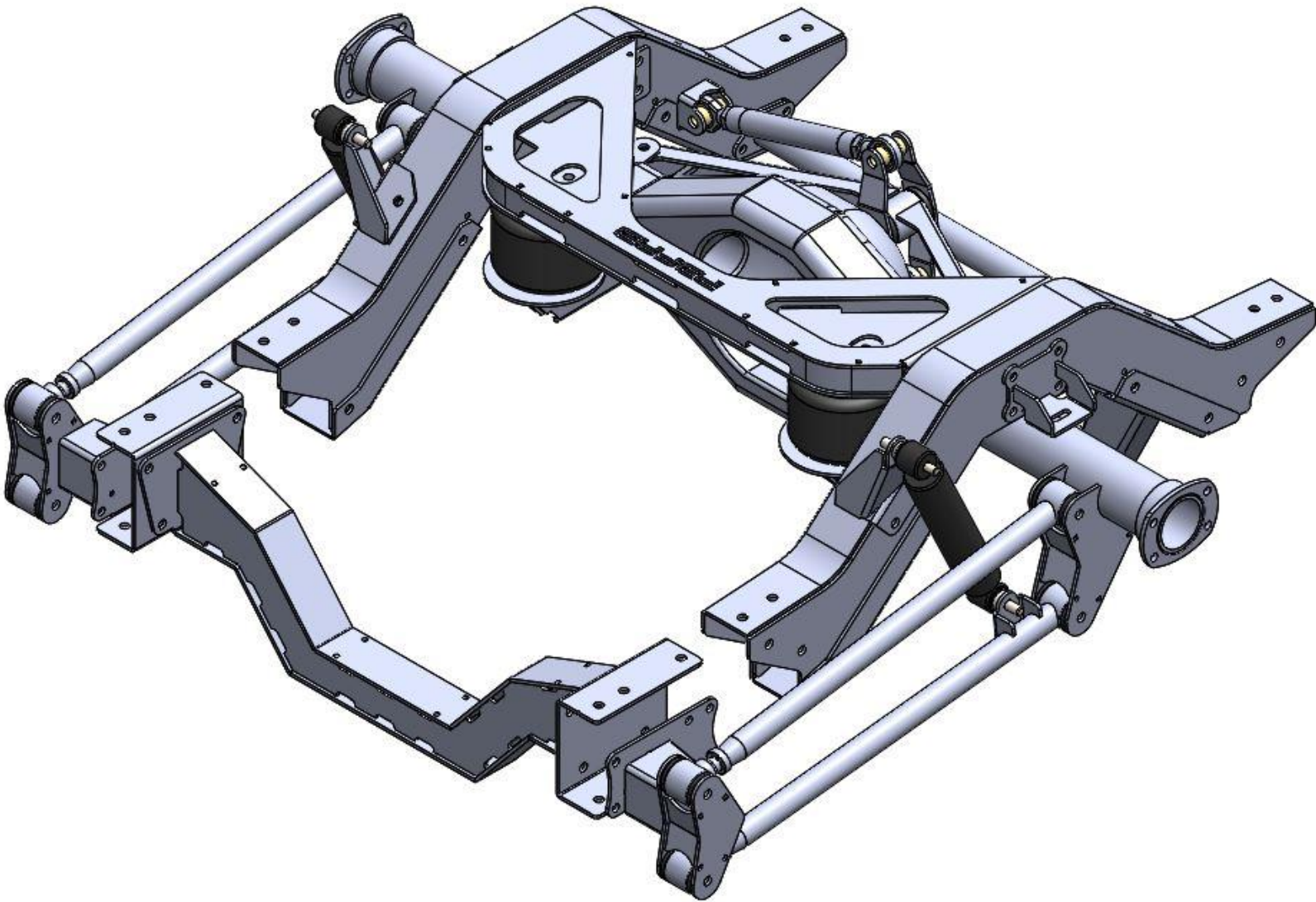


DROPMEMBER REAR 1953-1956 F100 LEVEL 3 INSTALL GUIDE

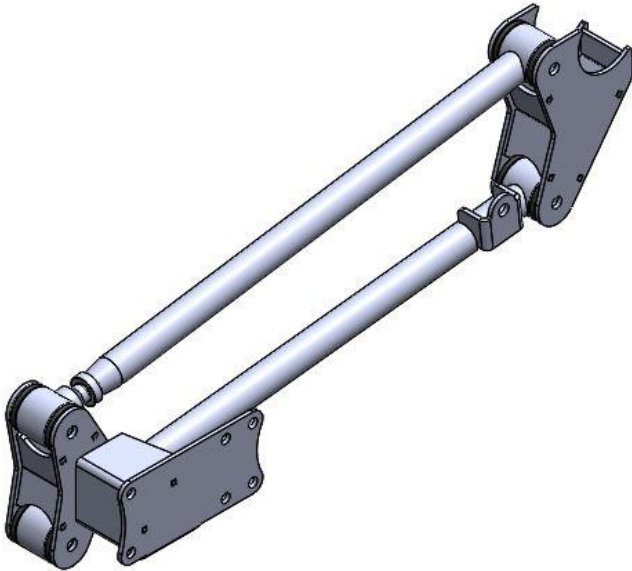
**APRIL 2020**

SECTION 1: INDIVIDUAL COMPONENTS WITH HARDWARE DESCRIPTIONS.

***** HARDWARE BAGS WILL HAVE LABEL WITH PART NUMBER THAT CORRELATE TO EACH PART*****

PART# 5356-F150-3-WL

DESCRIPTION: 4 LINK; 53-56 F150; LEVEL 3; WATTS LINK SPECIFIC



HARDWARE DESCRIPTION:

7/16 X 1.25 GRADE 8 BOLT USS (QTY. 12)

3/8 GRADE 8 FLAT WASHER USS (QTY. 24)

7/16 GRADE 8 NYLOC NUT USS (QTY. 12)

1/2 X 3.25 GRADE 8 BOLT USS (QTY. 8)

7/16 GRADE 8 WASHER USS (QTY. 16)

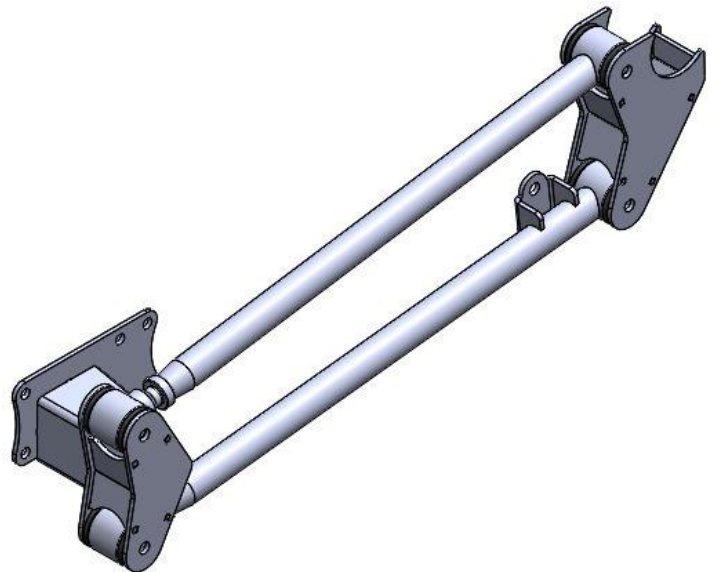
1/2 GRADE 8 NYLOC NUT (QTY. 8)

3/4-16 RH JAM NUT (QTY. 4)

POLY BUSHING HALF; 4-LINK SPECIFIC (QTY. 16)

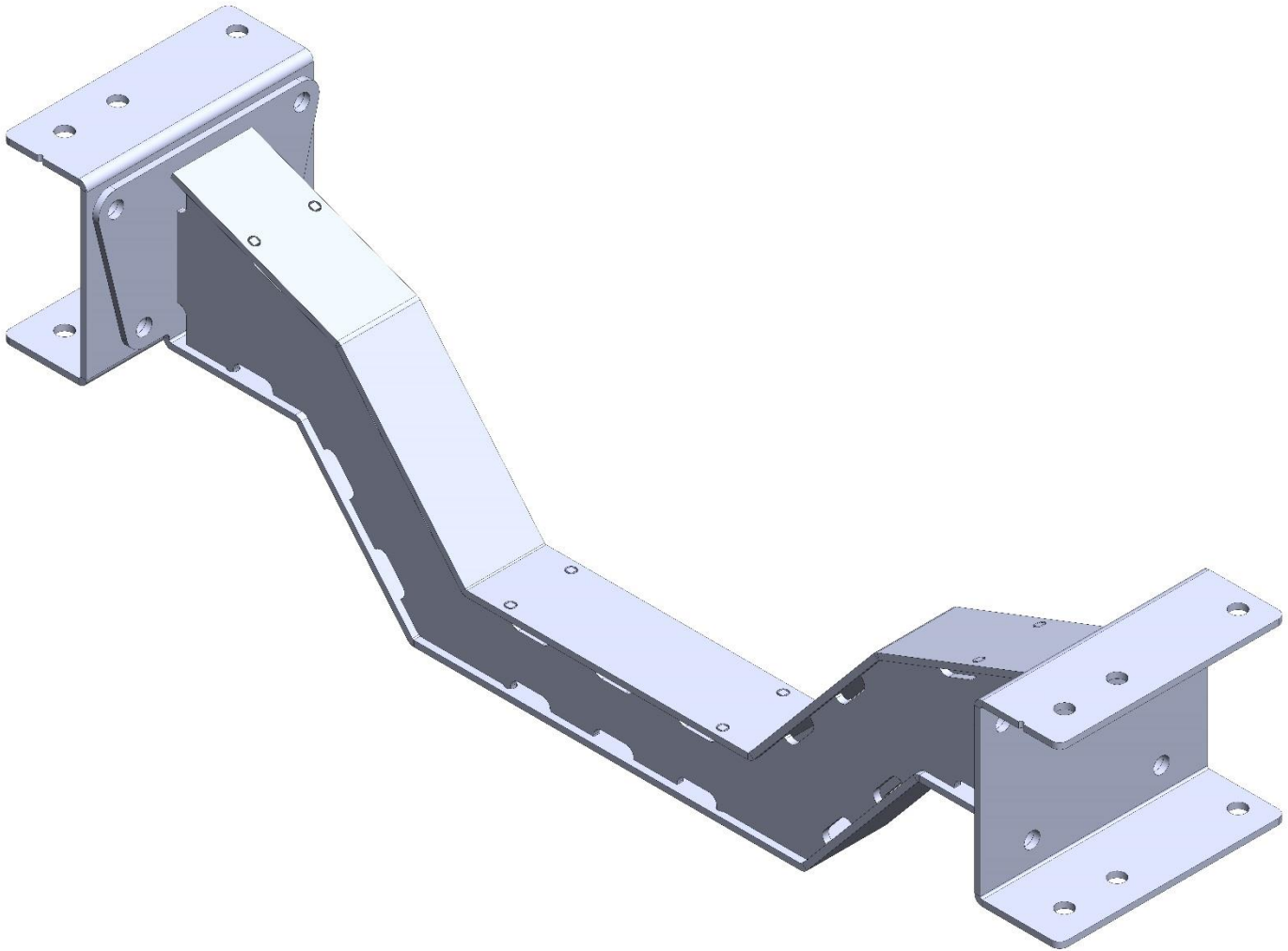
4-LINK BUSHING CRUSH TUBE (QTY. 8)

ZERK FITTINGS (QTY. 8)



PART# 4LXM5356-F100-O4L

DESCRIPTION: 4 LINK X-MEMBER; 53-56 F100; OUTBOARD 4-LINK SPECIFIC



HARDWARE DESCRIPTION:

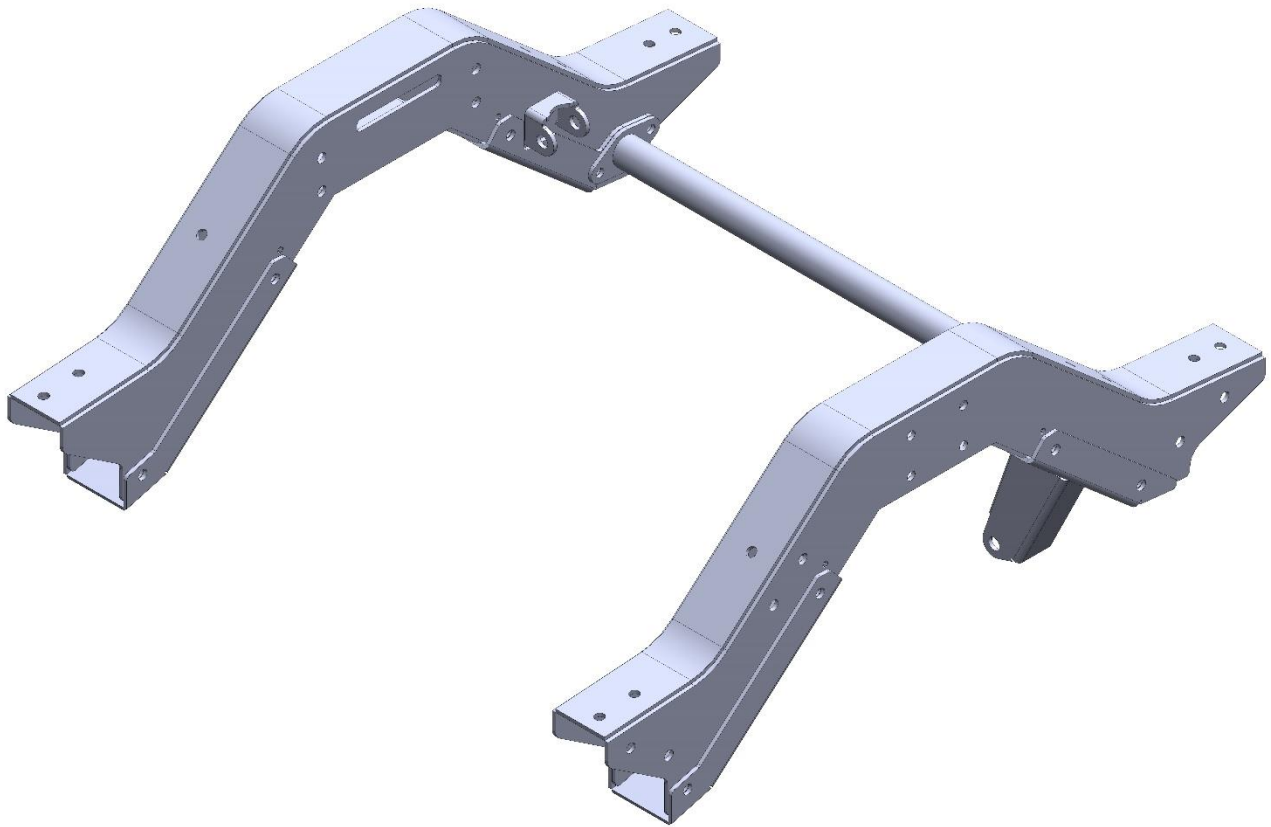
7/16 X 1.25 GRADE 8 BOLT USS (QTY. 20)

7/16 GRADE 8 NYLOC NUT USS (QTY. 20)

3/8 GRADE 8 FLAT WASHER USS (QTY. 40)

PART# RN5356-F100-3-B-WL

DESCRIPTION: REAR NOTCH; 53-56 F100: LEVEL 3; BOLT IN; WATTS LINK
COMPATIBLE



HARDWARE DESCRIPTION:

7/16 X 1.25 GRADE 8 BOLT USS (QTY. 40)

7/16 X 1.5 GRADE 8 BOLT USS (QTY. 4) ***REAR NOTCH CROSSMEMBER HARDWARE***

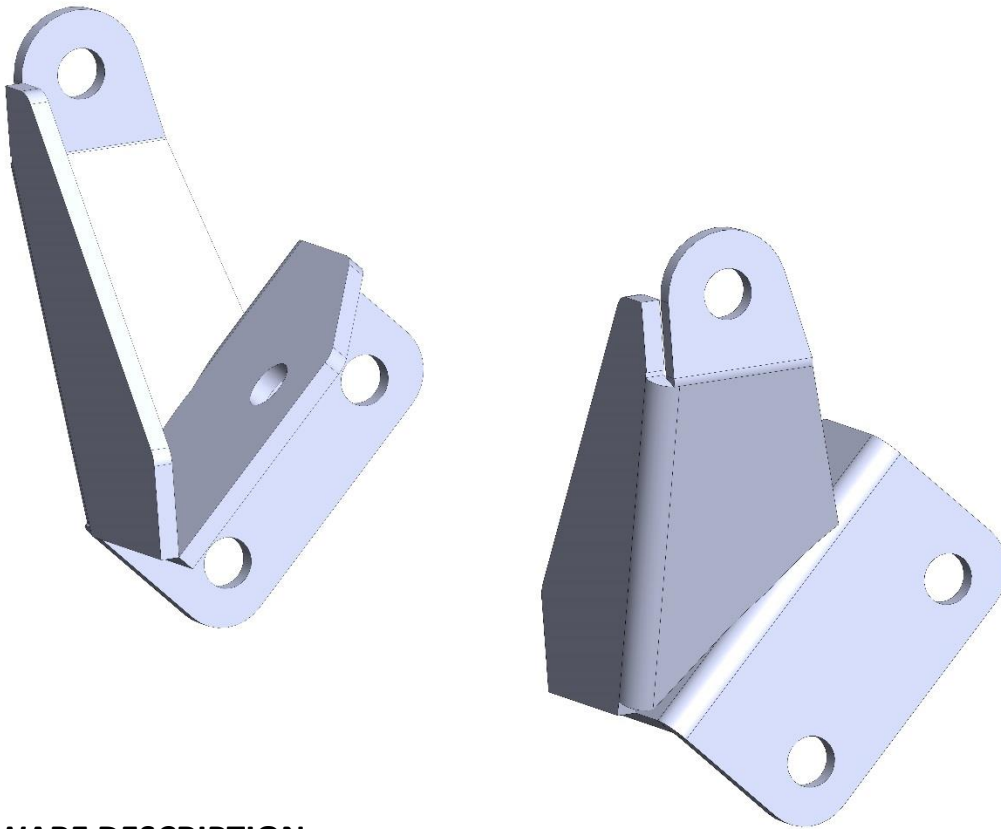
7/16 GRADE 8 NYLOC NUT USS (QTY. 26)

7/16 GRADE 8 LOCKWASHER USS (QTY. 8)

3/8 GRADE 8 FLAT WASHER USS (QTY. 48)

PART# RUSM7387-OB

DESCRIPTION: REAR UPPER SHOCK MOUNT 73-87; OUTBOARD SHOCK



HARDWARE DESCRIPTION:

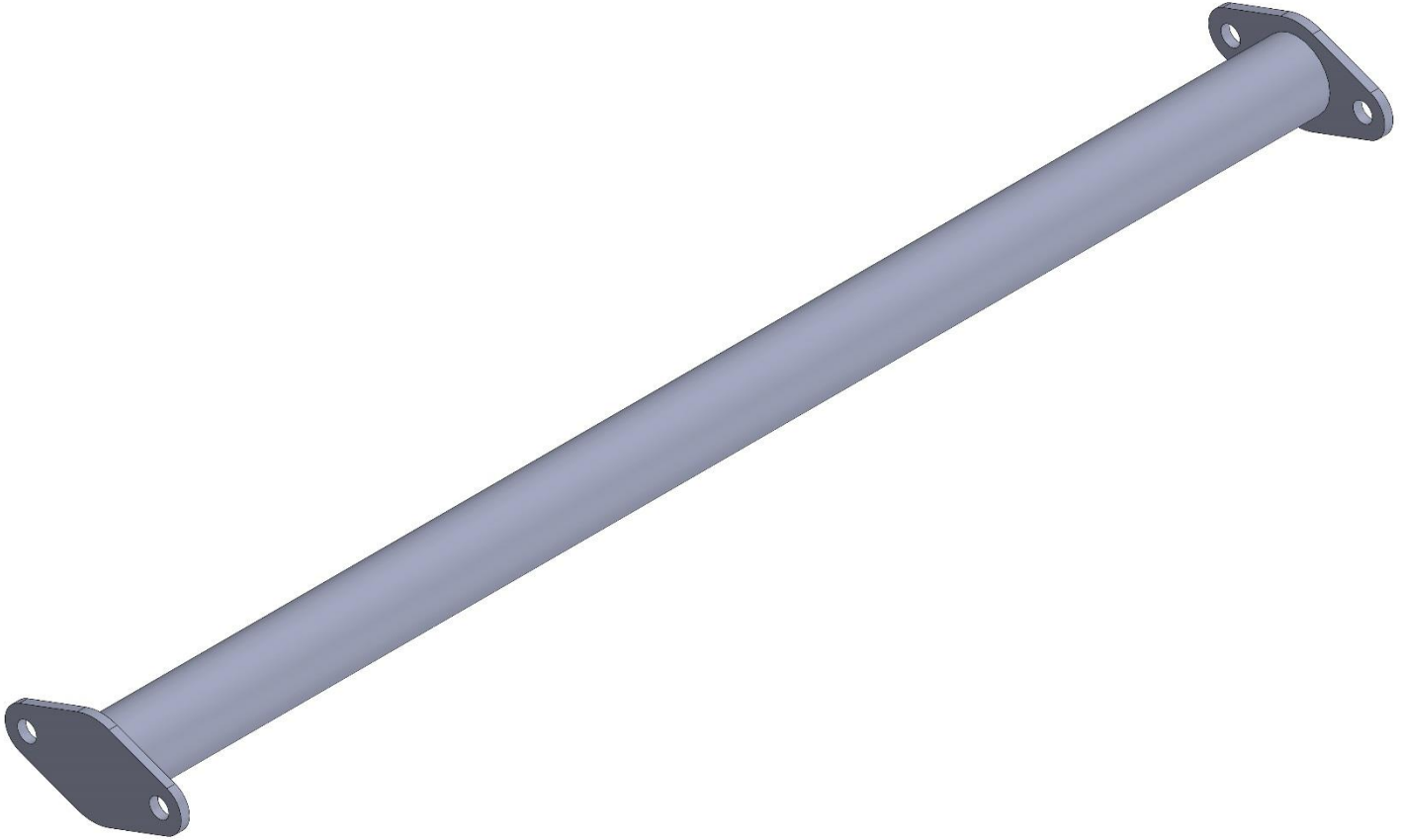
7/16 X 1.25 GRADE 8 BOLT USS (QTY. 6)

7/16 GRADE 8 LOCKWASHER USS (QTY. 6)

3/8 GRADE 8 FLAT WASHER USS (QTY. 6)

PART# RNXM275

DESCRIPTION: REAR NOTCH CROSS MEMBER 27 ½ INCHES OVERALL LENGTH

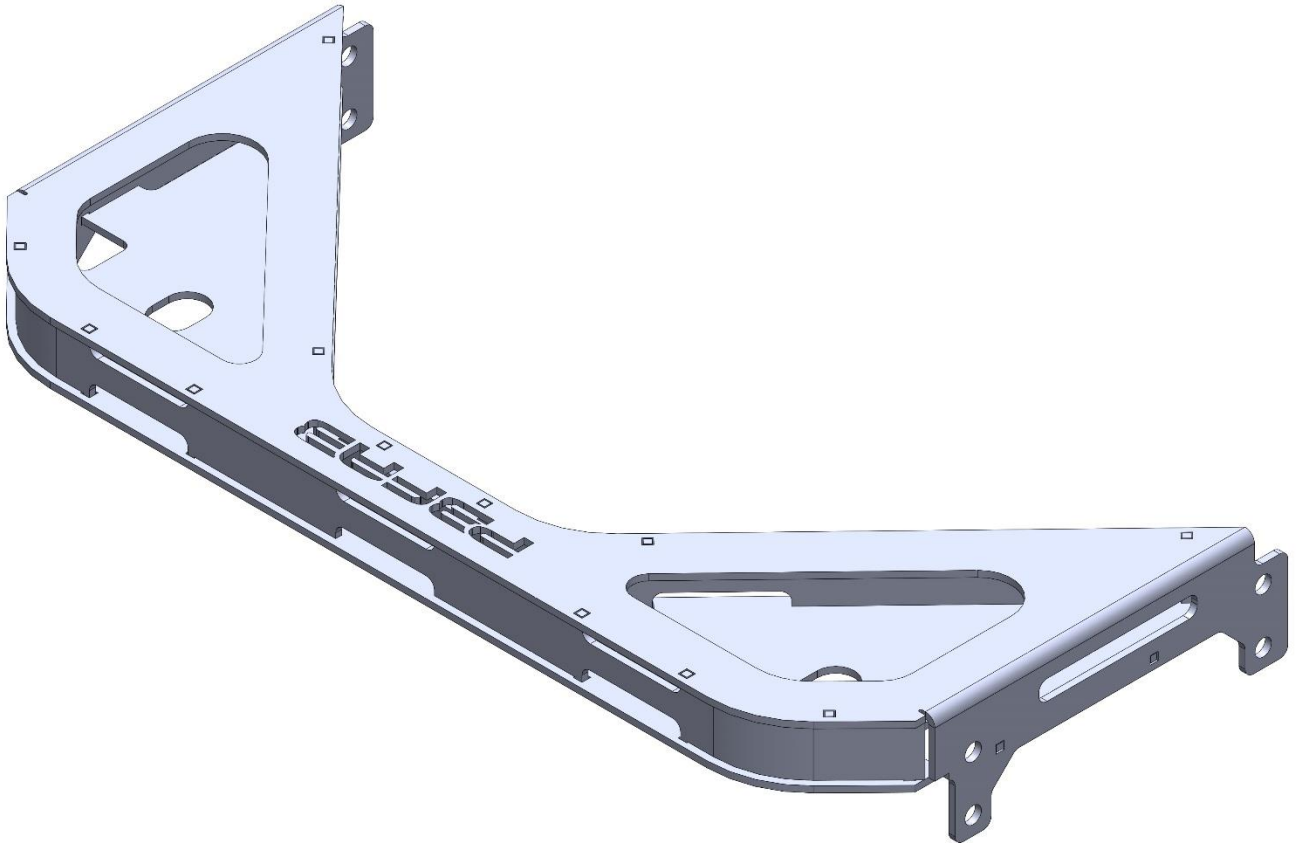


HARDWARE DESCRIPTION:

NO HARDWARE

PART# BA7387-IB-OS

DESCRIPTION: BRIDGE ASSEMBLY; 73-87 C10 GM; INBOARD BAG; OUTBOARD SHOCK. (COMPATIBLE WITH MULTIPLE REAR KITS)



HARDWARE DESCRIPTION:

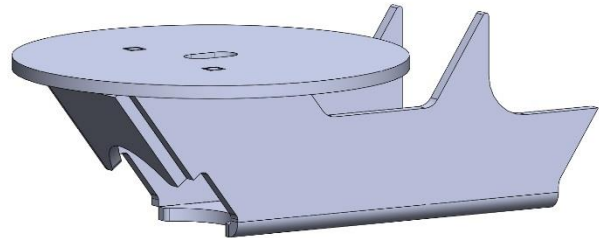
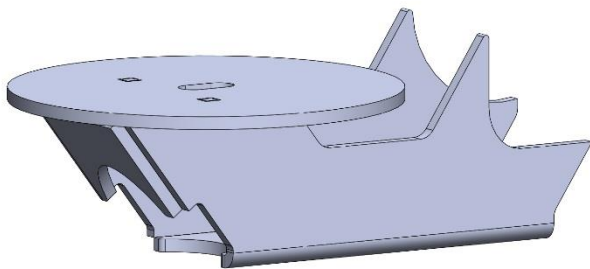
7/16 X 1.25 GRADE 8 BOLT USS (QTY. 8)

7/16 GRADE 8 LOCKWASHER (QTY. 8)

3/8 GRADE 8 FLAT WASHER (QTY. 8)

PART# LBM-FMIB-C-9

DESCRIPTION: LOWER BAG MOUNT; FRONT MOUNT INBOARD CONFIGURATION;
CURRIE 9 INCH HOUSING SPECIFIC

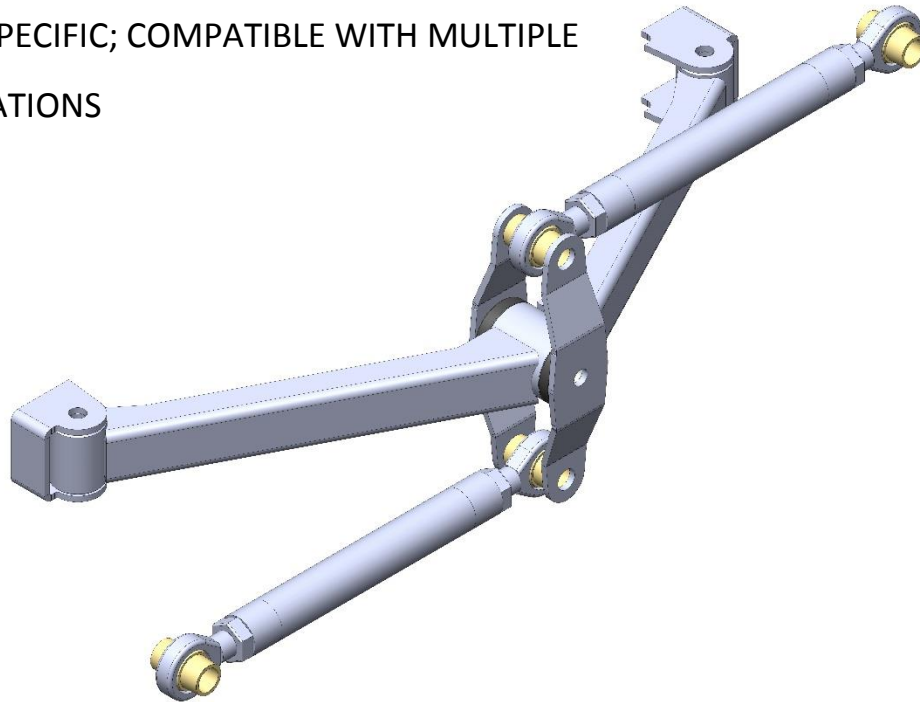


HARDWARE DESCRIPTION:

NO HARDWARE

PART# WL6387-C-9

DESCRIPTION: WATTS LINK ASSEMBLY; 63-87; 9" CURRIE
HOUSING SPECIFIC; COMPATIBLE WITH MULTIPLE
CONFIGURATIONS



HARDWARE DESCRIPTION:

1/2 X 3.25 GRADE 8 BOLT USS (QTY. 2)

1/2 X 4 GRADE 8 BOLT USS (QTY. 1)

1/2 GRADE 8 NYLOC NUT USS (QTY. 3)

7/16 GRADE 8 FLAT WASHER USS (QTY. 6)

5/8 X 3.25 GRADE 8 BOLT USS (QTY. 4)

5/8 GRADE 8 NYLOC NUT USS (QTY. 4)

5/8 GRADE 8 FLAT WASHER SAE (QTY. 8)

PHB CONE SPACERS (CS10) (QTY. 8)

3/4 X 5/8 RH ROD END WITH JAM NUT (QTY. 2)

3/4 X 5/8 LH ROD END WITH JAM NUT (QTY. 2)

DM-V6 BUSHING HALF (QTY. 2)

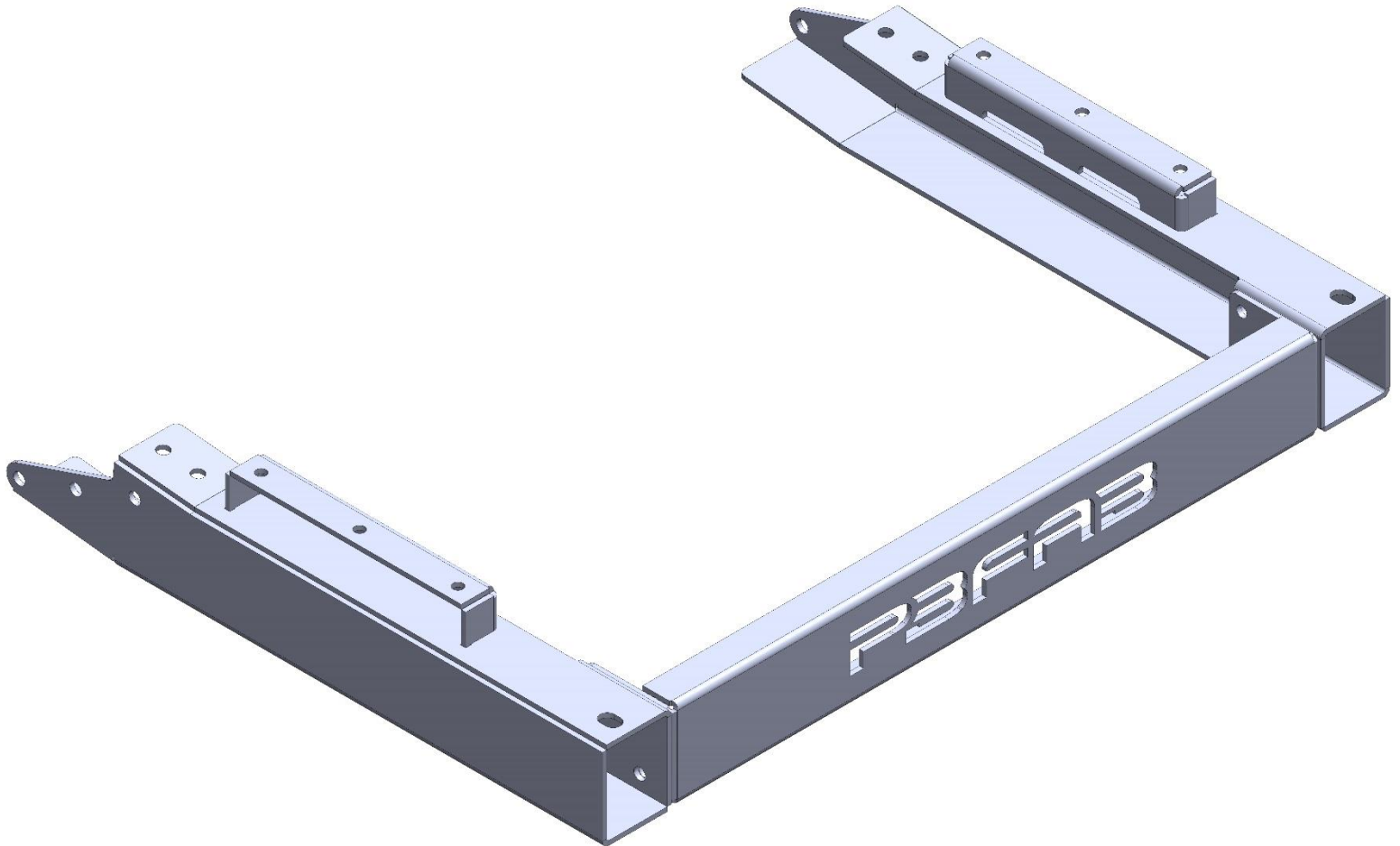
DM-V6 CRUSH TUBES (QTY. 1)

ZERK FITTING (QTY. 1)

*****REAR KIT OPTION*****

PART# RFR5356-F100-3

DESCRIPTION: REAR FRAME ASSEMBLY; 53-56 F100; LEVEL 3 NOTCH SPECIFIC



HARDWARE DESCRIPTION:

7/16 X 1.25 GRADE 8 BOLT USS (QTY. 18)

7/16 GRADE 8 NYLOC NUT USS (QTY. 10)

7/16 GRADE 8 LOCKWASHER USS (QTY. 8)

3/8 GRADE 8 FLAT WASHER USS (QTY. 28)

*****REAR KIT OPTION*****

PART# 1924426-KIT-4L

DESCRIPTION: PB SHOCK KIT



HARDWARE DESCRIPTION:

KYB SHOCK PART# 344426 (QTY. 2)

SHOCK STUD KIT (QTY. 4)

*****REAR KIT OPTION*****

PART# F9000-KIT

DESCRIPTION: FIRESTONE F9000 SLEEVED BAGS WITH HARDWARE



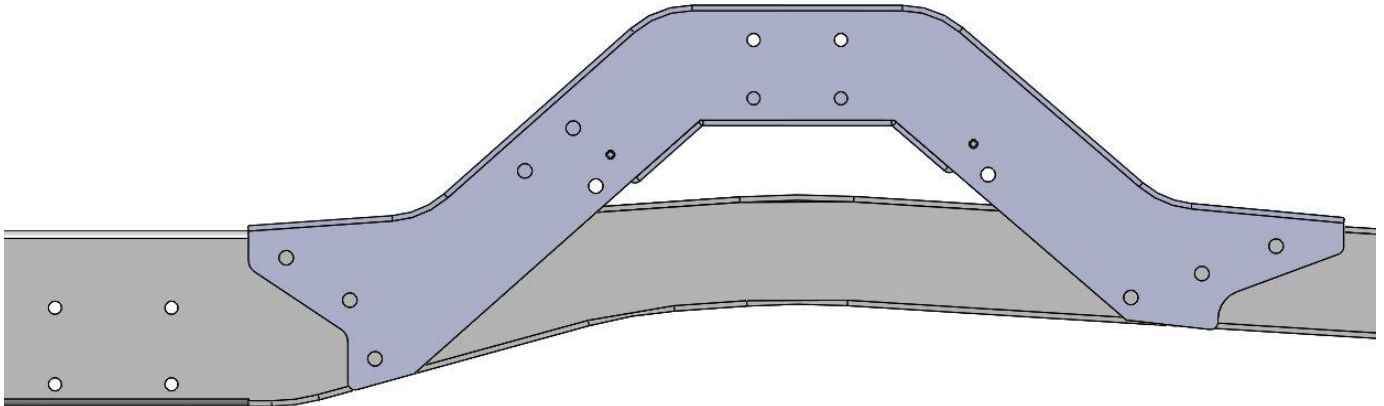
HARDWARE DESCRIPTION:

3/8 X .75 GRADE 8 BOLT USS (QTY. 6)

5/16 GRADE 8 FLAT WASHER USS (QTY. 6)

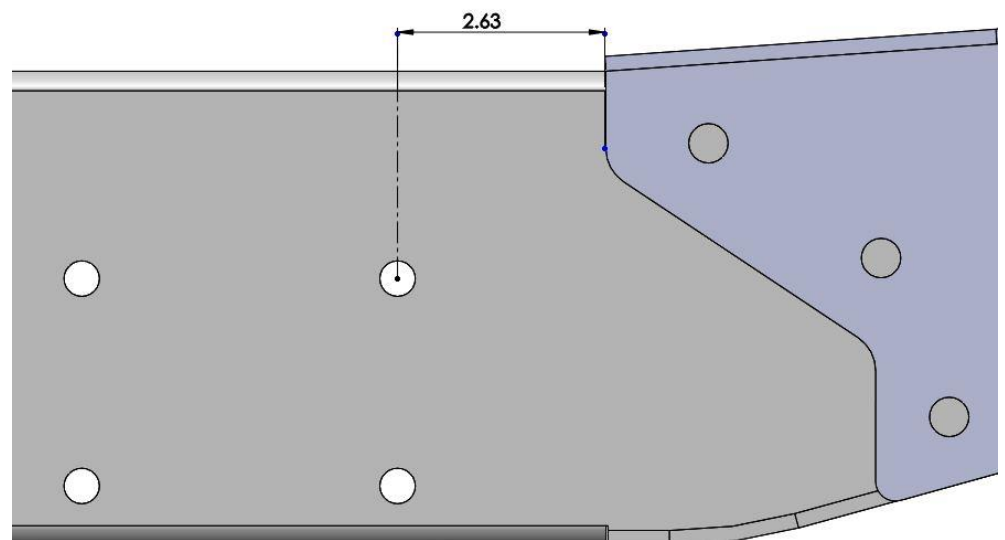
REAR NOTCH INSTALLATION

- USE MEASUREMENT BELOW FOR PROPER FORE-AFT LOCATION OF NOTCH
- CLAMP NOTCH SO THAT THE NOTCH FACE IS FLUSH AGAINST THE TOP OF FRAME RAIL AND OUTSIDE OF FRAME RAIL (*****FAILURE TO DO SO WILL CAUSE IMPROPER FITMENT OF REMAINING COMPONENTS*****)
- WITH NOTCH PROPERLY CLAMPED IN PLACE, USE NOTCH AS TEMPLATE TO DRILL MOUNTING HOLES IN FRAME (*****USE A 7/16 DRILL BIT*****)
- INSTALL 7/16 GRADE 8 HARDWARE TO SECURE NOTCH TO FACTORY FRAME (DO *****NOT FULLY TIGHTEN AT THIS TIME*****)

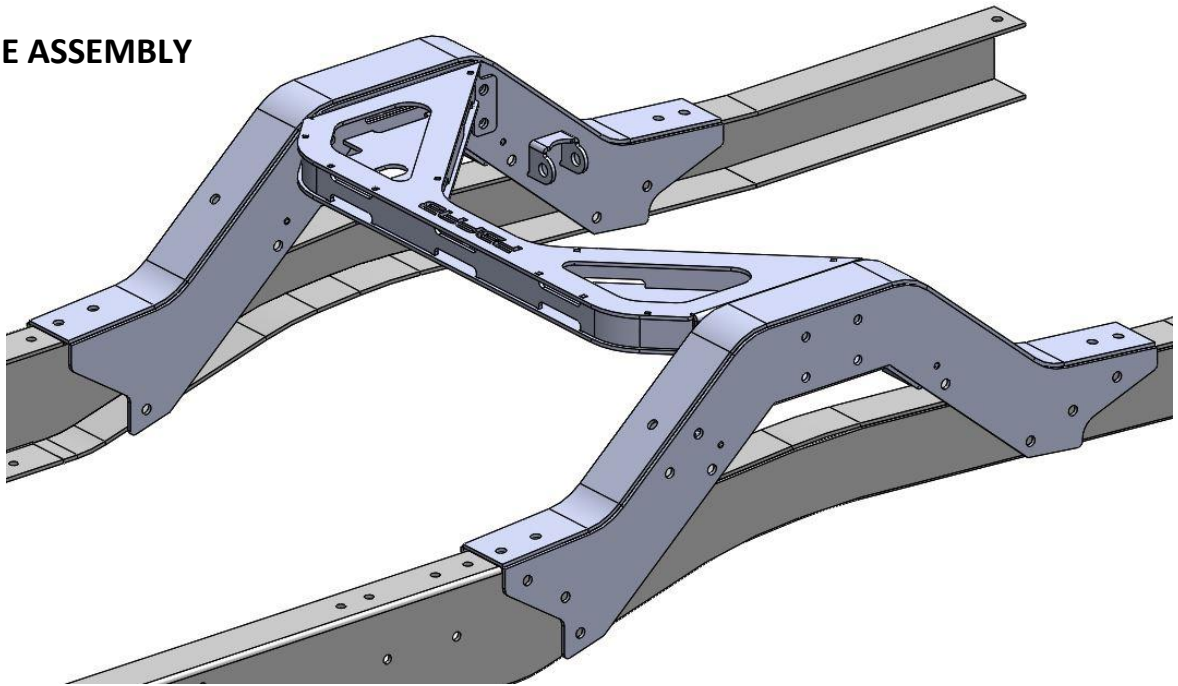


FRONT EDGE OF NOTCH WILL BE LOCATED 2 5/8 INCHES BEHIND TOP REARMOST FACTORY LEAF SPRING HANGER MOUNTING HOLE PICTURED BELOW

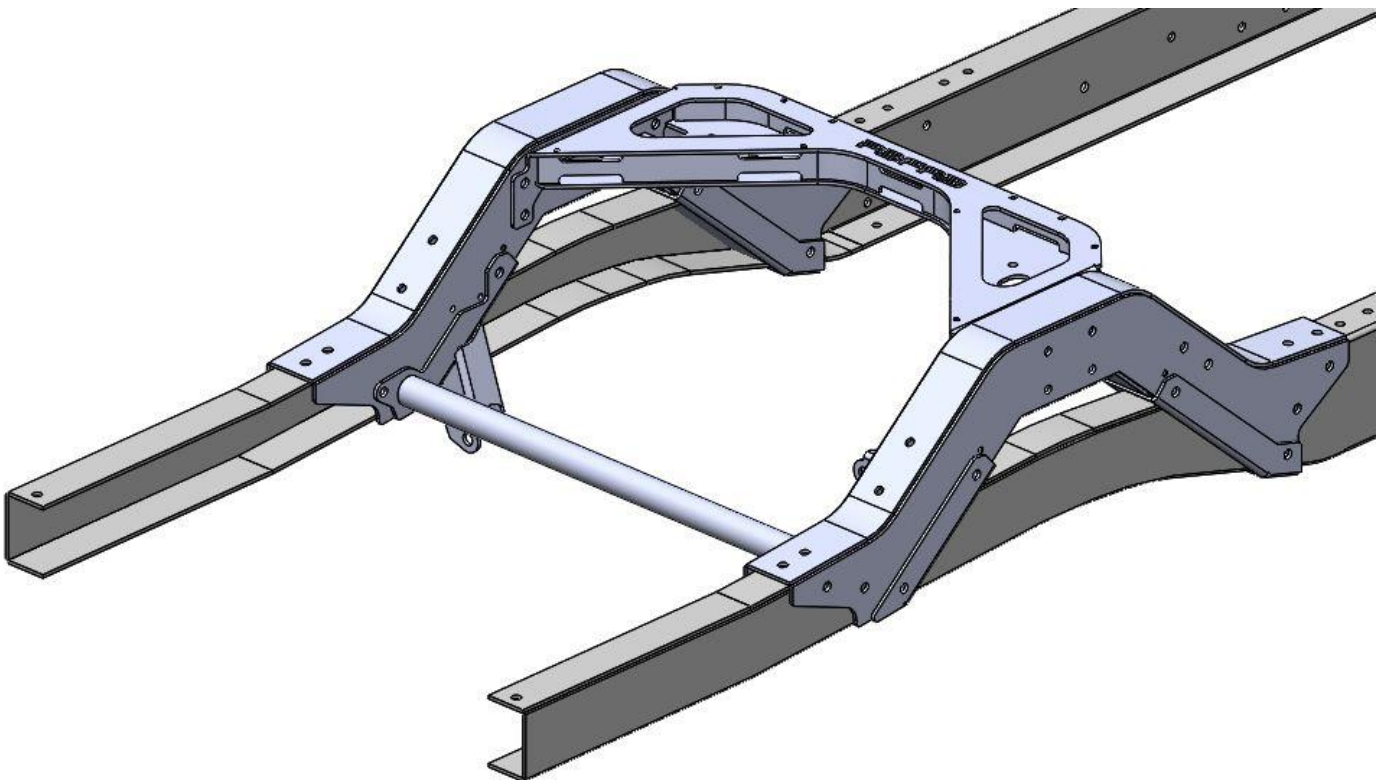
*****FACTORY FRONT
LEAF SPRING HANGER
HOLES*****



INSTALL BRIDGE ASSEMBLY



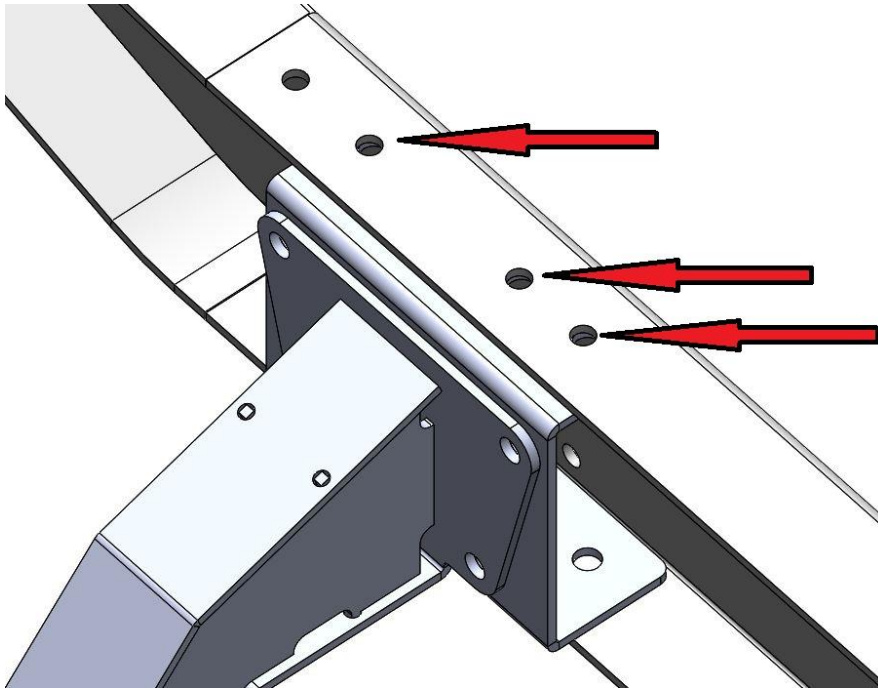
- INSTALL BRIDGE ASSEMBLY USING SUPPLIED GRADE 8 HARDWARE.
- CHECK TO ENSURE SQUARENESS OF NOTCH AND BRIDGE ASSEMBLY
- TORQUE NOTCH AND BRIDGE ASSEMBLY HARDWARE TO 65 FT LBS
- REMOVE FACTORY FRAME RAIL SECTION BETWEEN NOTCHES
- INSTALL NOTCH CAPS AND REAR NOTCH CROSSMEMBER; TORQUE TO 65 FT LBS



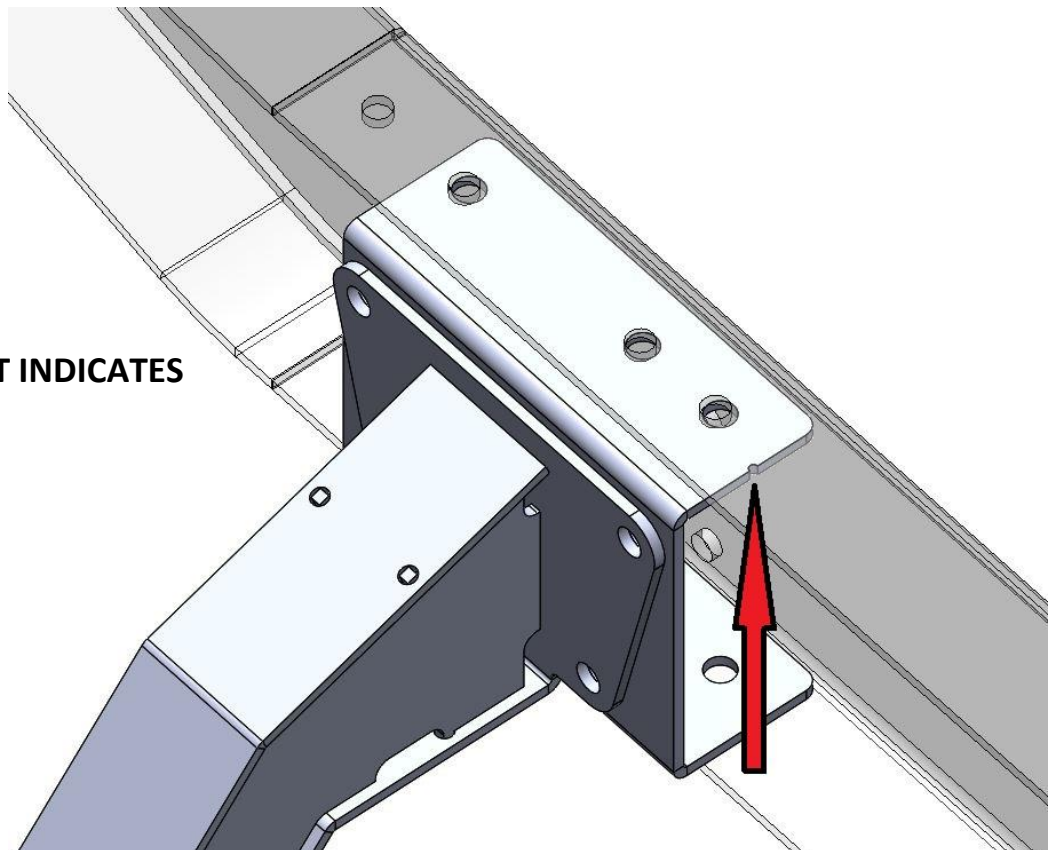
FOUR LINK CROSSMEMBER INSTALLATION

-FOUR LINK TO FRAME C-CHANNEL MOUNTING BRACKET WILL ALIGN WITH FRONT THREE MOUNTING HOLES ON TOP OF FRAME FOR FACTORY LEAF SPRING HANGER CROSSMEMBER (****SEE IMAGES BELOW****)

-BOTTOM MOUNTING HOLES WILL NEED TO BE MARKED AND DRILLED



*****NOTCH IN BRACKET INDICATES
TOP AND FRONT*****

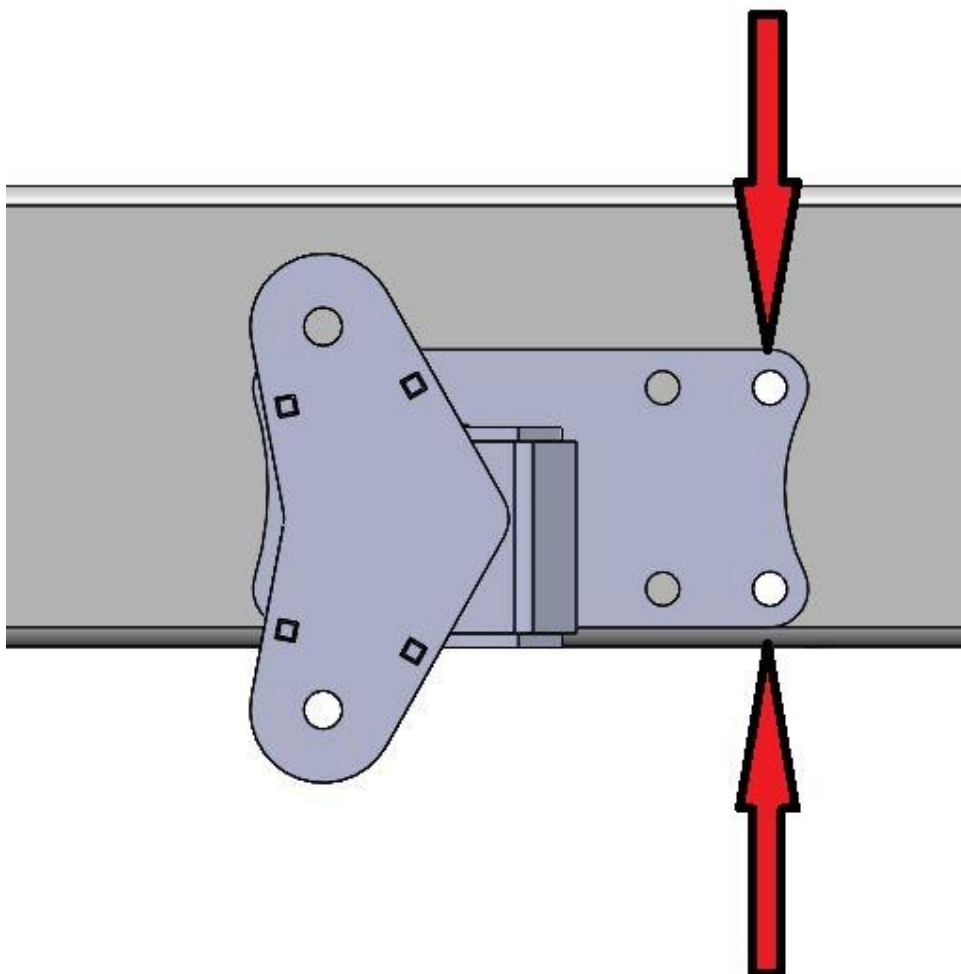
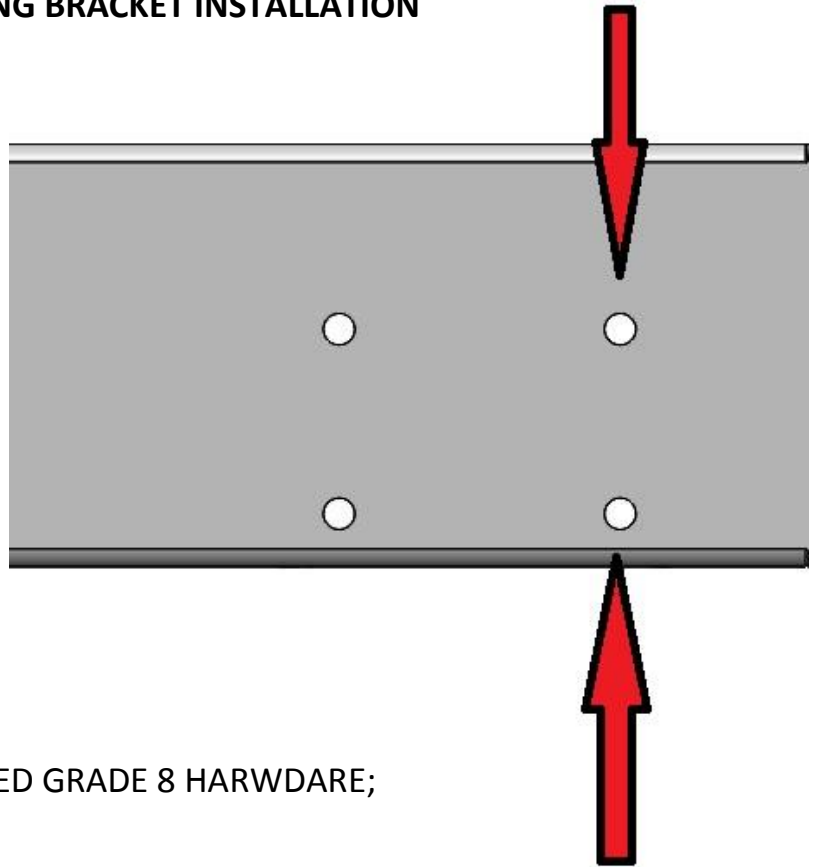


-FOUR LINK TO FRAME MOUNTING BRACKET INSTALLATION

-FRONT FOUR LINK MOUNTING
BRACKET WILL ALIGN USING
REAR LEAF SPRING HANGER
MOUNTING HOLE

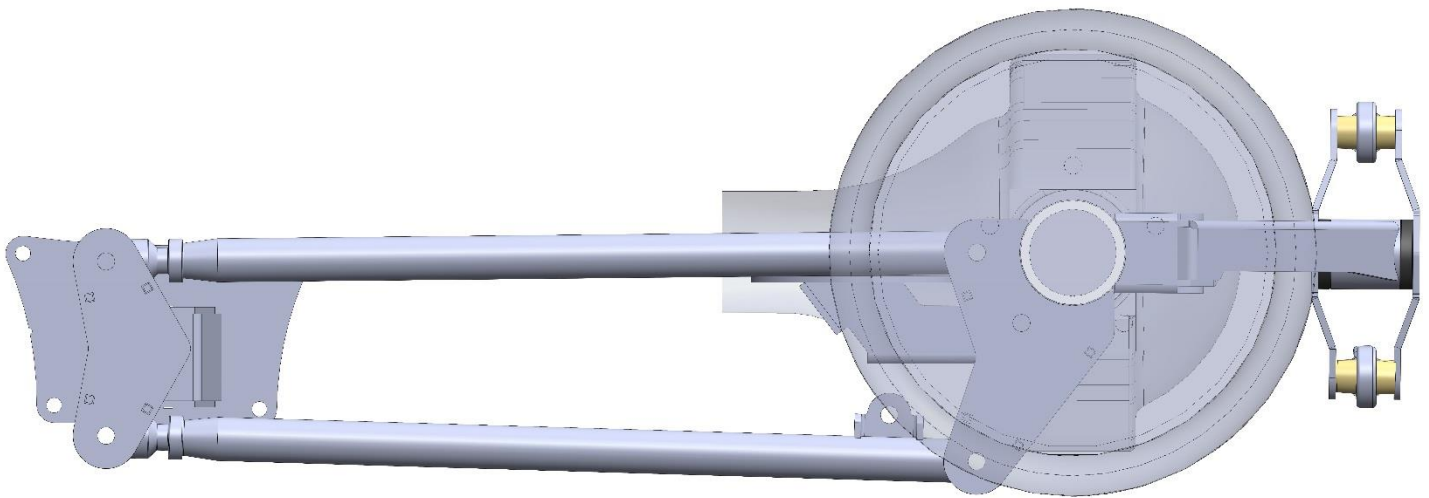
-ALL OTHER MOUNTING HOLES
WILL NEED TO BE DRILLED;
USE BRACKET AS TEMPLATE

-INSTALL BRACKET USING SUPPLIED GRADE 8 HARWDARE;
TORQUE TO 65 FT LBS



4-LINK BAR AND AXLE BRACKET INSTALLATION

- SET MOUNTING DISTANCE OF 4-LINK BARS TO 25" CENTER TO CENTER
- LOWER LINK BARS ARE INSTALLED WITH SHOCK TABS POINTED UP AND ON OUTSIDE (**SEE IMAGE BELOW FOR REFERENCE**)
- USE SUPPLIED GRADE 8 MOUNTING HARDWARE
- WITH 4-LINK BARS SET TO PROPER LENGTH, REAR DIFFERENTIAL WILL BE CENTERED IN NOTCH WHEN FULLY COMPRESSED

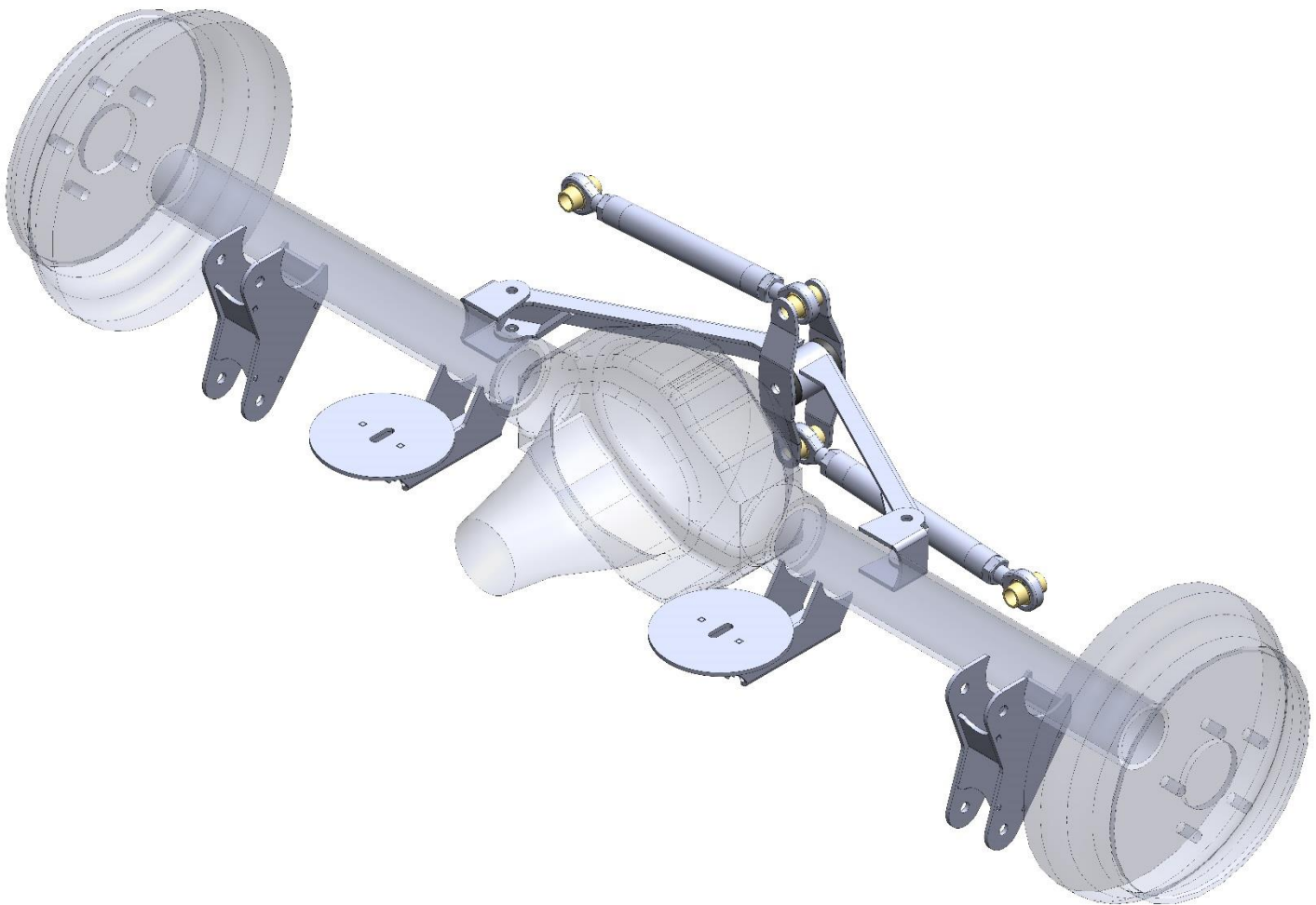


-SET DISTANCE FROM OUTSIDE EDGE TO OUTSIDE EDGE OF 4-LINK AXLE BRACKETS TO 45 3/4 INCHES

-SET PINION ANGLE TO ZERO WITH UPPER 4-LINK BAR PARALLEL TO GROUND (THERE SHOULD BE APPROX 4 INCHES BETWEEN TOP OF AXLE TUBE AND BOTTOM OF NOTCH)

-TACK 4-LINK MOUNTING BRACKETS TO AXLE HOUSING AT THIS TIME; BE CAREFUL NOT TO OVERHEAT AND MELT POLYURETHANE BUSHINGS

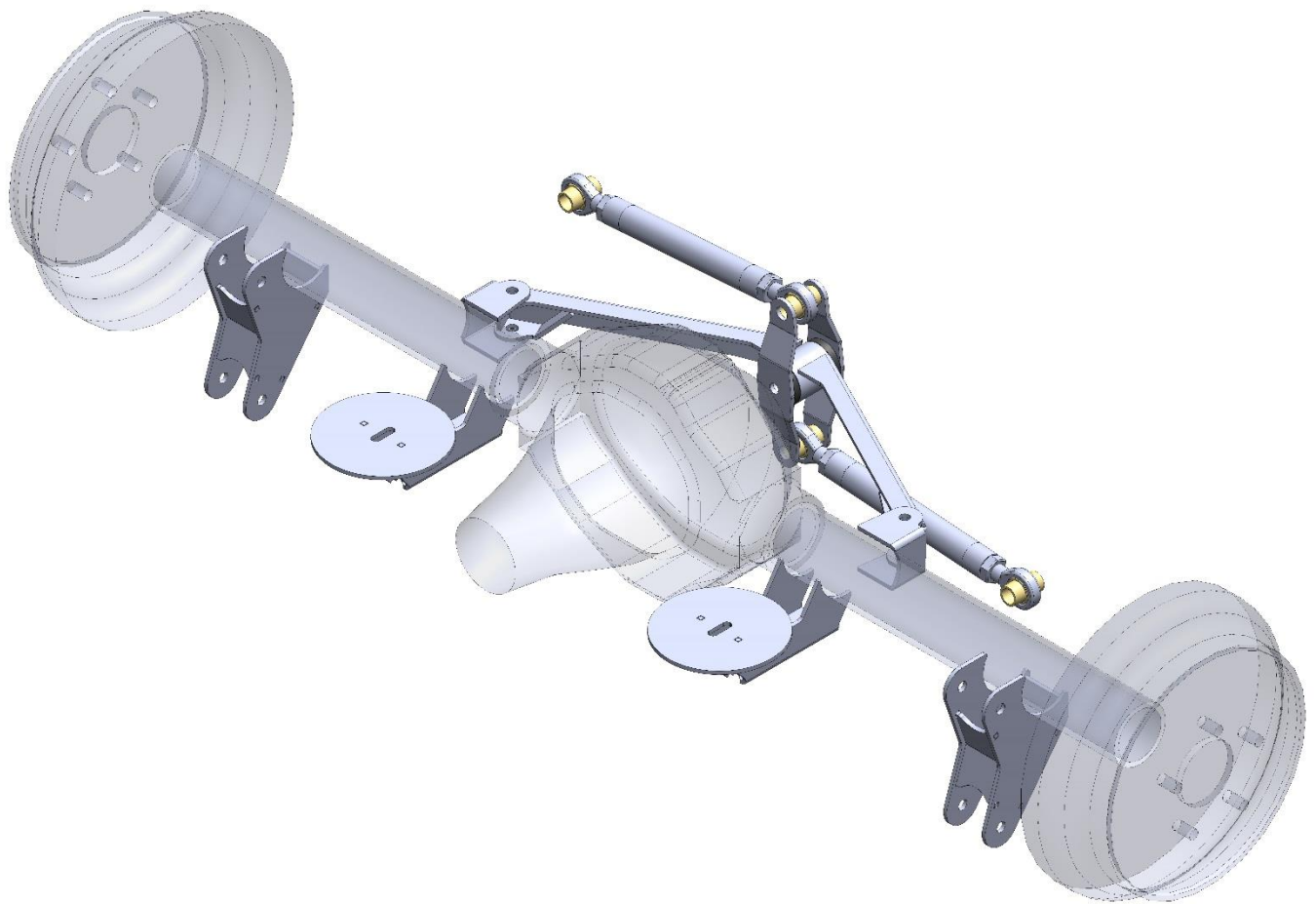
(*DO NOT YET FULLY WELD BRACKETS UNTIL AFTER DRIVE-TRAIN AND DRIVE-SHAFT ARE INSTALLED AND PROPER DRIVE-LINE ANGLES ARE CONFIRMED***)**



*****4-LINK AXLE BRACKETS 45 3/4 INCHES OUTSIDE TO OUTSIDE*****

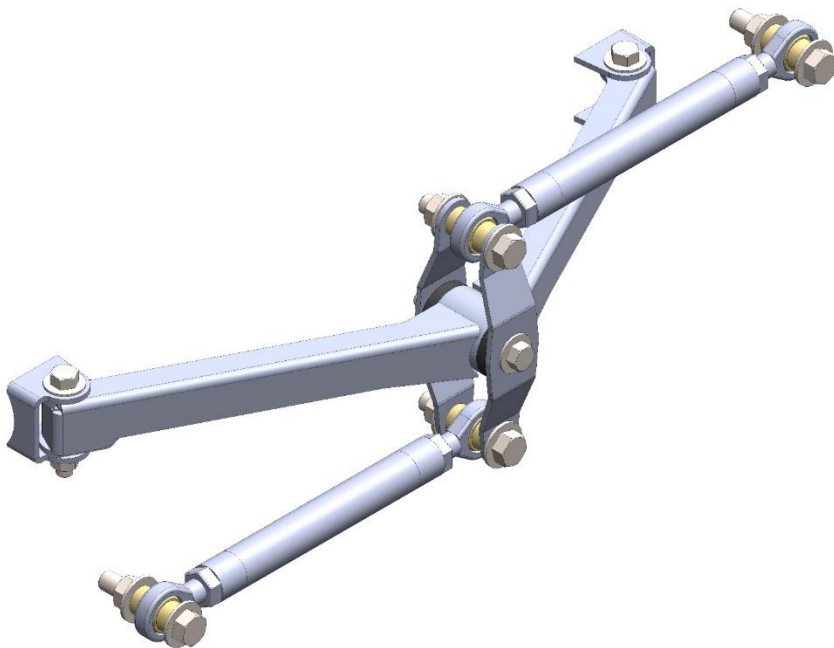
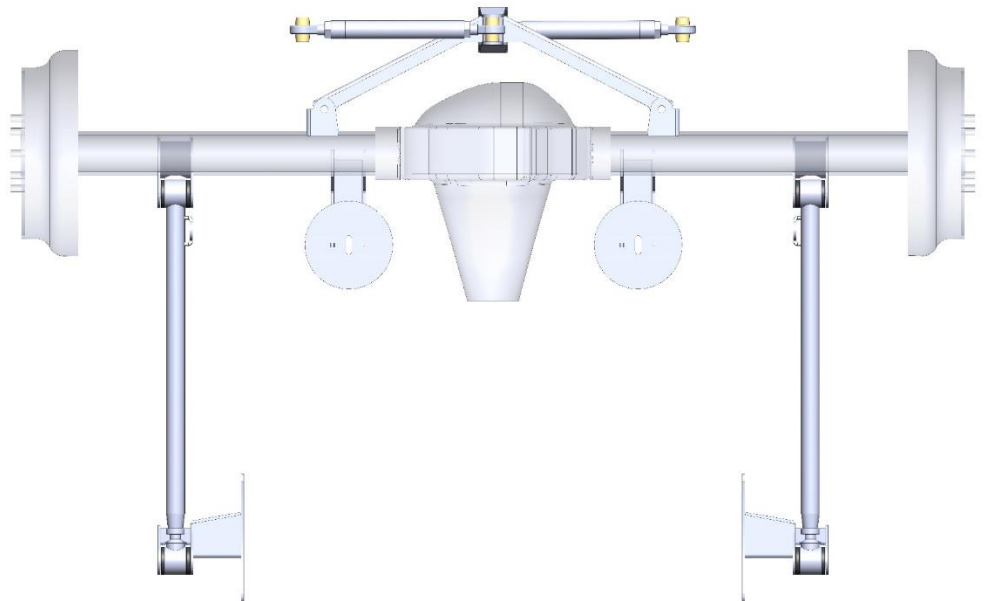
AIRBAG MOUNTING BRACKET INSTALLATION

- SET LOWER AIRBAG MOUNTING BRACKETS SO THAT THE BAG MOUNTING SURFACE IS PERPENDICULAR TO THE GROUND AT RIDE HEIGHT
- DISTANCE BETWEEN LOWER AIRBAG MOUNTING HOLES (CENTER TO CENTER) SHOULD MEASURE 19 5/8 INCHES
- TACK WELD LOWER BAG MOUNTING BRACKETS TO REAR DIFFERENTIAL (*****DO NOT YET FULLY WELD BRACKETS UNTIL AFTER DRIVE-TRAIN AND DRIVE-SHAFT ARE INSTALLED AND PROPER DRIVE-LINE ANGLES ARE CONFIRMED*****)



WATTS LINK MOUNTING BRACKET INSTALLATION

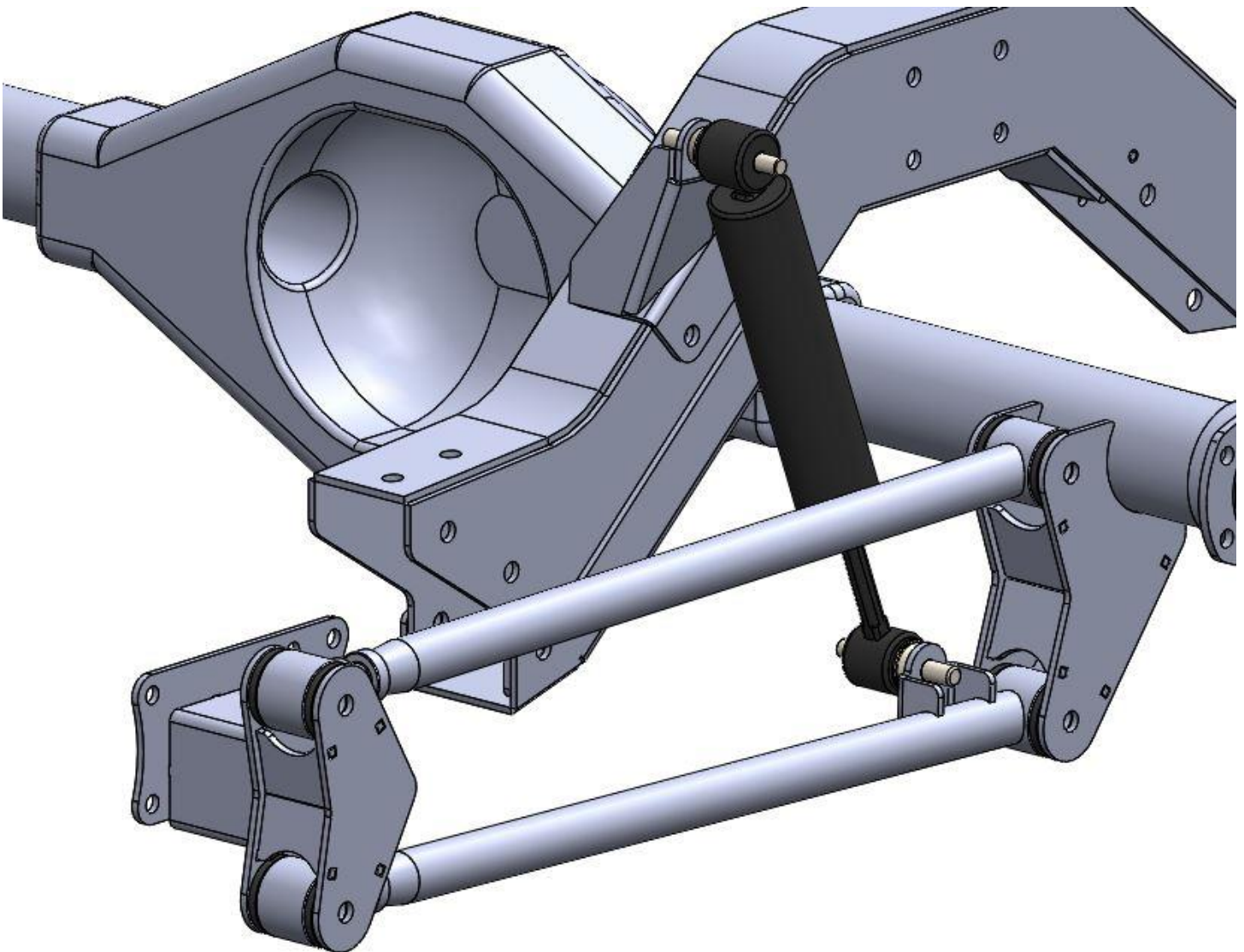
- ASSEMBLE WATTS LINK MAIN PIVOT BRACKET WITH AXLE MOUNTING TABS TO SET BRACKET DISTANCE DURING INSTALLATION
- SET WATTS LINK ASSEMBLY SO THAT IT IS CENTERED ON AXLE HOUSING
- SET WATTS LINK ASSEMBLY SO THAT BUSHING FACE IS PARALLEL TO PINION
- TACK WELD WATTS LINK AXLE MOUNTING BRACKETS TO REAR DIFFERENTIAL
(*DO NOT YET FULLY WELD BRACKETS UNTIL AFTER DRIVE-TRAIN AND DRIVE-SHAFT ARE INSTALLED AND PROPER DRIVE-LINE ANGLES ARE CONFIRMED***)**



SHOCK INSTALLATION

-INSTALL UPPER SHOCK MOUNTING BRACKET USING SUPPLIED GRADE 8 HARDWARE; TORQUE TO 65 FT LBS

-SEE IMAGE BELOW FOR PROPER SHOCK INSTALLATION



AIRBAG INSTALLATION

-INSTALLED VIEW OF PB AIRBAG KIT PART#F9000-KIT

*****INCLUDES FIRESTONE AIRSPRING AND MOUNTING HARDWARE*****

*****DO NOT LET AXLE WEIGHT HANG ON AIRSPRING; CORRECT LENGTH SHOCK MUST BE INSTALLED TO ACT AS LIMITER. OVER EXTENSION OF REAR AIR SPRING WILL LEAD TO DAMAGE AND VOID ANY WARRANTY*****

*****MUST USE SUPPLIED 3/8 X .75 BOLTS, LOCKWASHER, AND FLAT WASHER WHEN INSTALLING REAR SLEEVED BAGS. LONGER BOLTS WILL DAMAGE AIRSPRING COMPOSITE ENDS AND VOID ANY WARRANTY*****



CONFIRM DRIVE-LINE ANGLES AND FINISH WELDING ON REAR AXLE BRACKETS

-IT IS IMPORTANT TO HAVE THE DRIVE TRAIN AND DRIVE-SHAFT FULLY MOCKED UP BEFORE FINISH WELDING OF ANY AXLE MOUNTED BRACKETS

-ENSURE THE FOLLOWING STEPS ARE TAKEN BEFORE FULLY WELDING MOUNTING BRACKETS ATTACHED TO THE AXLE:

-CONFIRM AND ADJUST DRIVE-LINE ANGLES IF NECESSARY

-CYCLE SUSPENSION MULTIPLE TIMES THROUGH ITS TRAVEL WITH ALL COMPONENTS MOCKED UP TO ENSURE NO BINDING OR CLEARANCE ISSUES ARE PRESENT

-CHECK AGAIN AND AGAIN.... MEASURE 100 MORE TIMES....

-THE MOUNTING BRACKETS ATTACHED TO THE REAR DIFFERENTIAL MAY NOW BE FULLY WELDED 😊

FOR ANY TECH HELP ALONG THE WAY FEEL FREE TO EMAIL OR TEXT MESSAGE FOR ASSISTANCE

EMAIL: NATE@PBFAB.COM

TEXT: 480-310-9847