

One Up Offroad

Updated 12/10/2007

Application: 2005 thru 2008 Ford F250, F350

All systems have zero bump steer and are completely cycled in 3D in solid model and real life. We don't just lower the factory mounting position and call it good enough. The factory suspension was designed around 6" max travel. We design around full shock shaft travel. Our systems are designed to have equal compression and droop to deliver best possible suspension control in all terrain.

Our systems work with most quality shock and springs. The end customer chooses brand preference and we will supply shocks with OUO valving and spring rates that will work with the OUO system. Due to this customization the shock must be ordered thru an OUO dealer and not direct from the shock company. Due to unlimited shock options, shocks are priced separate systems.

These years of trucks are limited to 16" of lift due to knuckle/ steering restrictions. The front axle from 1999 thru 2004 years can be retrofitted into newer trucks to get a 2005 thru 2008 in to the 20" lift zone. If you're interested in going higher then 16" choose the lift you want from the 1999 thru 2004 section and plan on replacing your front axle with an earlier axle or a Dyantrac axle.

300 Series

This is the basic front only, coilover conversion, system.

The truck may be already lifted to 16" and the owner may only want to upgrade the front.

Or if a truck currently had an 8" kit and wanted to go up to 16", you could go with this system with an 8" one bar traction block kit in the rear for entry-level cost.

316S-05 System.

16" of lift, front can be adjusted from 15" to 17" of lift.

12" travel front 3 link, single shock, coilover conversion system.

Fits all cabs & beds, automatic transmission only.

No rubbing on 40's, 46's fit with cutouts & bumper mods.

Notes:

The front driveline will need an increased angle CV at the transfercase. (not included)

The transfercase will be clocked to 20 degrees with the clocking ring included in the kit.

Drilling of the frame is required.

Front system includes:

Two 12" travel King coilover shocks, (2.5" or 3" Customer Choice)

Front shock axle mounts,

Front shock towers with track rod mount crossmember,

Front track rod,

Front track rod axle bracket,

Front Chromoly radius arms & joints,

Transmission mount crossmember,

Frame gussets,

Drive line carrier bearing drop system

Clocking ring,

Steering drag link,

Dropped pitman arm,

Brake lines kit,

Bump stops,

Hardware,

Recommended options:

Front truss with DER steering system.

Rear single bar 8" traction block system.

400 Series

Front coilover conversion system and rear leaf spring system.

Combines the 300 series system with an intergraded frame support & crossmember for rear dual bar traction block mounting points on the frame cradle. Upgrading the transmission crossmember to a full cradle.

Includes the rear block system.

416S-05 System.

16" of lift, front can be adjusted from 15" to 17" of lift.

12" travel front 3 link, single shock, coil-over conversion system.

Rear dual bar 8" traction block system.

Fits super & crew cabs, short & long beds, automatic transmission only.

No rubbing on 40's, 46's fit with cutouts & bumper mods.

Notes:

Front designed for one 12" travel coilover shock per side, 2.5" or 3". (not included)

Rear can not be adjusted. An 8" rear lift spring must be used. (not included)

Rear to use 14" travel shocks in factory mounts, 2.5" or 3". (not included)

The front driveline will need an increased angle CV at the transfercase. (not included)

The transfercase will be clocked to 20 degrees with the clocking ring included in the kit.

Drilling of the frame is required.

Front system includes:

Front shock axle mounts,

Front shock towers with track rod mount crossmember,

Front track rod,

Front track rod axle bracket,

Front Chromoly radius arms & joints,

Transmission mount crossmember,

Frame gussets,

Clocking ring,

Steering drag link,

Dropped pitman arm,

Drive line carrier bearing drop system

Brake lines kit,

Bump stops,

Hardware,

Rear system includes:

Frame cradle gusset,

Rear frame crossmember,

Rear Chromoly radius arms & joints,

Rear 8" dual bar traction blocks,

3/4" U bolts,

U bolt Top Plates with bump stop,

Bump stops,

Hardware,

Recommended options:

Front truss with DER steering system.

500 Series

Front and rear coilover conversion system.

516S-05 System.

16" of lift, can be adjusted from 15" to 17" of lift.

12" travel front 3 link, single shock, coilover conversion system.

12" travel rear 3 link, single shock, coilover conversion system.

Fits super & crew cabs, short & long beds, automatic transmission only.

No rubbing on 40's, 46's fit with cutouts & bumper mods.

Notes:

Front designed for one 12" travel coil-over shock per side 2.5" or 3". (not included)

Rear designed for one 12" travel coil-over shock per side 2.5" or 3". (not included)

The front driveline will need an increased angle CV at the transfercase. (not included)

The transfercase will be clocked to 20 degrees with the clocking ring included in the kit.

The rear driveline needs to be changed to a two piece center CV system. (not included)

Drilling of the frame is required.

Front system includes:

Front shock axle mounts,

Front shock towers with track rod mount crossmember,

Front track rod,

Front track rod axle bracket,

Front Chromoly radius arms & joints,

Transmission mount crossmember,

Frame gussets,

Clocking ring,

Steering drag link,

Dropped pitman arm,

Driveline carrier bearing drop kit,

Brake lines kit,

Bump stops,

Hardware,

Rear system includes:

Frame cradle gusset,

Rear frame crossmember,

Rear Chromoly radius arms & joints,

Rear shock axle mounts,

Rear shock towers with track rod mount crossmember,

Rear track rod,

Driveline carrier bearing drop kit,

Bump stops,

Hardware,

Recommended options:

Front Truss with DER steering system.

Rear truss

Options:

With plate diff cover or without.