

Ford Motorhome F53 Chassis Steering Stabilizer Installation Instructions

The installation of this stabilizer must be performed only by experienced and qualified personnel. Follow these instructions thoroughly. Incorrect installation will cause damage to the stabilizer and/or the vehicle!

- Before starting installation procedure, the vehicle must be on level ground and fully functioning parking brake applied. The steering should be centered (wheels as straight ahead as possible). **Securely block rear wheels to prevent the vehicle from moving forward or backward!**
- If a non-original (aftermarket) stabilizer has been installed, remove the stabilizer and all associated mounts, and proceed to [step 3](#). If the vehicle has a Ford original stabilizer, remove the stabilizer shock unit only and proceed to [step 6](#). **The Bilstein stabilizer is designed to be used only with the original Ford brackets, or Bilstein bracket kit part no. 192213.**
- Locate right hand (passenger side) leaf spring and the rear most U-bolt attaching the I-beam axle. Remove the two (2) nuts attached to the U-bolt. Position I beam bracket "A" horizontally so that the single small ($\frac{1}{2}$ " hole is inboard and rearward (see fig 1A). Install bracket "A" over exposed U-bolt threads. Reinstall U-bolt nuts and torque to 350 N/m (260 lb/ft), alternating left to right.
- Place tie rod bracket "B" on the underside of the tie rod with the single round (non-oval) $\frac{1}{2}$ " hole towards the front of the vehicle (see figs. 1B and 2). The flat side of bracket "B" contacts the tie rod (see fig. 2B). Install U-bolts (2 ea., provided) over the top of the tie rod and through the oval holes in bracket "B". Loosely install four (4) flanged nuts (provided) on the exposed U-bolt threads.
- Position bracket "B" so that the center of the $\frac{1}{2}$ " hole in bracket "B" is 25 $\frac{3}{4}$ " (654 mm) from the center of the $\frac{1}{2}$ " hole in bracket "A" (see distance "L" for centered steering position). Tighten bracket "B" U-bolts, alternating front to rear. Ensure that bracket "B" has remained horizontal and torque to 41 N/m (35 lb/ft).
- Start the engine and steer to full left turn lock. Turn off the ignition. At full left turn the measurement between $\frac{1}{2}$ " hole centers should be no less than 19 $\frac{3}{8}$ " (492 mm) (see distance "L" for full left). Start vehicle and steer to full right turn lock. Turn off the ignition. At full right turn the measurement between $\frac{1}{2}$ " hole centers should be no greater than 32 $\frac{1}{4}$ " (820 mm) (see distance "L" for full right). If these measurements are not correct, loosen the 4 flanged nuts (on U-bolts, bracket "B") and repeat steps 5 and 6.

FIG. 1

(BOTTOM VIEW)

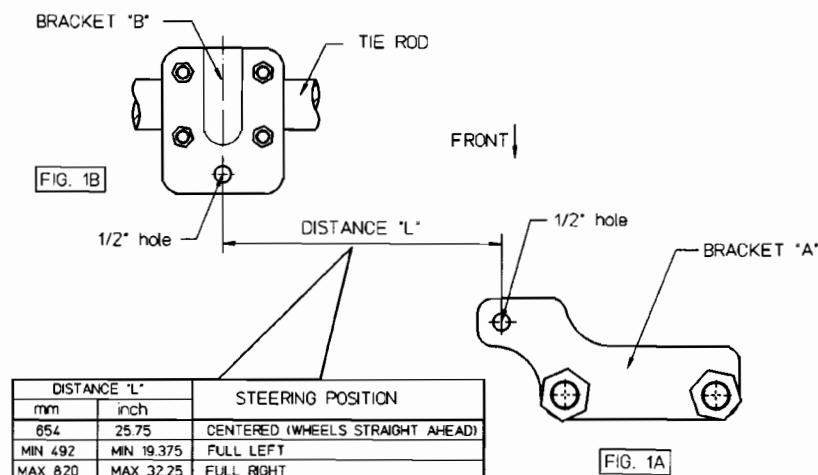


FIG. 1A

FIG. 2A

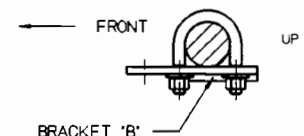
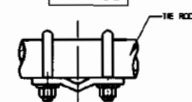
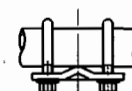


FIG. 2B

CORRECT



WRONG



Ford Motorhome F53 Chassis Steering Stabilizer Installation Instructions

7. (See figs. 3 and 4). Install the stud on the body end of the stabilizer unit through the topside of the $\frac{1}{2}$ " hole in bracket "A". Using the washer and M12 nylock nut (provided), hand tighten onto the installed stabilizer stud. Compress the stabilizer unit until the stud on the rod end of the stabilizer will install through the topside of $\frac{1}{2}$ " hole in bracket "B". Install washer and M12 nylock nut on rod end stud. Hold the flat portion of the stud with a 19 mm wrench to prevent rotation, and torque the M12 nylock nuts to 48 N/m (35 lb/ft).
8. Re-torque all U-bolts one week after installation. Torque tie rod bracket "B" U-bolts to 41 N/m (30 lb/ft) and right-hand spring U-bolt to 350 N/m (260 lb/ft).

FIG. 3
(TOP VIEW)

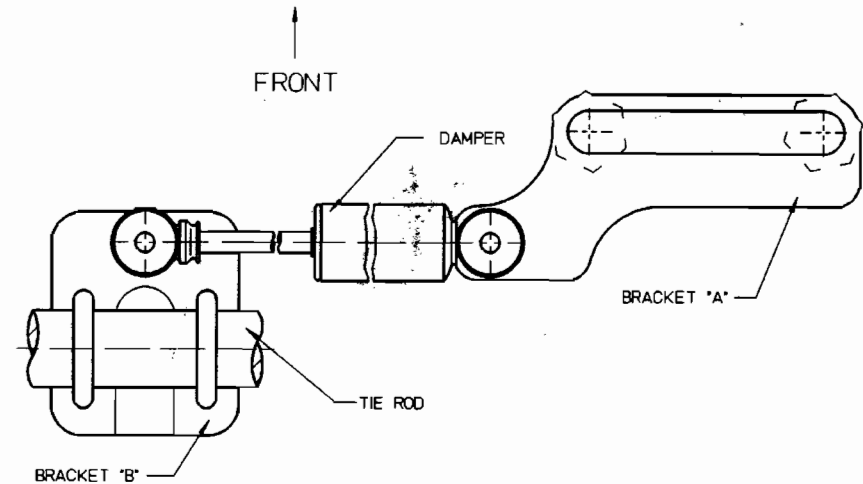


FIG. 4
(FRONT VIEW)

