



ALL-PRO 3 LINK SAS KIT INSTRUCTIONS

Important notices:

These instructions are intended only as a general guide for installing All-Pro products. For some items, specialized mechanical skills, metal fabrication and/or welding skills may be needed for proper installation. If you have any doubts or questions about installing these or other parts please call us at the shop 406-961-0126 or contact a competent mechanic, fabricator, welder or other appropriate professional.

Aftermarket accessories are intended to modify and/or prepare a vehicle for uses that exceed conditions anticipated by the vehicle manufacturer. These uses may include high performance demands and negotiation of rough terrain. These conditions have extreme variance and cannot be controlled by the vehicle manufacturer or aftermarket accessory manufacturer. Therefore, the safe control of your vehicle is entirely your responsibility. Do not purchase parts from All-Pro Off Road unless you are willing to accept this responsibility. Do not install any All-Pro part that you do not feel competent at installing without causing present or future injury to yourself or others; consult a professional installer.

All parts sold by All-Pro Off Road are for off road racing use only and are not intended for use on the street. Modification of your vehicle to enhance performance with the parts sold by All-Pro Off Road can result in dangerous situations that may result in bodily harm. The buyer hereby assumes all risks associated with any such modifications. All-Pro Off Road will not accept responsibility for personal injury or property damage arising from the failure of any parts manufactured or sold by All-Pro Off Road.

In an effort to provide both durability and safety, All Pro Off Road recommends you carefully read the entire installation procedure before beginning, then rigidly follow these instructions during installation. Also, it is extremely important that you abide by proper safety procedures including the use of jack stands, setting the parking brake, wearing eye protection, etc.

Parts Check-List

Link and Bracket Kit:

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| 2 - Shock Towers with ½-13 x 5” Bolts, Washers, and Stover Nuts | 1 - Upper Link with 7/8” Heims and Jam Nuts |
| 2 - Lower Shock Mounts with Gussets and Sleeves, ½-13 x 2.5” Bolts, Washers, and Stover Nuts | 2 - Lower Links with 1.25” Johnny Joints and Jam Nuts |
| 1 - Engine Crossmember with PS Frame Reinforcement Plate | 1 - Panhard Frame Bracket with 5/8-18 x 3.5” Bolt, Washers, and Stover Nut |
| 1 - Panhard Bar with 5/8” Heims and Jam Nuts | 1 - Lower Panhard Bracket with 5/8-18 x 2.5” Bolt, Washers, and Stover Nut |

- 1 - PS Frame Link Bracket with 5/8-18 x 4" Bolt, Washers, and Stover Nut
- 1 - PS Lower Link Bracket with 5/8-18 x 4" Bolt, Washers, and Stover Nut
- 1 - DS Frame Link Bracket with 5/8-18 x 4" Bolt, Washers, and Stover Nut, 3/4-16 x 3" Bolt and Washers

- 1 - DS Lower Link Bracket with 5/8-18 x 4" Bolt, Washers, and Stover Nut
- 1 - Upper Link Housing Bracket with 3/4-16 x 3" Bolt, Washers, and Stover Nut

Steering Kit:

- 1 - Linkage Kit (Large and Small Joints, Slip Shaft)
- 1 - Remanufactured IFS Steering Box
- 1 - Firewall Plate
- 1 - Pitman Arm

- 1 - Steering Box Mount (2 Plates, 3 Sleeves with 1/2-20 x 4" Bolts, Washers, and Stover Nuts)

Hybrid D60 Axle:

- 1 - Chromoly Axle Housing with Chromoly Inners and Wilwood Brakes
- 1 - Tie Rod (48 1/4") with Rod Ends and Jam Nuts
- 1 - Drag Link (40 1/4") with Rod Ends and Jam Nuts

- 2 - Extended Brake Lines (56") with 90° Fittings
- 2 - Steering Arms with Tube Spacers

Installation Procedure:

Please Note: For the purpose of simplifying these instructions, DS = Driver's Side and PS = Passenger's Side.

IFS Removal

1. The first step is to remove all IFS suspension and steering components. This includes the front differential, axles, a-arms, sway bar, shock mounts, etc.
2. Next, the IFS A-arms brackets and the stock transmission crossmember need to be torched off the frame and ground down until smooth. Try not to cut or nick into the frame rails. Any nicks need to be filled in with a welder.

Steering Box Installation – 1100T-AP-K (For Use Only with All-Pro's Hybrid D60 Axle)

1. The steering box mount comes with 2 plates for both sides of the DS frame rail, with 3 sleeves to place the bolts through to mount the box.
2. The plates should be located 2 15/16" from the backside of the DS body mount to the center of the first bolt on the mount, flush with the bottom of the frame.



3. Weld plates and sleeves in to place, and then grind down smooth.



4. Bolt on the steering box with the hardware provided.



Engine Crossmember – 3805T-AP

1. Install the frame reinforcement plate on the inside of the PS frame rail by welding it on then grinding smooth.
2. Install the frame strengthening crossmember 4 1/4" from the backside of the body mount.



Lower Link Frame Brackets – 3801T-AP-L & 3802T-AP-L

1. Install the lower link frame brackets 1” back from the edge of the factory hole in the frame, which is 8” back from the body-mount to the center of the bolt.



Shock Towers

1. DS and PS Shock Towers are the same. Weld them on 14 3/8” from the front edge of the towers to the backside of the body mount. The DS Shock Tower may need to be notched depending on the steering linkage used.



Panhard Frame Bracket

1. Weld on the upper pan hard bracket on to the frame on the DS 14 1/8" from the front edge of the bracket to the backside of the body mount.



THE FOLLOWING BRACKET INSTRUCTIONS ARE FOR ALL-PRO'S HYBRID D60 AXLE ONLY.
(If using a different axle, placement may vary. It is up to the installer to determine placement)

Lower Link Brackets

1. The DS and PS lower link brackets need to be welded on horizontally to the axle housing 3 1/2" from edge of the bracket to the edge of the inner knuckle.



Lower Panhard Bracket

1. The lower pan hard bracket needs to be welded on to the inner-c on the axle housing 4 1/4" from the center of the bolt to the center of the upper ball joint.

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Lower Shock Mounts

1. The lower shock mounts need to be welded on to the side of the inner-c on the axle housing 7 1/2" from the center of the bolt to the bottom of the lower ball joint.



Links

After all the brackets are welded on, the upper and lower links, and the panhard bar can be installed using the hardware provided.

Steering

Install the tie rod in the only hole in the DS steering arm and in the rear hole in the PS arm. Turn the steering wheel from lock to lock and find the center of its movement (the steering wheel spokes may not be straight). Install the pitman arm onto the steering box. Install the drag link from the pitman arm to the PS steering arm front hole. Torque the pitman arm to 130-lbs.

Front Driveshaft

It will be necessary to have a custom driveshaft made to order for your truck. To ensure the driveshaft is the proper length, we recommend taking a measurement for the front driveshaft after the swap has been completed. Measure the front driveshaft length from the centerline of the transfer case flange to the centerline of the front differential flange.

Maintenance

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After the first 100 miles, re-torque all bolts including wheel lug nuts, upper and lower knuckle bolts, shocks, pitman arm, driveshaft bolts, and all bracket bolts. Re-check with every oil change.