



83-97 Ford Ranger / Bronco II Class I - 4WD Installation Instructions

Before beginning the installation, thoroughly & completely read these instructions & the enclosed driver's WARNING NOTICE. Affix the WARNING decal in the passenger compartment in clear view of all occupants. Please refer to the Parts List to insure that all parts & hardware are received prior to the disassembly of the vehicle.

Due to the inconsistency of vehicles when manufactured & the various options available, the amount of actual lift gained by this lift kit can vary as much as 1/2".

Begin Installation:

1. Make sure to park the vehicle on a level concrete surface. Many times a vehicle is un-level from side-to-side (even when brand new), but usually not noticed until modifying the suspension with a lift kit which makes it more noticeable. If the vehicle is un-level beforehand it will also after the lift is installed. Using a measuring tape, measure the front and rear (both sides) from the ground up to the center of the fender opening above each axle. Record below for future reference.

BEFORE

Driver Side, Front: _____ Rear: _____ Passenger Side, Front: _____ Rear: _____

AFTER

Driver Side, Front: _____ Rear: _____ Passenger Side, Front: _____ Rear: _____

Front Installation:

2. Raise the front of the vehicle & support securely with jack stands under the frame behind the front springs & block the rear tires / wheels. Remove the front tires / wheels & front shocks. Remove the drag link assembly from the pitman arm & lower the assembly down. If your vehicle has a front sway bar, loosen the brackets that hold it to the frame.
3. With a floor jack under the radius arm center cross member & light pressure applied, remove the two bolts & two rivets from the radius arm at the frame on each side of the cross member. Block up the cross member & remove jack.
4. Place one floor jack under the differential on the left axle housing & another floor jack under the right axle housing between the coil spring & center hinge bracket. With light pressure applied from the jacks, remove the lower retaining nut & washer at the bottom of the coil spring. Lower the jack & remove the coil spring. The coil spring will come out at the top by twisting it. It may also be necessary to loosen the two bolts on the bottom shock bracket. Repeat on the other side.

- Place a jack under the passenger axle. Remove the passenger side axle beam bolt from the OEM bracket (located on the driver side of the vehicle) & lower the axle. Remove the OEM bracket from the front cross member. Using a 1/2" drill, enlarge the four OEM holes & install the new Skyjacker cast steel bracket (Part # RHB35-6, see **illustration # 1**) using the supplied 1/2" x 1 1/2" bolts, washers, & nuts. Attach the passenger axle beam to the new Skyjacker drop bracket using the supplied 9/16" x 3 1/2" bolt, washers, & nut.

- Move the jack to the driver axle beam & remove the axle beam bolt from the OEM bracket (located on the passenger side) & lower. Remove the OEM bracket from the front cross member, saving the hardware. Referring to **illustration # 2**, attach the new Skyjacker drop bracket (Part # LHB352-5) by reinstalling the OEM hardware into the four OEM holes (see "**Existing-A**" on illustration). **Note:** The two OEM holes labeled as "**Existing-A***" are for the existing two bolts on the back of the drop bracket. Be sure to install the OEM hardware in these two holes.

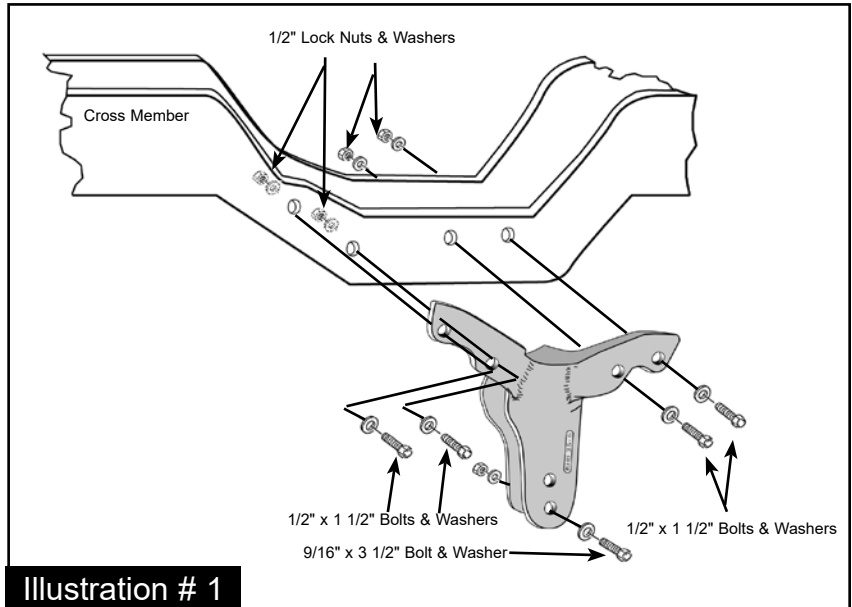


Illustration # 1

- Install the supplied 1/2" x 1 1/2" bolts, washers, & nuts labeled as "**B**", through the new Skyjacker bracket & cross member. Pivot the bracket down so the tab is flush against the cross member lip. Drill a 7/16" hole, for bolt labeled as "**C**" & install the supplied 7/16"x 1 1/2" bolt, washers, & nut through the tab on the new drop bracket & cross member lip.

- Using the two holes in the cross member support bracket, drill a 1/2" hole through the cross member & install the supplied 1/2" x 1 1/2" bolts, washers, & nuts labeled as "**D**", through the cross member & drop bracket. Attach the driver axle beam to the new drop bracket using the OEM hardware.

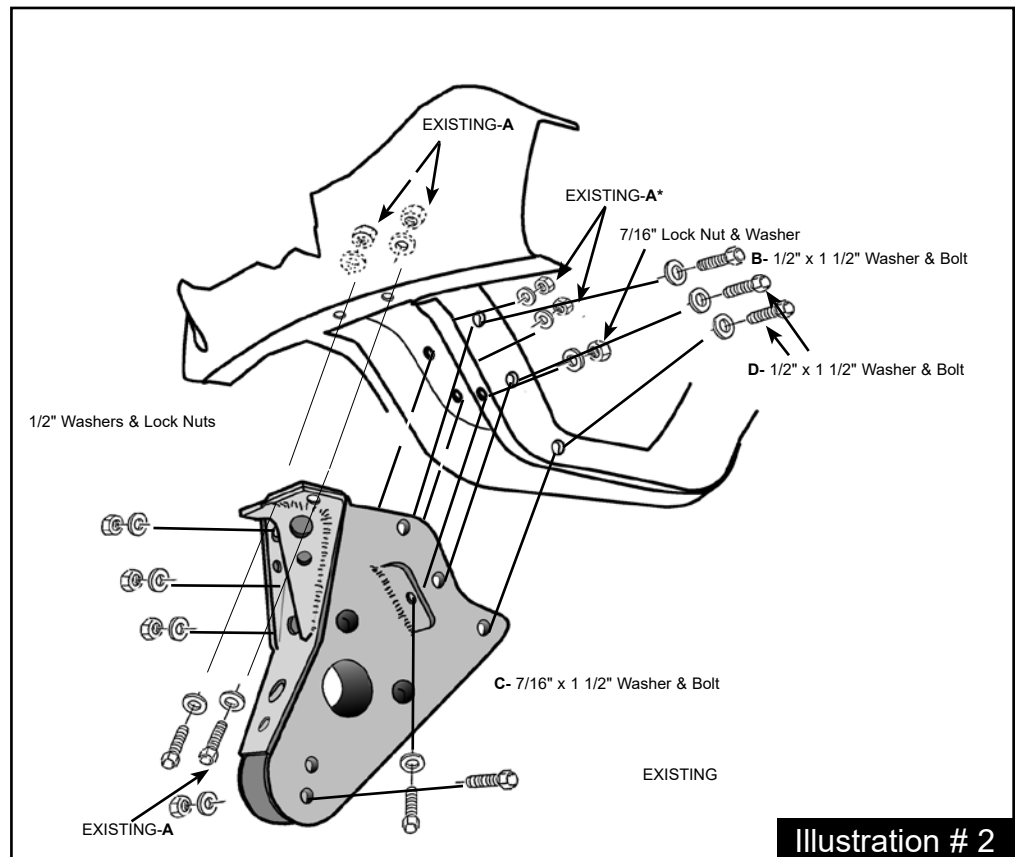


Illustration # 2

9. Install the new Skyjacker radius arm brackets & bolt the OEM brackets to the new ones (7/16" x 1 1/2"). Use one washer under each bolt head & one against the nut. **Note:** If using the optional Heavy Duty Cast Steel Replacement Bracket, only install with the washer against the nut. Do not install a washer against the bolt head.
10. With a jack under the coil spring, install the new Skyjacker coil spring, front shock, & tighten the two bolts on the bottom shock bracket. Repeat on the other side. Install the front tires / wheels & lower the vehicle to the ground.
11. When installing a 6" lift on Bronco II models, install the new Skyjacker front sway bar extended end links at this time using the supplied bushings, sleeves, & OEM hardware. Otherwise, tighten the OEM sway bar brackets (loosened in Step # 2) that held the sway bar to the frame, if so equipped. (Extended sway bar end links are available from SKYJACKER - Part # SBE734) Refer to the Skyjacker pitman arm instructions at this time.

Rear Installation:

12. Raise the rear of the vehicle & support securely with jack stands & block the front tires / wheels. Remove the rear tires / wheels, rear shocks, & u-bolts. **CAUTION: The rear axle will now be free to move, so support securely on floor jack.**

"SYSTEMS" with rear springs, continue with Step # 13, otherwise proceed to Step # 14.

13. **NEW SPRING INSTALLATION:** Remove the OEM leaf springs from the vehicle. Install the new Skyjacker leaf springs with the long end of springs & the thick end of the shim towards the rear bumper.

RANGERS:

2" SYSTEMS with new Skyjacker rear leaf springs # FR34: Remove the OEM rear blocks & install the new Skyjacker leaf springs directly on top of the axle.

4" SYSTEMS with new Skyjacker rear leaf springs # FR34: Install the new Skyjacker leaf springs on top of the OEM rear blocks. Some models may sit high in the rear as it did from the factory. If so, the OEM rear blocks may be removed to lower the rear, if desired.

6" SYSTEMS with new Skyjacker rear leaf springs # FR34: Install the new Skyjacker leaf springs on top of the OEM rear blocks. If you have the optional rear leaf springs Part # FR36, remove the OEM rear blocks & install the new Skyjacker leaf springs on top of the axle.

BRONCO II:

4" SYSTEMS with new Skyjacker rear leaf springs # FR34: Install the new Skyjacker leaf springs on top of the OEM wedge.

6" SYSTEMS with new Skyjacker rear leaf springs # FR36: Install the new Skyjacker leaf springs on top of the OEM wedge.

14. **BLOCK INSTALLATION:** Ranger models - Install the new Skyjacker rear blocks, tall end toward the rear bumper, between the OEM leaf springs & OEM blocks. This means the new block will be installed on top of the OEM block. Bronco II models - Install the new Skyjacker rear blocks, tall end toward the rear bumper, between the OEM leaf springs & OEM wedge. Using a floor jack, raise the axle to the rear leaf springs & OEM wedge. Using a floor jack, raise the axle to rear leaf springs. Be sure the tie bolts & block pins all align in the proper holes.
15. Install the new Skyjacker u-bolts (Torque to 85-90 ft lbs) & rear shocks.
16. Install the rear tires / wheels & lower the vehicle to the ground.

Notes: To help correct steering angle on lifted vehicles, a drop pitman arm part # FA400 is recommended. (Power Steering Only)

On models equipped with a rear carrier bearing, it may be required to lower the carrier bearing after the installation of this lift.

88-90 Bronco II models equipped with a one piece tulip type rear drive shaft must change to a two piece rear drive shaft. (Available from most drive line shops or vendors)

If required, extended brake lines are available from SKYJACKER.

All Ford Independent front suspensions (IFS) require front end alignment after suspension changes are made. Toe-in & camber adjustment is required. If needed, camber bushings are available direct from Skyjacker®:

Vehicle:	Part #:	Description:
Ranger 89.5 - 97	1039H	0 - 2 Degree Adjustable Camber / Caster Shim

Final Notes:

- After the installation is complete, double check that all nuts & bolts are tight. (Do not retighten the nuts & bolts where thread lock compound was used.)
- With the vehicle placed on the ground, cycle the steering lock to lock & inspect the steering, suspension, brake lines, front & rear drivelines, fuel lines, & wiring harnesses for proper operation, tightness, & adequate clearance.
- Have the headlights readjusted to the proper settings.
- Have a qualified alignment center align the vehicle to the OEM specifications.
- After the first 100 miles, check all hardware for the proper torque & periodically thereafter.

Seat Belts Save Lives, Please Wear Your Seat Belt.