



2005 - 2010 Ford Super Duty 4"- 8.5" Suspension Lift Installation Instructions

- * Safety Glasses
- * Assorted Drill Bits
- * Brake Fluid
- * Metric & Standard Wrenches & sockets
- * Floor Jack
- * Jack Stands
- * Measuring Tape
- * Pitman Arm Puller
- * Torque Wrench



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.

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 & is usually not noticed until a lift kit has been installed which makes 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 this information below for future reference.

Driver Side Front: _____

Passenger Side Front: _____

Driver Side Rear: _____

Passenger Side Rear: _____

IMPORTANT NOTES:

- This lift is designed for models with 1 7/8" OEM rear blocks.
- Models Equipped with a Rear Sway Bar must order Extended Rear Sway Bar End Links seperately. 4" Lifts - Part # SBE404, 6" Lifts - Part # SBE405, & 8.5" Lifts - Part # SBE406
- Some Models may come equipped with a (larger) Sterling rear axle. If so, Wider U-Bolts will be required.

| | |
|------------------------|----------------------------|
| <u>4" Lifts</u> | <u>6" & 8.5" Lifts</u> |
| U9B16R w/ Rear Blocks | U9B18R w/ Rear Blocks |
| U9B12R w/ Rear Springs | U9B12R w/ Rear Springs |
- If larger tires (10% more than the OEM diameter) are installed, speedometer recalibration is necessary. Contact your local Ford dealer or an authorized dealer for details.
- This lift is determined from the amount of lift to the front of the vehicle, while only lifting the rear to a position level with the front.
- After installation, a qualified alignment facility is required to align the vehicle to factory specifications.

Kit Box Breakdown:

F5451 / F8451:

| <u>ITEM#</u> | <u>DESCRIPTION</u> | <u>QTY</u> |
|------------------------|--|------------|
| TB540-B (F5451 Box) | TRACK BAR DROP BRACKET | 1 |
| TB1146-B (F8451 Box) | TRACK BAR DROP BRACKET | 1 |
| RAB545-S | RADIUS ARM DROP BRKTS | 2 |
| SBE5954 (F5451 Box) | EXTENDED SWAY BAR LINKS FRONT | 2 |
| SBE5084-L (F8451 Box) | EXTENDED SWAY BAR LINKS, FRONT | 2 |
| BSB25-B | BUMP STOP BRACKETS, 2.5" TALL | 2 |
| 7154 | STEERING STABILIZER | 1 |
| CBL3401-S | CARRIER BEARING LOWERING KIT | 1 |
| FBL54 (F5451 Box) | FRONT BRAKE LINE KIT | 1 |
| FBL84 (F8451 Box) | FRONT BRAKE LINE KIT | 1 |
| RB35 | 3.5" REAR BLOCK | 2 |
| | (NOT INCLUDED IN F5451S & F8451S Box) | |
| 58X312X16U | U-BOLT (58X312X12U IN F5451S & F8451S Box) | 4 |
| HB-RABF546 | HDWR BAG:RADIUS DROP BRKTS, | 1 |
| HB-5250TBS (F5451 Box) | HDWR BAG:TRK BAR,B-STOPS,SWAY BAR | 1 |
| HB-8250TBS (F8451 Box) | HDWR BAG:TRK BAR,B-STOPS,SWAY BAR | 1 |
| I-F545/65 | INSTRUCTION SHEET | 1 |

Hardware Bag Breakdown:

| <u>ITEM#</u> | <u>DESCRIPTION</u> | <u>QTY</u> |
|-------------------|---------------------------------|------------|
| HB-RABF546 | Radius Arm Drop Brackets | |
| 34X2CTB | 3/4 X 2 COARSE THREAD BOLT | 8 |
| 516X1FTB | 5/16 X 1 FINE THREAD BOLT | 2 |
| 34CTN | 3/4" COARSE THREAD LOCKNUT | 8 |
| 516FTN | 5/16" FINE THREAD LOCKNUT | 2 |
| 34SAEW | 3/4 SAE WASHER | 16 |
| 516SAEW | 5/16 SAE WASHER | 4 |
| ABS55-S | ABS RELOCATION BRACKET | 2 |
| 58FSFTN | 5/8-18 FLANGE STOVER NUT | 8 |
| 716X2CTB | 7/16 X 2 COARSE BLT, GRADE 8 | 2 |
| 716SAEW | 7/16 SAE WASHER | 2 |
| 516X34TCFB | 5/16 X 3/4 THD CUT FLG BOLT | 2 |
| 14X1FTB | 1/4 X 1 FINE THREAD BOLT | 1 |
| 14FTN | 1/4" FINE THREAD LOCKNUT | 1 |
| 14SAEW | 1/4 SAE WASHER | 1 |

HB-5250TBS (F5451 Box) Track Bar, Bump Stops, Sway Bar Links

| <u>ITEM#</u> | <u>DESCRIPTION</u> | <u>QTY</u> |
|--------------|-----------------------------|------------|
| 916X3FTB | 9/16 X 3 FINE THREAD BOLT | 3 |
| 38X112FTB | 3/8 X 1 1/2 FINE THRD BOLT | 2 |
| 38X1FTB | 3/8 X 1 FINE THREAD BOLT | 2 |
| 916FTN | 9/16-18 NYLON INSERT LOCKNU | 3 |
| 38FTN | 3/8-24 FINE N/I LOCK NUT | 4 |
| 916SAEW | 9/16 SAE WASHERS | 6 |
| 38X114FW | 3/8 X 1 1/4 FENDER WASHER | 2 |
| 38SAEW | 3/8 SAE WASHER | 4 |
| D260PSS-S | DODGE 02,PIN SUPPORT SLEEVE | 3 |

HB-8250TBS (F8451 Box) Track Bar, Bump Stops, Sway Bar Links

| <u>ITEM#</u> | <u>DESCRIPTION</u> | <u>QTY</u> |
|--------------|-----------------------------|------------|
| 916X3FTB | 9/16 X 3 FINE THREAD BOLT | 3 |
| 38X112FTB | 3/8 X 1 1/2 FINE THRD BOLT | 2 |
| 38X1FTB | 3/8 X 1 FINE THREAD BOLT | 2 |
| 916FTN | 9/16-18 NYLON INSERT LOCKNU | 3 |
| 38FTN | 3/8-24 FINE N/I LOCK NUT | 4 |
| 916SAEW | 9/16 SAE WASHERS | 6 |
| 38X114FW | 3/8 X 1 1/4 FENDER WASHER | 2 |
| 38SAEW | 3/8 SAE WASHER | 4 |
| D260PSS-S | DODGE 02,PIN SUPPORT SLEEVE | 3 |
| 142118 | ES34 SLEEVE, 1.66" LONG | 4 |
| SP2016 | LARGE HOURGLASS BUSHING | 4 |

F5651 / F8651:

| <u>ITEM#</u> | <u>DESCRIPTION</u> | <u>QTY</u> |
|------------------------|--|------------|
| TB560-B (F5651 Box) | TRACK BAR DROP BRACKET | 1 |
| TB1146-B (F8651 Box) | TRACK BAR DROP BRACKET | 1 |
| RAB565-L | RADIUS DROP DOWN BRKT, DRIVER | 1 |
| RAB565-R | RADIUS DROP DOWN BRKT, PASSENGER | 1 |
| SBE5956 (F5651 Box) | EXTENDED SWAY BAR LINKS, FRONT | 2 |
| SBE5086-L (F8651 Box) | EXTENDED SWAY BAR LINKS, FRONT | 2 |
| BSB45-B | BUMP STOP BRACKETS, 4.5" TALL | 2 |
| 7156 | STEERING STABILIZER | 1 |
| CBL206-B | CARRIER BEARING LOWERING KIT | 1 |
| FBL56 (F5651 Box) | FRONT BRAKE LINE KIT | 1 |
| FBL86 (F8651 Box) | FRONT BRAKE LINE KIT | 1 |
| RBF50 | 5" REAR BLOCK | 2 |
| | (NOT INCLUDED IN F5651S & F8651S Box) | |
| 58X312X18U | U-BOLT (58X312X12U IN F5651S & F8651S Box) | 4 |
| HB-RABF565 | HDWR BAG:RADIUS DROP BRKTS, | 1 |
| HB-5250TBS (F5651 Box) | HDWR BAG:TRK BAR,B-STOPS,SWAY BAR | 1 |
| HB-8250TBS (F8651 Box) | HDWR BAG:TRK BAR,B-STOPS,SWAY BAR | 1 |
| VH32 (F5651 Box) | REAR VENT HOSE - 32" LONG | 1 |
| I-F545/65 | INSTRUCTION SHEET | 1 |

Hardware Bag Breakdown:**HB-RABF565****Radius Arm Drop Brackets**

| <u>ITEM#</u> | <u>DESCRIPTION</u> | <u>QTY</u> |
|--------------|----------------------------------|------------|
| 12X112FTB | 1/2X 1 1/2 FINE THREAD BOLT | 4 |
| 12FTN | 1/2" FINE THREAD LOCKNUT | 4 |
| 12SAEW | 1/2 SAE WASHER | 8 |
| 34X2CTB | 3/4 X 2 COARSE THREAD BOLT | 8 |
| 516X1FTB | 5/16 X 1 FINE THREAD BOLT | 3 |
| 34CTN | 3/4" COARSE THREAD LOCKNUT | 8 |
| 516FTN | 5/16" FINE THREAD LOCKNUT | 3 |
| RBLE5250 | REAR BRAKE EXT BRACKET 6" | 1 |
| 34SAEW | 3/4 SAE WASHER | 16 |
| 516SAEW | 5/16 SAE WASHER | 5 |
| 38X114FW | 3/8" LARGE FENDER WASHER | 1 |
| ABS55-S | ABS RELOCATION BRACKET | 2 |
| 58FSFTN | 5/8-18 FLANGE STOVER NUT | 8 |
| 716X314CTB | 7/16 X 3 1/4 COARSE BLT, GRADE 8 | 2 |
| 716SAEW | 7/16 SAE WASHER | 2 |
| 516X34TCFB | 5/16 X 3/4 THD CUT FLG BOLT | 2 |
| 14X1FTB | 1/4 X 1 FINE THREAD BOLT | 1 |
| 14FTN | 1/4" FINE THREAD LOCKNUT | 1 |
| 14SAEW | 1/4 SAE WASHER | 1 |

HB-5250TBS (F5651 Box) Track Bar, Bump Stops, Sway Bar Links

| <u>ITEM#</u> | <u>DESCRIPTION</u> | <u>QTY</u> |
|--------------|-----------------------------|------------|
| 916X3FTB | 9/16 X 3 FINE THREAD BOLT | 3 |
| 38X112FTB | 3/8 X 1 1/2 FINE THRD BOLT | 2 |
| 38X1FTB | 3/8 X 1 FINE THREAD BOLT | 2 |
| 916FTN | 9/16-18 NYLON INSERT LOCKNU | 3 |
| 38FTN | 3/8-24 FINE N/I LOCK NUT | 4 |
| 916SAEW | 9/16 SAE WASHERS | 6 |
| 38X114FW | 3/8 X 1 1/4 FENDER WASHER | 2 |
| 38SAEW | 3/8 SAE WASHER | 4 |
| D260PSS-S | DODGE 02,PIN SUPPORT SLEEVE | 3 |

HB-8250TBS (F8651 Box) Track Bar, Bump Stops, Sway Bar Links

| <u>ITEM#</u> | <u>DESCRIPTION</u> | <u>QTY</u> |
|--------------|-----------------------------|------------|
| 916X3FTB | 9/16 X 3 FINE THREAD BOLT | 3 |
| 38X112FTB | 3/8 X 1 1/2 FINE THRD BOLT | 2 |
| 38X1FTB | 3/8 X 1 FINE THREAD BOLT | 2 |
| 916FTN | 9/16-18 NYLON INSERT LOCKNU | 3 |
| 38FTN | 3/8-24 FINE N/I LOCK NUT | 4 |
| 916SAEW | 9/16 SAE WASHERS | 6 |
| 38X114FW | 3/8 X 1 1/4 FENDER WASHER | 2 |
| 38SAEW | 3/8 SAE WASHER | 4 |
| D260PSS-S | DODGE 02,PIN SUPPORT SLEEVE | 3 |
| 142118 | ES34 SLEEVE, 1.66" LONG | 4 |
| SP2016 | LARGE HOURGLASS BUSHING | 4 |

F5852A / F5852AH / F5852AS / F5852ASH / F8852 / F8852H / F8852S / F8852SH:

| <u>ITEM#</u> | <u>DESCRIPTION</u> | <u>QTY</u> |
|---|---|------------|
| TB580-B (F5852A / AH / AS / ASH Box) | TRACK BAR DROP BRACKET | 1 |
| TB1180-B (F8852 / H / S / SH Box) | TRACK BAR DROP BRACKET | 1 |
| RAB545-S | RADIUS DROP DOWN BRKT | 2 |
| SBE5956 (F5852A / AH / AS / ASH Box) | EXTENDED SWAY BAR LINKS, FRONT | 1 |
| SBE5086-L (F8852 / H / S / SH Box) | EXTENDED SWAY BAR LINKS, FRONT | 2 |
| BSB70-DB | BUMP STOP BRACKETS, 7" TALL / DRIVER | 1 |
| BSB70-PB | BUMP STOP BRACKETS, 7" TALL / PASSENGER | 2 |
| 7154 (F5852A / AH / AS / ASH Box) | STEERING STABILIZER | 1 |
| 7156 (F8852 / H / S / SH Box) | STEERING STABILIZER | 1 |
| CBL206-B | CARRIER BEARING LOWERING KIT | 1 |
| FBL56 (F5852A / AH / AS / ASH Box) | FRONT BRAKE LINE KIT | 1 |
| FBL86 (F8852 / H / S / SH Box) | FRONT BRAKE LINE KIT | 1 |
| RB45 (F5852A / AH Box) | 4.5" REAR BLOCK | 2 |
| | (NOT INCLUDED IN F5852AS & F5852ASH Box) | |
| RBF50 (F8852 / H Box) | 5" REAR BLOCK | 2 |
| | (NOT INCLUDED IN F8852S & F8852SH Box) | |
| VH32 (F5852A / AH / AS / ASH Box) | REAR VENT HOSE-5/16"X 32" | 1 |
| 58X312X18U (F5852A Box) | U-BOLT | 4 |
| 58X4X18U (F5852AH Box) | U-BOLT | 4 |
| 58X312X12U (F5852AS Box) | U-BOLT | 4 |
| 58X4X12U (F5852ASH Box) | U-BOLT | 4 |
| 58X312X18U (F8852 Box) | U-BOLT | 4 |
| 58X4X18U (F8852H Box) | U-BOLT | 4 |
| 58X312X12U (F8852S Box) | U-BOLT | 4 |
| 58X4x12U (F8852SH Box) | U-BOLT | 4 |
| HB-5250TBS (F5852A / AH / AS / ASH Box) | HDWR BAG:TRACK,BUMP,SWAY 05 | 1 |
| HB-RAB585 (F5852A / AH / AS / ASH Box) | HDWR BAG:RAD BRKTS,05 F250 | 1 |
| HB-5250-1 (F5852A / AH / AS / ASH Box) | HDWR BAG:BRK,CAR BRG,05 F250 | 1 |
| HB-RABF546 (F8852 / H / S / SH Box) | HDWR BAG:RADIUS DROP BRKTS, | 1 |
| HB-8250TBS (F8852 / H / S / SH Box) | HDWR BAG:TRK BAR,B-STOPS,SWAY BAR | 1 |
| I-F545/65 | INSTRUCTION SHEET | 1 |

Hardware Bag Breakdown:

| <u>ITEM#</u> | <u>DESCRIPTION</u> | <u>QTY</u> |
|--------------|-----------------------------|------------|
| 916X3FTB | 9/16 X 3 FINE THREAD BOLT | 3 |
| 38X112FTB | 3/8 X 1 1/2 FINE THRD BOLT | 2 |
| 38X1FTB | 3/8 X 1 FINE THREAD BOLT | 2 |
| 916FTN | 9/16-18 NYLON INSERT LOCKNU | 3 |
| 38FTN | 3/8-24 FINE N/I LOCK NUT | 4 |
| 916SAEW | 9/16 SAE WASHERS | 6 |
| 38X114FW | 3/8 X 1 1/4 FENDER WASHER | 2 |
| 38SAEW | 3/8 SAE WASHER | 4 |
| D260PSS-S | DODGE 02,PIN SUPPORT SLEEVE | 3 |

HB-5250TBS (F5852A / AH / AS / ASH Box) TRACK,BUMP,SWAY 05

| <u>ITEM#</u> | <u>DESCRIPTION</u> | <u>QTY</u> |
|--------------|-----------------------------|------------|
| 916X3FTB | 9/16 X 3 FINE THREAD BOLT | 3 |
| 38X112FTB | 3/8 X 1 1/2 FINE THRD BOLT | 2 |
| 38X1FTB | 3/8 X 1 FINE THREAD BOLT | 2 |
| 916FTN | 9/16-18 NYLON INSERT LOCKNU | 3 |
| 38FTN | 3/8-24 FINE N/I LOCK NUT | 4 |
| 916SAEW | 9/16 SAE WASHERS | 6 |
| 38X114FW | 3/8 X 1 1/4 FENDER WASHER | 2 |
| 38SAEW | 3/8 SAE WASHER | 4 |
| D260PSS-S | DODGE 02,PIN SUPPORT SLEEVE | 3 |

HB-RAB585 (F5852A / AH / AS / ASH Box) RAD BRKTS,05 F250

| <u>ITEM#</u> | <u>DESCRIPTION</u> | <u>QTY</u> |
|--------------|-----------------------------|------------|
| 34X512CTB | 3/4 X 5 1/2 COARSE BLT,GR 8 | 2 |
| 34X2CTB | 3/4 X 2 COARSE THD BLT,GR 8 | 4 |
| 34CTN | 3/4" COARSE THD N/I LOCKNUT | 6 |
| 34SAEW | 3/4 SAE WASHER | 12 |

HB-5250-1 (F5852A / AH / AS / ASH Box) BRK,CAR BRG,05 F250

| <u>ITEM#</u> | <u>DESCRIPTION</u> | <u>QTY</u> |
|--------------|-----------------------------|------------|
| RBLE5250-S | REAR BRAKE EXT BRKT,05 F250 | 1 |
| 716X314CTB | 7/16 X 3 1/4 COARSE BLT,GR8 | 2 |
| 716SAEW | 7/16 SAE WASHER | 2 |
| 516X1FTB | 5/16 X 1 FINE THRD BOLT | 1 |
| 516FTN | 5/16" FINE THRD N/I LOCKNUT | 1 |
| 516SAEW | 5/16 SAE WASHER | 1 |
| 38X114FW | 3/8 X 1 1/4 FENDER WASHER | 1 |
| 58FSFTN | 5/8-18 FLANGE STOVER NUT | 8 |

HB-RABF546 (F8852 / H / S / SH Box) Radius Arm Drop Brackets

| <u>ITEM#</u> | <u>DESCRIPTION</u> | <u>QTY</u> |
|--------------|-----------------------------|------------|
| 34X2CTB | 3/4 X 2 COARSE THREAD BOLT | 8 |
| 516X1FTB | 5/16 X 1 FINE THREAD BOLT | 2 |
| 34CTN | 3/4" COARSE THREAD LOCKNUT | 8 |
| 516FTN | 5/16" FINE THREAD LOCKNUT | 2 |
| 34SAEW | 3/4 SAE WASHER | 16 |
| 516SAEW | 5/16 SAE WASHER | 4 |
| ABS55-S | ABS RELOCATION BRACKET | 2 |
| 58FSFTN | 5/8-18 FLANGE STOVER NUT | 8 |
| 716X2CTB | 7/16 X 2 COARSE BLT,GRADE 8 | 2 |
| 716SAEW | 7/16 SAE WASHER | 2 |
| 516X34TCFB | 5/16 X 3/4 THD CUT FLG BOLT | 2 |
| 14X1FTB | 1/4 X 1 FINE THREAD BOLT | 1 |
| 14FTN | 1/4" FINE THREAD LOCKNUT | 1 |
| 14SAEW | 1/4 SAE WASHER | 1 |
| SP2016 | LARGE HOURGLASS BUSHING | 4 |

HB-8250TBS (F8852 / H / S / SH Box) Track Bar, Bump Stops, Sway Bar Links

| <u>ITEM#</u> | <u>DESCRIPTION</u> | <u>QTY</u> |
|--------------|-----------------------------|------------|
| 916X3FTB | 9/16 X 3 FINE THREAD BOLT | 3 |
| 38X112FTB | 3/8 X 1 1/2 FINE THRD BOLT | 2 |
| 38X1FTB | 3/8 X 1 FINE THREAD BOLT | 2 |
| 916FTN | 9/16-18 NYLON INSERT LOCKNU | 3 |
| 38FTN | 3/8-24 FINE N/I LOCK NUT | 4 |
| 916SAEW | 9/16 SAE WASHERS | 6 |
| 38X114FW | 3/8 X 1 1/4 FENDER WASHER | 2 |
| 38SAEW | 3/8 SAE WASHER | 4 |
| D260PSS-S | DODGE 02,PIN SUPPORT SLEEVE | 3 |
| 142118 | ES34 SLEEVE, 1.66" LONG | 4 |

Front Installation:

1. With the vehicle on flat level ground, set the emergency brake & block the rear tires.
2. Using a floor jack, raise the vehicle & place jack stands under the frame rails, behind the front wheel wells & lower the frame of the vehicle onto the jack stands.
3. While supporting front axle with a floor jack, remove the front tires / wheels.
4. Disconnect the drag link from the OEM pitman arm & remove the OEM front sway bar end links using a 18mm & 21mm socket. (See Photo # 1) Disconnect the upper brake line bracket from the upper coil bucket & disconnect the brakeline bracket from the axle.
5. Disconnect the track bar from the OEM track bar bracket using a 1 3/16" socket. (See Photo # 2) & remove both the brakeline brackets from the outside of the coil spring buckets on the frame using a 10mm socket.
6. Remove the OEM front shocks & lower the axle so the OEM coil springs become loose & remove. (See Photo # 3) **Note:** Be sure to retain the OEM upper rubber isolator pads, they will be reused with the new Skyjacker coil springs.
7. Disconnect the radius arms from the OEM frame brackets using a 15/16" socket. **Note:** Remove one side at a time so the axle does not move.



8. **6" lifts only:** Notice there are two different Skyjacker radius arm drop brackets. The long side MUST go to the outside & the short side to the inside. It will be necessary to drill two additional holes per side on the OEM radius arm brackets using the supplied templates on Pages 13 & 15. Line up the bottom two holes of the template with the OEM holes of the OEM bracket & center punch the upper two holes to be drilled. (See Photo # 4, Driver Side Shown) **Note:** Do not drill the holes until after new Skyjacker bracket is installed. (See Photo # 5)



Photo # 4

9. Install the new Skyjacker radius arm drop brackets, into the OEM radius brackets on the frame, using the supplied 3/4" x 2" coarse thread bolts, washers, & nuts in the OEM mounting holes. Torque to 280 Ft. Lbs. **Note:** The outside bolts install from the outside of the bracket & the inner bolts install from the inside of the bracket, pointing out.



Photo # 5

10. **6" lifts only:** Using a 1/2" drill bit, drill the holes that were center punched in Step # 8. Drill completely through OEM radius arm brackets & new Skyjacker radius arm brackets. Install the 1/2" x 1 1/2" fine thread bolts, washers, & nuts in the two new mounting locations on the outside of the OEM bracket. Torque to 90 Ft. Lbs.

11. Attach the OEM radius arms to new Skyjacker radius brackets using the OEM hardware. Torque to 280 Ft. Lbs. (See Photo # 6)



Photo # 6

12. Remove the OEM track bar bracket from the frame & front cross member using a 21mm & 18mm socket. Loosen & remove the pitman arm nut from the steering sector shaft using a 1 13/16" socket. Using a pitman arm puller, remove the pitman arm from the sector. (See Photo # 7)



Photo # 7

13. Before installing the new Skyjacker pitman arm, it is **EXREMELY IMPORTANT** that the following steps be followed. The dri-lock compound on the threads of the OEM nut & the threads on the steering sector shaft must be thoroughly cleaned off & the threads dried before applying thread locking compound. Apply a heavy bead of the supplied thread locking compound all the way around the entire threads of the nut. (See Photo # 8) Once the thread locking compound has been applied, install the new Skyjacker pitman arm using the OEM hardware. **Torque factory nut to 350 Ft. Lbs!**



Photo # 8

14. Using the three supplied .938" long anti crush spacers between the front of the new Skyjacker track bar bracket & OEM cross member. Install the new Skyjacker track bar bracket to the OEM location of the cross member using the 9/16" X 3" fine thread bolts, washers & nuts. Do not tighten at this time. (See Photo # 9)



Photo # 9

15. Attach the new Skyjacker track bar bracket to the frame using the OEM hardware. Torque all five track bar bracket bolts to 129 Ft. Lbs.

16. Remove the OEM bump stop & bump stop cup from the frame. The mounting hole on the frame & the bump stop cup must be drilled to 3/8". (See Photo # 10) Once drilled, the locator tab on top of the OEM bump stop cup must be tapped flat so the cup will sit flush against the new Skyjacker bump stop bracket. (See Photo # 11)



Photo # 10

17. Install the new Skyjacker bump stop bracket with the wide end of the new bracket to the OEM position on the frame. Place a 3/8" small washer on the 3/8" x 1 1/2" bolt. Install the bolt through the top hole of the bracket & frame & place the large 3/8" fender washer on top of the frame & secure with a 3/8" nut. Install the OEM bump stop cup to the bottom of the new bracket using the 3/8" x 1" fine thread bolt, washer, & nut. **Note:** Do Not use a washer under the bolt head. Reinsert the OEM bump stop into the OEM bump stop cup. (See Photo #12) **Note:** Photo # 12 shows the new Skyjacker bracket for a 6" lift. The new Skyjacker bracket for a 4" lift will be shorter & will not have the holes on the outside of the new bracket.



Photo # 11

18. Disconnect the ABS line from the OEM radius arm using a 13mm socket. Attach the new Skyjacker ABS line bracket to the OEM radius arm using the OEM hardware & the OEM ABS line bracket to the new Skyjacker bracket using the supplied 5/16" x 1" fine thread bolts, washers, & nuts. (See Photo # 13) Some models have a plastic snap in ABS line bracket. If your model has this plastic ABS line bracket, cut the snap in tab from this bracket & drill a 1/4" hole thru the bracket. Attach the new Skyjacker ABS line bracket to the OEM radius arm using the 5/16" x 3/4" self tapping bolt & the OEM bracket using 1/4" x 1" fine thread bolts, washers, & nuts. (See Photo # 14)

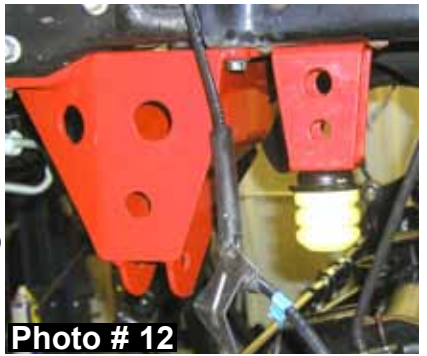


Photo # 12

19. Remove the OEM front brake lines from the upper bracket & simply pry the lower bracket open & remove the OEM brake line from the OEM bracket. (See Photo # 15). Disconnect the front brake line from the brake caliper.



Photo # 13



Photo # 15



Photo # 14

20. Install the new Skyjacker driver side brake line to the brake caliper. **Note:** Be very careful when attaching the brake line to the brake caliper. The lower banjo fitting must be angled upward when attached. If not angled correctly, the brake line will contact the body of the shock when turning. (Driver side brake line shown in Photo # 16) Attach the brake line to the steering knuckle with the supplied plastic cable clamps, using the OEM bolt at the ABS mounting position. (See Photo # 17)



21. **05-07 Models:** Attach the new Skyjacker driver side brake line bracket (Part # BE5250D-2 / One Bend) & new Skyjacker passenger side brake line bracket (Part # BE5250P-1 / Two Bends) to the driver & passenger side coil buckets using the OEM hardware. (See Photo # 18 & # 19)



22. Attach the OEM hard brake line to the new Skyjacker stainless steel brake line through the hole in the new brake line bracket. Secure new brake line to the new brake line bracket by inserting the brake line clip through the groove in the new brake line fitting (On the top side of the new bracket).



23. Install the new Skyjacker coil springs. **Note:** Be sure to reuse the OEM rubber isolator pad on top of each new coil spring. Let weight down on the new coil springs at this time. (See Photo # 20) Attach the track bar to the new Skyjacker track bar bracket using the OEM hardware. Torque to 280 Ft. Lbs. **Note: 08-10 Models, the new Skyjacker track bar bracket will have two mounting holes for the track bar. 4" Kits will use the upper hole & 6" kits will use the lower mounting hole.**



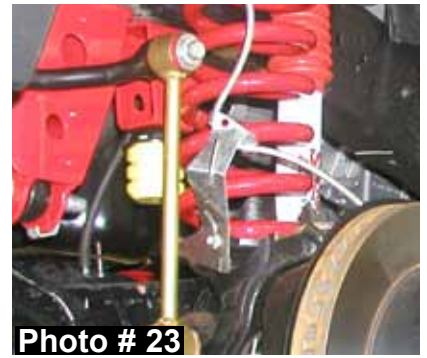
24. Install the new Skyjacker front shocks.

25. Install the new Skyjacker sway bar end links using the supplied bushings & sleeves. (See Photo # 21 & # 22)

26. **05-07 Models:** Assemble the supplied bushings on the other end of the sway bar link as shown. The mount on the axle will be between the two bushings. (See Photo # 22)



27. **08-10 Models:** Will simply have the hourglass bushings & sleeves on each end. (See Photo # 23) Attach the upper eye of the new Skyjacker sway bar end links to the sway bar using the OEM hardware while being sure to place the large 9/16" USS washer between the head of the OEM bolt & the new sway bar end link bushing. (See Photo # 23)



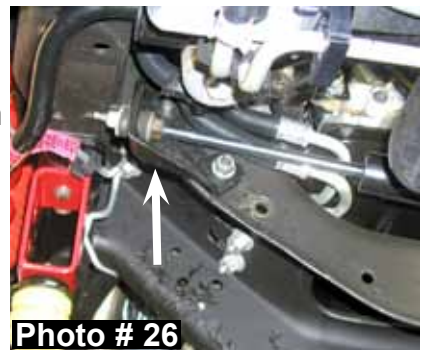
28. Reinstall the lower OEM brake line bracket to the axle. Place the new Skyjacker brake line through the lower OEM bracket & shift most of the slack up, away from the brake caliper. Recrimp the ends of the OEM brake line bracket to hold the new brake line in the OEM bracket. (See Photo # 23 & # 24)



29. Attach the drag link to the new Skyjacker pitman arm & tighten. With the drag link installed, check for adequate clearance between the drag link tie rod & the track bar bolt head at full left turn. If there is any contact, we recommend for the track bar bolt to be replaced with a 20mm x 90mm (3.5") bolt grade 10.9 (grade 8), & use a 3/4" SAE Flat washer between the bolt head & the new track bar bracket. This will provide some additional clearance if needed. (See Photo # 25)



30. Remove the OEM steering stabilizer & OEM steering stabilizer bracket from the cross member using a 18mm socket. (See Photo # 26)



31. Install the new Skyjacker steering stabilizer bracket to the cross member using the OEM hardware. Install the OEM bolts from the front. Torque to 90 Ft. Lbs.

32. **Part # 7156-UB:** Install the 1/2" x 1 1/4" fine thread bolt, washers, & nut in the third mounting hole. Torque to 90 Ft. Lbs. (See Arrow in Photo # 27)

33. Install the new Skyjacker tapered sleeve into the OEM tapered mounting hole of the drag link. With the tapered sleeve installed, insert the new Skyjacker tapered stud. (See Photo # 28)



34. Install the new Skyjacker non-tapered stud into the top of the new steering stabilizer bracket. Install the 5/8 hourglass bushings & boot onto the new steering stabilizer. Install the new steering stabilizer on the new studs & tighten. (See Photo # 29)



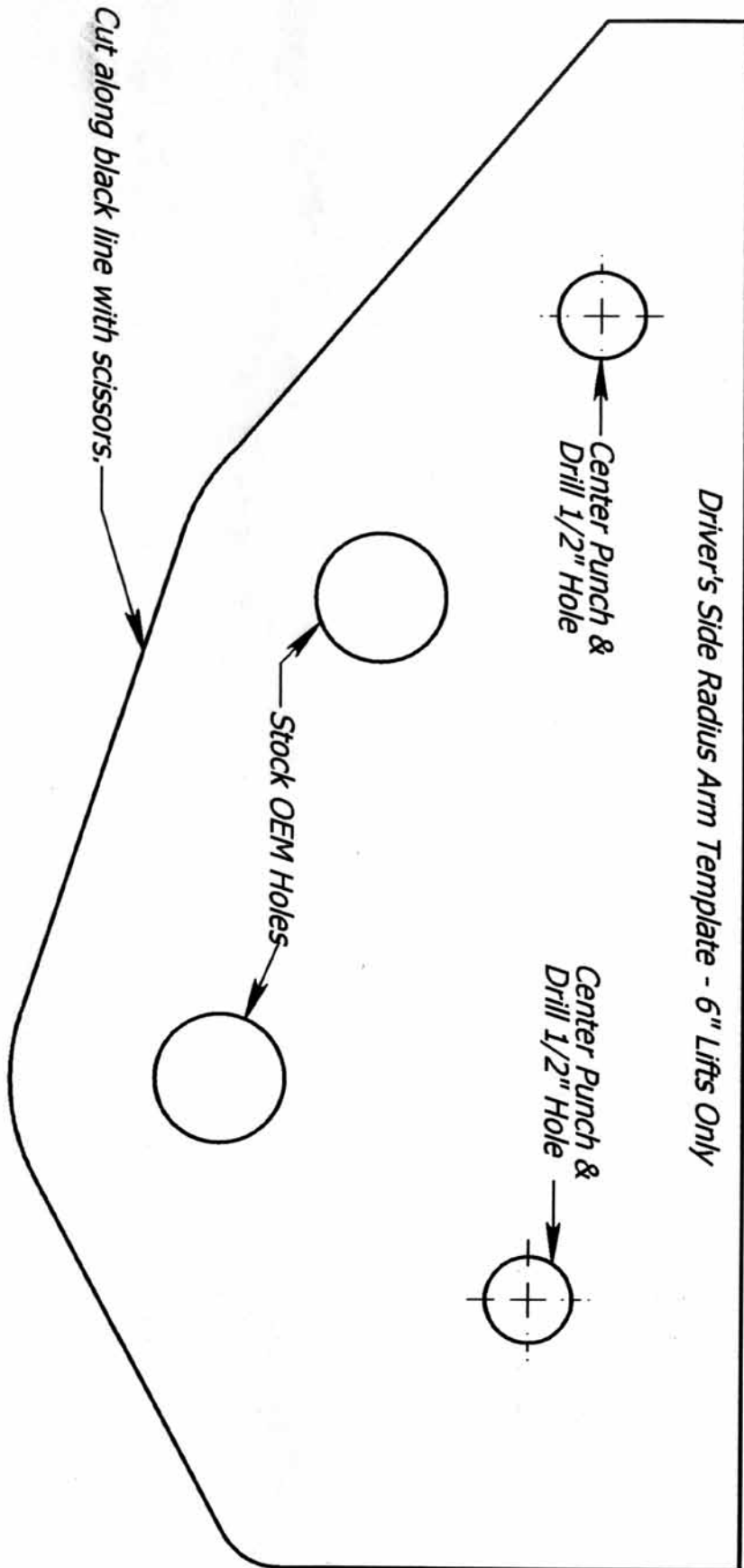
Rear Installation:

35. With the vehicle on flat level ground, set the emergency brake & block the front tires.
36. Place a floor jack under the vehicle & raise the vehicle. Place the jack stands under the frame rails & lower the frame of the vehicle onto the jack stands.
37. Remove the rear tires / wheels, shocks, u-bolts, & vent hose from the frame. (**Note:** The rear axle will now be free to move, so support securely on floor jack.)
38. **New Rear Leaf Spring Installation:** Remove the OEM rear springs & install the new Skyjacker rear leaf springs with the long end of the spring towards the rear bumper of the vehicle. (**Note:** Be sure the thick end of the bottom degree shim is also towards rear bumper.) The OEM rear blocks are maintained. Proceed to Step # 40.
39. **Rear Block Installation:** Install the new Skyjacker rear lift blocks with the taller end of the block towards the rear bumper of the vehicle. Install the new blocks between the rear leaf springs & the OEM blocks (The new block will be installed on top of the OEM block).
40. Using a floor jack, raise the axle up to the rear leaf springs. **Note:** Be sure the rear leaf spring tie bolts & block pins all align in the proper holes & are completely seated. Install & torque the new Skyjacker u-bolts to 110 ft. lbs.
41. Reattach the vent hose & relocate the vent hose to the bottom of the frame rail.
- 05-07 Models w/ 6" & 8.5" Lifts:** Replace the OEM vent hose with the new longer Skyjacker vent hose provided.
42. Install the new Skyjacker rear shocks, rear tires / wheels, & lower the vehicle to the ground.

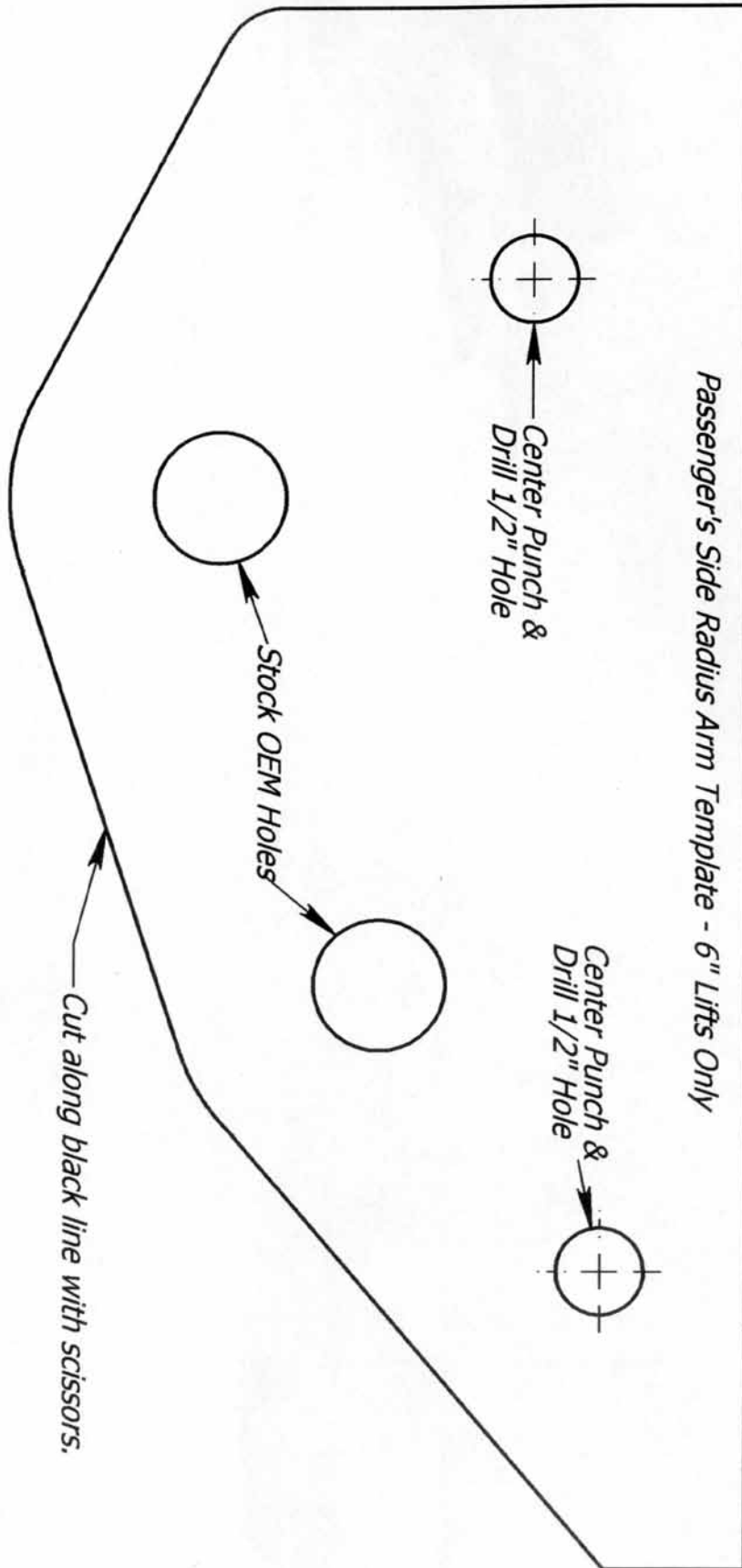
43. **6" lifts only:** Remove the top of the brake line from the OEM bracket. Attach the new Skyjacker brake line bracket to the OEM brake line bracket. Place the small 5/16" washer on the 5/16 x 1" bolt & insert the bolt through the new brake line bracket & OEM upper bracket. Now place the large 3/8" fender washer onto the bolt & tighten using the supplied 5/16" nut. Reconnect the OEM brake line through the hole in the new brake line bracket using the OEM clip. (See Photo # 30)



Radius Arm Template - 6" Lift Only Driver's Side



Radius Arm Template - 6" Lift Only Passenger Side



Bleeding The Brake System:

1. Fill the master cylinder with D.O.T. approved brake fluid.
2. Pump the brake pedal & hold down. While the pedal is down, open the bleeder screw to release the air out of the brake system. Close the bleeder screw & let the pedal up & re-pump. Continue this pumping / bleeding process until brake fluid is being excreted out of the bleeder screw & / or until no air is being expelled.
3. Bleed each line & make sure your master cylinder is full of brake fluid after each bleeding process.
4. The brake pedal will not "pump up" or have excessive down-travel if all the air is out of the brake system.
5. It is the customer's responsibility to check the brake lines for any leaks, abrasion, proper clearances, & brake line fittings after the first 100 miles & after every off-road activity.

Note: On models equipped with a carrier bearing on the rear driveshaft, it will be necessary to install the supplied carrier bearing lowering bracket to help eliminate any driveline vibration. Install using the supplied 7/16" bolts & washers. The bracket will mount between the carrier bearing & the OEM mount on the frame. (See Photo # 31)



Photo # 31

Important Note:

After the installation is completed & the vehicle is on the ground with the weight on the springs. Clearance must be checked between the driver side rear shock. In some situations, under acceleration, the shock will contact the u-bolt that attaches the lower bracket to the axle. (See Photo # 32)

Loosen the u-bolt that attaches the bracket to the axle & rotate the shock bracket upwards so additional clearance is achieved between the shock body & the u-bolt. (See Photo # 33)

Once in the desired position, retighten the u-bolt & torque to 90 ft. lbs. It is now recommended to tack weld the bracket to the axle tube to prevent movement of the bracket.



Photo # 32



Photo # 33

FINAL NOTES:

- After the installation is complete, double check that all nuts & bolts are tight. Refer to the following chart again for the proper torque specifications. (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 realign the front end to the OEM specifications.
- Retorque all the bolts after the first 100 miles.

| <u>TORQUE SPECIFICATIONS</u> | | | | | |
|-------------------------------------|----------------|----------------|-----------------------------|------------------|-------------------|
| <u>INCH SYSTEM</u> | | | <u>METRIC SYSTEM</u> | | |
| Bolt Size | Grade 5 | Grade 8 | Bolt Size | Class 8.8 | Class 10.9 |
| 5/16 | 15 FT LB | 20 FT LB | 6MM | 5 FT LB | 9 FT LB |
| 3/8 | 30 FT LB | 35 FT LB | 8MM | 18 FT LB | 23 FT LB |
| 7/16 | 45 FT LB | 60 FT LB | 10MM | 32 FT LB | 45 FT LB |
| 1/2 | 65 FT LB | 90 FT LB | 12MM | 55 FT LB | 75 FT LB |
| 9/16 | 95 FT LB | 130 FTLB | 14MM | 85 FT LB | 120 FT LB |
| 5/8 | 135 FT LB | 175 FT LB | 16MM | 130 FT LB | 165 FT LB |
| 3/4 | 185 FT LB | 280 FT LB | 18MM | 170 FT LB | 240 FT LB |

- **The above specifications are not to be used when the bolt is being installed with a bushing.**

Seat Belts Save Lives, Please Wear Your Seat Belt.