

Rize Industries, LLC.
2004/2006 Ford F150 Installation Instructions
Suspension Lift Kit Part# 410-306-022 & 410-308-022

WHILE THIS KIT IS AN EASY BOLT-ON SYSTEM, RIZE INDUSTRIES STRONGLY RECOMMENDS THAT A PROFESSIONAL INSTALLATION CENTER BE CONTRACTED TO DO THE INSTALL.

RIZE INDUSTRIES ALSO RECOMMENDS USING A HYDRAULIC LIFT WHEN PERFORMING THIS INSTALLATION.

BEFORE STARTING THE INSTALLATION OF THIS KIT ON A VEHICLE VERIFY THE KIT INVENTORY AND THOROUGHLY READ AND UNDERSTAND ALL INSTRUCTIONS.

***NOTE:** On All Ford Expeditions and late production 2005 & 2006 F150s brake line replacement is required. The installer must be proficient at standard brake system bleeding procedures. Again Rize Industries strongly recommends that a professional installation center do the install.*

***NOTE:** Late 2005 & 2006 F150s will require brake line kit Part # 430-300-130.*

***TIP:** The quickest way to confirm which brake line configuration the vehicle has, is to visually inspect the rubber line to hard line mounting junction. 2004 to early 2005 F150s have the rubber line mount positioned on the frame, below the upper control arm. The late 2005 and all 2006 models have the rubber line mount positioned on the side of the rear upper control arm pocket.*

***NOTE:** Front drive shaft modifications or drive shaft replacement is required on all Ford Expeditions, and strongly recommended for all F150 vehicles; see step 49 below. The install shop can have the appropriate modification performed by a local drive shaft specialist, or use Rize replacement drive shaft Part #430-300-141.*

***NOTE:** To help with parts identification all **DRIVER** side parts are marked with a **RED** dot, and all **PASSENGER** side parts are marked with a **BLUE** dot.*

***NOTE:** All procedures will start on driver side, RED dot.*

If You Have Any Questions, Comments, Or Concerns Please Contact Us Immediately at 619-447-0110.

Thank you for choosing Rize Industries.

Vehicle Disassembly

1. Position Vehicle on lift. Recommended lift points:
 - (A) Front: Bottom of frame rail, just to the rear of the body mounts behind front wheels, (**Figure 1**).
 - (B) Rear: bottom of frame rail in the V, formed by the front leaf spring hanger joining the frame, (**Figure 2**)
 2. Raise vehicle just enough to remove wheels and tires, then continue raising vehicle to desired working height.
 3. Remove and discard stock skid plate & hardware.
- NOTE:** All procedures will start on driver side then move to passenger side.*
4. Remove sway-bar from frame mounts and sway bar links from lower control arms. You do not have to separate sway-bar and links. Set aside sway bar and hardware.
 5. Front Brake Caliper Removal:
 - (A) Unplug twin vacuum hose from the top of back hub half.
 - (B) Unclip ABS wire from brake line.
 - (C) Remove brake caliper mounting bolts, and remove caliper from factory spindle.
 - (D) Tie caliper up out of the working area
 - (E) Set aside hardware (**Figure 3**)
 - (F) Repeat on Passenger Side
 6. Remove brake rotor. Repeat on passenger side.
 7. Remove ABS sensor from hub half. Position line up, out of work area. Set aside hardware. Repeat on passenger side.
 8. Remove dust cap on front hub. Remove nut on end of axle shaft. Set aside hardware (**Figure 4**). Repeat on Passenger side.
 9. Remove Tie Rod from spindle. Set aside hardware.

***TIP:** An easy way to accomplish this is to use light opposing hammer blows around the tie rod taper on the spindle. If done correctly the spindle will release the tie rod end. (**Diagram 14**) Set aside hardware. Repeat on passenger side.*
 10. Remove (4) bolts holding the front half of the hub to the spindle. Carefully remove hub from spindle.

***NOTE:** Be aware of the rubber o-ring inside of front hub half. Set aside hardware. Repeat on passenger side. (**Figure 5 & 6**)*
 11. Remove Factory Spindle.
 - (A) Loosen upper and lower ball joints.
 - (B) Keep nuts attached by a few threads
 - (C) Use opposing hammer blows around ball joint tapers on spindle. The spindle will release the ball joints (**Diagram 14**)
 - (D) Support the spindle and remove ball joint nuts. Carefully lift spindle up and off ball joints. Set aside hardware. Repeat on Passenger side.
 12. Remove rear hub face from back of factory spindle. Set aside hub and hardware (**Figure 7**). Discard factory spindle and heat shield.
 13. Remove Axle shaft from axle flange (**Figure 8**). Set aside hardware. Repeat on Passenger side.
 14. Remove coil-over strut lower control arm bolt. Set hardware aside. Repeat on passenger side.
 15. Remove lower control arm. Set aside hardware. Repeat on passenger side.
 16. Remove Tie Rod from Steering Rack:
 - (A) Unclip large dust boot clamp securing boot to steering rack and discard.

- (B) Compress small clamp holding dust boot to tie rod, and slide clamp to the end of the tie rod. Retain clamp
- (C) Pull boot off rack and down to the end of the tie rod, exposing tie rod to rack joint. **(Figure 9)**
- (D) Remove tie rod from end of steering rack by unscrewing it counter-clockwise **(Figure 10)**. Set aside tie rod, dust boot and small boot clamp. Repeat on passenger side.
- 17. Disconnect front drive shaft from diff flange. Tie drive shaft up and out of the way of working area.
- 18. Remove rear control arm pocket cross member **(Figure 11)**. Discard cross-member and driver side hardware.
- 19. Remove Front Differential:
 - (A) Disconnect differential breather tube from driver side top.
 - (B) Locate the three (3) differential retaining bolts. One on top of driver side, one in back by drive shaft, and one on top of passenger side differential tube.
 - (C) Place support stands under differential, an assistant is helpful at this point.
 - (D) Remove the (3) retaining bolts and slowly lower differential down and out of vehicle. Set aside differential and (2) of the retaining bolts. **TIP:** The top drivers side differential mounting bolt is in a tight position. Use a long extension and swivel joint, come from the front of the vehicle over the top of the cross-member up to the retaining bolt head **(Figure 12)**. To remove this bolt fully you may have to rotate the steering shaft u-joint slightly **(Figure 13)**.
- 20. Trim driver side rear control arm pocket.
 - (A) Use tape to mark a line 35mm from inside edge and 30mm down from bottom edge of control arm bolt slot, **(Figure 14) (Diagram 1)**.
 - (B) Use Die-grinder or sawzall to trim pocket.
 - (C) Touch up bare metal with black spray paint.
- 21. At this point the front disassembly and prepping are complete. Driver side **(Figure 15)**, Passenger side **(Figure 16)**, Parts retained **(Figure 17)**, and Parts discarded **(Figure 18)**.

Front Lift Installation Instructions

- 22. Install supplied differential drop cross-member from **Box #1**.
 - (A) Lift differential drop up into frame pockets.
 - (B) Locate bearing support tab in middle of the differential drop cross-member. This tab faces forward, towards the front of the vehicle.
 - (C) Loosely install the factory hardware in the upper driver and passenger pockets, **(Figure 19 & 20)**. You will not use the factory hardware in the driver side back pocket.
- 23. Install differential up into the Rize differential drop using supplied hardware from **Bag #2**, **(Figure 21)**, **(Diagram 9)** then extend and install the breather tube.
- 24. Install Rize Rear Control Arm Drop from **Box #3**
 - (A) Lift driver side up into control arm pocket and loosely install factory control arm hardware.
 - (B) Rotate rear control arm drop up towards the passenger side control arm pocket. While doing this guide the rear diff mount into position in the control arm drop diff pocket, on driver side. **(Figure 22)**
 - (C) Continue lifting passenger side control arm drop up into the factory rear control arm pocket. Loosely install factory control arm hardware.
 - (D) Align rear diff mount bolt hole with control arm drop diff pocket hole, loosely install supplied hardware from **Bag #2**.

- (E) Loosely install the factory hardware used to hold the rear factory cross-member to passenger side control arm pocket, **(Figure 23)**
- 25. Install Rize front control arm drop from Box #2. Lift up into front control arm pockets. Loosely install factory hardware, **(Figure 24)**.
- 26. Installing Rize Linear Bearing Rack Support Steering Drop.
 - (A) Center steering rack.
 - (B) Install supplied dust boot over ends of steering rack, **(Figure 25)**.
 - (C) Position drain holes toward the bottom.
 - (D) Use supplied clamps and tighten.

***NOTE:** Dust boots have a tight fit; the boots must be stretched onto the steering rack.*

- (E) Repeat on passenger side.
- (F) With assistance, guide the L.B.R.S. rack drop into position from the passenger side.
- (G) Position the long bottom bearing slot in drop towards the front of the vehicle.
- (H) Place steering rack drop under steering rack, between the front control arm drop and differential drop.
- (I) Push both dust boots back to expose the steering rack shaft then lift the steering rack drop up and between the two ends of the rack shafts
- (J) Align the bolt holes in the rack drop with the threaded holes in the steering rack shaft ends.
- (K) Loosely install the supplied hardware from **Bag #2**
- (L) Slide small end of dust boots over the spuds on the steering rack drop, use supplied clamps and fully tighten.
- (M) Steering rack drop installed. **(Figure 26 & 27)**
- 27. Install lower control arms:
 - (A) Lift control arm up and into the Rize control arm drops.
 - (B) Using supplied hardware, from **Bag #1**, loosely install.
 - (C) Position alignment eccentrics so the bolts are in the middle of the slot, with the square drive at the top, **(Figure 28)**. Repeat on passenger side.

***NOTE:** It may be necessary to rock the front and rear control arm drop cross-members back and forth slightly to slip the control arms into position.*

- 28. At this time fully tighten all differential drop hardware and make sure differential breather tube is reinstalled.
- 29. At this time fully tighten both front and rear control arm drops. Leave control arms slightly loose.
- 30. Installing rear center steering bearing from **Bag #2**
 - (A) Install (3) spacer washers onto bearing shafts.
 - (B) Slowly work bearing up into rear bearing slot of steering drop **(Figure 29 & 30)**
 - (C) Position bearing in front of the mounting tab on diff drop.
 - (D) Insert bearing shaft through front of tab.
 - (E) Loosely install supplied flat washers, lock washer, and nut. **(Figure 31)**

***NOTE:** Refer to **(Diagram 2, 3, 4)** to help understand bearing installation.*

***TIP:** It may be helpful to push the steering rack to passenger side exposing more of the bearing slot, providing more room to reach in behind bearing. You can also reach up through the slots in the bottom of the steering drop to help hold the bearing and hardware.*

- 31. Installing front, driver and passenger, steering bearings:
 - (A) Center steering rack
 - (B) Install one spacer washer on bearing shaft, insert bearing through bottom bearing slot in steering drop and position bearing shaft up into bearing tab located on the driver or passenger side of the front control arm drop, **(Figure 32)**.

(C) With bearing inserted through tab, loosely install two spacer washers, one lock washer, and nut. Repeat on opposite side. Finished installation, (**Figure 33 & 34**) (**Diagram 4**)

NOTE: Due to vehicle variations it may be necessary to add or subtract the spacer washers from the bottom or top of the bearing shaft. The goal is to have as much of the center of the bearing face in the center of the bearing slot as possible.

32. Adjusting bearing position.
- (A) With bearing hardware loosely installed manually push steering rack and/or steering rack drop left and right a few inches.
 - (B) Center Steering rack by looking through the center opening in the front control arm drop and line up the small hole in the center of the steering drop with the top of the center bearing.
 - (C) If not lined up push rack left or right to align (**Figure 35**)
 - (D) Check to see that the front bearing mounting tabs and top of bearing slot area of the steering drop is parallel and that there is at least 1/8" (3 mm) clearance between them, (**Diagram 2**).
33. Fully tighten all three bearings.
- TIP:** The best way to install and tighten the hardware on the front steering bearings is to hold the bearing in place from the bottom and reach through the opening in the center of the front control arm drop, (**Figure 36**).
- TIP:** To tighten the center bearing come through the center opening in the control arm drop with a 1/4" hex driver and insert tool through the hole in the center of the steering drop. Hold bearing with the 1/4" while tightening the nut with a wrench, (**Figure 37**).
34. Tighten bolts connecting steering rack drop to steering rack shaft, (**Figure 38**).
35. Install tie rods on steering rack drops.
- (A) Position supplied dust boot flange rings from **Bag #5** over the threaded end of the tie rods. The larger ring goes to the driver side, the smaller ring goes to the passenger side.
 - (B) The flat end of the ring faces the threaded end of the tie rod, (**Figure 39**).
 - (C) Thread driver side tie rod into steering rack drop.
 - (D) Pull factory dust boot and flange ring down and out of the way and fully tighten tie rod into the drop rack, (**Figure 40**).
 - (E) Using supplied hardware from Bag #5 install boot flange ring onto steering rack drop, (**Figure 41**).
 - (F) Slide factory dust boot over flange ring, use supplied clamp and tighten fully. Repeat on passenger side.
36. Install control arm drop center support struts loosely using supplied hardware from **Bag #3**, (**Figure 42**) (**Diagram 5 & 6**)
37. Install rear control arm support struts, (**Diagram 5 & 6**).
- (A) Locate transmission cross-member
 - (B) Support cross-member with jack stands
 - (C) Remove driver side cross-member bolts.
 - (D) Install supplied rear support strut mounting bracket.
- NOTE:** The radiused end faces towards the outside of the vehicle.
- (E) Loosely install supplied hardware from **Bag #3**.
 - (F) Repeat on pass side
 - (G) Install driver side support strut between mounting tab on rear control arm drop and support strut mounting bracket.
- NOTE:** welded side of support strut faces inwards, (**Diagram 5 & 6**).
- (H) Loosely install supplied hardware from **Bag #3**.
 - (I) Repeat on passenger side
 - (J) Fully tighten support strut mounting bracket on trans cross-member

- (K) Leave hardware on control arm drop bracket loose.
38. Skid Plate Installation: **(Figure 43) (Diagram 6)**
- (A) Front of skid plate (small end) attaches to the center of the front control arm drop.
 - (B) Rear of the skid plate attaches to the driver side bottom of the rear control arm drop.
 - (C) Install and fully tighten supplied hardware from **Bag #4**.
- TIP:** The simplest procedure of installing rear hardware is to raise the driver side control arm up out of the way, then slide the nut plate in behind control arm and into position inside the rear control arm drop.*
39. Installing Coil-Over Strut Extension.
- (A) Starting on the driver side, position strut clamping halves on shock body, just below control arm spring, **(Figure 44) (Diagram 7)**.
 - (B) Slide driver side strut extension up over strut body and clamping halves, **(Figure 45)**.
 - (C) Loosely install supplied 3/4" bolt from **Bag #4** through strut extension and into strut mounting hole, **(Diagram 7)**
 - (D) Align bolt holes in strut clamping halves with those in top of strut extension, then loosely install supplied hardware from **Bag #4**.
 - (E) Install strut extension bushing end into pocket in factory control, then loosely install factory hardware.
- NOTE:** On some vehicles it may be necessary to start this bolt from the front, and use an alignment tool in the rear of the hole to push the bushing down into the pocket on the control arm, then tap bolt through.*
- (F) Go back and fully tighten all strut extension hardware.
- NOTE:** torque clamping halves hardware to 30 ft-lb.*
- (G) Repeat procedure on passenger side
 - (H) Completed strut extension installation, **(Figure 46)**.
 - (I) Tighten driver and passenger lower control arms.
40. Re-install factory axles to differential flanges and fully tighten factory hardware.
41. Installing Rize Spindles:
- (A) Reinstall rear hub halves on inside of supplied spindle, **(Figure 47)**.
- NOTE:** vacuum fittings are positioned toward the top of the spindle.*
- (B) Install spindle onto the upper and lower ball joints.
- NOTE:** At this time make sure to guide axle through center hole in spindle, **(Figure 48)**.*
- CAUTION:** When guiding hub spline into axle spline make certain that the rubber o-ring seals, or seal springs do not become dislodged or torn. Make certain that the splines are correctly aligned.*
- (C) Fully tighten upper and lower ball joints.
 - (D) Reinstall front hub onto spindle.
- NOTE:** ABS port faces to the rear **(Figure 49)**.*
- CAUTION:** Do not dislodge or tear o-ring.*
- (E) Reinstall axle nut and dust cap.
 - (F) Repeat on passenger side.
 - (G) Double check that all spindle and hub hardware is tight.
42. Extend vacuum lines for locking hub.
- (A) Insert the supplied plastic couplers from **Bag #5** half way into the end of the factory vacuum line, **(Figure 50)**.
 - (B) Slide the supplied vacuum hose lengths from **Bag #5** over the opposite ends of the plastic couplers.
- NOTE:** It is highly recommended that this junction be wrapped with heat-shrink or silicone electrical tape; do not use vinyl electrical tape.*

(C) Route extended vacuum lines down to, and over hub fittings, in a way similar to factory.

(D) Completely slide both lines all the way to the bottom of the fittings. (**Figure 51**).

(E) Repeat on passenger side.

CAUTION: Take great care with this procedure. Confirm that the vacuum lines are seated properly and that they are routed in such a manner as not to come in contact with anything that could dislodge or melt them.

43. Reinstall ABS sensor using factory hardware.

NOTE: *It will be necessary to gain additional slack in line.*

(A) Unclip ABS line from stock brake line and inner wheel well (**Figure 52**)

(B) Reroute ABS line to provide adequate slack at full suspension droop, as well as full lock-to-lock steering motion.

(C) Repeat on passenger side.

44. Reinstall Factory Brake Rotors

45. Reinstall Factory Brake Calipers

(A) Instructions for Late 2005 - 2006 Vehicles

i. Replace rubber brake lines with supplied braided steel lines from **Box #4**.

ii. Install and route lines in the same manner as stock.

iii. Reinstall caliper on to spindle using stock hardware and fully tighten.

iv. Using factory hardware fully tighten brake lines.

NOTE: *Confirm that all line fittings are tight.*

v. Repeat on passenger side.

vi. Bleed brakes

CAUTION: *Use standard brake bleeding procedure. Only use brake fluid specifically approved by your vehicle manufacturer.*

(B) Instructions for 2004 - Early 2005 Vehicles. Use same procedure as above with the exception of brake line replacement and brake bleed.

i. Remove factory hardware that secures brake line mounting tab to frame (**Figure 53 & 54**).

ii. Install supplied brake line drop brackets to frame using factory hardware (**Figure 55 & 56**).

iii. Use caution and slowly reroute factory steel brake lines down to supplied brake link drop bracket.

iv. Using supplied hardware from **Bag #5** bolt factory brake line mount to supplied drop bracket and fully tighten.

v. Use same procedure as above to mount caliper to spindle.

NOTE: *Confirm that there is adequate slack in factory rubber line at full suspension droop as well as full steering lock to lock*

vi. Repeat procedure on passenger side.

46. Confirm that all ABS, vacuum, and brake lines are routed in a safe factory style manner.

Once again check for proper line slack. Use factory clips and/or supplied zip-ties to fasten lines together.

47. Reinstall Sway Bar

(A) Using factory hardware install supplied sway bar drop brackets and fully tighten, (**Figure 57**).

(B) Loosely install sway bar onto drop brackets using supplied hardware from **Bag #3**, (**Figure 58**).

NOTE: *An assistant will be helpful for this procedure. Also removing the rear support struts from the control arm drop will provide more working room.*

(C) Install sway bar links into control arms and fully tighten factory hardware.

NOTE: On some vehicles it is helpful to loosen the sway bar link to sway bar to help guide link into control arm.

(D) Do not fully tighten hardware at sway bar drop bracket.

48. Install tie rod into spindle.

NOTE: Tie rod comes from the top down, fully tighten factory hardware.

49. Reinstall front drive shaft using factory hardware and fully tighten.

NOTE: Ford Expeditions will require that the OE drive shaft be modified or the vehicle fitted with an aftermarket drive shaft.

DRIVE SHAFT MODIFICATION: Install a constant velocity (CV) joint on the transfer case side of the shaft. The modified drive shaft length should have a flange-to-flange measurement of approximately 37_1/2". Confirm this flange-to-flange measurement on each vehicle. The F150 can use the stock drive shaft if four-wheel drive operation will be kept below 40mph, however Rize Industries **STRONGLY RECOMMENDS** the drive shaft be modifications or replaced.

Rear Lift Installation Instructions

50. Remove rear factory shocks, set hardware aside and discard shocks.

51. Remove and set aside factory bolt holding rear brake line mount to frame (**Figure 59**)

52. Remove rear axle breather tube from bottom of bed rail, (**Figure 60**)

NOTE: Save plastic tube clip.

53. Remove emergency brake cable from frame mount.

(A) Disconnect emergency brake cable from behind driver side rear brake disc, (**Figure 61**).

TIP: After pushing down plastic clip on cable housing, pull spring back to exposed bare cable then slip cable through slot in axle mount.

(B) Unhook cable from cable junction, (**Figure 62**). Disconnect cable housing from leaf spring hanger mounting tab, then pull cable out through hole, (**Figure 63**).

54. Install cable junction drop bracket.

(A) Remove nut on driver side front leaf spring bolt.

(B) Slide supplied cable junction drop bracket onto bolt.

NOTE: Some vehicles may require slight trimming of the leaf spring hanger, behind the drop bracket to allow drop bracket to sit flush against hanger.

(C) Position the drop bracket cable mounting hole in the same vertical plane as the factory cable hole, then reinstall factory nut and fully tighten, (**Figure 64**).

(D) Drill 1/4" hole in spring hanger, using the cable drop bracket side tab as a guide, (**Figure 65**).

NOTE: Some vehicles have this hole from the factory.

(E) Install and fully tighten supplied hardware from **Bag #5**.

(F) Reinstall cable and cable housing through cable junction drop bracket. Cable housing should clip into drop bracket.

NOTE: It may be necessary to spread the clip tabs out slightly to engage drop bracket hole.

(G) Reconnect opposite end of cable housing into factory mounting tab behind disc brake and reconnect hook end of cable over emergency brake.

(H) Reconnect cable at cable junction.

TIP: By pulling the slack out of the long front cable, it will provide enough cable to slip the short cable end into the junction tab.

(I) Completed cable junction installation, (**Figure 66**).

55. Install brake link drop bracket.

(A) Reuse factory hardware and install supplied brake line drop bracket.

NOTE: Insert the 'ear' of bracket into square hole in frame and rotate into place.

- (B) Align hole in drop bracket with factory bolt clip and fully tighten, (**Figure 67**).
- (C) Install factory brake line bracket onto brake line drop bracket using supplied hardware from **Bag #5** fully tighten.
- (D) Install breather tube into lower hole in brake line drop bracket.

NOTE: Remove plastic plug clip from end of breather tube. Position end of tube up to lower hole, then from opposite side. Push plastic plug clip through hole and into tube.

- (E) Completed brake drop bracket install, (**Figure 68**)

56. Install rear lift blocks.

- (A) With the vehicle on the rack, support the rear axle with support stands.
- (B) Loosen but do not remove driver and passenger u-bolts.
- (C) With support stands on each side of the axle housing, remove driver side u-bolts.
- (D) Slowly lower driver side axle down just enough to remove factory block.
- (E) Continue lowering axle until Rize block can be slid into position, then raise axle until block is tight against spring and axle mount.
- (F) Install and tighten u-bolts just enough to keep pins located in block.
- (G) Repeat on passenger side.
- (H) Fully tighten both sets of u-bolts
- (I) Lift Block installed complete, (**Figure 69**).

57. Install supplied shocks using factory hardware.

58. At this point the vehicle is ready to go to the alignment rack.

59. Install wheel and tire package.

60. Put vehicle on alignment rack and align to factory specs.

TIP: To easily turn each control arm alignment eccentrics use a 3/8" ratchet with a 3/8" female to 1/2" male adapter into the 1/2" drive square hole on the rear eccentric, and a box end wrench on the front welded on bolt. (**Diagram 10,11,12,13**)

NOTE: Removing the rear control arm support struts is also recommended to ease alignment.

61. After alignment is completed go back and fully tighten control arm drop center support struts, rear support struts, and sway bar mounts.

NOTE: It is highly recommended to go back and check all hardware to make certain everything is properly tightened. Also not if vehicle is to be aligned offsite it will be necessary to set toe as close as possible before driving.

CAUTION: If vehicle is to be driving to an offsite alignment facility it will be necessary to tighten support struts and sway bar first. When at said facility the center supports will have to be loosened before the alignment can take place.

62. Test Procedure

- (A) Test drive vehicle for at least 20 miles.
- (B) Make sure brakes function properly.
- (C) Make sure there are no abnormal sounds.
- (D) Check to see if vehicle engages into four-wheel drive.
- (E) Check to see if vehicle disengages out of four-wheel drive.
- (F) Check all brake lines, ABS lines, & vacuum lines for proper routing.

NOTE: Remember that driving above 40mph in four-wheel drive will cause the stock drive shaft to have a low frequency vibration.

NOTE: The most common installation problem is not getting the hub spline lined up correctly or not having the vacuum lines sealed properly.

Please take the time to do a thorough installation. It will pay off in customer satisfaction.

As manufacturers of some of the finest lift systems available, we at Rize expect nothing less from our authorized dealers.

Thank you,