aFe CONTROL Leveling Kit 2.5" Front Lift

2004-2021 Ford F-150 2WD/4WD

Contents:

- (2) aFe CONTROL Billet Spacers
- (2) Hardware bags
  - 6 socket head cap screws
  - 6 nylock nuts
  - 6 washers

*Spacer thickness does not equal lift height

Step 1: Raise the vehicle with a 2-post lift (preferable), or floor jack. If using a floor jack, place jack stands in the factory designated jack points. Be sure to place "chocks" or tire stoppers on the back tires.
Step 2: Using a 21mm socket, remove the lugs from the front wheels. Remove and set the wheels aside.
Step 3: Using an 18mm socket, remove the sway bar end link from the lower control arm.
Step 4: Using a 21mm socket, remove the tie rod from the spindle. Use a ball peen hammer or impact tool until the tie rod pops out of the control arm.
Step 5: Locate the lower control arm alignment cam bolts and mark their positions.
Step 6: Using a 24mm wrench and socket, loosen (but do not remove) the front and rear lower control arm bolts. This will allow the lower control arm to droop.
Step 7: Using an 8mm and 10mm socket, remove the ABS and brake line brackets from the spindle.
Step 8: Using a pry bar to hold down the upper control and an 18mm wrench, remove the nut from the upper ball joint. Use a ball peen hammer or impact tool until the ball joint pops out of the spindle.
Step 9: Using an 18mm wrench and socket, loosen and remove the two bolts from the lower shock mount.
Step 10: Using a 15mm wrench, remove the three upper strut mount nuts.
Step 11: Remove the strut assembly from the vehicle.
Step 12: Install the provided socket head cap screws onto the aFe CONTROL billet spacers.
Step 13: Rotate the aFe CONTROL billet spacer until the original mounting studs line up. Use a 17mm socket to tighten the provided nylock nuts. Make sure to use the provided washers beneath the nylock nuts. Torque to OEM spec.
Step 14: Mark your strut mount so that the amount of rotation can be mirrored. Place the lower strut mount in a vice and position the assembly so that the lower mount can rotate. *Tip: Use a socket in a vice to avoid clamping on threads.
Step 15: Rotate the strut assembly in the vice until the lower mount position is mirrored from its original position.
Step 16: Your strut assembly is ready to install. Rotate the strut 180 degrees and install the strut assembly into the upper mount. Using a 15mm wrench and socket, tighten the upper strut mounts.
Step 17: Using a pry bar to push down the lower control arm, guide the lower strut mounts into the lower control arm.
Step 18: Using an 18mm socket, tighten the lower strut mounts. Torque to OEM spec.
Step 19: Place a jack under the lower control arm to help raise and reattach to the upper ball joint. Use a pry bar to hold down the upper control arm. Using an 18mm wrench, tighten the upper ball joint. Torque ball joint to OEM spec.
Step 20: Tighten the lower control arm bolts that were loosened in step 6. Torque to OEM spec.
Step 20: Using a 21mm socket, reattach the tie rod to the spindle. Torque to OEM spec.
Step 21: Using an 18mm socket, reattach the sway bar end link to the lower control arm. Torque to OEM spec.
Step 22: Reattach the brackets removed in Step 7.
Step 23: Using a 21mm socket, reattach the wheel. Torque to OEM spec.
Step 24: Lower the vehicle to the ground and torque the strut mounts to OEM specs.
Step 25: Your installation is now complete! The vehicle must now be aligned. It is recommended to bring your vehicle to a certified alignment technician that is experienced with lifted vehicles. Thank you for choosing aFe CONTROL!