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SUPER DUTY HEIGHT

ROUGH COUNTRY FOUR-LINK LIFT INSTALL

BY JAY KOPYCINSKI

PHOTOGRAPHY: JAY KOPYCINSKI AND ANDREW PRESLEY

LATE-MODEL SUPER DUTY TRUCKS ARE POPULAR HEAVY-DUTY RIGS AND SOME OWNERS LIKE TO USE THEM TO HIT THE DIRT. ROUGH COUNTRY HAS A LIFT SOLUTION FOR THOSE WANTING BIGGER TIRES AND IMPROVED OFF-ROAD CAPABILITIES. WE DROPPED BY BULLET PROOF DIESEL TO SEE THEIR CREW INSTALL A 6-INCH KIT ON A 2005 FORD SUPER DUTY. THE KIT REPLACES THE TWO FACTORY RADIUS ARMS WITH A FOUR-LINK SETUP WITH LINK ARMS THAT USE POLYURETHANE BUSHINGS. THE LINKED FRONT SUSPENSION OFFERS CASTER ADJUSTMENT WITH ADJUSTABLE LOWER ARMS AND INCREASED ARTICULATION OVER THE STOCK CONFIGURATION.

Del Wamsley and Jacob Lopez completed the installation in four hours flat using one of the lifts in their shop. The work could be done in a driveway with jackstands and a large floor jack; it would just require more time for completion.

With the lift install finished and 37-inch tires installed, we took the truck for a drive. The ride was just slightly firmer than stock, and felt stable on the highway with the new lift height. In the dirt, the spring rates offered



a significant improvement in control without any harshness. The suspension soaked up terrain far better, and hill climbs were easier with the added flex and new rear leaf springs. For those looking for a Super Duty suspension upgrade with the ability to fit larger rubber, this might be just what you need. **OR**



- 1** We started the install on a 2005 Super Duty with factory suspension and OEM size tires. The addition of 37x13.50R18 Falken WildPeaks on Raceline 18x9 wheels changed the entire look of this truck.



- 2** The guys started by removing the steering linkage from the pitman arm, disconnecting the sway bar end links, and disconnecting the stock track bar. A new dropped pitman is included in the kit, and a dropped bracket for the track bar moves the attachment point downward to help preserve proper front suspension geometry.



- 5** The lower arms are adjustable to allow setting the caster angle of the front axle. Jacob threaded an adjustable end into each lower radius arm and set the eye-to-eye measurement to 36 1/8 inches.



- 3** The factory front coil springs were removed, followed by the radius arms. None of these parts are reused with this kit.



- 6** Here you can see one of the control arm brackets that attaches to the factory frame mount, moving the link mounts downward to keep the radius arms flatter with the added lift. This eats up a little ground clearance under the frame but retains good suspension geometry for better handling.



- 4** The ends of the new arms that connect at the frame all use polyurethane bushings with steel inner sleeves. This keeps the suspension action more precise than rubber bushings, while still allowing for good noise and vibration isolation. Jacob pushed them together with a little silicone spray applied.



- 7** The upper and lower radius arms are made from heavy wall tube and the axle ends are heavily boxed with plate. These mount in place of the factory swing arm-style radius arms.

SUPER DUTY HEIGHT



9 The kit was installed with four upgraded Rough Country N2.0 Series shocks. These are nitrogen-charged shocks designed for a balanced action for on- and off-road use. With the shocks installed, the front axle was jacked back up to near ride height and the factory track bar was bolted into the new drop bracket.



8 With the four-link arms installed, the front axle was lowered until the taller Rough Country coils could be slipped into place. Different rate coils are provided, depending on whether the truck is a gas or diesel model.

The kit provides two bumpstop extensions. The factory jounce cup and bumper are reused with the extension bolted into place.

New sway bar link extensions allow full reuse of the factory front sway bar.



10 A plate mount is provided to drop the steering stabilizer downward, and steel brake line relocation brackets allow reuse of the factory lines. The front ABS wiring was moved slightly and secured with tie-wraps.



11 With the front four-link complete, the team turned their attention to the rear suspension. The aged shocks and factory leaf packs were pulled off to make way for Rough Country replacements.



12 The factory shackles were mounted onto the new leaf packs. The basic kit comes with add-a-leaves and blocks, but the truck owner opted for the complete replacement lift packs. These offer improved ride and better flex over using the old packs.

The kit came with new U-bolts. The factory axle blocks with the bump landing pads are reused. Rough Country N2.0 shocks were installed in the rear, as well. Shop time from start to finish was four hours.



THE SOURCE

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