



1983-1997 Ranger 4x4 1984-1990 Bronco II 4x4 8" Suspension lift Installation Instructions

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 unlevel (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. **Note: Due to OEM inconsistency and available options, the amount of lift gained by this lift kit can vary as much as 1/2".**

Driver Side Front: _____

Passenger Side Front: _____

Driver Side Rear: _____

Passenger Side Rear: _____

Note: On 1985-1991 Bronco II models equipped with a "tulip type" one piece drive shaft, must replace the rear drive shaft with a "slip" style drive shaft. New drive shafts are available from Skyjacker: Part# RDS85A = Automatic Transmission, Part# RDS85S = Standard Transmission.

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.

Kit Box Breakdown:

138C:

<u>ITEM#</u>	<u>DESCRIPTION</u>	<u>QTY</u>
LHB38-5	LEFT HINGE BRACKET 8" RANGER	1
RHB38-6	RIGHT HINGE BRACKET 8" RANGER	1
RHB38-6BP	RIGHT HINGE BRACKET-BACKING PLATE	1
LRB38-5	LEFT RADIUS BRACKET 8" RANGER	1
RRB38-6	RIGHT RADIUS BRACKET 8" RANGER	1

Kit Box Breakdown:

138RH:

<u>ITEM#</u>	<u>DESCRIPTION</u>	<u>QTY</u>
RB45	4.5" REAR BLOCK	2
12X234X1312U	1/2 X 2 3/4 X 13 1/2 U-BOLT ROUND	4
FA600	PITMAN ARM/5.5"DROP 80>FORD	1
HP138BR	HARDWARE PACK FOR 138 KITS	1
FBL38	FRONT BRAKE LINES 8"RAN/BR2	1
RBL35	REAR BRAKE LINE RANGER/BRONCO II	1
SBE938	PAIR SWAY BAR END LINKS, W/ HARDWARE	1

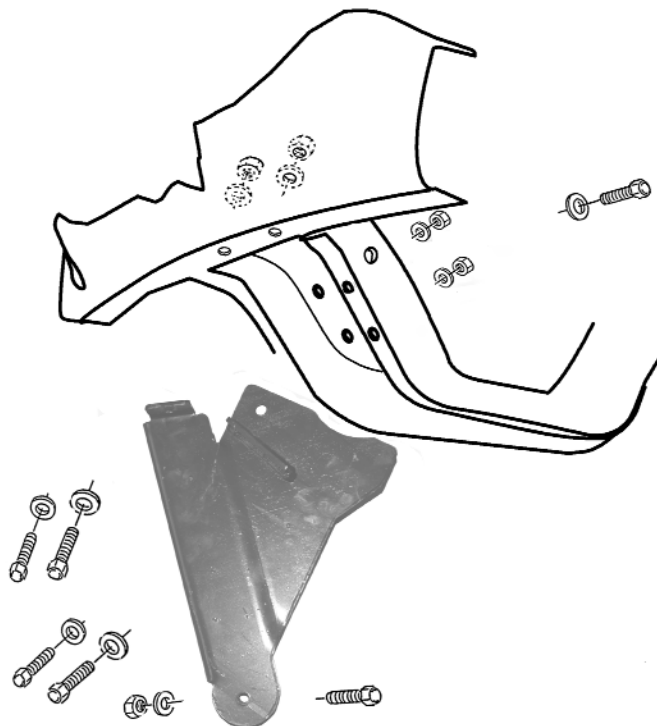
Note: 138BH will include two 5.5" blocks. Part# RB55

Note: 138BHS, and 138RHS will not include lift blocks. The four U-bolts will be 12X234X1312U

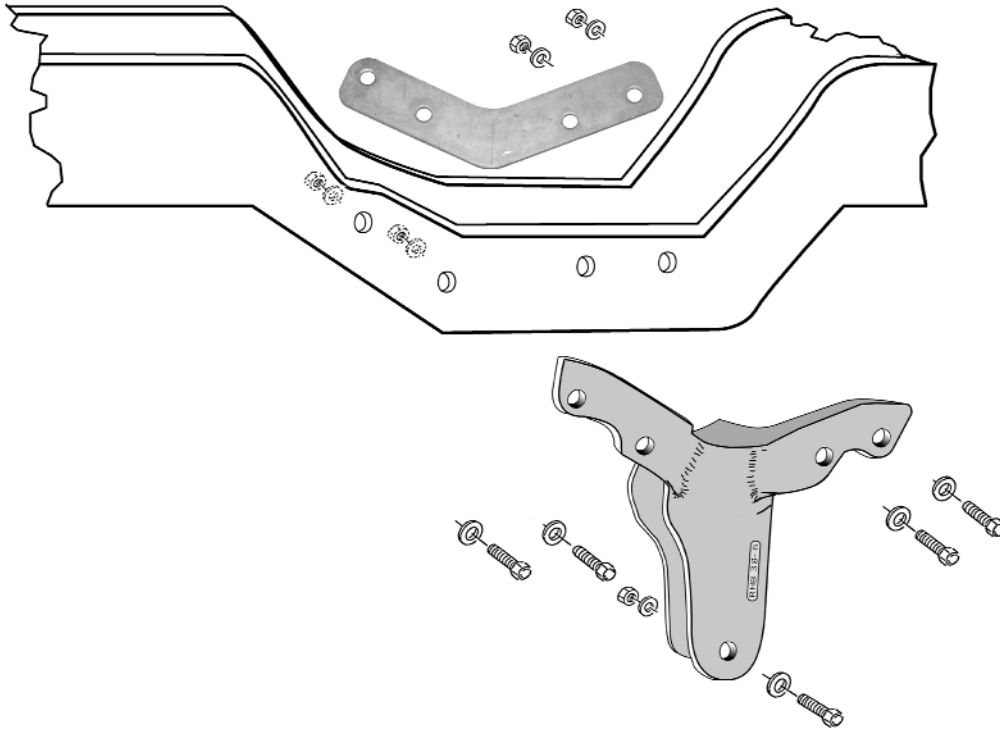
<u>HP138BR</u>	<u>Hardware Package</u>	
<u>ITEM#</u>	<u>DESCRIPTION</u>	<u>QTY</u>
12X112FTB	1/2 X 1 1/2 FINE THRD BOLT	3
12X2FTB	1/2 X 2 FINE THREAD BOLT	4
12FTN	1/2-20 FINE N/I LOCK NUT	15
12SAEW	1/2 SAE WASHER	7
716X112FTB	7/16 X 1 1/2 FINE THRD BOLT	10
716FTN	7/16-20 FINE N/I LOCK NUT	10
716SAEW	7/16 SAE WASHER	20
916X312FTB	9/16 X 3 1/2 FINE THRD BOLT	1
916FTN	9/16-18 NYLON INSERT LOCKNUT	1

To Install Front:

1. Raise front of vehicle and support securely with jack stands under the frame behind the radius arms and block the rear wheels. Remove the tires and shocks. Now remove the drag link assembly from the pitman arm and lower assembly down. If your vehicle has a front anti-sway bar, disconnect the brackets that hold it to the frame. Disconnect vent hose from the front axle housing.
2. Refer to the front Brake Hose installation instructions at this time. Front part # FBL35.
3. With a floor jack under the radius arm center cross member and light pressure applied, remove the 2 bolts and 2 rivets from radius arm at frame on each side of cross member. Block up cross member and remove jack.
4. Place one floor jack under differential on left axle housing, and another floor jack under right axle housing between coil spring and center hinge bracket. With light pressure applied from the jacks, remove the shock, and then remove the lower retaining nut and washer at the bottom of coil spring. Lower jack down and remove coil spring. Coil will come out at top by twisting it. It may also be necessary to loosen the 2 bolts on bottom shock bracket. Repeat on other side.
6. Unbolt the center hinge bracket from the left front axle beam. Lower the axle beam down, remove axle beam bolt from bracket and discard bracket.
7. Remove axle beam bolt from right hinge bracket, and lower axle beam down. Remove the four rivets from center hinge bracket on the frame side toward the front bumper. Knock rivets out and discard bracket.
8. To install new left front axle beam bracket, the original bolts will be reused in original locations. Hardware has been included for the 4 additional holes in the new bracket (1/2 x 1 1/2"). Start all the bolts first then tighten them all. Drill the two holes on the cross member lip straight in line through the two holes on the member lip then bracket. Install washers and nuts then tighten. Drill the hole for the second front vertical cross member bolt. Drill 3rd upper hole on backside of bracket at original 2 holes. Install the bolts, washers and nuts then tighten. Swing up axle beam, install original hinge bolt and tighten. Be sure all bolts are tight.



9. To install new right axle beam bracket, start bolts (1/2 x 2") through bracket, cross member and then backing plate, so that the washers and nuts will be on the cross member side next to front bumper. Swing up axle beam and install new 9/16 x 3 1/2" bolt. Tighten all bolts.



10. Install new radius arm brackets, and bolt original brackets to the new ones (7/16 x 1 1/2"). The bolt holes on the frame and radius arm cross member will need to be drilled out to 1/2". Double the amount of washers are included so that a washer is used under each bolt head and another one against the nut. Tighten all bolts.
11. With jack beneath coil spring, install the new spring and shock, and also tighten the 2 bolts on bottom shock bracket. Do on each side. Be sure all bolts and nuts are tight. Reconnect vent hose to front axle housing and reconnect sway bar brackets. On Ranger and Bronco II models equipped with an anti-sway bar, install the sway bar lowering brackets at this time. Tighten sway bar.
12. Remove pitman arm at this time (a Puller may be necessary). Be careful not to damage threads of output shaft. Install new drop down pitman arm and tighten. Reinstall drag link at this time. It may be necessary to adjust toe-in and toe-out before driving vehicle to be aligned. If needed, adjust so that the front of the tires will measure about 1/8" toe-in with bias-ply tires, 0 or equal measurement if equipped with radials.

To Install Rear:

13. Raise rear and support securely with jack stands and block the front wheels. Remove the tires, shocks, u-bolts and vent tube on differential. (Caution: the rear axle will now be free to move, so support securely on floor jack.)
14. Refer to rear Brake Line installation instructions at this time. Rear part # RBL35.
15. Unbolt and remove the stock rear springs and bolt up the new rear springs with the thick end of bottom shim towards the rear bumper (long end of spring should be towards the rear bumper). If vehicle is equipped with a split bushing using a 5/8" eye bolt on the rear spring eye, knock out rear bushing from new spring and install original split bushing and bolt.
16. If this is a Bronco II, place spacer blocks (tall end toward the rear bumper) between springs and axle pad. Ranger models leave existing factory block between springs and axle pad. Using the floor jack, raise the axle up to rear springs. Be sure the tie bolts and block pins align in proper holes. Install and tighten new u-bolts, shocks and tires. Reinstall vent tube on differential then lower vehicle to ground.
17. If may be necessary to adjust the length of vent hose between differential and the bottom of floorboard. (Be sure to use tie strap to connect brake line to vent hose about half way of brake line.)

NOTES:

IMPORTANT: BE SURE AND BLEED BRAKES BEFORE DRIVING!!!!

Front drive shaft modification or lengthening will be required by a qualified professional.

Models equipped with a rear carrier bearing should lower carrier bearing after installation of this lift.

All Ford independent front suspensions require front end alignment after suspension changes are made. Your local front end shop can do this. This kit requires toe-in and camber adjustment. If needed, camber bushings are available direct from Skyjacker (part #1035H for 0-3 ¼ degree adjustable camber/caster shim). Be sure and have front end alignment checked periodically by a professional for your safety and longer tire life.

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.