

# Safe-T-Plus Installation

## Ford 2006-2008 F-550

### w/ Tube Axel; Coil Springs

#### Kit F-193K3

#### Contents

1	41-140	Safe-T-Plus (red)
1	55-193	Anchor Bracket
1	55-208	Tie Rod Bracket
1	12-38-1750K	U-Bolt Kit 1 3/4 inch
1	16-900	Spacer 3/4 x 1 1/4 x 3/4

#### Initial Test Drive

Test drive the vehicle. Suitably mark the position of the steering wheel when tracking straight down the road. Some tape along the outer rim of the steering wheel and another on the dash or windshield for alignment should be sufficient. Align these marks during installation.

#### Installation

1. Secure the 55-193 bracket to the passenger side support arm, just rear of the front axel ( see drawing ) and retighten the nuts.
2. Mount the small end of the 41-140 to the underside of the 55-193 bracket where it protrudes between the axel and stabilizer bar. Use the 16-900 spacer for additional clearance if required.
3. Position the 55-208 tie rod bracket on the under side of the tie rod, with the mounting tab facing rearward towards the axel. Leave the U-bolts slightly loose for now.
4. Mount the large end of the 41-140 to the top side of the 55-208 bracket using the mounting hole nearest the Safe-T-Plus unit. Rotate the bracket and Safe-T-Plus downward slightly to provide additional clearance and to level the installation.
5. Tighten everything down. The large 3/4 inch bolts to 80-90 ft pounds. 3/8 inch U-bolts to 25-30 ft pounds.
6. **Inspect for clearance** to full left / right travel of the tie rod. Make adjustments as necessary.

#### Test Drive

After installation, test drive the vehicle again. If you find that the unit is consistently pulling in one direction, read on and follow the instructions below. This part takes patience, and usually another set of hands in assistance. Once complete though, this is a trouble free, maintenance free product.

7. Once again, while driving, take note of where the steering wheel must be held to track straight down the road, and re-mark it accordingly.

Safe-T-Plus is really a spring, pre-loaded towards the center. In that regard, it has a very definite middle position that must be matched up to the center of your steering system. Be mindful that if you are holding 2 to 3 inches of steering wheel against the spring to track straight, it's only 1/16 to 1/8 of an inch down below on the tie rod bracket.

**A note here:** I try to test with the most perfect conditions, straight road, no crown, freeways seem best for me, but I've also used parking lots too.

( Continued )

**F-193K3 Installation ..continued**

8. Now is where the extra hands come in handy. Pull in somewhere, and with the motor, steering pumps etc, all running; have someone hold that steering wheel firmly in exactly the proper position. Underneath, slightly loosen the 9/16 nuts on the tie rod bracket, tap the Safe-T-Plus unit a few times with your fist, or a rubber mallet, and let the internal spring push / pull the tie rod bracket into a neutral position. You may feel it move, more than see it, as were talking about very small increments.

**Another note:** At this point, take a moment to square-up the U-bolts as they lay up and across the tie rod. If you've left them askew, they may pull the bracket out of position as they tighten. Tighten everything back up. Dust yourself off.

9. **Go test drive again.** Remember this is the time to get it right, repeat if necessary, until you're satisfied. Once completed you should be able to achieve holding your lane position for a 1/2 mile or so at freeway speeds, hands off.



