Install pictures for F250 shock towers on 73-87 GM trucks

1st step is to remove the sheet steel half of the factory mount that's riveted to the frame with 2 rivets. You can grind the rivet heads off, use an air chisel, drill them out or even other techniques will work.

Next, measure your shock and suspension travel to determine the shock mounting length. In general you can center the shock in it's available travel but it's always a good idea to check the shock length at full droop and if possible at full bump to make sure you're not going to bottom the shock or pull it apart. Some shocks will stay at the set length on their own using just the "stiction" of the shock seals but gas charged shock will have to be tied to the right length with tie wire or a similar technique.

Once you know the shock length at ride height, bolt the shock into the new F250 shock mount and hold it up next to the frame. You will probably find that you need to cut the bottom angled part of the mount off but you should verify what length you need to match up to the frame at your desired mounting height. You should also make sure that the angle on the upper mount works with the angle on the lower mount without putting too much bind on the bushings. Depending on the mounting height, you may also need to trim

the inner fender to match the new mounts. Check for interference with moving parts like transmission shifters and clutch linkage.
At this point you're ready to mark out the bolt holes and drill the brackets and frame to match. We typically pick one of the existing holes in the frame to start with and stagger the other 2 to cover as much room on the frame as possible.
When you're ready to bolt the mounts to the frame with the supplied 7/16" bolt, install them with a washer on each side and torque the nuts to 35 ft-lb. Then you're ready to bolt the shocks in and test it out! Keep in mind that if the shocks were the limiting factor in your suspension and you took that limit away, you need to check your brakelines, steering linkage and driveshaft for binding at full droop.