1980-1997 Ford F-250 / F-350 4x4 Class I, II 4” / 6” Suspension lift Installation Instructions

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REQUIRED TOOL LIST:

* Metric and Standard wrenches and sockets
* Assorted Drill Bits
* Floor Jack
* Jack Stands
* Measuring Tape
* Torque Wrench

Before beginning the installation, read these instructions and the enclosed driver’s WARNING NOTICE thoroughly and completely. Also affix the WARNING decal in passenger compartment in clear view of all occupants. If any of these items are missing from this instruction packet, do not proceed with installation, but call SKYJACKER® to obtain needed items. If you have any questions or reservations about installing this lift kit, call SKYJACKER® at 318-388-0816 for Technical Assistance or Customer Service departments.

Make sure you park the vehicle on a level concrete or asphalt surface. Many times a vehicle is uneven (side-to-side) from the factory, but usually not noticed until a lift kit has been installed which makes the difference more visible. Using a measuring tape, measure the front and rear (both sides) from the ground up to the center of the fender opening above the axle. Record below for future reference.

Driver Side Front: _____ Passenger Side Front: _____

Driver Side Rear: _____ Passenger Side Rear: _____

IMPORTANT NOTES:

- Please refer to Parts List to insure that all parts and hardware are received prior to disassembly of vehicle. If any parts are found to be missing, contact your dealer as soon as possible.
- If larger tires (10% more than stock diameter) are installed, speedometer recalibration is necessary (see Ford dealer or Tire Store).
- This lift is determined from the front while only lifting the rear to a position level with the front.
- After installation occurs, a qualified alignment facility is required to align the vehicle to factory specs.

Twin I Beam Component Boxes:

Kit Box Breakdown:

F840T:

ITEM#	DESCRIPTION	QTY
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 and the rear U-Bolts will be part# 58x338x11U

Hardware Bag Breakdown:
HB-F8TM

ITEM#	DESCRIPTION	QTY
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

Class II Boxes will include the one piece Center Hinge Bracket Part # CHB752, Front Sway Bar Extended Links, and Pitman Arm Part # FA400.

Straight Axle Component Boxes:

Kit Box Breakdown:

F840M:

ITEM#	DESCRIPTION	QTY
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
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 and 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# 58x338x1412U
Box Kit# F860MS will not include rear blocks and the rear U-Bolts will be part# 58x338x13U

Hardware Bag Breakdown:
HB-F8TM

ITEM#	DESCRIPTION	QTY
12FTN	1/2-20 FINE N/I LOCK NUT	8
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916FTN	9/16-18 NYLON INSERT LOCKNUT	8
SP2037	F250 SPRING BUSHING	8
SSF25080	SPRING SLEEVE F250 80-UP	4

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.**

FRONT INSTALLATION:

1. The SOFTRIDE® front springs carry an offset center pin. Spring will be installed with the short end towards the front.
2. Open the hardware bag and apply a thin coat of lithium-based grease around the polyurethane bushings and insert into each eye of the new front springs then apply a thin coat on the outside of bushings. Insert one "thin wall" sleeve (will be the front eye of spring) and one "thick wall" sleeve in each spring.
3. Raise front of vehicle and support securely with jack stands under the frame behind front springs and block the rear wheels. 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 front leaf springs and remove from both sides. 1980 - 1997 F250 models and 80-85 IFS F350 models continue with Step #4. 1986 - 1997 F350 models skip to Step #6, All and others skip to Skip #7.
4. Remove drag link from the pitman arm and lower assembly down. With a floor jack under the front differential and another floor jack under passenger side axle housing, remove the 2 original axle hinge bracket from crossmember. Remove axle beam bolt and discard original brackets.
5. **a)** Class 1: Install new drop brackets (refer to photo #1 & 2) with the included hardware (the larger bracket is for the passenger/right side axle beam). DO NOT TIGHTEN AT THIS TIME. Skip to step #7. **b)** Class 2: Install new drop bracket (refer to photo #3 & 4) with the included hardware (the larger bracket is for the passenger/right side axle beam). DO NOT TIGHTEN AT THIS TIME. Skip to step #7.
6. Monobeam models: Remove the factory track bar bracket from crossmember. Bolt new extension bracket to crossmember, and bolt factory bracket to bottom of extension bracket using new hardware. (See Photo #5)
7. Install new springs with 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 tie bolts align and fit down into the holes in the axle housing. Install and evenly tighten new u-bolts.

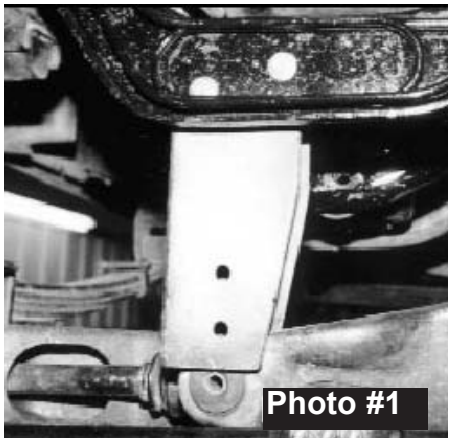
Photo #1

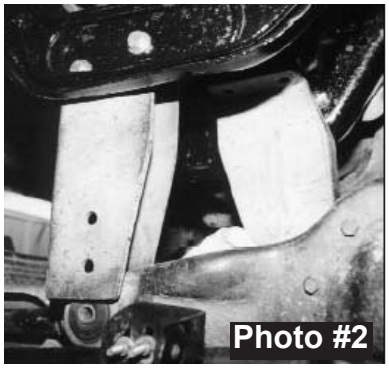
Photo #2

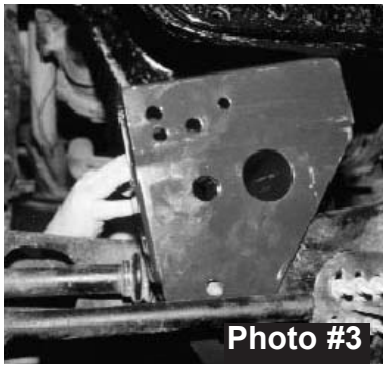
Photo #3

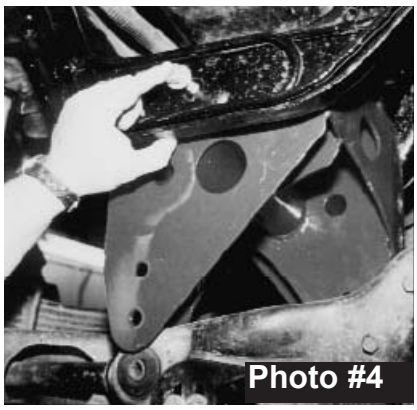
Photo #4

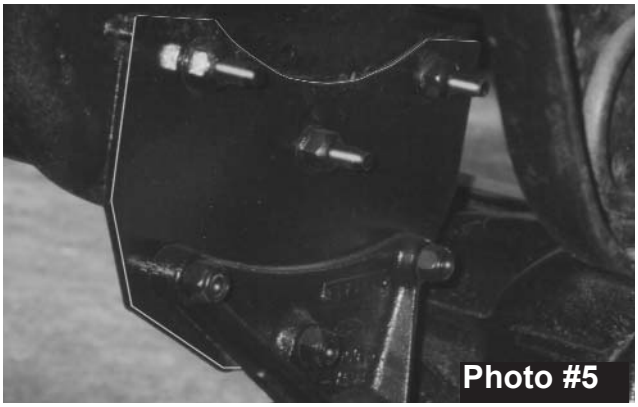
Photo #5

8. On IFS models, swing axle beams up to new brackets and install original hinge bolts (use the top hole for 4" kits, and the bottom hole on 6" kits). See photo #6. Tighten all the upper bolts on the new drop brackets, then also tighten the lower hinge bolts. Class 1 ONLY: You MUST weld each new drop bracket to its crossmember as shown in photos 7 & 8. This is to help keep crossmembers from cracking due to additional stress applied. NOTE: Class 2 kits do NOT require welding due to the mass of the bracket supporting the entire crossmember and the strength of the 1-piece designed bracket.
9. Install new shocks and tires, then lower vehicle to ground. Now Tighten spring eye bolts since the vehicle weight is on the springs. Refer to pitman arm instructions at this time.
10. On Class II lifts: install new extended sway bar end links on the front sway bars.

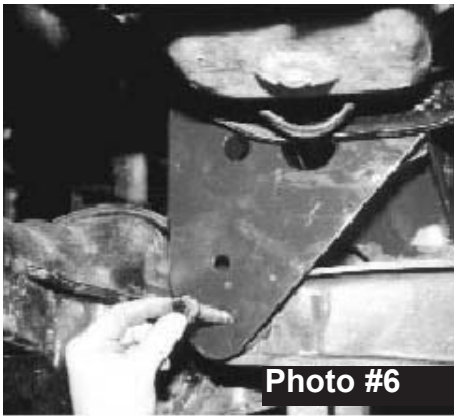
Photo #6

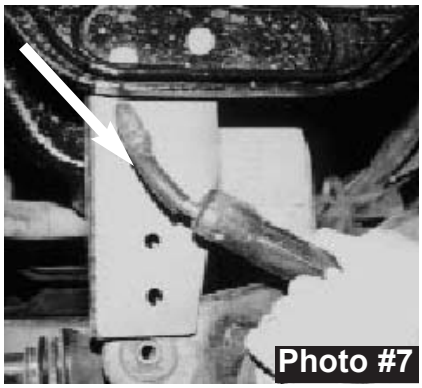
Photo #7

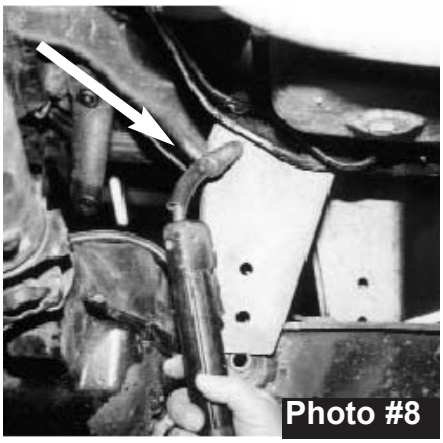
Photo #8

Rear Installation:

11. Raise rear and support securely with jack stands and block the front wheels. Remove the tires, shocks and 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 #12, else skip to step #13 or #14.
12. "SYSTEMS" with new rear leaf springs: Unbolt and remove the stock rear springs and bolt up the new rear springs with long end of spring towards rear bumper. (NOTE: On springs with a bottom degree shim, thick end of shim must also be towards rear bumper.) If the rear sits higher than the front, the original rear block may be removed to lower rear down, if desired.
13. Kits with rear blocks: Install the spacer blocks, tall end toward the rear bumper, between springs and original blocks. This means the new block will be installed on top of original block.
14. Kits with rear add-a-leafs: Place a C-clamp around the rear leaf spring pack within approximately 6" of each side of the tie bolt, and remove the tie bolt from the spring pack. Install the new Add-a-Leaf between spring pack and original bottom overload leaf. Insert new tie bolt from the bottom going through the original overload, the new Add-a-Leaf, and then the spring pack. Tighten nut and remove C-clamp from spring pack.
15. Using the floor jack, raise the axle up to rear springs. Be sure the spring tie bolts and block pins all align in proper holes. Install and tighten new u-bolts, shocks, and tires. Now lower the vehicle to back down to ground.

NOTES:

* On models equipped with a rear carrier bearing, it will be required to lower carrier bearing after installation of this lift. Order Skyjacker part #CBL3401.
* All IFS Fords require front end alignment after suspensions changes are made. Your local front end alignment ship can do this. Toe-In and Camber/Caster adjustment is required. If needed, adjustable camber/caster bushings are available direct from Skyjacker. (#1032H ea. for 0-2/34)
* Be sure and have front end alignment checked periodically by a professional for your safety an longer tire life.
* Check drive shafts to be sure there is proper length. Check brake line length; it may be necessary to re-route original lines or replace with new longer DOT Approved stainless steel lines available from SKYJACKER.
* It may be necessary to re-center the steering wheel so that there are equal turns left and right by adjusting the turn buckles on the drag link/tie rod assembly.
* Check clearance between new tires and leaf springs. If there is possibility of contact, adjust the steering stops to prevent contact.

ACCESSORIES:

• SOFTRIDE® rear springs are available separately.
• SOFTRIDE® Hydro and 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
• Body Lifts
• Extended Sway Bar End Links (included in Class II lifts)
• Class II 1-piece replacement Center Hinge Bracket (included in Class II lifts)
• Carrier/Swing Bearing Lowering Kit
• Polyurethane components such as: Sway Bar, Shackle, and Cab Bushings Kits.

NOTICE: Retorque ALL nuts, bolts and especially the u-bolts after the first 100 miles, again after another 100 miles, and then check periodically thereafter.

SEAT BELTS DO SAVE LIVES. PLEASE WEAR YOUR SEAT BELT.