IS-13

ADS Installation Instructions for:
2009-2025 Ford F-150 & 2017-2025 Raptor, Front Shocks (Coil-Overs)

250-10RTF-000
300-10RTF-A00
300-17RTF-A00
250-F15FC-000
250-F15FD-060
250-F15FD-A60
100ADS-10139
100ADS-10140
100ADS-10284
100ADS-10286
100ADS-10288
100ADS-10290

Support vehicle from frame rail with properly rated jack stands allowing suspension to hang freely.

Remove wheels and tires from front axle.

Remove the outer tie rod connection to allow steering knuckle to rotate freely.

Disconnect lower strut mounting hardware, and sway bar end link to allow suspension to relax downward.

Disconnect upper control arm outer ball joint and pivot control arm upwards.

Support lower control arm and spindle.

IMPORTANT: **ensure lower axle inner CV joint does not slide out when supported**

Remove upper strut mounting hardware and slide out factory strut assembly as one unit.

Locate correct side ADS Coil over assembly.
Hose and fitting faces towards the front of the vehicle.

(2010-2014 Raptor hose faces inward to the engine)

Install strut into factory mount with provided hardware. The zinc Plated support plate goes on top of the coil bucket to prevent stud pull out in severe usage. Torque all studs to 25ft-lbs, nut hex size is 9/16".

Re-install upper ball joint and lower strut hardware using factory torque specifications.

Reinstall steering tie rod connection and torque to factory specifications.

Route reservoirs forward along frame rail keeping clear of pivot and pinch points, with supplied reservoir mounts locate and mark reservoir location predrill reservoir mount holes and secure with provided fasteners.

Loosely install reservoirs onto brackets with provided screw clamps, check for clearance, and ensure there are no kinks or pinching of the hoses, some adjustment of hoses may be necessary. Ensure all fittings are tight and fully secure reservoir with screw clamps.

Reinstall wheels and tires torquing lug nuts to factory specifications.

Clicker/ Compression Adjuster Reservoir Details:

- There are 20 positions of adjustment.
- "Righty-tighty lefty-loosie", the further clockwise the red knob is turned the 'firmer' the shock becomes; likewise counterclockwise 'softens' the shock.
- The adjusters are sent out in the full soft position from the factory.
- If the knob becomes difficult to turn the dust seal may have become dry. A small spray of oil or lubricant behind the red knob will lubricate this seal and allow for easier adjustment.

Lower the vehicle onto ground roll vehicle back and forth about 50 feet while truing right to left slightly to allow vehicle to settle. Inspect ride height, if adjustment is needed a 2:1 adjustment ratio is used if you need to lift or lower the vehicle 1" the adjustment collar should be moved .500" up or down to reach desired lift height.

Reservoirs are factory charged with nitrogen to **150 psi**.

Alignment

A professional alignment is highly recommended to be performed before driving this vehicle at highway speeds.

It is not recommended to adjust the collar more than the max height listed below. If additional lift height is needed, please contact ADS for technical support. 520-748-0005 or at techsupport@adsshocks.com

Max Preload

Max preload is measured by the length of exposed threads between the spring nut and the top cap. Adjusting past the specs listed below could result in damaging the spring at full compression.

250-10RTF-000 Max preload = 1.142 inches

300-10RTF-000 Max preload = .966 inches

300-17RTF-A00 Max preload = 3.01 inches

250-F15FC-000 Max preload = 0.41 inches

250-F15FD-060 Max preload = 1.194 inches

250-F15FD-A60 Max preload = 1.194 inches