



1966-1979 F-150/Bronco 4WD Suspension Lift Installation Instructions

1. Make sure you park the vehicle on a level concrete or asphalt surface. Many times a vehicle is not level (side-to-side) from the factory, but is usually not noticed until a lift kit has been installed making the difference more visible. Using a measuring tape, measure the front & rear (both sides) from the ground up to the center of the fender opening above the axle. Record below for future reference. **Note:** Due to OEM inconsistencies & the available options, the amount of lift gained by this lift can vary as much as 1/2".

Driver side Frt: _____ Rear: _____ Passenger side Frt: _____ Rear: _____

Front Installation:

2. Raise the front of vehicle & support securely with jack stands under the frame behind the radius arms & block the rear tires / wheels. Remove the tires / wheels & shocks. On lifts of 6" or more it will be necessary to remove the drag link assembly from the pitman arm & lower the assembly.
3. Place a floor jack under the front differential. With light pressure applied from the jack, remove the shocks, lower retaining nut & washer at the bottom of coil spring, & bolt strap at the top of the coil spring. Lower jack down and remove both coil springs. Coils will come out at top by twisting.
4. Install the new springs and start bolts in the bottom of coils. (Do Not tighten yet.) Fit coils into upper spring cradles & raise the axle with a floor jack. Install & tighten the bolt straps at the top of the coils. Tighten the bottom bolts in the coil springs. Be sure all bolts & nuts are tight.
5. Install the shocks, tires / wheels, & lower the vehicle to the ground. Refer to pitman arm instructions at this time.

Rear Installation:

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

If installing the "SYSTEM" with rear leaf springs, continue to Step # 7, if not installing rear leaf springs, skip to Step # 8 or # 9.

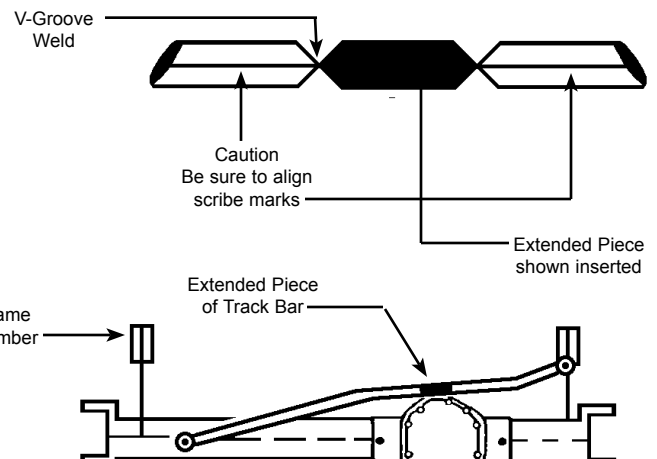
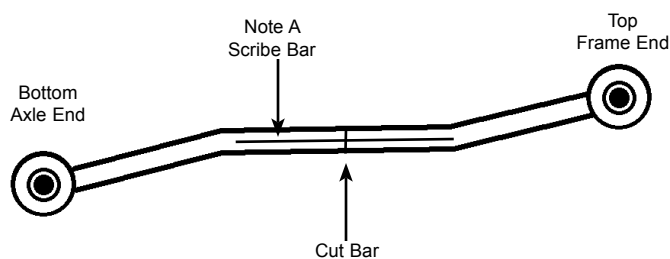
7. **Rear Leaf Springs:** Unbolt & remove the OEM rear leaf springs & bolt up the new Skyjacker rear leaf springs with the long end of the spring towards the rear bumper. **Note:** On springs with the bottom degree shim, thick end of the shim must also be towards the rear bumper. For added strength, the tie bolts in the rear springs have been increased from the OEM 3/8" to 7/16" grade 8. Therefore, on Bronco models or when removing the OEM block on an F150, the spring seat on the axle pad will need to be drilled to 5/8" to accept the larger tie bolt head. On F150 vehicles with the new rear spring installed, you may leave the rear sitting high as it was originally. If you would rather the rear sit level with the front, remove the OEM blocks. Skip to Step # 10.

8. **Rear Add-A-Leafs:** Place a C-clamp around the rear leaf spring pack within approximately 6" of each side of the tie bolt & remove the tie bolt from the spring pack. If the part number is R3120(s) follow Step # 8A or if R300(s) follow Step # 8B below, then skip to Step # 10.
- 8A. Open up the band clips on each end of the spring, if so equipped. Remove the C-clamps slowly. Place the new Skyjacker add-a-leaf into the spring pack so that the leaves progress from longest down to shortest (usually installed under the top main leaf). Insert the new Skyjacker tie bolt from the bottom going through the OEM overload then the spring pack. Retighten the C-clamps to help compress the spring pack, tighten the tie bolt & rebend the band clips back over the spring leaves.
- 8B. Install the new Skyjacker add-a-leaf between the spring pack & OEM bottom overload leaf. Insert the new Skyjacker tie bolt from the bottom going through the OEM overload, the new add-a-leaf & spring pack. Tighten the nut & remove the C-clamps from the spring pack.
9. **Rear Blocks:** F150 models-Install the new Skyjacker blocks with the tall end toward the rear bumper, between the springs & OEM blocks. (This means the new block will be installed on top of the OEM block.) BRONCO models-Install the new Skyjacker blocks with the tall end toward the rear bumper, between the springs & OEM wedge (78-79 models).
10. Using a floor jack, raise the axle to the rear springs. Be sure the tie bolts and/or block pins align in the proper holes. Install & tighten the new Skyjacker u-bolts, shocks, & tires / wheels & lower the vehicle to the ground.

LENGTHENING THE TRACK BAR

The track bar needing to be lengthened is the solid bar going from the driver's side frame down to the axle housing. The length varies from each vehicle. Remove the end of the bar at the frame & lower down. Center the body over the tires / wheels by turning the steering wheel to move body. Raise the track bar & you will see that it is too short. Measure the distance between the center of the track bar hole & the bracket. Lengthen the track bar that amount. Scribe a line on the bar before cutting so it can be realigned. Taper the track bar in a V-groove so it can be welded 100% through. Use cold roll steel for the extension piece, since the OEM track bar is high quality mild steel.

Note (A)
Scribe a line along straight side of Bar. Realign after welding Extension Piece.



Notes:

Once a lift is installed on this vehicle, correction of the caster alignment is necessary. This can be corrected with "C" bushings & / or radius arm drop brackets. Toe-in adjustment may also be required. (9" lifts with 4 speed manual transmission may require 4 degree C bushings (Part # CB400), 2.75" radius arm drop brackets (Part # RAB27), & front & rear drive shafts to be lengthened.

Notice: Retorque ALL hardware after the first 100 miles & periodically thereafter. Check front & rear drive shafts to be sure there is proper length. Check brake line length; it may be necessary to re-route the OEM lines or replace them with new longer Skyjacker stainless steel brake lines.