

**INSTALLATION MANUAL**  
**FOR**  
**PURE PERFORMANCE**  
**2011-Pres. F250 Ford Super Duty**  
**2.0" SYSTEMS**

**FIRST EDITION**

**04//19**



# ***PURE PERFORMANCE***

## **Dear customer**

Thank you for purchasing the best system on the market for your FORD F250 4x4 Truck. We are sure you will be happy with this system when your installation is complete. Please take your time during the installation and be sure to do it correctly. Completely read the directions before starting your installation so you know what to expect. Remember, your personal safety depends on it. Should you have any questions during this installation feel free to give our tech line a call (518-270-9822) and we will be happy to help you.

**Note: BE SURE TO CHECK ALL FASTENERS FOR PROPER TORQUE BEFORE TEST DRIVING. RECHECK AFTER 500 MILES AND BE SURE TO CHECK PERIODICALLY.**

**Note: DO NOT DISCARD THIS MANUAL. REBUILD PARTS & COMPONENTS SPECIFIC TO THIS KIT ARE LISTED WITH PART NUMBERS AT THE END OF THIS MANUAL.**

## **Warning**

Read and understand all instructions, warnings and safety precautions in these instructions and your owner's manual before attempting to install these components.

## **Caution**

Proper installation of Pure Performance Products requires knowledge of recommended procedures for disassembly/assembly of OE vehicles and components. Access to OE shop manuals and special tools are required. Attempting to install this kit without knowledge of these procedures may affect the safety of your vehicle and/or the performance of these components. Pure Performance strongly recommends that a certified mechanic with off road experience install this system.

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## **Warning**

Pure Performance does not recommend combined use of suspension lifts, body lifts or other lift devices. Combined use of lifts may result in unsafe and unexpected handling characteristics. Also, many states now have laws restricting Vehicle lifts, bumper heights and other alterations. Consult local laws to determine if your proposed alterations (including installation of this system) comply with your state laws.

## **Caution**

Pure Performance recommends the use of Loctite on all hardware, unless noted otherwise.

## **Warning**

Properly block and secure vehicle prior to installation.

## **Warning**

Always wear safety glasses when using power tools.

## **Warning**

The use of limiting straps is recommended to avoid possible damage from over extending the suspension of your vehicle.

## **Helpful hint:**

Do not tighten connections until assemblies are installed in entirety.

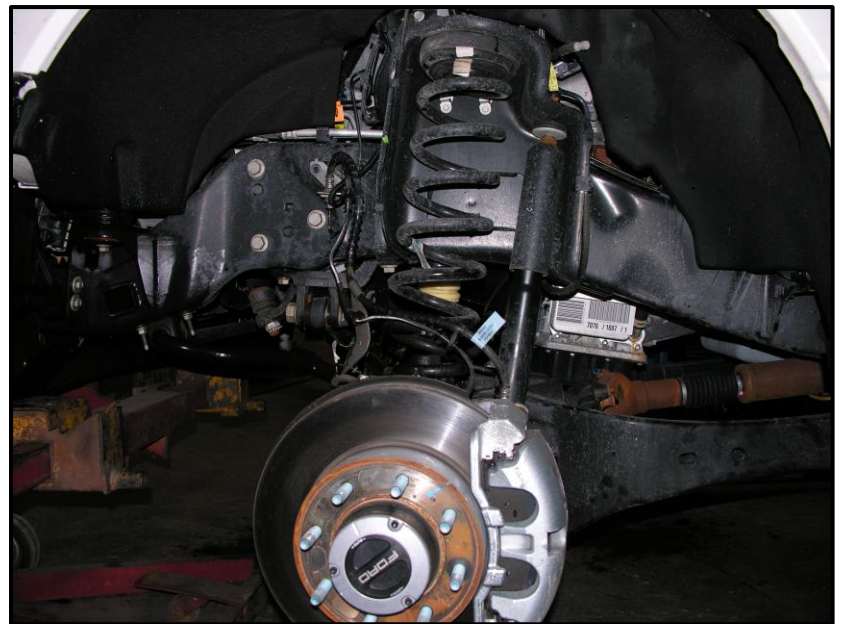
# ***PURE PERFORMANCE***

## **FRONT SUSPENSION**

1. Make sure the vehicle is on a hard, flat working service. Engage the E-brake and block both rear wheels.
2. Safely jack up the vehicle.
3. Remove wheels and tires.
3. Unbolt the brake line brackets in two locations – at the spring pads and at the frame. Add slack to the breather hose located on top of the axle housing.
4. Also disconnect sway bar links.
4. Unbolt both front shocks at the frame side and axle connections. Save all hardware for reuse.
5. Remove the front springs from the vehicle and discard.



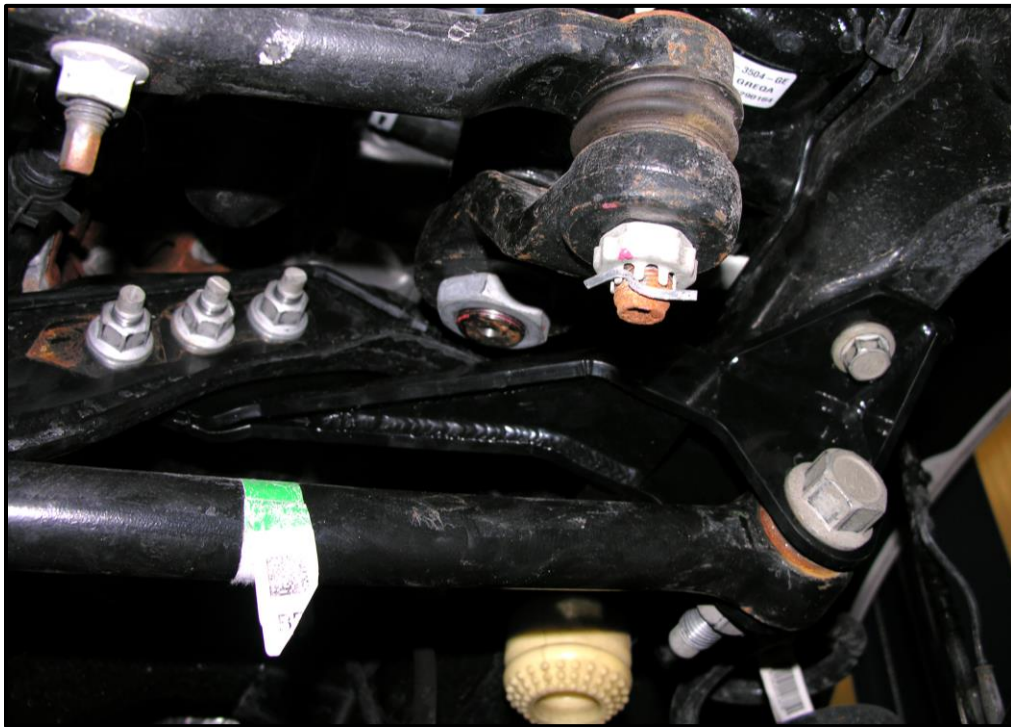
**Disconnect Sway Bar Links**



**Removing Front Springs & Shocks**

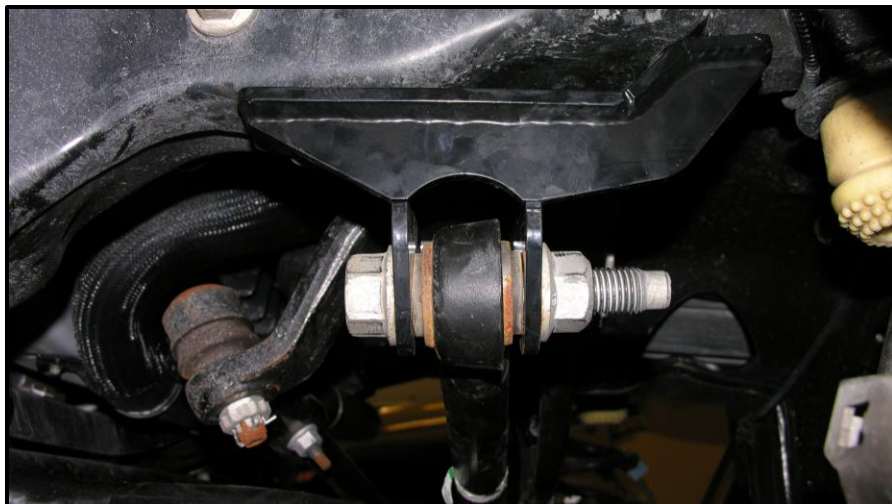
# ***PURE PERFORMANCE***

6. Unbolt the track bar from the vehicle and the frame side connection. Ensure the axle is in a neutral position before pulling the bolt.
7. Remove the OEM Track bar bracket by removing two bolts on the underside of the frame and the three attached to the cross member. Save hardware for re-use.
8. Place your new 2" lift track bar bracket on the frame. The new bracket will bolt right in place.  
*Note: This bracket attaches to the backside of the cross member.*



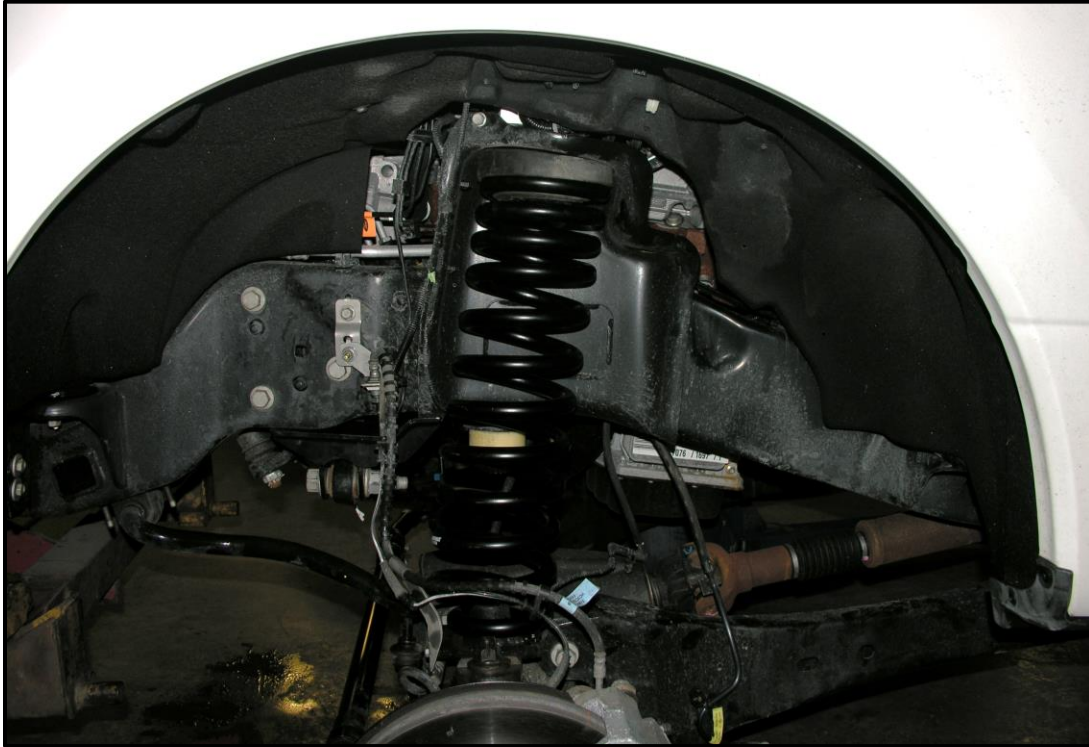
**New Bracket Orientation in Vehicle**

9. Torque the 14mm bolts to 90-100 ft-lb. Snug of the 20mm track bar bolt for now, finish tightening when the vehicle is sitting at ride height.



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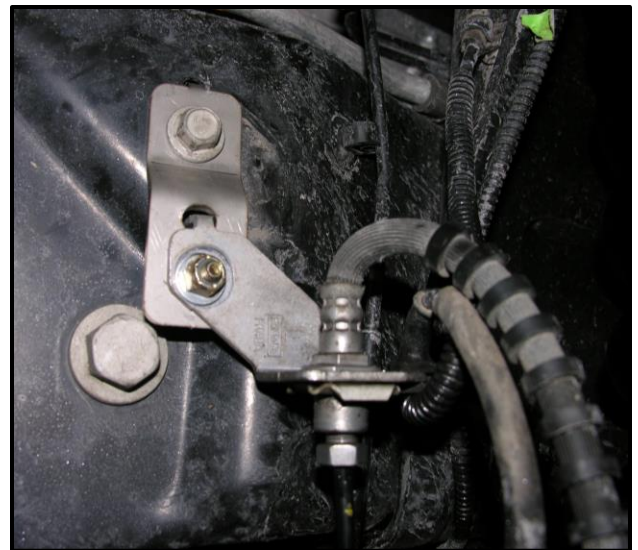
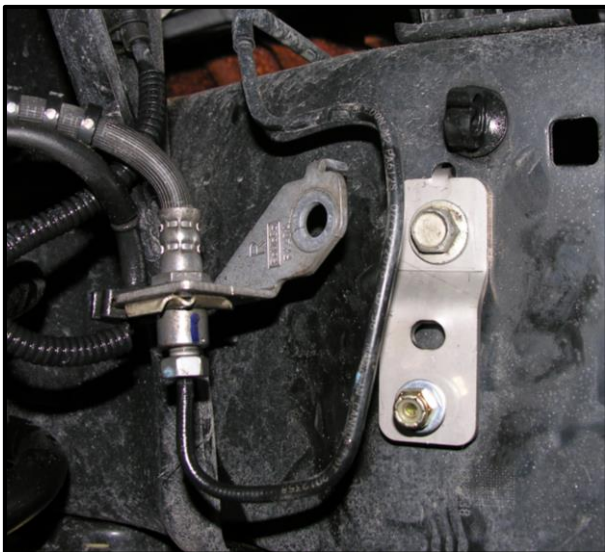
10. Raise the vehicle 4-6" more. Install your new Pure Performance 2.0" springs the vehicle. Ensure the coil windings are seated properly. Reference the pictures below.



**Pure Performance 2.0" Springs Installed**

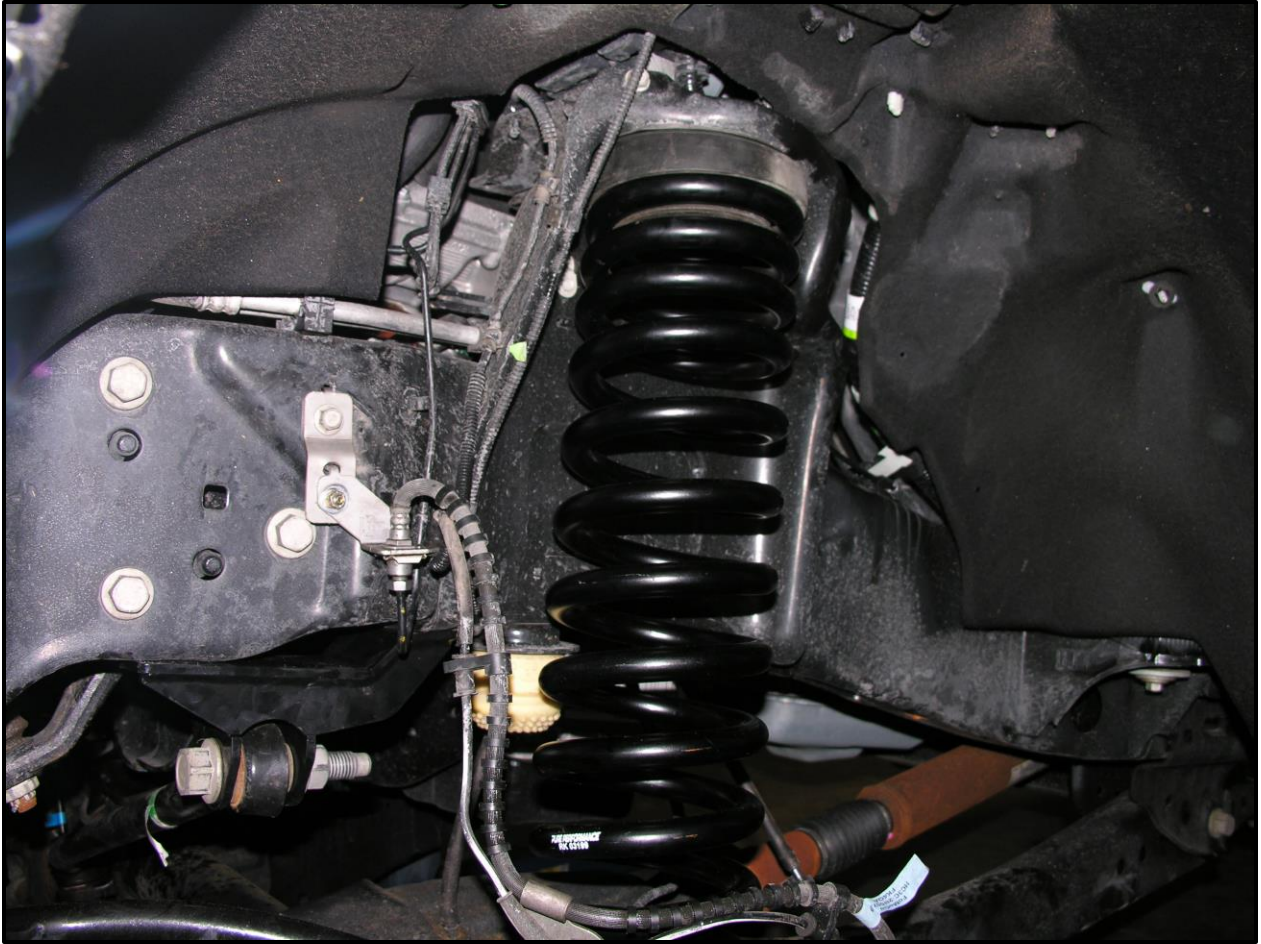
11. Once both springs are in the vehicle correctly, install your brake line drop brackets and bolt them to the frame as shown. Gently straighten out the OEM brake line until the stock bracket reached the new bracket's holes.

*Note: Use the OEM bolt to attach these brackets to the frame. Then use the supplied 1/4"-20 bolt, two washers, and lock nut to secure the factory bracket to your new bracket.*



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12. Torque the supplied ¼"-20 bolts to 6 ft-lb. Install brackets on both sides.
13. Lower the body of the vehicle until the springs are holding the weight entirely. Your front-end assembly should look like the picture below.



**Front End Kit Installed**

14. While the vehicle is sitting at its ride height, install your front shocks. Pure Performance recommends new front shocks for 2" applications or front shock extensions.

***Note: Stock front shocks can be inserted back into the vehicle if you're in a pinch, but by no means should you ignore the imminent overextension/damage from using stock shocks.***

15. After your shocks are re-installed, re-attach the brake line brackets located at the bottom spring pads. Also re-attach the breather hose and reconnect your sway bar links. You may need to bend the OEM brake line bracket slightly away from the new springs.

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16. Before installing the tires, front track bar bolt at the frame should be torqued to 350-375 ft-lb.
17. Re-attach the front wheels to your vehicle and torque the lug nuts to spec. Then lift the Truck from the body and remove the jack stands from underneath your axle.
18. Place the vehicle on the ground. Remove rear blocks and disengage the E-brake.
19. Head to a professional alignment shop to get your Specialty Products knuckle shims installed. These will set your Caster back to factory specifications.

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## **Final Assembly Setup Instructions:**

**Note:** *For final assembly the weight of the vehicle must be on the tires and wheels.*

- Tighten all Suspension Connections or Pivot Bolts at this time.
- The front track bar bolt at the frame should be torqued to 350-375 ft-lbs.
- General Torque Values unless otherwise specified above in the instructions are as follows;

**Torque for all 3/8”/10mm bolts (10.9) is 28 to 32 ft-lbs.**  
**Torque for all 1/2”/12mm bolts (10.9) is 65 to 75 ft-lbs.**  
**Torque for all 9/16”/14mm (10.9) is 90 to 100 ft-lbs.**  
**Torque for all 5/8”/16mm bolts (GR 8) is 130 to 150 ft-lbs.**  
**Torque for all 5/8” Jam Nuts is 75 to 85 ft-lbs.**  
**Torque for all 3/4”/20mm bolts (GR 8) is 200-220 ft-lbs**  
**Torque for all 7/8” bolts (GR 8) is 250-275 ft-lbs**

## **Typical alignment specs for the Pure Performance**

Caster 3.5 to 4.5 degrees with .2 degrees caster on the passenger side than the driver’s side to account for road crown. *Please note; some tire treads and steering stabilizers may cause a pull or push that needs to be accounting for.*

Tow – factory specification – zero preferred

Camber – You have no adjustment

Center the Steering wheel. This is critical for ESP/ESC equipped Ram HD’s and must be done with the steering wheel position sensors at Zero as well.