

Truckin'

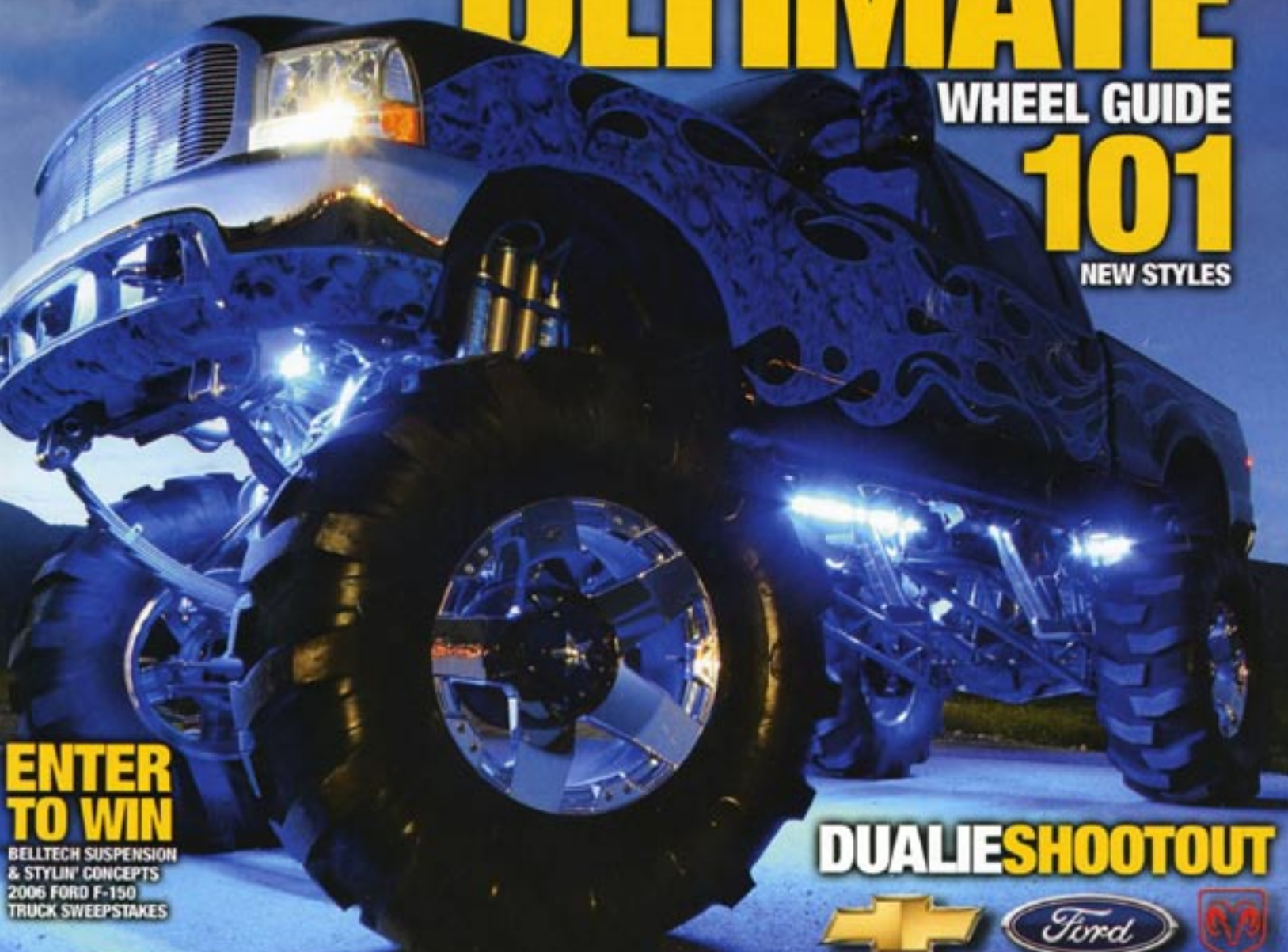
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FORMIDABLE FOUR-LINK

When Ford switched its Super Duty front suspension to a coil spring setup for 2005, many truck enthusiasts looked forward to the enhanced ride that coil springs provide. The downside to a coil spring front suspension is that coils don't locate the axle like leaf springs do. The solution to this dilemma is a four-link. Unfortunately, there is some complicated geometry involved when replacing the simple-but-effective leaf springs for coils and trailing arms, especially when lifting them. Lucky for you, the engineers at Rize Industries did all the hard work, and its 8-inch Long Travel Super Duty lift is every bit as burly as the trucks it's designed for. Follow along with the install as the guys at the Custom Truck Shop in San Dimas, California, give a '05 F-250 the full treatment. *Truckin'*



1. Now this '05 Super Duty sports 38-inch rubber and has greater suspension travel and articulation.
2. The Rize kit included everything to lift the front of the Super Duty.
3. With eight additional inches up front, the stock track bar geometry wouldn't work, so it was removed.
4. To drop the axle out of the way, the driveshaft was removed.
5. Trailing arms were the last bit that held the axle to the truck.



6. A dropped Pitman arm corrected the steering geometry.

7. Sway bar drop brackets are made from the same super-strong boxed design as the trailing arms.

8. Speaking of strong, the track bar bracket is boxed, triangulated, and features an alignment cam to get the proper handling.

9. Since the track bar keeps the axle centered, it's important that it stays put. Here's a shot of the full bracket. You can see that it's up to the challenge.

10. This limiting strap keeps the articulation in check and keeps the shocks from bottoming out.

11. The factory crossmember was removed to make way for the Rize pieces.

12. Rize attaches its trailing arm mounts on two planes of the frame to help transfer the stress across more area.

13. Much stronger than the factory piece, the Rize crossmember/transfer case skidplate connects the rear trailing arm mounts.

14. Trailing arms mounted with huge Kevlar-lined spherical rod ends.

15. Even with the big boxed arms, there was no binding — even with the axle dropped for past the limiting strap.

16. Ford Super Dutys come with plenty of brake line, but a new bracket was needed to take out some of the slack.

17. Here's a look at the suspension with the taller springs installed. The front is almost all buttoned up.

18. Bilstein 7100 Series shocks were the last piece to be bolted on up front. The Custom Truck Shop used its own billet clamps to hold the reservoir to the main body.

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