

One Up Offroad

Updated 04/10/2007

Applications: 1999 thru 2004 Ford F250, F350 & 2000 to 2005 Excursion

All systems have zero bump steer and are completely cycled in 3d in solid model and real life. We don't just lower the factory mounting position and call it good enough. The factory suspension was designed around 6" max travel. We design around full shock shaft travel. Our systems are designed to have equal compression and droop to deliver best possible suspension control in all terrain. We do not include shocks or springs in our kits to allow you to choose your preference. Our systems work with most quality shock and springs. When you purchase a system we will supply you with shock valving and spring rates that will work with your system. These years of trucks can be lifted higher thanks to the availability of high steer knuckles. The front axle from these years can be retrofitted into newer trucks to get a 2005 thru 2008 in to the 20" lift zone.

300 Series

This is the basic front only, coilover conversion, system.

The truck may be already lifted to 16" and the owner may only want to upgrade the front.

Or if a truck currently had an 8" kit and wanted to go up to 16", you could go with this system with a 8" one bar traction block kit in the rear for entry level cost.

316S-04 System.

16" of lift, front can be adjusted from 15" to 17" of lift.

12" travel front 3 link, single shock, coilover conversion system.

Fits all cabs & beds, automatic transmission only.

No rubbing on 40's, 46's fit with cutouts & bumper mods.

Notes:

Front designed for one 12" travel coilover shock per side, 2.5" or 3". (not included)

The front driveline will need an increased angle CV at the transfercase. (not included)

The transfercase will be clocked to 20 degrees with the clocking ring included in the kit.

Drilling of the frame is required.

Front system includes:

- Front shock axle mounts,
- Front shock towers with track rod mount crossmember,
- Front track rod,
- Front track rod axle bracket,
- Front Chromoly radius arms & joints,
- Transmission mount crossmember,
- Frame gussets,
- Clocking ring,
- Steering drag link,
- Dropped pitman arm,
- High steer knuckle,
- Brake lines kit,
- Limit straps,
- Bump stops,
- Hardware,

Recommended options:

- Front truss with DER steering system.

- Rear single bar 8" traction block system.

316D-04 System.

16" of lift, front can be adjusted from 15" to 17" of lift.
12" travel front 3 link, dual shock, coilover conversion system.
Fits all cabs & beds, automatic transmission only.
No rubbing on 40's, 46's fit with cutouts & bumper mods.

Notes:

Front designed for one 12" travel coilover shock per side, 2.5" or 3". (not included)
And one 12" travel bypass or regular shock per side, 2.5" or 3". (not included)
The front driveline will need an increased angle CV at the transference. (not included)
The transference will be clocked to 20 degrees with the clocking ring included in the kit.
Drilling of the frame is required.

Front system includes:

Front shock axle mounts,
Front shock towers with track rod mount crossmember,
Front track rod,
Front track rod axle bracket,
Front Chromoly radius arms & joints,
Transmission mount crossmember,
Frame gussets,
Clocking ring,
Steering drag link,
Dropped pitman arm,
High steer knuckle,
Brake lines kit,
Limit straps,
Bump stops,
Hardware,

Recommended options:

Front truss with DER steering system.
Rear single bar 8" traction block system.

320S-04 System.

20" of lift, front can be adjusted from 18" to 20" of lift.
14" travel front 3 link, single shock, coilover conversion system.
Fits all cabs & beds, automatic transmission only.
No rubbing on 44's, 49's fit with cutouts & bumper mods.

Notes:

Front designed for one 14" travel coilover shock per side, 2.5" or 3". (not included)
The front driveline will need an increased angle CV at both ends. (not included)
The transfercase will be clocked to 20 degrees with the clocking ring included in the kit.
Drilling of the frame is required.

Front system includes:

Front shock axle mounts,
Front shock towers with track rod mount crossmember,
Front track rod,
Front track rod axle bracket,
Front Chromoly radius arms & joints,
Transmission mount crossmember,
Frame gussets,
Clocking ring,
Steering drag link,
Dropped pitman arm,
High steer knuckle,
Brake lines kit,
Limit straps,
Bump stops,
Hardware,

Recommended options:

Front truss with DER steering system.
Rear single bar 8" traction block system.

320D-04 System.

20" of lift, front can be adjusted from 18" to 20" of lift.
14" travel front 3 link, dual shock, coilover conversion system.
Fits all cabs & beds, automatic transmission only.
No rubbing on 44's, 49's fit with cutouts & bumper mods.

Notes:

Front designed for one 14" travel coilover shock per side, 2.5" or 3". (not included)
And one 14" travel bypass or regular shock per side, 2.5" or 3". (not included)
The front driveline will need an increased angle CV at both ends. (not included)
The transfercase will be clocked to 20 degrees with the clocking ring included in the kit.
Drilling of the frame is required.

Front system includes:

Front shock axle mounts,
Front shock towers with track rod mount crossmember,
Front track rod,
Front track rod axle bracket,
Front Chromoly radius arms & joints,
Transmission mount crossmember,
Frame gussets,
Clocking ring,
Steering drag link,
Dropped pitman arm,
High steer knuckle,
Brake lines kit,
Limit straps,
Bump stops,
Hardware,

Recommended options:

Front truss with DER steering system.
Rear single bar 8" traction block system.

400 Series

Front coilover conversion system and rear leaf spring system.

Combines the 300 series system with an intergraded frame support & crossmember for rear dual bar traction block mounting points on the frame cradle. Upgrading the transmission crossmember to a full cradle.

Includes the rear block system.

416S-04 System.

16" of lift, front can be adjusted from 15" to 17" of lift.

12" travel front 3 link, single shock, coil-over conversion system.

Rear dual bar 8" traction block system.

Fits super & crew cabs, short & long beds, & Excursion, automatic transmission only.

No rubbing on 40's, 46's fit with cutouts & bumper mods.

Notes:

Front designed for one 12" travel coilover shock per side, 2.5" or 3". (not included)

Rear can not be adjusted. An 8" rear lift spring must be used. (not included)

Rear to use 14" travel shocks in factory mounts, 2.5" or 3". (not included)

The front driveline will need an increased angle CV at the transercase. (not included)

The transercase will be clocked to 20 degrees with the clocking ring included in the kit.

Drilling of the frame is required.

Front system includes:

Front shock axle mounts,
Front shock towers with track rod mount crossmember,
Front track rod,
Front track rod axle bracket,
Front Chromoly radius arms & joints,
Transmission mount crossmember,
Frame gussets,
Clocking ring,
Steering drag link,
Dropped pitman arm,
High steer knuckle,
Brake lines kit,
Limit straps,
Bump stops,
Hardware,

Rear system includes:

Frame cradle gusset,
Rear frame crossmember,
Rear Chromoly radius arms & joints,
Rear 8" dual bar traction blocks,
¾" U bolts,
U bolt Top Plates with bump stop,
Driveline carrier bearing drop kit,
Limit straps,
Bump stops,
Hardware,

Recommended options:

Front truss with DER steering system.

Rear truss shock mount system:

Options:

With plate diff cover or without.

With single or dual rear shock system.

420S-04 System.

20" of lift, front can be adjusted from 18" to 20" of lift.

14" travel front 3 link, single shock, coil-over conversion system.

Rear dual bar 10" traction block system.

Fits super & crew cabs, short & long beds, & Excursion, automatic transmission only.

No rubbing on 44's, 49's fit with cutouts & bumper mods.

Notes:

Front designed for one 14" travel coilover shock per side, 2.5" or 3". (not included)

Rear can not be adjusted. A 10" rear lift spring must be used. (not included)

Rear to use 16" travel shocks in factory mounts, 2.5" or 3". (not included)

The front driveline will need an increased angle CV at both ends. (not included)

The rear driveline needs to be changed to a two piece center CV system. (not included)

The transfercase will be clocked to 20 degrees with the clocking ring included in the kit.

Drilling of the frame is required.

Front system includes:

Front shock axle mounts,

Front shock towers with track rod mount crossmember,

Front track rod,

Front track rod axle bracket,

Front Chromoly radius arms & joints,

Transmission mount crossmember,

Frame gussets,

Clocking ring,

Steering drag link,

Dropped pitman arm,

High steer knuckle,

Brake lines kit,

Limit straps,

Bump stops,

Hardware,

Rear system includes:

Frame cradle gusset,

Rear frame crossmember,

Rear Chromoly radius arms & joints,

Rear 10" dual bar traction blocks,

3/4" U bolts,

U bolt Top Plates with bump stop,

Driveline carrier bearing drop kit.

Limit straps,

Bump stops,

Hardware,

Recommended options:

Front truss with DER steering system.

Rear truss shock mount system:

Options:

With plate diff cover or without.

With single or dual rear shock system.

416D-04 System.

16" of lift, front can be adjusted from 15" to 17" of lift.

12" travel front 3 link, dual shock, coil-over conversion system.

Rear dual bar 8" traction block system.

Fits super & crew cabs, short & long beds, & Excursion, automatic transmission only.

No rubbing on 40's, 46's fit with cutouts & bumper mods.

Notes:

Front designed for one 12" travel coilover shock per side, 2.5" or 3". (not included)

And one 12" travel bypass or regular shock per side, 2.5" or 3". (not included)

Rear can not be adjusted. An 8" rear lift spring must be used. (not included)

Rear to use 14" travel shocks in factory mounts, 2.5" or 3". (not included)

The front driveline will need an increased angle CV at the transfercase. (not included)

The rear driveline needs to be changed to a two piece center CV system. (not included)

The transfercase will be clocked to 20 degrees with the clocking ring included in the kit.

Drilling of the frame is required.

Front system includes:

Front shock axle mounts,

Front shock towers with track rod mount crossmember,

Front track rod,

Front track rod axle bracket,

Front Chromoly radius arms & joints,

Transmission mount crossmember,

Frame gussets,

Clocking ring,

Steering drag link,

Dropped pitman arm,

High steer knuckle,

Brake lines kit,

Limit straps,

Bump stops,

Hardware,

Rear system includes:

Frame cradle gusset,

Rear frame crossmember,

Rear Chromoly radius arms & joints,

Rear 8" dual bar traction blocks,

3/4" U bolts,

U bolt Top Plates with bump stop,

Driveline carrier bearing drop kit,

Limit straps,

Bump stops,

Hardware,

Recommended options:

Front truss with DER steering system.

Rear truss shock mount system:

Options:

With plate diff cover or without.

With single or dual rear shock system.

420D-04 System.

20" of lift, front can be adjusted from 18" to 20" of lift.

14" travel front 3 link, dual shock, coil-over conversion system.

Rear dual bar 10" traction block system.

Fits super & crew cabs, short & long beds, & Excursion, automatic transmission only.

No rubbing on 44's, 49's fit with cutouts & bumper mods.

Notes:

Front designed for one 14" travel coilover shock per side. (not included)

And one 14" travel bypass or regular shock per side, 2.5" or 3". (not included)

Rear can not be adjusted. A 10" rear lift spring must be used. (not included)

Rear to use 16" travel shocks in factory mounts, 2.5" or 3". (not included)

The front driveline will need an increased angle CV at both ends. (not included)

The rear driveline needs to be changed to a two piece center CV system. (not included)

The transfercase will be clocked to 20 degrees with the clocking ring included in the kit.

Drilling of the frame is required.

Front system includes:

Front shock axle mounts,

Front s shock towers with track rod mount crossmember,

Front track rod,

Front track rod axle bracket,

Front Chromoly radius arms & joints,

Transmission mount crossmember,

Frame gussets,

Clocking ring,

Steering drag link,

Dropped pitman arm,

High steer knuckle,

Brake lines kit,

Limit straps,

Bump stops,

Hardware,

Rear system includes:

Frame cradle gusset,

Rear frame crossmember,

Rear Chromoly radius arms & joints,

Rear 10" dual bar traction blocks,

$\frac{3}{4}$ " U bolts,

U bolt Top Plates with bump stop,

Driveline carrier bearing drop kit,

Limit straps,

Bump stops,

Hardware,

Recommended options:

Front truss with DER steering system.

Rear truss shock mount system:

Options:

With plate diff cover or without.

With single or dual rear shock system.

500 Series

Front and rear coilover conversion system.

516S-04 System.

16" of lift, can be adjusted from 15" to 17" of lift.

12" travel front 3 link, single shock, coilover conversion system.

12" travel rear 3 link, single shock, coilover conversion system.

Fits super & crew cabs, short & long beds, & Excursion, automatic transmission only.

No rubbing on 40's, 46's fit with cutouts & bumper mods.

Notes:

Front designed for one 12" travel coil-over shock per side 2.5" or 3". (not included)

Rear designed for one 12" travel coil-over shock per side 2.5" or 3". (not included)

The front driveline will need an increased angle CV at the transercase. (not included)

The transercase will be clocked to 20 degrees with the clocking ring included in the kit.

The rear driveline needs to be changed to a two piece center CV system. (not included)

Drilling of the frame is required.

Front system includes:

Front shock axle mounts,
Front shock towers with track rod mount crossmember,
Front track rod,
Front track rod axle bracket,
Front Chromoly radius arms & joints,
Transmission mount crossmember,
Frame gussets,
Clocking ring,
Steering drag link,
Dropped pitman arm,
High steer knuckle,
Brake lines kit,
Limit straps,
Bump stops,
Hardware,

Rear system includes:

Frame cradle gusset,
Rear frame crossmember ,
Rear Chromoly radius arms & joints,
Rear shock axle mounts,
Rear shock towers with track rod mount crossmember,
Rear track rod,
Driveline carrier bearing drop kit,
Limit straps,
Bump stops,
Hardware,

Recommended options:

Front Truss with DER steering system.

Rear truss shock mount system:

Options:

With plate diff cover or without.

With single or dual rear shock system.

516D-04 System.

16" of lift, can be adjusted from 15" to 17" of lift.

12" travel front 3 link, dual shock, coilover conversion system.

12" travel rear 3 link, single shock, coilover conversion system.

Fits super & crew cabs, short & long beds, & Excursion, automatic transmission only.

No rubbing on 40's, 46's fit with cutouts & bumper mods.

Notes:

Front designed for one 12" travel coil-over shock per side, 2.5" or 3". (not included)

And one 12" travel bypass or regular shock per side, 2.5" or 3". (not included)

Rear designed for one 12" travel coil-over shock per side, 2.5" or 3". (not included)

The front driveline will need an increased angle CV at the transfercase. (not included)

The transfercase will be clocked to 20 degrees with the clocking ring included in the kit.

The rear driveline needs to be changed to a two piece center CV system. (not included)

Drilling of the frame is required.

Front system includes:

Front shock axle mounts,

Front shock towers with track rod mount crossmember,

Front track rod,

Front track rod axle bracket,

Front Chromoly radius arms & joints,

Transmission mount crossmember,

Frame gussets,

Clocking ring,

Steering drag link,

Dropped pitman arm,

High steer knuckle,

Brake lines kit,

Limit straps,

Bump stops,

Hardware,

Rear system includes:

Frame cradle gusset,

Rear frame crossmember,

Rear Chromoly radius arms & joints,

Rear shock axle mounts,

Rear shock towers with track rod mount crossmember,

Rear track rod,

Driveline carrier bearing drop kit,

Limit straps,

Bump stops,

Hardware,

Recommended options:

Front Truss with DER steering system.

Rear truss shock mount system:

Options:

With plate diff cover or without.

With single or dual rear shock system.

520S-04 System.

20" of lift, can be adjusted from 18" to 20" of lift.

14" travel front 3 link, single shock, coilover conversion system.

14" travel rear 3 link, single shock, coilover conversion system.

Fits super & crew cabs, short & long beds, & Excursion, automatic transmission only.

No rubbing on 44's, 49's fit with cutouts & bumper mods.

Notes:

Front designed for one 14" travel coil-over shock per side, 2.5" or 3". (not included)

Rear designed for one 14" travel coil-over shock per side, 2.5" or 3". (not included)

The front driveline will need an increased angle CV at both ends. (not included)

The transfercase will be clocked to 20 degrees with the clocking ring included in the kit.

The rear driveline needs to be changed to a two piece center CV system. (not included)

Drilling of the frame is required.

Front system includes:

Front shock axle mounts,

Front shock towers with track rod mount crossmember,

Front track rod,

Front track rod axle bracket,

Front Chromoly radius arms & joints,

Transmission mount crossmember,

Frame gussets,

Clocking ring,

Steering drag link,

Dropped pitman arm,

High steer knuckle,

Brake lines kit,

Limit straps,

Bump stops,

Hardware,

Rear system includes:

Frame cradle gusset,

Rear frame crossmember,

Rear Chromoly radius arms & joints,

Rear shock axle mounts,

Rear shock towers with track rod mount crossmember,

Rear track rod,

Driveline carrier bearing drop kit,

Limit straps,

Bump stops,

Hardware,

Recommended options:

Front Truss with DER steering system.

Rear truss shock mount system:

Options:

With plate diff cover or without.

With single or dual rear shock system.

520D-04 System

20" of lift, can be adjusted from 18" to 20" of lift.

14" travel front 3 link, dual shock, coilover conversion system.

14" travel rear 3 link single shock, coilover conversion system.

Fits super & crew cabs, short & long beds, & Excursion, automatic transmission only.

No rubbing on 44's, 49's fit with cutouts & bumper mods.

Notes:

Front designed for one 14" travel coil-over shock per side, 2.5" or 3". (not included)

And one 14" travel bypass or regular shock per side, 2.5" or 3". (not included)

Rear designed for one 14" travel coil-over shock per side. (not included)

The front driveline will need an increased angle CV at both ends. (not included)

The transference will be clocked to 20 degrees with the clocking ring included in the kit.

The rear driveline needs to be changed to a two piece center CV system. (not included)

Drilling of the frame is required.

Front system includes:

Front shock axle mounts,
Front shock towers with track rod mount crossmember,
Front track rod,
Front track rod axle bracket,
Front Chromoly radius arms & joints,
Transmission mount crossmember,
Frame gussets,
Clocking ring,
Steering drag link,
Dropped pitman arm,
High steer knuckle,
Brake lines kit,
Limit straps,
Bump stops,
Hardware,

Rear system includes:

Frame cradle gusset,
Rear frame crossmember,
Rear Chromoly radius arms & joints,
Rear shock axle mounts,
Rear shock towers with track rod mount crossmember,
Rear track rod,
Driveline carrier bearing drop kit,
Limit straps,
Bump stops,
Hardware,

Recommended options:

Front Truss with DER steering system.

Rear truss shock mount system:

Options:

With plate diff cover or without.

With single or dual rear shock system.

600 Series

Front coilover conversion system and rear leaf spring system.

Includes the rear block system.

Upgrades to an additional monster truck style transference and cradle.

Changeable final drive. If you have 4.10's now you could have any gear from 3.50's to 8.20's changeable in 15 minutes. Lets you run the biggest pinion heads for maximum axle strength. You still have factory low and high range. Driveline angles and speeds minimized. This system is only recommended if running 44" or larger tires and is only recommended for 20" lifts.

620S-04 System.

20" of lift, front can be adjusted from 18" to 20" of lift

14" travel front 3 link, single shock, coil-over conversion system.

Rear dual bar 10" traction block system.

Fits super & crew cabs, short & long beds, & Excursion, automatic transmission only.

No rubbing on 44's, 49's fit with cutouts & bumper mods.

Notes:

Front designed for one 14" travel coilover shock per side, 2.5" or 3". (not included)

Rear can not be adjusted. A 10" rear lift spring must be used. (not included)

Rear to use 16" travel shocks in factory mounts. (not included)

The front driveline will need to be lengthened and a increased angle CV at both ends. (not included)

The rear driveline needs to be changed to a one piece. (not included)

Drilling of the frame is required.

Front system includes:

Front shock axle mounts,

Front shock towers with track rod mount crossmember,

Front track rod,

Front track rod axle bracket,

Front Chromoly radius arms & joints,

Steering drag link,

Dropped pitman arm,

High steer knuckle,

Brake lines kit,

Limit straps,

Bump stops,

Hardware,

Center system includes:

Additional transference, 12" driveline drop with in & out box on front output.

Crossmember cradle.

Shifter cable kit.

Rear system includes:

Rear Chromoly radius arms & joints,

Rear 10" dual bar traction blocks.

3/4" U bolts,

U bolt Top Plates with bump stop,

Limit straps,

Bump stops,

Hardware,

Recommended options:

Front truss with DER steering system.

Rear truss shock mount system:

Options:

With plate diff cover or without.

With single or dual rear shock system.

620D-04 System.

20" of lift, front can be adjusted from 18" to 20" of lift

14" travel front 3 link, dual shock, coil-over conversion system.

Rear dual bar 10" traction block system.

Fits super & crew cabs, short & long beds, & Excursion, automatic transmission only.

No rubbing on 44's, 49's fit with cutouts & bumper mods.

Notes:

20" of lift, front can be adjusted from 18" to 20" of lift

Front designed for one 14" travel coilover shock per side, 2.5" or 3". (not included)

And one 14" travel bypass or regular shock per side, 2.5" or 3". (not included)

Rear can not be adjusted. A 10" rear lift spring must be used. (not included)

Rear to use 16" travel shocks in factory mounts. (not included)

The front driveline will need to be lengthened and a increased angle CV at both ends. (not included)

The rear driveline needs to be changed to a one piece. (not included)

Drilling of the frame is required.

Front system includes:

Front shock axle mounts,

Front shock towers with track rod mount crossmember,

Front track rod,

Front track rod axle bracket,

Front Chromoly radius arms & joints,

Steering drag link,

Dropped pitman arm,

High steer knuckle,

Brake lines kit,

Limit straps,

Bump stops,

Hardware,

Center system includes:

Additional transercase, 12" driveline drop with in & out box on front output.

Crossmember cradle.

Shifter cable kit.

Rear system includes:

Rear Chromoly radius arms & joints,

Rear 10" dual bar traction blocks.

$\frac{3}{4}$ " U bolts,

U bolt Top Plates with bump stop,

Limit straps,

Bump stops,

Hardware,

Recommended options:

Front truss with DER steering system.

Rear truss shock mount system:

Options:

With plate diff cover or without.

With single or dual rear shock system.

700 Series

Front and Rear coilover conversion system.

Upgrades to an additional monster truck style transfercase and cradle.

Changeable final drive. If you have 4.10's now you could have any gear from 3.50's to 8.20's changeable in 15 minutes. Lets you run the biggest pinion heads for maximum axle strength. You still have factory low and high range. Driveline angles and speeds minimized. This system is only recommended if running 44" or larger tires and is only recommended for 20" lifts.

720S-04 System.

20" of lift, can be adjusted from 18" to 20" of lift

14" travel front 3 link, single shock, coilover conversion system.

14" travel rear 3 link, single shock, coilover conversion system.

Fits super & crew cabs, short & long beds, & Excursion, automatic transmission only.

No rubbing on 44's, 49's fit with cutouts & bumper mods.

Notes:

Front designed for one 14" travel coil-over shock per side, 2.5" or 3". (not included)

Rear designed for one 14" travel coil-over shock per side, 2.5" or 3". (not included)

The front driveline will need to be lengthened and a increased angle CV at both ends. (not included)

The rear driveline needs to be changed to a one piece. (not included)

Drilling of the frame is required.

Front system includes:

Front shock axle mounts,
Front shock towers with track rod mount crossmember,
Front track rod,
Front track rod axle bracket,
Front Chromoly radius arms & joints,
Steering drag link,
Dropped pitman arm,
High steer knuckle,
Brake lines kit,
Limit straps,
Bump stops,
Hardware,

Center system includes:

Additional transfercase, 12" driveline drop with in & out box on front output.
Crossmember cradle.
Shifter cable kit.

Rear system includes:

Frame cradle gusset,
Rear frame crossmember,
Rear Chromoly radius arms & joints,
Rear shock axle mounts,
Rear shock towers with track rod mount crossmember,
Rear track rod,
Limit straps,
Bump stops,
Hardware,

Recommended options:

Front Truss with DER steering system.

Rear truss shock mount system:

Options:

With plate diff cover or without.

With single or dual rear shock system.

720D-04 System.

20" of lift, can be adjusted from 18" to 20" of lift

14" travel front 3 link, dual shock, coilover conversion system.

14" travel rear 3 link, single shock, coilover conversion system.

Fits super & crew cabs, short & long beds, & Excursion, automatic transmission only.

No rubbing on 44's, 49's fit with cutouts & bumper mods.

Notes:

Front designed for one 14" travel coil-over shock per side, 2.5" or 3". (not included)

And one 14" travel bypass or regular shock per side, 2.5" or 3". (not included)

Rear designed for one 14" travel coil-over shock per side, 2.5" or 3". (not included)

The front driveline will need to be lengthened and a increased angle CV at both ends. (not included)

The rear driveline needs to be changed to a one piece. (not included)

Drilling of the frame is required.

Front system includes:

Front shock axle mounts,

Front shock towers with track rod mount crossmember,

Front track rod,

Front track rod axle bracket,

Front Chromoly radius arms & joints,

Steering drag link,

Dropped pitman arm,

High steer knuckle,

Brake lines kit,

Limit straps,

Bump stops,

Hardware,

Center system includes:

Additional transfercase, 12" driveline drop with in & out box on front output.

Crossmember cradle.

Shifter cable kit.

Rear system includes:

Frame cradle gusset,

Rear frame crossmember,

Rear Chromoly radius arms & joints,

Rear shock axle mounts,

Rear shock towers with track rod mount crossmember,

Rear track rod,

Limit straps,

Bump stops,

Hardware,

Recommended options:

Front Truss with DER steering system.

Rear truss shock mount system:

Options:

With plate diff cover or without.

With single or dual rear shock system.

900 Series

Front and Rear coilover conversion system.

Upgrades to an additional monster truck style transfercase and cradle.

Changeable final drive. If you have 4.10's now you could have any gear from 3.50's to 8.20's changeable in 15 minutes. Lets you run the biggest pinion heads for maximum axle strength. You still have factory low and high range. Driveline angles and speeds minimized. This system is only recommended if running 44" or larger tires and is only recommended for 20" lifts.

920D-04 System.

20" of lift, can be adjusted from 18" to 22" of lift

14" travel front 5 link, dual shock, coilover conversion system.

16" travel rear 4 link, dual shock, coilover conversion system.

Fits super & crew cabs, short & long beds, & Excursion, automatic transmission only.

No rubbing on 44's, 49's fit with cutouts & bumper mods.

Notes:

Front designed for one 14" travel coil-over shock per side, 2.5" or 3". (not included)

And one 14" travel bypass or regular shock per side, 2.5" or 3". (not included)

Rear designed for one 10" travel coil-over shock per side, 2.5" or 3". (not included)

And one 12" travel bypass or regular shock per side, 2.5" or 3". (not included)

The front driveline will need to be lengthened and a increased angle CV at both ends. (not included)

The rear driveline needs to be changed to a one piece. (not included)

Drilling of the frame is required.

Front system includes:

Front shock axle mounts,

Front shock towers with track rod mount crossmember,

Front track rod,

Front track rod axle bracket,

Front Chromoly radius arms & joints,

Steering drag link,

Dropped pitman arm,

High steer knuckle,

Brake lines kit,

Limit straps,

Bump stops,

Hardware,

Center system includes:

Additional transfercase, 12" driveline drop with in & out box on front output.

Crossmember cradle.

Shifter cable kit.

Rear system includes:

Frame cradle gusset,

Rear frame crossmember,

Rear Chromoly radius arms & joints,

Rear shock axle mounts,

Rear shock towers with track rod mount crossmember,

Rear track rod,

Limit straps,

Bump stops,

Hardware,

Recommended options:

Front Truss with DER steering system.

Rear truss shock mount system:

Options:

With plate diff cover or without.

With single or dual rear shock system.