

# GROUND FORCE

## 97-03 FORD F-150 4WD FRONT TORSION BAR LEVELING KEY KIT INSTALLATION

READ INSTRUCTIONS COMPLETELY THROUGH BEFORE STARTING  
FAILURE TO ADHERE TO THE INSTRUCTIONS WILL VOID ANY GROUND FORCE WARRANTY  
IT IS RECOMMENDED THAT INSTALLATION BE DONE BY A QUALIFIED MECHANIC  
REPLACE ALL STOCK PARTS THAT ARE DAMAGED OR WORN  
INTERMIXING OF PARTS IS NOT RECOMMENDED AND WILL VOID THE WARRANTY  
ALWAYS WEAR EYE PROTECTION

CHECK TO SEE THAT ALL PARTS LISTED ARE INCLUDED:

2- TORSION BAR KEY ADJUSTERS 1- WARNING DECAL 1- INSTRUCTION

MEASURE AND DOCUMENT THE VEHICLE HEIGHT FROM FLOOR TO FENDER LIP.

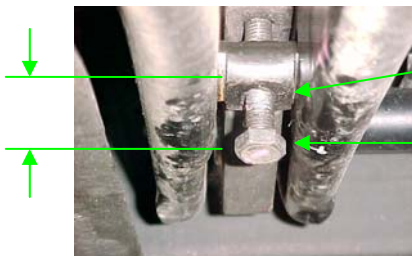
LF \_\_\_\_\_ RF \_\_\_\_\_ LR \_\_\_\_\_ RR \_\_\_\_\_

### FRONT INSTALL

1. BEFORE GETTING UNDER VEHICLE, JACK THE FRONT OF VEHICLE UP AND PLACE JACK STANDS UNDER THE FRAME RAILS. LOWER THE VEHICLE ONTO JACK STANDS AND MAKE SURE STANDS ARE SECURELY HOLDING THE VEHICLE.
2. MAKE SURE THAT THE FRONT TIRES ARE OFF THE FLOOR WHILE DOING THIS PROCEDURE.
3. LOCATE THE FACTORY TORSION BAR KEYS IN THE CROSS-MEMBER AT THE END OF THE TORSION BAR UNDER THE CAB.

**WARNING: THE TORSION BARS ARE UNDER PRESSURE. EXTREME CARE MUST BE TAKEN WHEN REMOVING AND INSTALLING THE TORSION BAR ADJUSTERS TO AVOID INJURY. FOLLOW THE TORSION BAR TOOL MANUFACTURERS LOADING / UN-LOADING INSTRUCTIONS.**

4. TORSION BAR ADJUSTER REMOVAL PROCEDURE. MAKE SURE THE JACK STANDS ARE SECURE UNDER THE VEHICLE FRAME.
  - A. MARK THE TORSION BARS LEFT OR RIGHT AND FRONT OR REAR.
  - B. MEASURE AND DOCUMENT THE DISTANCE FROM THE OUTSIDE OF THE HEAD OF THE TORSION BAR ADJUSTING BOLT UP TO THE TORSION BAR RETAINING PLATE. DOCUMENT BOTH LEFT AND RIGHT ADJUSTING BOLT HEAD HEIGHTS.



TORSION BAR ADJUSTER  
BOLT RETAINING PLATE.

TORSION BAR ADJUSTER  
BOLT HEAD.

BOLT HEAD HEIGHT

L \_\_\_\_\_ R \_\_\_\_\_

C. USING A PROPERLY RATED TORSION BAR LOADER / UN-LOADER TOOL (KENT MOORE PART NO. 36202 OR ITS EQUIVALENT) INCREASE THE TENSION ON THE STOCK TORSION BAR ADJUSTING ARM. (FOLLOW THE TOOL MANUFACTURERS INSTRUCTIONS).

D. REMOVE THE ADJUSTING BOLT AND RETAINING PLATE.

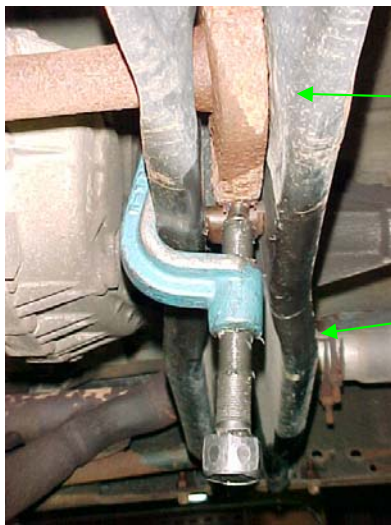
E. REMOVE THE TORSION BAR UN-LOADER TOOL.

F. SLIDE THE TORSION BAR REARWARD.

NOTE: YOU MAY HAVE TO TAP ON THE END OF THE TORSION BAR TO GET IT TO POP LOOSE FROM THE FACTORY KEY AND LOWER CONTROL ARM, AN AIR CHISEL WITH A PUNCH BIT WORKS WELL.

G. REMOVE THE STOCK TORSION BAR KEY.

H. REPEAT TO OTHER SIDE OF VEHICLE.



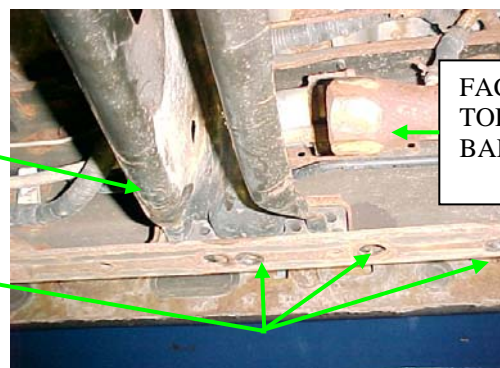
TORSION BAR KEY

TORSION BAR LOADER /  
UN-LOADER

**NOTE: ON SOME OF THESE VEHICLES THE TORSION BAR WILL BE RUSTED IN THE LOWER CONTROL ARM MOUNT AND VERY DIFFICULT TO REMOVE. IF YOU CAN'T GET THE TORSION BAR LOOSE FROM THE LOWER CONTROL ARM MOUNT YOU MAY NEED TO LOOSEN TORSION BAR CROSSMEMBER IN ORDER TO REPLACE THE TORSION BAR KEYS. MAKE SURE BOTH TORSION BARS ARE UNLOADED BEFORE THE CROSSMEMBER HARDWARE IS REMOVED. REMOVE AND REPLACE BOTH FACTORY KEYS WITH THE SUPPLIED REINDEXED KEYS. REINSTALL THE CROSSMEMBER TO THE FRAME USING THE FACTORY HARDWARE AND TOQUE THE HARDWARE TO SPEC. MOVE TO THE NEXT STEP IF YOU WERE ABLE TO REMOVE THE FACTORY KEYS WITHOUT REMOVING THE CROSSMEMBER.**

CROSS-MEMBER MOVED FAR ENOUGH REWARD TO REPLACE THE TORSION BAR KEYS.

TORSION BAR CROSS MEMBER HARDWARE LOCATION.



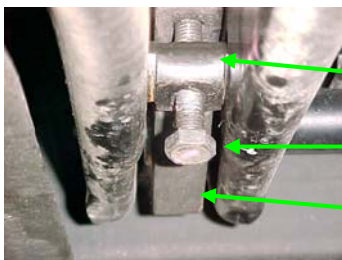
FACTORY  
TORSION  
BAR

5. NEW RE-INDEXED TORSION BAR KEY INSTALLATION PROCEDURE.



NEW RE-INDEXED TORSION BAR KEY BEING INSTALLED .

- A. INSTALL THE NEW TORSION BAR KEY ONTO THE TORSION BAR AND UP INTO THE CROSSMEMBER WITH THE BOTTOM OF NEW TORSION BAR KEY JUST HANGING OUT FROM THE BOTTOM OF THE CROSSMEMBER.
- B. SLIDE THE TORSION BAR FORWARD AND INTO THE LOWER CONTROL ARM.
- C. USING THE TORSION BAR LOADER / UN-LOADER TOOL INCREASE THE TENSION ON THE NEW TORSION BAR KEY (FOLLOW THE TOOL MANUFACTURES INSTRUCTIONS) .
- D. INSTALL THE STOCK RETAINER PLATE THROUGH THE CROSSMEMBER WITH THE **NOTCHES** IN THE RETAINER POINTING **DOWN**.
- E. INSTALL THE STOCK ADJUSTING BOLT UP INTO THE RETAINING PLATE AND TURN THE TORSION BAR ADJUSTING BOLT IN UNTIL THERE IS ABOUT THE SAME AMOUNT OF THREADS THAT WAS DOCUMENTED IN THE STOCK MEASUREMENTS ON STEP 4 B. THIS WILL BE YOUR STARTING POINT FOR ADJUSTMENT .



STOCK ADJUSTING  
RETAINING PLATE

STOCK ADJUSTING BOLT

NEW RE-INDEXED  
TORSION BAR KEY

6. REPEAT TORSION BAR KEY INSTALLATION PROCEDURE TO THE OTHER SIDE OF VEHICLE .

**NOTE: THE VEHICLE HEIGHT WILL NEED TO BE ADJUSTED WITH THE TIRES AND WHEELS THAT WERE ON THE VEHICLE WHEN MEASURED BEFORE KIT INSTALLATION.**

**NOTE: IF THE STOCK TORSION BAR ADJUSTING BOLTS WERE ADJUSTED FROM THE FACTORY SETTING YOUR ADJUSTMENT MAY VARY.**

7. CHECK CLEARANCE OF ALL FRONT COMPONENTS WHILE SWEEPING THE STEERING COMPLETE LEFT TO RIGHT LOCK .
8. RECHECK THE TORQUE ON ALL NUTS AND BOLTS AFFECTED BY THIS PROCEDURE .

9. TAKE THE VEHICLE ON A SHORT TEST DRIVE TO GET THE VEHICLE SUSPENSION SETTLED INTO POSITION.
10. THE VEHICLE HEIGHT SHOULD NOT BE CHANGED MORE THAN 2.0 FROM THE FACTORY SETTING. OVER ADJUSTING THE TORSION BAR KEY ADJUSTING BOLTS WILL AFFECT RIDE QUALITY AND MAY CAUSE DAMAGE TO THE VEHICLES FRONT CV HALF SHAFTS, THEREFORE IT IS NOT RECOMMENDED.

**NOTE: MAKING A HEIGHT ADJUSTMENT OF 1/8" AT THE TORSION BAR ADJUSTING BOLT HEAD WILL MAKE ABOUT 1/2" OF CHANGE AT THE WHEEL.**

**NOTE: IF YOU ARE INSTALLING THE HD KEYS TO COMPENSATE FOR THE ADDED WEIGHT OF A WINCH OR AFTERMARKET ACCESSORIES MAKE SURE TO HAVE THE ADDED ACCESSORIES ON THE VEHICLE WHILE MAKING THE FINAL ADJUSTMENTS TO THE TORSION BAR ADJUSTING BOLTS.**

11. GO BACK AND CHECK THAT ALL INSTALLATION STEPS HAVE BEEN COMPLETED. CHECK THE TORQUE OF ALL NUTS AND BOLTS AFFECTED BY THIS PROCEDURE. RECHECK ALL NUTS AND BOLTS FOR TIGHTNESS AFTER THE FIRST 300 MILES AND AT EVERY REGULAR SERVICE INSPECTION.
12. ROAD TEST VEHICLE.

**NOTE: IF ANY TORSION BAR ADJUSTMENTS ARE MADE, THE VEHICLE MUST BE TEST DRIVEN TO GET THE SUSPENSION HEIGHT SETTLED IN BEFORE RE-MEASURING.**

**NOTE: MAKE ALL TORSION BAR ADJUSTMENTS BEFORE HAVING THE VEHICLE FRONT END ALIGNMENT DONE.**

13. THE VEHICLE NEEDS TO HAVE A FRONT END ALIGNMENT PERFORMED IMMEDIATELY AFTER THE INSTALLATION OF THIS KIT.

**NOTE: YOUR HEADLIGHTS WILL NEED TO BE ADJUSTED TO THE PROPER SETTING AFTER THIS INSTALLATION IS COMPLETE.**