



1980-1997 Ford F250 / F350 4WD 4" - 6" Suspension Lift Installation Instructions

REQUIRED TOOL LIST:

- * Safety Glasses
- * Metric / Standard Wrenches & sockets
- * Assorted Drill Bits
- * Floor Jack
- * Jack Stands
- * Measuring Tape
- * 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:

- If larger tires (10% more than the OEM diameter) are installed, speedometer recalibration will be necessary. Contact your local Ford dealer or an authorized dealer for details.
- After installation, a qualified alignment facility is required to align the vehicle to the OEM specifications.

Twin I Beam Component Boxes:

Kit Box Breakdown:

F840T:

<u>ITEM#</u>	<u>DESCRIPTION</u>	<u>QTY</u>
LHB75-5	LEFT HINGE BRACKET F250	1
RHB75-6	RIGHT HINGE BRACKET F250	1
58X338X13U	5/8 X 3 3/8 X 13 U-BOLT ROUND	4
916X318X912U	9/16 X 3 1/8 X 9 1/2 U-BOLT	4
RB20	2" REAR BLOCK	2
HB-F8TM	HARDWARE BAG FOR F840-60 T & M	1

Box Kit # F840TS will not include rear blocks and the rear U-bolts will be Part # 58X338X11U

Box Kit # F860T will include (2) 4.5" Rear Blocks Part # RB45. The rear U-bolts will be Part # 58X338X1412U

Box Kit # F860TS will not include rear blocks & the rear U-bolts will be Part # 58X338X11U

Hardware Bag Breakdown:

HB-F8TM

<u>ITEM#</u>	<u>DESCRIPTION</u>	<u>QTY</u>
12FTN	1/2-20 FINE N/I LOCK NUT	8
12SAEW	1/2 SAE WASHER	8
12X112FTB	1/2 X 1 1/2 FINE THRD BOLT	8
58FTN	5/8-18 NYLON INSERT LOCKNUT	8
916FTN	9/16-18 NYLON INSERT LOCKNUT	8
SP2037	F250 SPRING BUSHING	8
SSF25080	SPRING SLEEVE F250 80-UP	4

Straight Axle Component Boxes:

Kit Box Breakdown:

F840M:

<u>ITEM#</u>	<u>DESCRIPTION</u>	<u>QTY</u>
58X338X1412U	5/8 X 3 3/8 X 14 1/2 U-BOLT ROUND	4
916X318X912U	9/16 X 3 1/8 X 9 1/2 U-BOLT	4
RB20	2" REAR BLOCK	2
TB35-B	TRACK BAR EXTENSION BRACKET F350	1
HB-F8TM	HARDWARE BAG FOR F840-60 T & M	1

Box Kit # F840MS will not include rear blocks & the rear U-bolts will be Part # 58X338X13U

Box Kit # F860M will include (2) 3.5" Rear Blocks Part # RB35. The rear U-bolts will be Part # 58X338X1612U

Box Kit # F860MS will not include rear blocks & the rear U-bolts will be Part # 58X338X13U

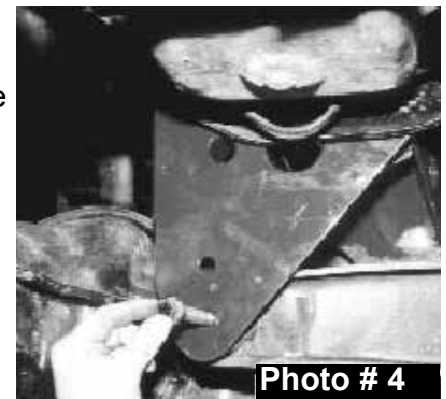
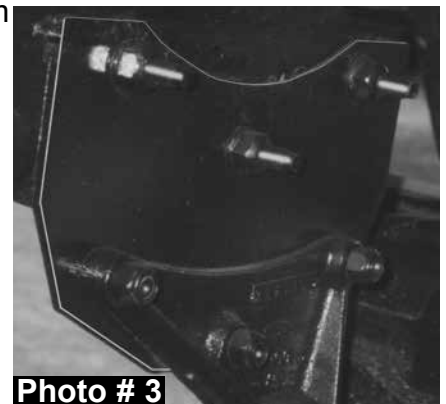
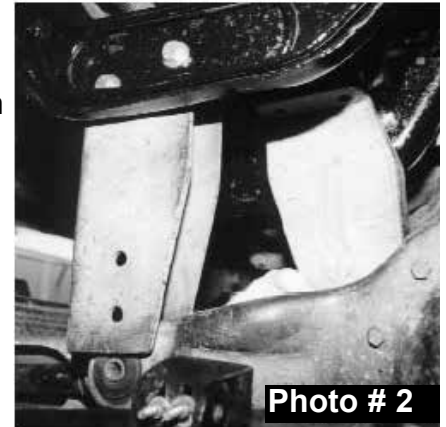
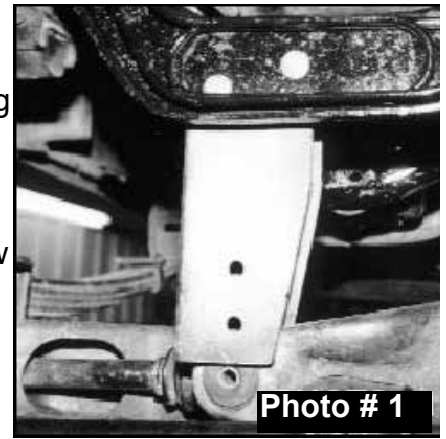
Hardware Bag Breakdown:

HB-F8TM

<u>ITEM#</u>	<u>DESCRIPTION</u>	<u>QTY</u>
12FTN	1/2-20 FINE N/I LOCK NUT	8
12SAEW	1/2 SAE WASHER	8
12X112FTB	1/2 X 1 1/2 FINE THRD BOLT	8
58FTN	5/8-18 NYLON INSERT LOCKNUT	8
916FTN	9/16-18 NYLON INSERT LOCKNUT	8
SP2037	F250 SPRING BUSHING	8
SSF25080	SPRING SLEEVE F250 80-UP	4

FRONT INSTALLATION:

1. The SOFTRIDE® front springs carry an offset center pin. The spring will be installed with the short end towards the front.
2. Open the hardware bag & apply a thin coat of lithium-based grease around the polyurethane bushings & insert into each eye of the new front springs then apply a thin coat on the outside of the bushings. Insert one "thin wall" sleeve (will be the front eye of spring) & one "thick wall" sleeve in each spring.
3. Raise the front of the vehicle & support securely with jack stands under the frame behind the front springs & block the rear tires. Remove the tires, shocks, & u-bolts (Caution: Once the u-bolts are removed, the front axle will be free to move, so support securely on a floor jack). Unbolt each end of the front leaf springs & remove from both sides. 1980 - 1997 F250 models & 80-85 IFS F350 models continue with Step # 4. 1986 - 1997 F350 models skip to Step # 6, All others skip to Step # 7.
4. Remove the drag link from the pitman arm & lower the assembly down. With a floor jack under the front differential & another floor jack under the passenger side axle housing, remove the two OEM axle hinge brackets from the cross member. Remove the axle beam bolt & discard the OEM brackets.
5. Install the new Skyjacker drop brackets with the supplied hardware (the larger bracket is for the passenger / right side axle beam). **DO NOT TIGHTEN AT THIS TIME.** (See Photo # 1 & # 2)
6. **Monobeam Models:** Remove the OEM track bar bracket from the cross member. Bolt the new Skyjacker extension bracket to the cross member & bolt the OEM bracket to the bottom of the new extension bracket using the supplied hardware. (See Photo # 3)
7. Install new springs with the short end towards the front bumper. (**NOTE: DO NOT tighten spring eye bolts at this time.**) Using the floor jack, raise the front axle up to the leaf springs. Be sure the tie bolts align & fit down into the holes in the axle housing. Install & evenly tighten the new Skyjacker u-bolts.
8. On IFS models, swing axle beams up to the new brackets & install the OEM hinge bolts (use the top hole for 4" kits & the bottom hole on 6" kits). (See Photo # 4) Tighten all the upper bolts on the new drop brackets & then tighten the lower hinge bolts. **Note:** You **MUST** weld each new drop bracket to its cross member. (See Photo # 5 & # 6) This is to help keep the cross member from cracking due to additional stress applied.



9. Install the new Skyjacker shocks & tires, then lower the vehicle to the ground. Tighten the spring eye bolts now that the vehicle weight is on the springs. Refer to the pitman arm instructions at this time.

Rear Installation:

1. Raise the rear of the vehicle & support securely with jack stands & block the front wheels. Remove the tires, shocks, & u-bolts. (Caution: The rear axle will now be free to move, so support securely with a floor jack.) "SYSTEMS" with rear springs, continue with Step # 2, otherwise skip to Step # 3 or # 4.

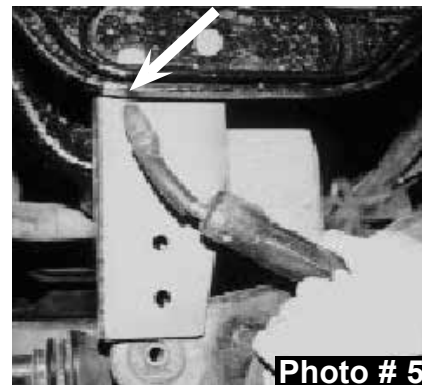


Photo # 5

2. **Systems With Rear Leaf Springs:** Unbolt & remove the OEM rear springs & bolt up the new Skyjacker rear springs with the long end of the spring towards the rear bumper. (NOTE: On springs with a bottom degree shim, the thick end of the shim must also be towards the rear bumper.) If the rear sits higher than the front, the OEM rear block may be removed to lower rear down, if desired.



Photo # 6

3. **Kits With Rear Blocks:** Install the new Skyjacker blocks underneath the OEM blocks with the tall end of the new blocks toward the rear bumper.

4. **Kits With Rear Add-A-Leafs:** Place C-clamps around the rear leaf spring pack within approximately 6" of each side of the tie bolt & remove the tie bolt from the spring pack. Install the new Skyjacker add-a-leaf between the spring pack & OEM bottom overload leaf. Insert the new tie bolt from the bottom going through the OEM overload, the new add-a-leaf, & the spring pack. Tighten the nut & remove the C-clamps from the spring pack.

5. Using a floor jack, raise the axle to the rear springs. Be sure the spring tie bolts & block pins all align in the proper holes. Install the new Skyjacker u-bolts & shocks. Install the tires & lower the vehicle to the ground.

TORQUE SPECIFICATIONS					
INCH SYSTEM			METRIC SYSTEM		
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 FT LB	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 bolt is being installed with a bushing.**

NOTES:

- * On models equipped with a rear carrier bearing, it will be required to lower the carrier bearing after the installation of this lift. (Order Skyjacker Part # CBL3401)
- * All IFS Fords require a front end alignment after suspension changes are made. Your local front end alignment shop can do this. Toe-In & Camber / Caster adjustment is required. If needed, adjustable camber / caster bushings are available. (Order Skyjacker Part #1032H qty 2 required)
- * Have the front end alignment checked periodically by a professional for your safety & longer tire life.
- * Check 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 DOT approved stainless steel lines available from Skyjacker.
- * It may be necessary to re-center the steering wheel so there are equal turns left & right by adjusting the turn buckles on the drag link / tie rod assembly.
- * Check clearance between the tires & leaf springs. If there is possibility of contact, adjust the steering stops to prevent contact.
- * Retorque ALL nuts, bolts, & especially the u-bolts after the first 100 miles, again after another 100 miles, & then check periodically thereafter.

ACCESSORIES:

- SOFTRIDE® Rear Springs
- SOFTRIDE® Hydro & Nitro Shocks
- Triple or Dual Front Shock Kit
- HD OEM Replacement Steering Stabilizer
- Single Steering Stabilizer
- Dual Steering Stabilizer
- Extended Stainless Steel Brake Lines - DOT Approved
- Extended Sway Bar End Links
- Carrier Bearing Lowering Kit

SEAT BELTS SAVE LIVES. PLEASE WEAR YOUR SEAT BELT.