



INSTALLATION INSTRUCTIONS

FTL5212		1.5" FORD BRONCO 4WD LEVELING KIT
2	FT30966	SHOCK SPACER
1	FT30845	HARDWARE KIT
1	FT5212i	INSTRUCTIONS
1	FTAS12	STICKER 10X4
1	FTAS16	DRIVER WARNING DECAL
1	FTREGCARD	REGISTRATION CARD

FT30845 - HARDWARE KIT		LOCATION
6	3/8-16 X 1" HEX BOLT	
6	3/8" SAE WASHER	
6	3/8" SPLIT LOCK WASHER	
1	THREAD LOCKING COMPOUND	

2021 FORD BRONCO 4WD 1.5" LEVELING KIT

FTL5212

NOTE: TO ORDER WEARABLE REPLACEMENT COMPONENTS DO NOT USE PART NUMBERS SHOWN ON THIS INSTRUCTION SHEET. GO TO FABTECH WEBSITE AND LOOK UP WEARABLE REPLACEMENT PARTS TO FIND THE PROPER PART NUMBER TO ORDER.

- TOOL LIST -

Required Tools (Not Included)

- Basic Hand Tools
- Floor Jack
- Jack Stands
- Assorted Metric and S.A.E sockets, and Allen wrenches
- Torque Wrench
- Die Grinder w/ Cutoff Wheel or Sawzall
- Coil Compressor

- PRE-INSTALLATION NOTES -

For technical assistance call: **909-597-7800** or e-mail: **info@fabtechmotorsports.com**

READ THIS BEFORE YOU BEGIN INSTALLATION -

Check all parts to the parts list above before beginning installation. If any parts are missing contact Fabtech at 909-597-7800 and a replacement part will be sent to you immediately.

This suspension and shocks have been designed to be installed on a stock vehicle.

Read all instructions thoroughly from start to finish before beginning the installation. If these instructions are not properly followed severe frame, driveline and / or suspension damage may occur.

Check your local city and state laws prior to the installation of this system for legality. Do not install if not legal in your area.

Prior to the installation of this suspension system perform a front end alignment and record. Do not install this system if the vehicle alignment is not within factory specifications. Check for frame and suspension damage prior to installation.

The installation of this suspension system should be performed by two professional mechanics.

Installation of all fasteners requires the use of provided thread locking compound with proper torque values as indicated throughout the installation. Apply thread locking compound upon the final torque of the fastener.

WARNING- Installation of this system will alter the center of gravity of the vehicle and may increase roll over as compared to stock. Extreme care should be taken to operate the vehicle safely at all times to prevent rollover or loss of control resulting in serious injury or death.

Vehicles that receive oversized tires should check ball joints, uniballs, tie rods ends, pitman arm and idler arm every 2500-5000 miles for wear and replace as needed.

Verify differential fluid is at manufactures recommended level prior to kit installation. Installation of the kit will reposition the differential and the fill plug hole may be in a different position. (For example, if the manufacture recommends 3 quarts of fluid, make sure the diff has 3 quarts of fluid). Check your specific manual for correct amount of fluid.

Read all warnings and warranties on the last page of these instructions before starting installation.

FOOTNOTES -

- Will fit with all factory wheel and tire combinations.
- Some models may not sit level after install

TIRE & WHEEL SIZES -

- Use 35/12.50R18 tires w/ 18x9 wheels w/ 5-3/4 BS w/ minor trimming
- Use 35/12.50R20 tires w/ 20x9 wheels w/ 5-3/4 BS w/ minor trimming

- INSTRUCTIONS -

1. Disconnect the negative terminal on the battery. Jack up the front end of the truck and support the frame rails with jack stands. **NEVER WORK UNDER AN UNSUPPORTED VEHICLE!** Remove the front tires.
2. Disconnect the factory brake lines from the factory knuckle. Save hardware. **SEE FIGURE 1**



FIGURE 1 - STEP 2

3. Loosen the tie rod nut and carefully strike the knuckle with a hammer until it comes loose. Save hardware. **SEE FIGURE 2**

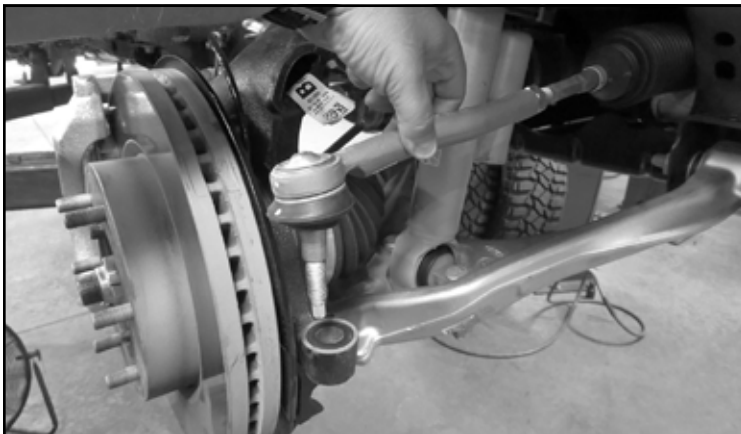


FIGURE 2 - STEP 3

4. Disconnect the factory sway bar link from the lower control arm. Save Hardware. **NOTE: Disconnect from the opposite side so the sway bar can move. SEE FIGURE 3**

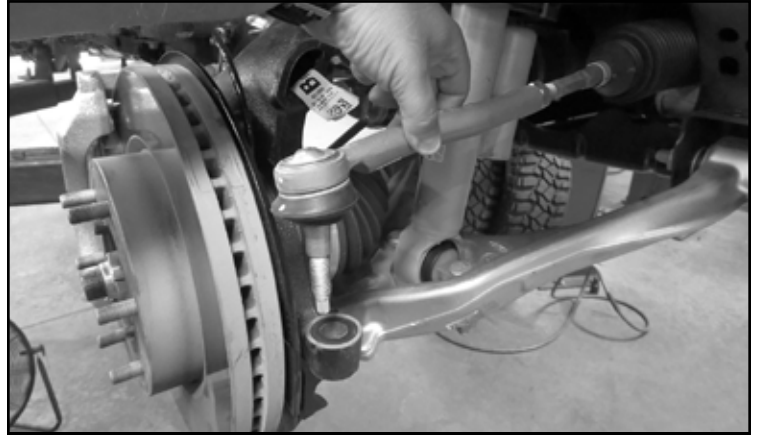


FIGURE 3 - STEP 4

5. Remove the bolts attaching the brake caliper to the knuckle. Then secure the caliper to the frame. Do not allow it to hang freely. Remove the brake rotor and set aside. **SEE FIGURES 4-5**



FIGURE 4 - STEP 5

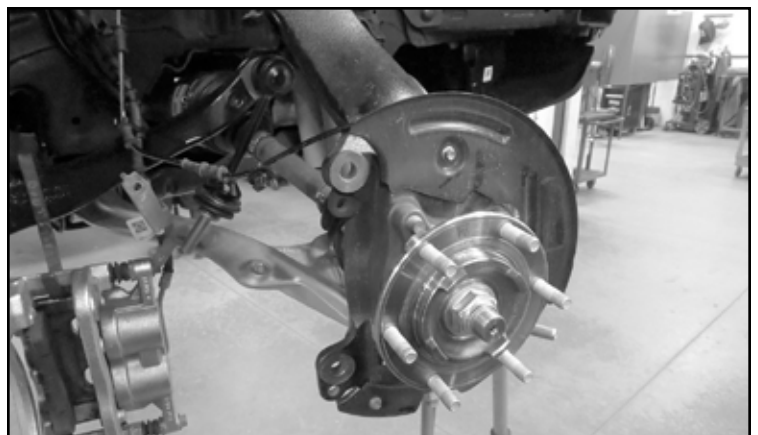


FIGURE 5 - STEP 5

6. Remove the CV axle nut and save. **SEE FIGURE 6**

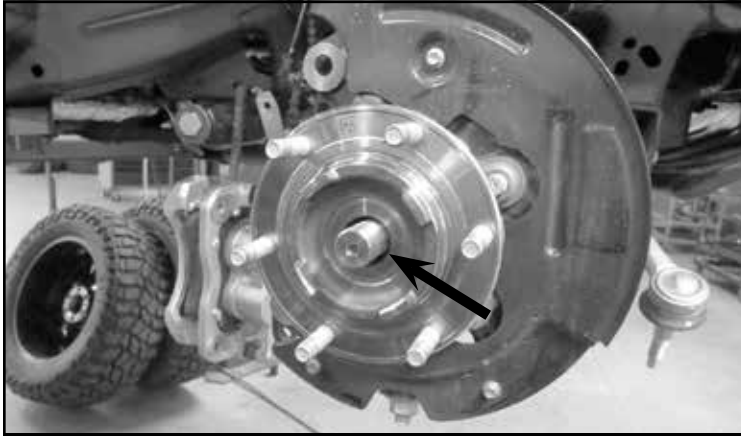


FIGURE 6 - STEP 6

7. Loosen the upper ball joint nut and carefully strike the knuckle with a hammer until it comes loose from the control arm. Remove and save the factory nut. **SEE FIGURES 7-8**

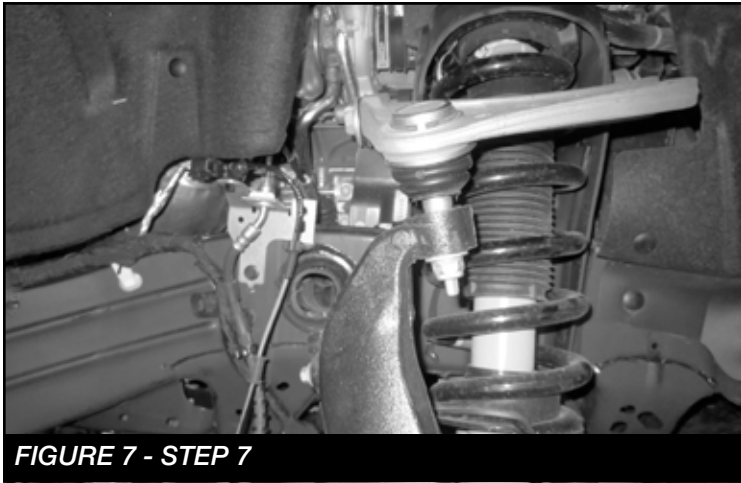


FIGURE 7 - STEP 7

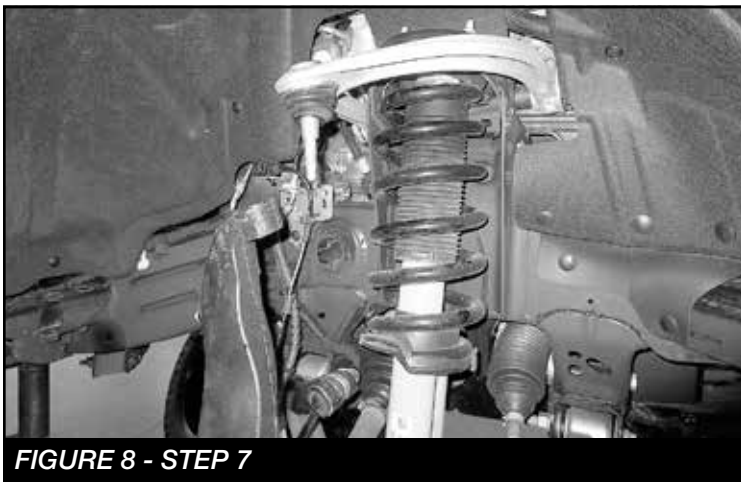


FIGURE 8 - STEP 7

8. Remove the lower coilover nuts. Save hardware.

9. Remove the three nuts attaching the coilover to the upper mount then remove the factory coilover by pushing down on the lower control arm. **SEE FIGURE 9**

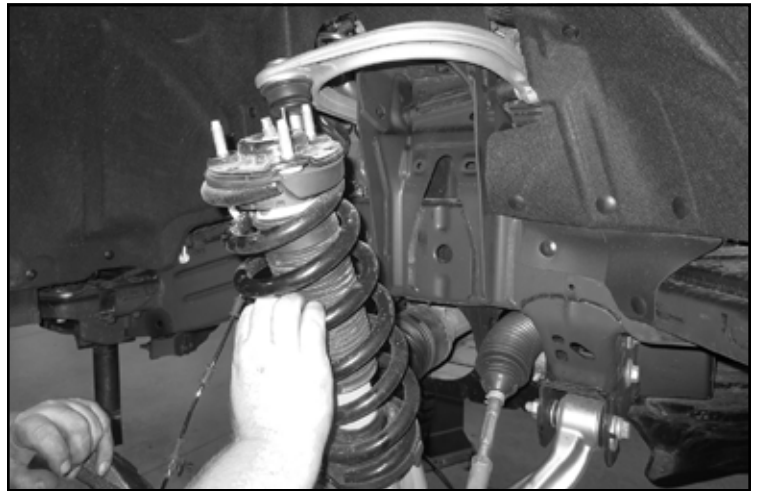


FIGURE 9 - STEP 7

10. Remove and discard the locating pin from the factory strut top cap. **SEE FIGURE 10**

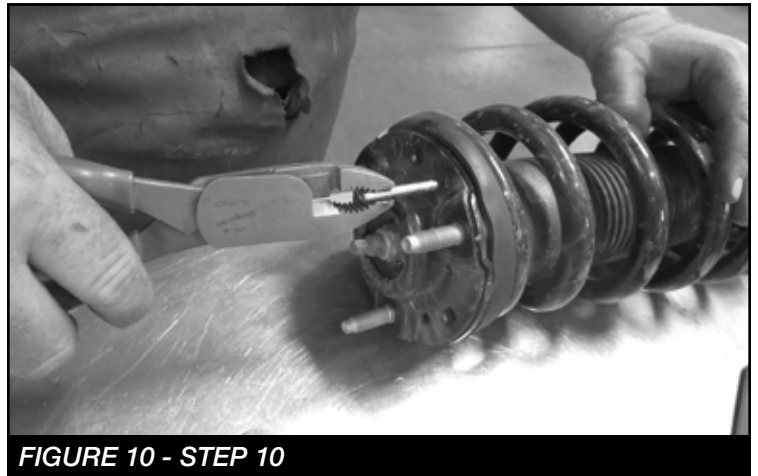


FIGURE 10 - STEP 10

11. Remove 3/8" from the end of all three upper strut assembly studs. **SEE FIGURE 11**



FIGURE 11 - STEP 11

12. Using a coil spring compressor. Compress the coil just enough to rotate the top cap 60 degrees clockwise (looking at the top of the strut). **SEE FIGURE 12**



FIGURE 12 - STEP 12

13. Install FT30966 (Spacer) onto the strut using the factory hardware. Torque to 53 ft-lbs. **SEE FIGURE 13**



FIGURE 13 - STEP 15

14. Reinstall the strut assembly using the supplied 3/8" X 1" bolts, lock washers and flat washer at the upper mount and factory hardware at the lower mount. Torque the 3/8" hardware to 45 ft-lbs and the factory lower hardware to 93 ft-lbs. **SEE FIGURE 14**



FIGURE 14 - STEP 14

15. Re-attach the upper control arm to the knuckle. Torque the ball joint nut to 32 ft-lbs. **NOTE: Make sure the CV axle is seated correctly into the hub assembly.**
16. Install the CV axle nut using a 35mm socket. Torque to 249 ft-lbs.
17. Reinstall both the ABS wire & brakeline brackets to the knuckle using the factory hardware. Torque to 10 ft-lbs.
18. Reinstall the brake rotor and caliper. Torque caliper bolts to 148 ft-lbs.
19. Reinstall the tie rod into the knuckle using the factory nut. Torque to 32 ft-lbs.
- 20. Repeat steps 2-20 on the opposite side of the vehicle.**
21. Reinstall the sway bar end link to the knuckle using the factory hardware. Torque to 32 ft-lbs.
22. Install tires and wheels and torque lug nuts to wheel manufacturer's specifications. Turn front tires left to right and check for appropriate tire clearance. **Note** - Some oversized tires may require trimming of the front bumper & valance.
23. Check front end alignment and set to factory specifications. Readjust headlights.
24. Recheck all bolts for proper torque. **RE-TORQUE ALL NUTS, BOLTS AND LUGS AFTER 50 MILES AND PERIODICALLY THEREAFTER UNTIL TORQUE VALUES ARE RETAINED.**
25. Recheck brake hoses, ABS wires and suspension parts for proper tire clearance while turning tires fully left to right.
26. Check the fluid in the front and rear differential and fill if needed with factory specification differential oil. **Note - some differentials may expel fluid after filling and driving. This can be normal in resetting the fluid level with the new position of the differential/s.**
27. Check ball joints, uniballs bearings, bushings and all steering components every 2500-5000 miles for wear and replace as required.
28. Install Driver Warning Decal. Complete product registration card and mail to Fabtech in order to receive future safety and technical bulletins on this suspension.
29. Review all included warnings and warranties with consumer