OGNITO

Elkview Ct, Bakersfield, CA 93308

INSTALL INSTRUCTIONS:
Cognito Standard Leveling Package for 2005-2016 Ford F250/F350 2WD/4WD Super Duty Trucks
SKU: 120-90601

RTS LIST FOR SKU: 120-90601

	COIL-SPRING·	2” Lift Coil Springs (Black Powder Coated)
	HARDWARE-3	5/16 Flat Washer

WARNING

Please read this entire instruction sheet before beginning installation. Proper installation of these components requires a qualified mechanic. Always wear safety glasses when using power tools, and take appropriate precautions when working under a vehicle. If these instructions are not properly followed you may jeopardize your, and your passenger’s safety, and severe frame, suspension or tire damage may also result from improper installation.

TRODUCTION

ending on what model and year pickup truck you have, 2” in the front may or may not make the truck sit level, but ll sit 2” taller ride height in the front than it was stock. The coil springs are specified by Cognito, and are a dual rate gn so that at ride height the rate is plush for a nice ride and at a certain amount of compression length of the ng, the spring rate will increase. Long shocks (sold separately by Cognito) are required along with these longer ngs. With 2” longer shocks, the compressed length of the shock is inherently about 1” longer. With a longer pressed length shock, it is important not to bottom out the shocks as that can damage the shock and damage the or frame mounts. To prevent the bottoming out of the shocks, a 1” bump stop spacer is included for each side of frame.

QUIREMENTS

Installation requires a qualified mechanic
A lift is required to perform the installation of these products and always ensure the vehicle is properly supported before attempting installation or serious injury may occur.
Read instructions carefully and study the pictures before attempting installation.

HHNICAL INFORMATION

Check the parts and hardware packages against the parts list to assure that your kit is complete
Each leveling package, and options to leveling packages, are packaged separately. Therefore installation procedures are covered in separate instructions. Familiarize yourself with each specific set of instructions before beginning.
Follow the OE specifications when replacing or re-installing OE fasteners, retainers, and hardware specified in the OEM manual

INSTALLATION

1. Before starting, secure the rear tires to prevent vehicle from rolling or moving, but do not lift at this time. With the vehicle remaining on the ground, remove the brake line bracket mounting bolt from both driver and passenger brake line brackets (Figure 1 A/B).

2. Remove the sway-bar end link nut from both driver and passenger sway-bar end links (Figure 2 A/B).

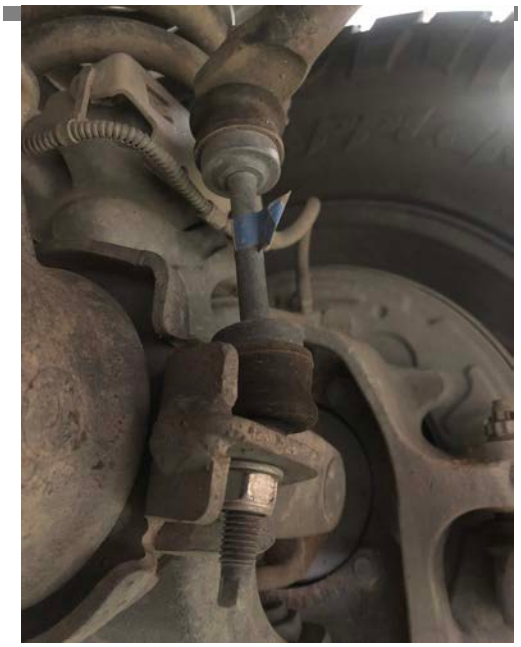


Figure 2B: OE Sway-Bar End Link, Nut Removed

3. Remove the front shocks from both driver and passenger side of the vehicle (Figure 3 A/B)

Figure 3A: Front Shock, Top Mount

Figure 3B: Front Shock, Lower Mount

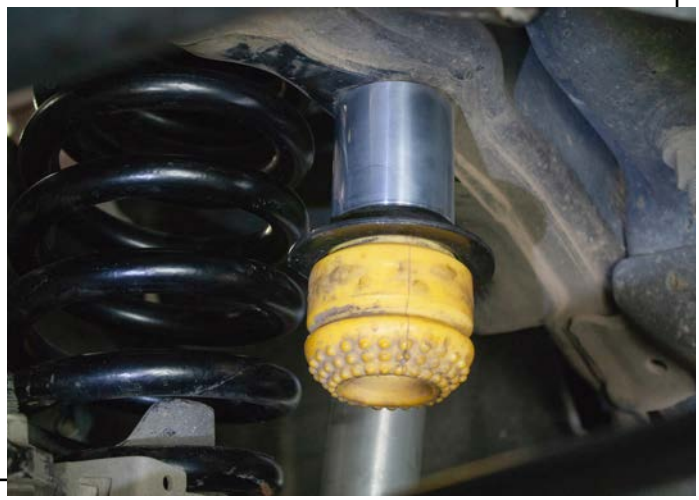
4. Properly position and check to ensure that all brake lines, vacuum lines, hoses, and wiring are free to lift vehicle. Raise the vehicle slowly until the front spring preload is removed (Figure 4A). DO NOT raise the vehicle any higher than necessary to remove springs. This could result in driveline, wiring, brake line, and suspension component damage. Remove front springs and rubber isolator from the driver and passenger side spring perch (Figure 4B).

5. Locate the OE bump stop underneath both driver and passenger side frame rails. Remove the bump stop using a screwdriver to pry out of the bump stop mount (Figure 5A). Once the bump stop is removed, loosen the bolt and remove OE bump stop mount from the frame rail (Figure 5B).

Figure 5A: OE Bump Stop Spacer

6. Locate the items listed below (Figure 6):
   - (2) – 1” FSD Bump Stop Spacer (image shows a different size spacer)
   - (2) – M8x1.25x80mm Lg. Cap Screw
   - (2) – 5/16” SAE Flat Washer
   - (2) – 5/16” Lock Washer

7. Insert the locking tab on the OE bump stop mount into the alignment hole on the bump stop spacer (Figure 7- image shows a different size spacer). Using (1) M8x1.25x80mm Lg. cap screw, assemble with (1) 5/16” lock washer between the bolt head and (1) 5/16” SAE flat washer. Orientate the spacer so that the flat side of the bump stop mount is facing the spring (Figure 8 – image shows a different size spacer) and torque to 25 ft.-lbs.



8. Repeat steps 5 – 8 for the opposing side bump stop and spacer.

9. Before starting this step, if using remote reservoir front shocks, refer to those instructions, since the reservoir mount will need to be installed before proceeding further with these instructions. Locate the Cognito coil spring (COIL-SPRING-3002), and align the OE rubber isolator, removed in step 4, with the top spring pig-tail (Figure 9A). Install the spring with isolator onto the lower spring perch and rotate until the bottom spring pig-tail makes contact with OE spring perch tab (Figure 9B). Repeat for the opposing side of vehicle front spring.

igure 9A: Coil Spring and Isolator Orientatio

Figure 9B: Bottom Spring Pig-tail Orientation

10. Once the springs are installed, locate the Cognito/FOX extended length shocks. Remove the top washer (Figure 10A) and bushing, then insert the top shock mounting stud through the frame, making sure the polyurethane pancake bushings are in place on both sides of frame. Install the top mounting washer with the concave side against bushing (Figure 10B). Repeat for the opposing side front shock, but do not tighten at this time.

11. Before starting this step, it is recommended to get another person to assist you. Align both front shock bottom eyelets into lower shock mount shackle. Slowly lower the vehicle until the lower shock eyelets are aligned with the shackle mounting hole (Figure 11A). Re-install the OE bolt and locking nut plate, then torque to OE torque specifications (Figure 11B).

Figure 11A: Front Lower Shock Mount

Figure 11B: Front Lower Shock Mount Installed

12. Make sure the vehicle is in park with the emergency brake activated, but leave the engine running. Rotate the steering link adjuster in the appropriate direction to center the steering wheel (Figure 12A). Once the steering wheel is in the proper location, tighten the (2) adjuster clamp bolts to the OE torque specification. Then slide the adjuster lock into position and tighten the (1) locking nut to the OE torque specification (Figure 12B).

Figure 12A: Steering Link Adjustment

Figure 12B: Steering Link Adjuster Secure

13. Although the steering wheel is now straight, the vehicle may still need a proper professional alignment.