



F1200 Installation Instructions **2004-2008 Ford F-150 2wd/4wd** **2" Front Spacer Kit**

Read and understand all instructions and warnings prior to installation of product and operation of vehicle.

Zone Offroad Products recommends this system be installed by a professional technician. In addition to these instructions, professional knowledge of disassembly/ reassembly procedures and post installation checks must be known. Minimum tool requirements include the following: Assorted metric and standard wrenches, hammer, hydraulic floor jack and a set of jack stands. See the "Special Tools Required" section for additional tools needed to complete this installation properly and safely.

» PRODUCT SAFETY WARNING

Certain Zone Suspension Products are intended to improve off-road performance. Modifying your vehicle for off-road use may result in the vehicle handling differently than a factory equipped vehicle. Extreme care must be used to prevent loss of control or vehicle rollover. Failure to drive your modified vehicle safely may result in serious injury or death. Zone Offroad Products does not recommend the combined use of suspension lifts, body lifts, or other lifting devices.

You should never operate your modified vehicle under the influence of alcohol or drugs. Always drive your modified vehicle at reduced speeds to ensure your ability to control your vehicle under all driving conditions. Always wear your seat belt.

Difficulty Level

easy 1 **2** 3 4 5 difficult

Estimated installation: 2 hours

Special Tools Required

30mm (1-3/16") socket or wrench

27mm (1-1/16") socket or wrench

Tire/Wheel Fitment

33" x 12.50" Tire

Factory wheel offset

» PRE-INSTALLATION NOTES

1. Special literature required: OE Service Manual for model/year of vehicle. Refer to manual for proper disassembly/reassembly procedures of OE and related components.
2. Adhere to recommendations when replacement fasteners, retainers and keepers are called out in the OE manual.
3. Larger rim and tire combinations may increase leverage on suspension, steering, and related components. When selecting combinations larger than OE, consider the additional stress you could be inducing on the OE and related components.
4. Post suspension system vehicles may experience drive line vibrations. Angles may require tuning, slider on shaft may require replacement, shafts may need to be lengthened or trued, and U-joints may need to be replaced.
5. Secure and properly block vehicle prior to installation of Zone Offroad Products. Always wear safety glasses when using power tools.
6. If installation is to be performed without a hoist, Zone Offroad Products recommends rear alterations first.
7. Due to payload options and initial ride height variances, the amount of lift is a base figure. Final ride height dimensions may vary in accordance to original vehicle attitude. Always measure the attitude prior to beginning installation.

Kit Contents

Qty	Part
2	Strut Spacer
1	Bolt Pack

Important—measure before starting!

Measure from the center of the wheel up to the bottom edge of the wheel opening

LF _____ RF _____

LR _____ RR _____

Step 4 Note

There are two different styles of sway bar links on the 04-08 model F-150s. The links will either have a stem of ball joint mount at the sway bar. The ball joint model is shown in figure 1.

Step 5 Note

Take care not to damage the tie rod end.

INSTALLATION INSTRUCTIONS

1. Park the vehicle on a clean, flat surface and block the rear wheels for safety.
2. Raise the front of the vehicle with a hydraulic jack and support with jack stands under the frame rails.
3. Remove the front wheels.
4. Disconnect the driver's and passenger's side sway bar links from the sway bar **Figure 1**. Save link hardware.

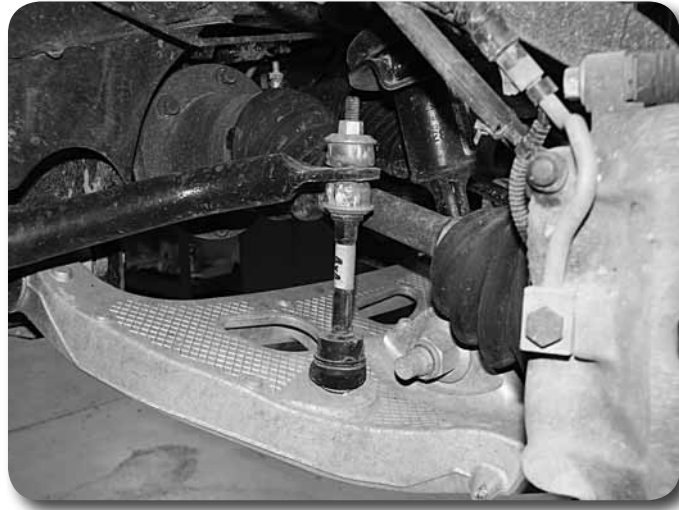


Figure 1

5. Remove the steering tie rod end nut from the tie rod end at the knuckle **Figure 2**. Thread the nut back on a couple of turns. Strike the knuckle with a hammer near the tie rod end to dislodge it from the knuckle. Remove the nut and the tie rod end from the knuckle. Save tie rod end nut.



Figure 2

6. Support the lower control arm with a hydraulic jack.
7. Mark the front of the strut body to indicate driver's versus passenger's side.
8. Remove the three upper strut mounting nuts at the frame **Figure 3**. Do not remove the center strut rod nut, it is under extreme pressure. Save mounting nuts.

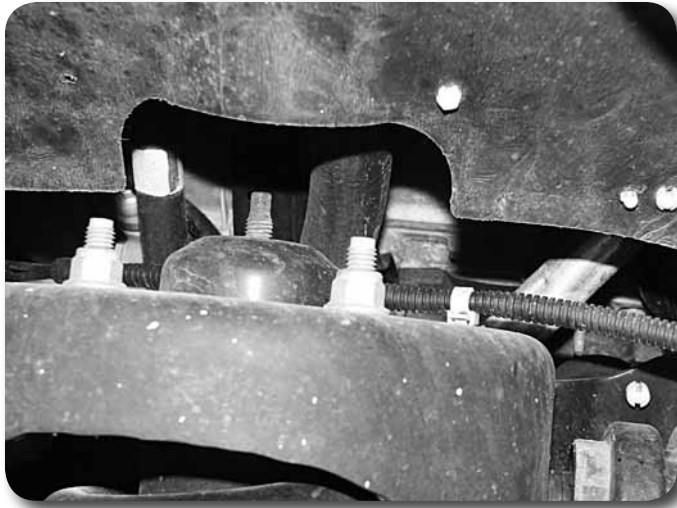


Figure 3

9. Loosen the lower strut mounting bolt at the lower control arm **Figure 4**. This bolt requires a 27mm (1-1/16") wrench/socket for the bolt head and a 30mm (1-3/16") wrench/socket for the nut. Leave the bolt/nut in place to hold the strut in place.



Figure 4

10. Remove the upper ball joint nut **Figure 5**. Thread the nut back on a couple of turns. Strike the knuckle with a hammer near the ball joint to dislodge it from the knuckle. Remove the nut and the upper ball joint from the knuckle. Save ball joint nut. Allow the knuckle to rotate down and backward to gain clearance for the strut to be removed.
11. Remove the lower strut mounting hardware and save. Remove the strut from the vehicle.
12. Locate the new provided strut spacers. Install 7/16" x 2" bolts into the spacer. Attach the strut spacers to the struts with the original mounting nuts **Figure 6**. Torque nuts to 35 ft-lbs.

Step 10 Note

Take care not to damage the ball joint during removal.

Take care not to over-extend the brake lines and CV axle shafts when moving knuckle out of the way. Support as necessary.

Post-Installation Warnings

1. Check all fasteners for proper torque. Check to ensure for adequate clearance between all rotating, mobile, fixed, and heated members. Verify clearance between exhaust and brake lines, fuel lines, fuel tank, floor boards and wiring harness. Check steering gear for clearance. Test and inspect brake system.
2. Perform steering sweep to ensure front brake hoses have adequate slack and do not contact any rotating, mobile or heated members. Inspect rear brake hoses at full extension for adequate slack. Failure to perform hose check/ replacement may result in component failure.
3. Perform head light check and adjustment.
4. Re-torque all fasteners after 500 miles. Always inspect fasteners and components during routine servicing.

Recommend Alignment Specifications

Caster

$4.50^{\circ} \pm 1.00^{\circ}$

Camber

$-0.20^{\circ} \pm 0.75^{\circ}$

Total Toe

$+0.15^{\circ} \pm 0.25^{\circ}$



Figure 5



Figure 6

13. Install the modified strut assembly in the vehicle. Be sure the strut goes back into the same side it was removed. Attach the new strut spacer to the frame through the original mounting holes and loosely fasten with the provided 7/16" nuts and washers. Just start the nuts on by hand a couple threads.
14. Fasten the strut to the lower control arm with the original bolt/nut. Leave loose. With the lower hardware installed, go back and torque the new upper hardware to 40 ft-lbs.
15. Reconnect the tie rod end to the knuckle with the original nut. Torque nut to 100 ft-lbs.
16. Reconnect the upper ball joint to the knuckle with the original nut. Torque nut to 85 ft-lbs.
17. With both sides complete, reconnect the sway bar links to the sway bar with the original hardware. Torque to 25 ft-lbs.
18. Install the wheels and lower the vehicle to the ground.
19. Bounce the front of the vehicle to settle the suspension. Torque the lower strut mount bolts to 350 ft-lbs.
20. Check all hardware for proper torque. Check hardware after 500 miles.
21. The vehicle will need a complete front end alignment.