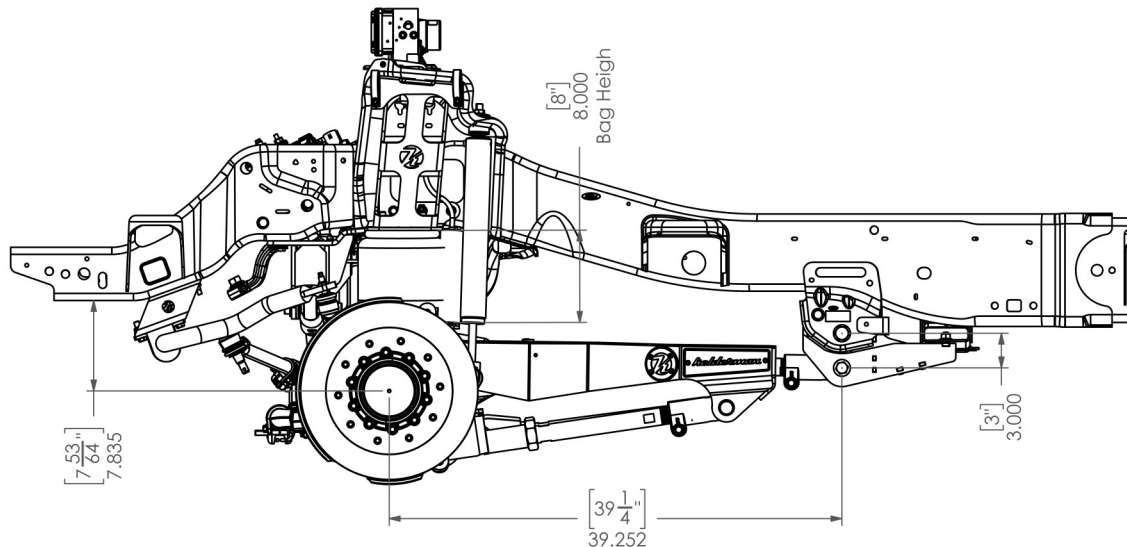
59: FASTEN THE KRYPTONITE END LINKS (91) TO THE AXLE AND SWAY BAR USING THE HARDWARE SUPPLIED WITH THE END LINKS (91)

60: INSTALL THE FRONT BRAKE LINES (92). FASTEN THE BRAKE LINE BRACKET TO THE LOWER BAG PLATES (2 & 3). USE 1/4" HARDWARE (93, 94, & 95) TO FASTEN THE BRACKET.



61: INFLATE THE AIRBAGS TO 8" THIS IS THE DESIGNED RIDE HEIGHT FOR THIS KIT.

62: WITH THE TRUCK SITTING AT RIDE HEIGHT CHECK THE PINION ANGLE AND WHEEL-BASE MEASUREMENTS AGAINST THE MEASUREMENTS TAKEN DURING *STEPS 1 & 2*. ADJUST THE CONTROL ARM BARS AS NEEDED TO SET THE FRONT AXLE IN THE NEW 1" FORWARD POSITION. TORQUE: TORQUE THE 5/8" PINCH BOLTS TO 175 FT-LBS. CAUTION: OVER TIGHTENING THE PINCH BOLTS CAN CRACK THE KNUCKLE CASTING.



63: ADJUST THE PANHARD BAR (75) TO CENTER THE AXLE UNDER THE TRUCK.

64: ADJUST THE DRAG LINK TO CENTER THE STEERING.

65: TORQUE ALL FASTENERS TO THE SPECIFICATIONS IN THE CHART UNLESS NOTED OTHERWISE IN THESE INSTRUCTION. *SEE PAGE 4 FOR TORQUE CHART.*

66: SWEEP THE SUSPENSION THROUGH THE FULL RANGE OF MOTION AND CHECK THAT NO COMPONENTS ARE BINDING, COLLIDING, OR RUBBING.

67: BLEED THE BRAKES.

68: INSTALL THE PSC HYDRAULIC ASSIST STEERING KIT: PART #SK756. (*SOLD SEPERATLY*)

69: INSTALL THE KELDERMAN AIR CONTROLS KIT IF OPTIONED.

70: THE TRUCK IS NOW READY TO TEST DRIVE. IF THE TRUCK PULLS TO ONE DIRECTION, SHORTEN THE OPPOSITE SIDE CONTROL ARMS ONE TURN AND TEST DRIVE AGAIN. REPEAT UNTIL PULL IS ELIMINATED. ALWAYS CHECK THE PINION ANGLE AND BAG HEIGHTS AFTER MAKING ANY CONTROL ARM ADJUSTMENTS.

71: AFTER TEST DRIVING CHECK ALL FASTENERS TO MAKE SURE NOTHING HAS WORKED LOOSE. INSPECT SUSPENSION FOR SIGNS THAT ANY COMPONENT MAYBE BINDING, COLLIDING, OR RUBBING, REPOSITION IF REQUIRED.

72: USE SOAPY WATER TO CHECK AIR COMPONENTS AND LINES FOR ANY LEAKS.

PARTS KEY

Item Number	Part Number	Description
1	10040057	Weldment - Shock Relocation Bracket - 2" Rearward
2	10037326	Weldment—(DS) Lower Bag Plate—6" Lift
3	10037327	Weldment—(PS) Lower Bag Plate—6" Lift
4	13880	Hex Bolt: M14-2.0 x 25mm—Class 10.9
5	13890	Flat Washer: M14
6	12007	Hex Bolt: 1/2"-20 x 1-1/2" GR8—YZ
7	13024	Flat Washer: 1/2" GR8 - YZ
8	13124	Top Lock Nut: 1/2"-20 GR8—YZ
9	12217	Hex Bolt: 3/8"-24 x 1-1/2" - GR8—YZ
10	13022	Flat Washer: 3/8" GR8—YZ
11	13122	Top Lock Nut: 3/8"-24 GR8—YZ
12	10037350	Weldment—(PS) 3" Control Arm Drop
13	10037357	Weldment—(DS) 3" Control Arm Drop
14	10037319	Control Arm Drop Bolt Reducer—1-1/2" OD x 9/16" ID
15	10031782	Plate—16ga—Logo Plate
16	14017	Socket Head Cap Screw: 1/4"-20 x 1/2" - SS
17	12037	Hex Bolt: 1/2"-20 x 5" GR8—YZ
18	12541	Hex Bolt: 3/4"-16 x 5-1/2" GR8—YZ
19	13028	Flat Washer: 3/4" GR8—YZ
20	13128	Top Lock Nut: 3/4"-16 GR8—YZ
21	10014990	Weldment—(DS) Radius Arm Upper
22	10015012	Weldment—(PS) Radius Arm Upper
23	10015077	Plate 14ga—Circle K Badge Backer
24	10015078	Plate 14ga—Circle K Badge
25	10015074	Plate 14ga—Badge Backer
26	10015073	Plate 14ga—(DS) Kelderman Badge
27	10015080	Plate 14ga—(PS) Kelderman Badge
28	10005	Cast Trailing Arm Knuckle (RHT)
29	10006	Cast Trailing Arm Knuckle (LHT)
30	80136	Poly Top Hat Bushing—1-1/8" ID—Trailing Arm
31	10015059	Bushing Sleeve (18mm Bolt)
32	12419	Hex Bolt: 5/8"-18 x 3" GR8—YZ
33	13026	Flat Washer: 5/8" GR8—YZ
34	13124	Top Lock Nut: 5/8"-18 GR8 - YZ
35	10015110	Plate 1/4" - Washer 2.4" OD x 0.75" ID
36	52119	Tube—19" Trailing Arm

PARTS KEY

Item Number	Part Number	Description
37	13219	Jam Nut: 1-1/2"-12 GR5
38	10014992	Weldment—(DS) Radius Arm Shackle
39	10015016	Weldment—(PS) Radius Arm Shackle
40	13882	Hex Bolt: M18-2.5 x 130mm Class 10.9—YZ
41	13892	Flat Washer: M18 Class 10.9—YZ
42	14061	Top Lock Nut: M18-2.5 Class 10.9—YZ
43	10037332	Weldment—(DS) Upper Bag Mount—6" Lift
44	10037340	Weldment—(PS) Upper Bag Mount—6" Lift
45	10030593	Plate 1" - Front Driveshaft Transfer Case Flange Extension
46	14093	Ferry Cap Screw: M12-1.75 x 50mm
47	69566	Plate 16ga—Round Paint Plate
48	14062	Flat Washer: #10—SS
49	14086	Split Lock Washer: #10—SS
50	14070	Hex Nut: #10-24—SS
51	10003916	Plate 14ga—(DS) Raptor Shock Reservoir Bracket
52	10003919	Plate 14ga—(PS) Raptor Shock Reservoir Bracket
53	10015294	Weldment—3/8"-24 Nut Tab
54	12213	Hex Bolt: 3/8"-24 x 1-1/4" GR8—YZ
55	13046	Split Lock Washer: 3/8" - YZ
56	80012-5325	Firestone Air Bag 5323
57	13050	Split Lock Washer: 1/2" - YZ
58	13144	Hex Nut: 1/2"-13 GR5—Z
59	13056	Split Lock Washer: 3/4" - YZ
60	13028	Flat Washer: 3/4" GR8—YZ
61	13208	Hex Jam Nut: 3/4"-16 GR5—Z
62	12026	Hex Bolt: 1/2"-13 x 3-3/4" GR5—Z
63	10037611	Raptor Remote Reservoir Front Shocks—Overlander Valving (10188)
64	12021	Hex Bolt: 1/2"-20 x 3" GR8—YZ
65	13595	Socket Head Cap Screw: 5/16"-18 x 1-1/2" SS
66	13071	Flat Washer: 5/16" - SS
67	13044	Split Lock Washer: 5/16" - YZ
68	13157	Hex Nut: 5/16"-18 GR5—Z
69	80227	Remote Reservoir Aluminum Split Clamp
70	10015392	Pitman Arm—Flipped Taper
71	10011660	Weldment—Panhard Bar Drop - 2.93"
72	10013465	Plate 11ga—Anti Spin Flag

PARTS KEY

Item Number	Part Number	Description
73	12104	Hex Bolt: 1/4"-20 x 1/2" GR5—Z
74	13042	Split Lock Washer: 1/4" - YZ
75	10011656	Weldment—Adjustable Length Panhard Bar
76	80377	Lifetime Heim 7/8"-14 RHT—Bronze Race
77	13210	Jam Nut—7/8"-14 RHT GR5—Z
78	18537	Plate 7ga—PHB Spacer Washer
79	18777	Plate 1/4" - PHB Spacer Washer
80	12533	Hex Bolt: 3/4"-16 x 4-1/2" GR8—YZ
81	14130	Wedge Lock Washer: 3/4" (Nord-Lock)
82	13128	Top Lock Nut: 3/4"-16 GR8—YZ
83	10029239	(DS) Sway Bar Drop Bracket
84	10029271	(PS) Sway Bar Drop Bracket
85	13411	Hex Bolt: 7/16"-20 x 1-1/2" GR8—YZ
86	13023	Flat Washer: 7/16" - YZ
87	13123	Top Lock Nut: 7/16"-20 GR8—YZ
88	1139-180KLD	Front Sway Bar—1-1/2" Dia
89	80138	Sway Bar Bushing—1-1/2"
90	80139	Sway Bar D-Ring—3-3/8" Bolt Spacing
91	80348	Kryptonite Sway Bar End Links (3-6") Lift
92	Ford118F06	Front Brake Line Kit—Stock +6"
93	12110	Hex Bolt: 1/4"-20 x 1" GR5—Z
94	13000	Flat Washer: 1/4" - Z
95	13100	Top Lock Nut: 1/4"-20 GR5—Z

NOTES

CONTACT INFORMATION

KELDERMAN MANUFACTURING APPRECIATES YOUR BUSINESS. WE STRIVE TO MEET THE NEEDS OF OUR CUSTOMERS BY PROVIDING THE HIGHEST QUALITY PRODUCTS. IF YOU HAVE ANY QUESTIONS CONCERNING OUR PRODUCTS PLEASE CALL OR EMAIL US AT THE FOLLOWING:

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