



PRO Built Beam Install Tutorial

Our goal is to make the install a breeze. Please read the entire guide before unpacking the beam.

1. Before the installation takes place, measure the distance from the ground to your upper fender arch. Write those numbers down on a piece of paper for reference later.
2. Loosen the lug nuts 1/4 turn before jacking the vehicle up.
3. Jack up the front of the vehicle and place stands underneath the chassis.
4. Remove the wheels and place under the chassis as a fail safe.
5. Lift the front hood and remove the 4 gas tank bolts.
6. If your vehicle is equipped with a vent line, you will need to remove that prior to removing your tank.
7. Lift the tank high enough to clamp off the line to remove the tank.
8. Remove the steering column shaft from the steering box, including the horn wire.
9. Depending on what year you have, you will have two bolts that fasten the body to the front beam. Early models will be outside the gas tank area, late model will be inside the gas tank area.
10. The speedometer cable must be removed from the left side spindle. To do this, remove the circlip from the dust cap. Then pull the cable from the back of the spindle to remove it from the spindle.
11. If you purchased brakes at the same time as your PRO Built Beam, skip these steps (-)
12. To avoid from bleeding your brakes again, you will need to remove the brakes without removing the brake lines and bleeders. Remove the dust caps, spindle nut or nuts and remove the drums. Once removed, remove the backing plates and set to the side.
13. To make lowering the complete beam as easy as possible, you must remove the larger tie rod assembly. Several different ways of doing this. Our favorite at this time is to loosen the nuts on the tie rod nut and utilize an air hammer to force the tie rod

- end shaft through the spindle with out damaging the threads or paint finish. Once loose, remove the nuts and the rod and set to the side.
14. Spray the front beam bolts with WD40 or a rust penetrant to make removing them as easy as possible. While you let these soak, grab a beer or coffee and take a break.
 15. Break loose the bolts and place a jack under the front beam assembly. Grab a buddy or the wife to help you with this next part. Once all the bolts are removed, balance the beam on the jack and have your side kick lower the beam.
 16. Relocate the old beam to the garage while you prep your new PRO Built Beam.
 17. If you are using Airkewld's #PRObuilt installation kit with stainless steel beam bolts, apply anti seize on them and place near your vehicle. It is always recommend chasing the threads with old or new hardware to ensure proper engagement.
 18. Unbox the new PRO Built Beam and unwrap the plastic wrap.
 19. It's alright to smile, we had a hard time shipping this to you it is so beautiful.
 20. Before unbolting the beam from the pallet, remove the long tie rod assembly off of the beam. Remember the steps above for proper removal. It should be loose.
 21. To keep the beam as nice as possible, place the entire area under your pride and joy with blankets, moving pads, card board, what ever you can find to allow you to slide the beam into place and avoid scratching your PRO Built Beam. Wrap the jack pad with a towel as well. Place plastic grocery bags over the sides of the shock towers to avoid scuffs on the beam and the paint on your body.
 22. If your purchased the optional installation kit, you should have received the lower body mount rubbers. apply a little grease to them and place them on the body bungs on your front beam.
 23. With the help of your buddy or wife, lift the beam onto the jack and balance as they jack up the beam into place.
 24. It might take a little while to get it into place, be patient, it will be worth it. Once in place, tighten the bolts. Do not over tighten, I can tell you have some guns, go easy on her.
 25. If you purchased the optional installation kit, you should have received the upper body mount rubbers. Lube them up and place them in the factory locations.
 26. Re-install the body to beam bolts and tighten.
 27. Re-install the new tie rod assembly and tighten.
 28. Your steering box should be centered from the get go. But your steering might not be. So we recommend installing the coupler and centering the steering wheel. To do this, we recommend turning the steering wheel from left to right and count the revolutions. Then rotate have the amount of revolutions and center your steering wheel on the shaft.
 29. If you are using your stock brakes,



reinstall your backing plates, drums and dust caps to factory specs.

30. To install the speedo cable, apply some grease on the exterior cable and push through the spindle and install the factory circlip.
31. Stage 1 Applications Only - If you would like to dial in the ride height, we recommend lowering the vehicle onto the ground and preload the suspension. If you are happy with the height, proceed to the next step. if you would like to lift it, you will need to loosen all the jam nuts and screw in the adjustment bolts upwards to lift the vehicle. To lower it, you will loosen the adjustment bolts in equal increments. Lower and preload and adjust as needed. *If you purchased the adjustable shocks, you will be able to fine tune the ride quality of the vehicle. We set them in the middle range but you can tighten or loosen them to get the desired ride quality.
32. Stage 2 Applications Only - Run the air lines inside the trunk area in a clean manor to make connections easily. If you also purchased the air management kit, follow those install instructions.
33. NOTE on both Stage 1 & 2 Applications - If you made adjustments at all in the above two steps, you will need to fine tune the alignment. We recommend taking the vehicle to a digital alignment rack for a FOUR WHEEL alignment, not a TWO WHEEL alignment, to make sure the tires last as long as possible.
34. Install your fuel line, gas tank and vent lines to factory specs.
35. Close the hood, install the tires and lower the vehicle onto the ground. Compare the measurements you first took to ensure the measurements are similar left to right.
36. If you haven't yet, you should be grinning and your friends should be drooling.

Trouble Shooting - To date, we have been blessed to sell about 500 #PRObuilt Beams. Through those sales, we have trouble shot just about everything.

- I have some play in my steering box, how do I fix this? There is an adjustment bolt on the top of the box. Loosen the jam nut and screw in the adjustment bolt in very slightly and recheck. Adjust to your liking and tighten the jam nut. Check all your joints in the steering shaft, there are 6 possibilities where play can be had.
- My ride is firmer then my original beam was. How can I make it softer? We offer three different shock applications. Oil, Gas and adjustable. If you are saying that the ride is firmer with the oil shocks, that is the smoothest your going to get. Pump the suspension full of grease through the four grease zerks and allow the vehicle to break in. If you have Gas shocks, invest into the adjustable shocks and allow yourself to fine tune the ride quality. If you have adjustable shocks, turn the adjusters right to left and test on each click to ensure the feel you are after.
- On my Stage 1 Beam, my adjusters are really close to the ground and I know I will drag them off, how can we solve this? Once you have fine



tuned your ride height, we recommend the measure the amount of thread showing on the bottom of the adjuster bracket. Take a cut off wheel and trim that amount off the end that touches the slider, not the allen side, then re-install. This should make the bolt flush with the jam nut at the same right height.

- My car is slammed and from the looks of it, I only have about 2" of shock shaft showing, did I get the wrong size shocks on my PRO Built Beam? No. Your vehicle will move up 1.5" and 1.5" down in normal travel with bumps and pot holes.

Maintenance

- Every time you change your oil, grease all your zerks.
- Check your bolts from time to time. It's better to check then assume.
- Check your alignment ever 5000 miles.
- Check your lugs often.