



1966-1979 F-150, Bronco
Suspension Lift
Installation Instructions

1. Make sure you park the vehicle on a level concrete or asphalt surface. Many times a vehicle is not level (side-to-side) from the factory, but usually not noticed until a lift kit has been installed making the difference more visible. Using a measuring tape, measure the front and rear (both sides) from the ground up to the center of the fender opening above the axle. Record below for future reference. (Note: Due to OEM inconsistencies and the available options, the amount of lift gained by this lift can vary as much as ½".)

Driver side Frt: _____ Rear: _____ Passenger side Frt: _____ Rear: _____

To Install Front:

2. Raise front of vehicle and support securely with jack stands under the frame behind the radius arms and block the rear wheels. Remove the tires and shocks. On lifts of 6" or more it will be necessary to remove the drag link assembly from the pitman arm and lower assembly down.
3. Place a floor jack under front differential. With light pressure applied from the jack, remove the shocks, and then remove the lower retaining nut and washer at the bottom of coil spring and the bolt strap at top of coil spring. Lower jack down and remove both coil springs. Coils will come out at top by twisting.
4. Install the new springs and start bolts in bottom of coils. (Do Not tighten yet.) Fit coils into upper spring cradles and raise up axle with floor jack. Install and tighten bolt straps at top of coils. Now tighten the bottom bolts in coil springs. Be sure all bolts and nuts are tight.
5. Install shocks and tires then lower vehicle to ground. Refer to pitman arm instructions at this time.

To Install Rear:

6. Raise rear and support securely with jack stands and block the front wheels. Remove the tires, shocks and u-bolts. (Caution: the rear axle will now be free to move, so support securely on floor jack.)

If installing the "SYSTEM" with rear springs, continue with stop 7, in not installing rear springs, skip to step 8 or 9.

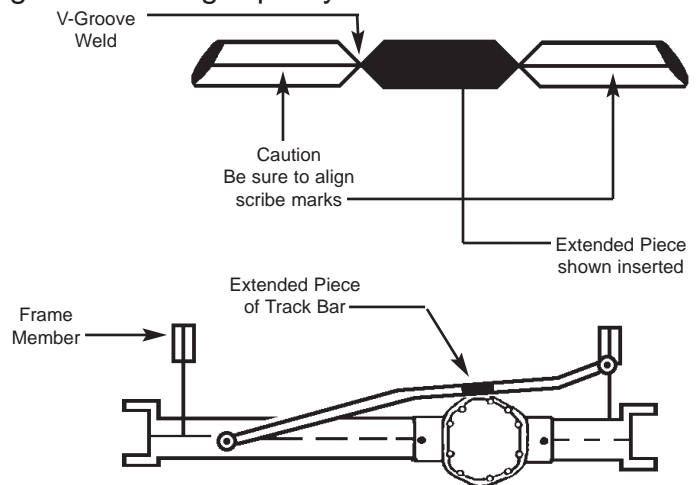
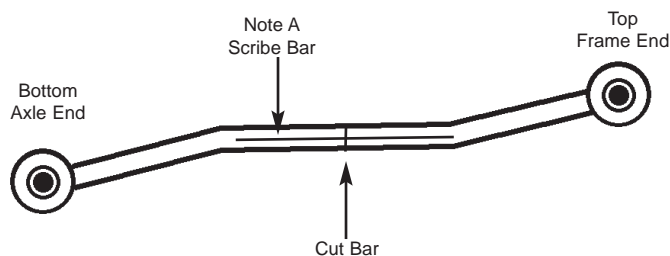
7. Kits with new rear leaf springs: Unbolt and remove the stock rear springs and bolt up the new rear springs with long end of spring towards rear bumper. (Note: on springs with bottom degree shim, thick end of shim must also be towards rear bumper.) For added strength, the tie bolts in the rear springs have been increased from the factory 3/8" to 7/16" grade 8. Therefore, on Bronco models or when removing the factory block on an F150, the spring seat on the axle pad will need to be drilled 5/8" to accept the larger tie bolt head. On F150 vehicles with the new rear spring installed, may leave the rear sitting high as it was originally. If you would rather the rear sit level with the front, remove the factory blocks. Skip to step 10.

8. Kits with rear add-a-leaves: Place a C-clamp around the rear leaf spring pack within approximately 6" of each side of tie bolt, and remove the tie bolt from springs pack. If part number is R3120(s) follow step 8A, or if R300(s) follow step 8B below, then skip to step 10.
- 8A.) Open up band clips on each end of spring, if so equipped. Remove C-clamps slowly. Place new add-a-leaf into spring pack so that leaves progress from longest down to shortest (usually installed under the top main leaf). Insert new tie bolt from the bottom going through original overload then the spring pack. Re-tighten C-clamps to help compress spring pack, tighten tie bolt and re-bend the band clips back over spring leaves.
- 8B.) Install new add-a-leaf between the spring pack and original bottom overload leaf. Insert new tie bolt from the bottom going through the original overload, the new add-a-leaf and spring pack. Tighten nut and remove C-clamps from spring pack.
9. Kits with rear blocks: F150 models-Install the spacer blocks, tall end toward the rear bumper, between springs and original blocks. (This means the new block will be installed on top of the original block.) BRONCO models-Install the spacer blocks, tall end toward the rear bumper, between springs and the original wedge (78-79 models).
10. Using the floor jack, raise the axle up to rear springs. Be sure the tie bolts and/or block pins align in proper holes. Install and tighten new u-bolts, shocks and tires then lower vehicle to ground.

LENGTHENING THE TRACK BAR

The track bar needing to be lengthened is the solid bar going from the driver's side frame down to the axle housing. The length varies from each vehicle. Remove the end of the bar at the frame and lower down. Center the body over tires by turning the steering wheel to move body. Raise back up the track bar and you will see that it is short. Measure the distance between the center of the track bar hole and the bracket. Lengthen bar that amount. Scribe a line on the bar before cutting so that it can be realigned. Taper bar in a V-groove so it can be welded 100% through. Use cold roll steel for the extension piece, since the original bar is high quality mild steel.

Note (A)
Scribe a line along straight side of Bar. Realign after welding Extension Piece.



Notes:

Once a lift is installed on this vehicle, correction of caster alignment is necessary. This can be corrected with "C" bushings and/or radius arm drop brackets. Toe-in adjustment may also be required.

Notice: Retorque ALL nuts, bolts and especially the u-bolts after the first 100 miles, again after another 100 miles, and then check periodically thereafter. Check drive shafts to be sure there is proper length. Check brake line length; it may be necessary to re-route original lines or replace with new longer stainless steel lines.