

Level Ride Mfg. Co. Inc.
Installation Instructions
Most Pos. 2 Over-Frame Rear Axle Stabilizer Kits
Phone 1-800-658-1327 or 1-417-325-4148

Pre-Installation Notes – Please read carefully & understand all information.

Verify all kit components as listed on enclosed parts check sheet.

Please Note: GM, International and Ford medium duty trucks equipped with factory axle bump stop bracket / rubber auxiliary overload device mounted on outside of frame must be removed at installer's discretion to allow for proper installation of Level Ride (L/R) axle brackets.

- a. Axle Brackets (A/B) install of top of the spring stack, and most applications will require new, longer suspension u-bolts. Install (1) axle bracket at a time to reduce axle movement.
- b. Requires factory auxiliary steel leaf springs to be in place and/or the addition of L/R axle bracket spacers as needed to achieve proper installation height of unit.
>> To determine correct installation height - measure from the top of frame down to the top of the rear axle spring stack. (not from top of frame, to top of u-bolt cap)
>> If measurement is greater than 9", axle bracket spacers will be required.
1" Spacers are available, and sold in pairs. Multiple pairs may be needed.
- c. Factory u-bolt caps reinstall inside each L/R axle bracket.
Chassis will have either 1 or 2 spring center tie bolts per spring stack.
Some u-bolt caps require hole(s) to be enlarged for proper fit / engagement.
- d. Always torque & maintain suspension u-bolts to truck manufacturers' factory specifications.
- e. A minimum of 5" is required for operating clearance between the top of the frame and the bottom of the service body floor structure.
- f. Some applications require drilling 4 holes in each Frame Bracket (F/B) once the hole pattern has been determined. Some frame brackets install in conjunction with frame cross member.
- g. Pre-loading or adding temporary weight to rear of chassis may assist during frame bracket installation process.

After installation, check all working clearances of the Stabilizer, with truck fully loaded, allowing for full suspension travel. While our units have a stabilizing effect on a vehicle while being driven, it is necessary for the vehicle load to be distributed as equally as possible from side to side, in order to keep frame twist to a minimum. Unequally loaded vehicles equipped with *any* brand of stabilizer bar can damage the vehicle frame and/or axle components. Beware: There is always a possibility that under certain or perhaps unknown conditions, rough terrain, or road conditions, damage may occur.

This information is provided in our effort to avoid installation complications, however we realize chassis Manufactures can make changes without notice, of which we can only apologize for should any unforeseen complications occur. It should be understood, that sometimes there is a trade-off or compromise as necessary to allow a truck to function as designed by the upfitter / installer of which accepts and is responsible for those conditions.

Expanded Step Notes References for Installation – Pos. 2 Instructions revision 11/09

Page 2 –

Step 1:

Carefully remove the (2) suspension u-bolts on one spring stack, then remove nut(s) holding u-bolt cap in place. Remove u-bolt cap & set aside. Reinstall nut(s) onto spring center tie bolt(s). Locate L/R axle bracket directly onto top of springs. Install u-bolt cap inside axle bracket & Verify all centering components for size and proper engagement. Install suspension u-bolts to factory torque specs. Repeat this process on opposite spring stack.

Step 2:

Remove the lock-nut, top metal cup & rubber bushing from both axle brackets.

Step 3:

Locate the stabilizer bar structure on to each axle bracket. Reinstall top bushing & metal cup and lock-nut on each bracket. Hand tighten only.

Step 4:

Locate the (2) 5/8" x 3-3/4" metal spacers (supplied with hardware), between the stabilizer shaft and each frame rail.

Page 3 -

Step 5:

Remove the lock-nut, top metal cup & rubber bushing from both L/R frame brackets. Locate each frame bracket to the stabilizer bar. Reinstall top bushing & metal cup and lock-nut on each bracket. Hand tighten only.

Step 6:

Square the frame brackets with the chassis datum line. Clamp in place if necessary.

Step 7:

For brackets not pre-drilled - Determine a hole pattern prior to drilling. Hole positions may be adjusted slightly to avoid interference. Once determined – Drill (4) 1/2" holes through each frame bracket and the frame.

Step 8:

Remove and discard / scrap spacers used in Step 4.

Step 9:

Install bolts with the washers & nuts to inside of frame. Torque to 90-100 ft. lbs.

Page 4 -

Step 10:

Evenly tighten lock-nuts on each bracket for correct bushing compression of 5/8" of tread showing above lock-nuts.

Step 11:

Verify working clearances on truck body. Use maximum suspension stroke.

Step 12:

Apply the supplied Warning Label to the truck.

Step 13:

Place glove box packet in truck glove box or customer file.

1-800-658-1327

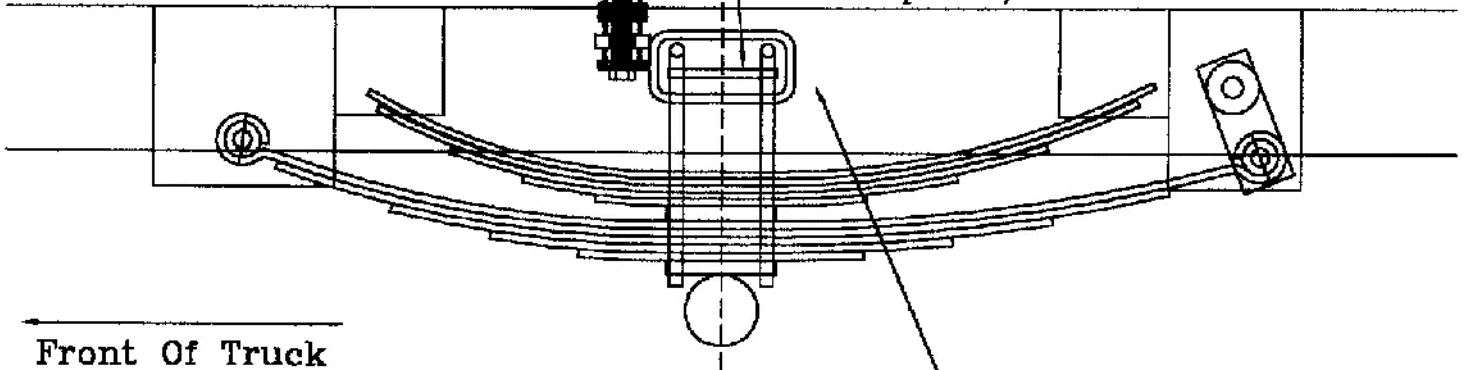
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Step 2

Remove top bushing,
cup and locknut.

Use factory u-bolt cap

Note: Ford super Duty: Enlarge hole in
u-bolt cap to 3/4" if needed.



Step 1

For both sides locate the axle brackets to
the top of the springs. Verify the centering
components for size and engagement.
Re-install u-bolts.

Note: Every bushing requires a
metal cup - NO EXCEPTIONS.

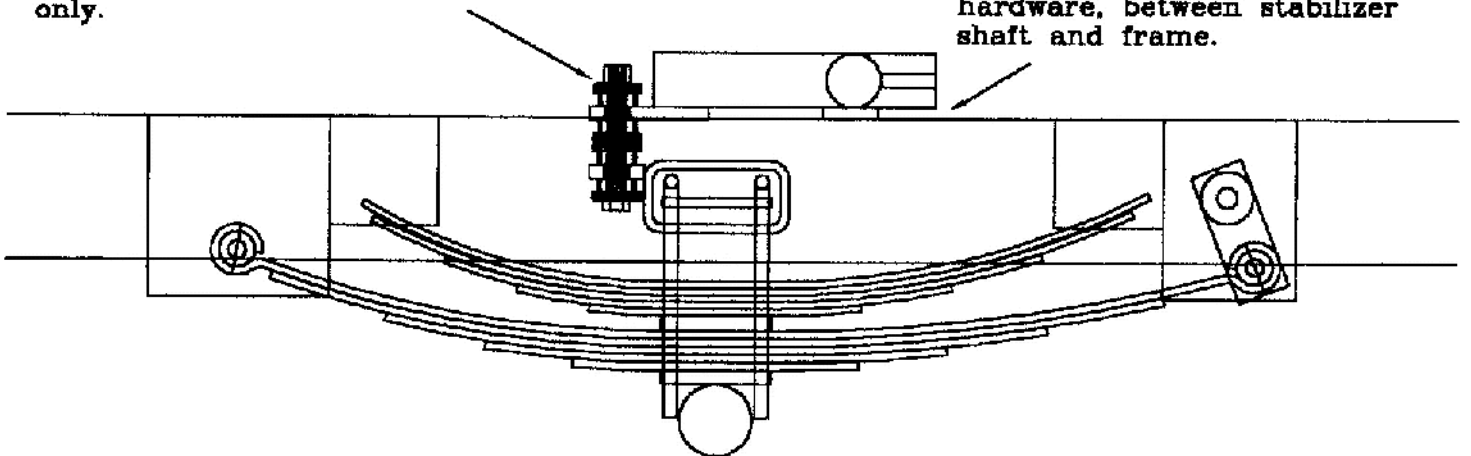
General Illustration - Shapes may vary

Step 3

Locate the bar to the axle bracket & install
top bushing, cup and locknut. Hand tighten
only.

Step 4

Locate spacer, supplied with
hardware, between stabilizer
shaft and frame.

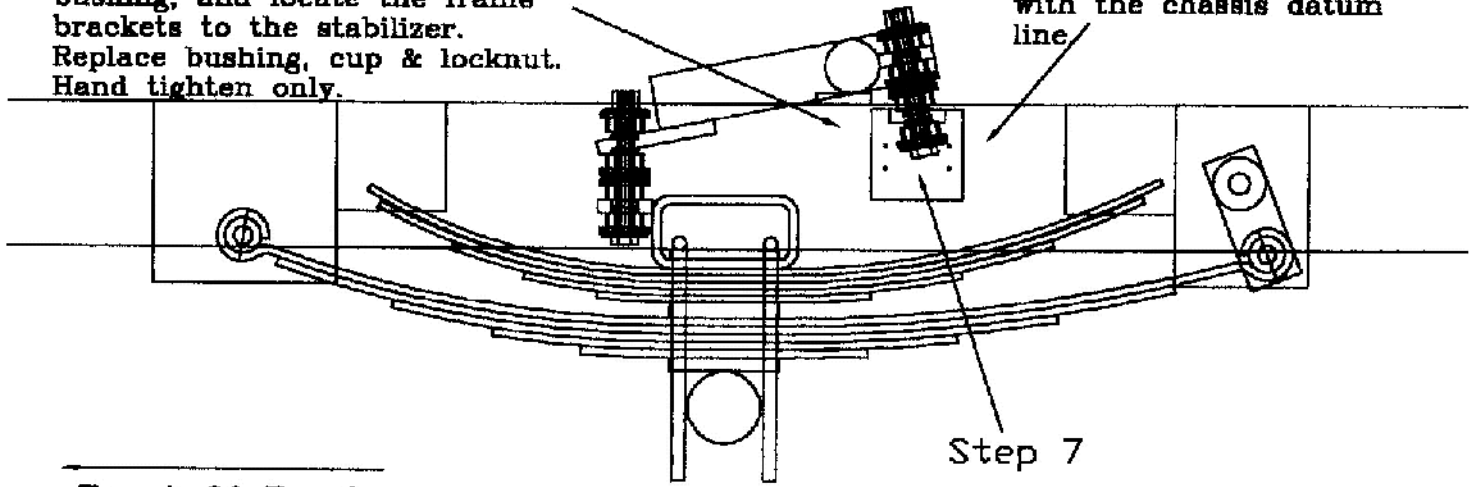


Front Of Truck

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Step 5
Remove locknut, top cup & bushing, and locate the frame brackets to the stabilizer. Replace bushing, cup & locknut. Hand tighten only.

Step 6
Square the frame brackets with the chassis datum line



← Front Of Truck

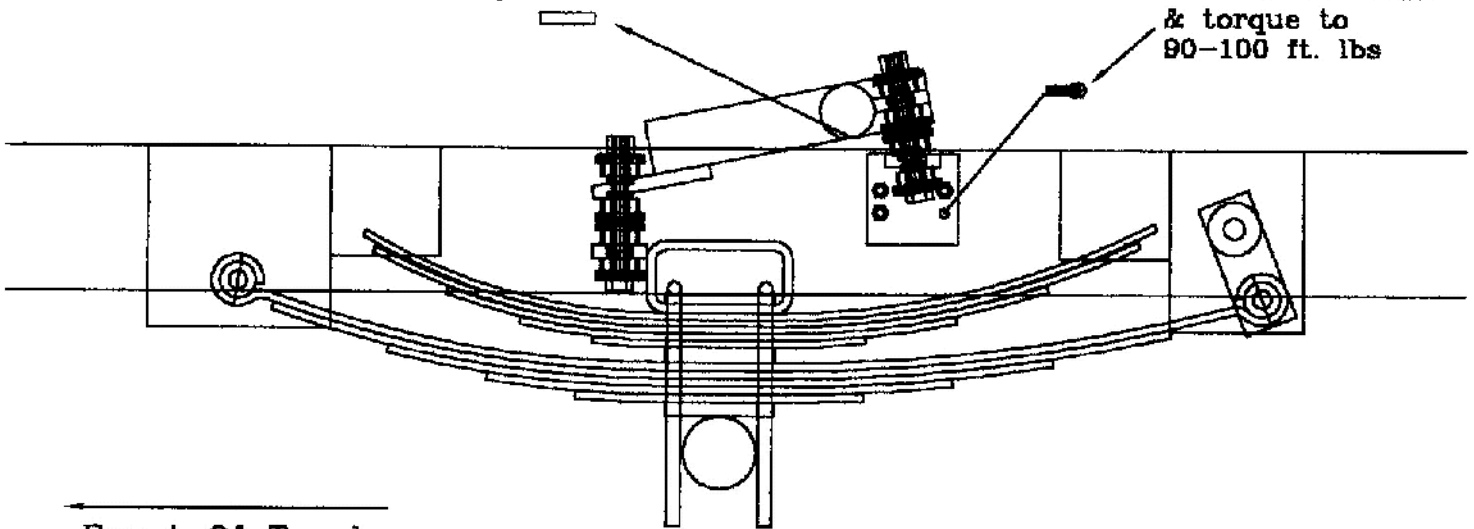
Step 7

Drill (4) 1/2" holes through each frame bracket and the frame. Hole positions may be adjusted slightly to avoid interference.

General Illustration - Shapes may vary

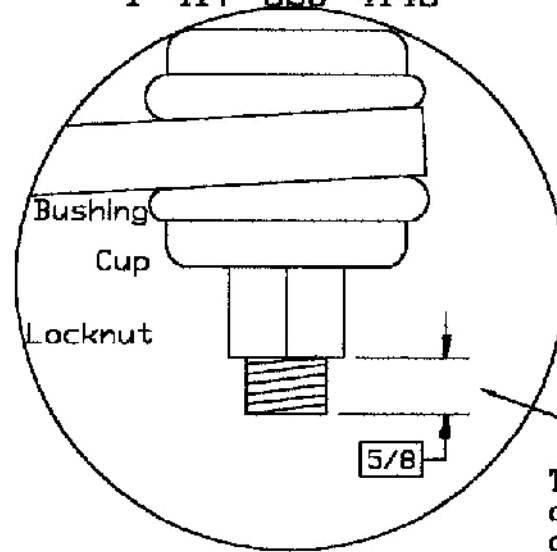
Step 8
Remove and discard spacers

Step 9
Install bolts with nuts inside frame & torque to 90-100 ft. lbs



← Front Of Truck

At rated load, bar will operate at + or - 3" from level. Bushings and bolts may be angled, without metal to metal contact.



Step 11

Verify working clearances on truck body.
Use maximum suspension stroke.

Step 10

Tighten locknut for
correct bushing
compression.

Step 12

Apply the warning label, supplied in the
kit, to the truck body.

WARNING

Inspect the Stabilizer Bar and U-bolts monthly for broken or damaged parts, or signs of deterioration of rubber parts.

If unusual tilting of truck body is noted,
STOP USING IMMEDIATELY and have a service mechanic inspect it before using again.

Step 13

Place glove box kit in glove box of truck or customer file.