

**80 - 96 F150 / BRONCO**  
**4" & 6"**  
**INSTALLATION INSTRUCTIONS**  
Kit #: IF 80150



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.

1. Make sure you park the vehicle on a level concrete or asphalt surface. Many times a vehicle is un-level (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 the 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: \_\_\_\_\_

**TO INSTALL FRONT:**

2. 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, loosen the brackets that hold it to the frame.
3. With a floor jack under the front differential and light pressure applied, remove the 3 rivets and 2 bolts (5 rivets on early models) from the left, driver's side, radius arm bracket. Unbolt bracket from radius arm and discard bracket. (See Illustration #3).
4. Remove the upper four bolts from the center hinge bracket of the left front axle beam. Lower the axle beam down, remove axle beam bolt from bracket and discard bracket.
5. Remove jack from under front differential and place under the right front axle beam between hinge bracket and coil spring with light pressure applied. Remove axle beam bolt and lower down axle beam. Lower down jack.
6. To install new left front hinge bracket, start with the top 2 bolts on the backside of the bracket (See Illustration #1). On the front side, start bolts from the inside of bracket then going through beam up and insert original hinge bolt - use top hole for 4" kits and bottom hole for 6" kits. Tighten all bolts on the bracket at this time including hinge bolt.
7. Place jack under right front axle housing beneath the coil spring and remove the right radius arm bracket as in step #3. Now go to the right center hinge bracket.

8. While holding up the new bracket, install the 9/16 x 3 1/2" bolt in the upper axle beam hole going through the crossmember first then through both sides of new bracket (See Illustration #2). Being sure the bracket is vertical, tighten the 9/16" bolt and drill the 2 remaining 1/2" holes. Install and tighten 1/2 x 1 1/2" bolts. Tighten all bolts. Swing axle beam up, insert original metric hinge bolt and tighten - use top hole for 4" kits and bottom hole for 6" kits.

**NOTE: This bracket MUST be welded to the frame so that the bracket becomes part of the frame to eliminate frame cracking.**

9. Reinstall front radius arm bushings on radius arm (See Illustration #3). Insert end of radius arms through bottom hole of new drop brackets, and reinstall bushings and steel flat washer on radius arm behind the brackets. Install nuts on end of radius arms but do not tighten.

**NOTE:** If you purchased the OPTIONAL frame support bar #FSB80, instead of using the original steel flat washer, install new frame support bar with the flat side of ends to the bottom and rounded portion to the top (See Illustration #4). Then install nuts on end of radius arm but do not tighten.)

10. To install the new radius arm drop brackets, locate the rearward hole of the two holes under bottom of frame (See Illustration #3). Now raise brackets up to frame and start a 7/16" x 1 1/2" bolt in that rearward hole under bottom of frame. Install with the washer and nut on inside of frame as shown in diagram. **(NOTE: Be sure frame is slick and nothing is protruding through frame between bracket and frame. Bracket must be flush against frame prior to drilling.)**
11. Holding the bracket tightly against frame, drill the 4 remaining 7/16" holes through the frame. Insert the 3 bolts on the side of frame from the outside with washer and nuts on the inside of frame. On the forward bottom hole, begin bolt from the inside of frame with the washer and nut on the outside (bottom). Tighten all bolts at this time including nuts on end of radius arms.
12. Leaving jack beneath coil spring, remove the coil spring. Install new spring and shock. Do this on each side. Be sure all bolts and nuts are tight. Tighten the sway bar brackets loosened in Step #2, if so equipped.

**Refer to pitman arm instructions at this time.**

### **TO INSTALL THE 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. Kits 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.)

### **F150:**

**2" or 4" SYSTEMS** with rear springs #FR52: Install the springs on top of factory blocks. (Some models may sit high in the rear as it did from factory. If so, the factory blocks may be removed to lower down rear, if desired.)

**4" SYSTEMS** with rear springs #FR54: Install springs on top of factory blocks (Some models may sit high in the rear as it did from factory. If so, the factory blocks may be removed to lower down rear, if desired.)

**6" SYSTEMS** with new rear springs #FR54: Install springs on top of original factory blocks. (If you have the optional rear springs #FR56, remove factory blocks and install springs on top of the axle.)

## BRONCO:

On all SYSTEMS: Install springs on top of the original factory wedge.

### **15. Kits with rear blocks:**

F150 models - 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 the original block.)

BRONCO models - Install the spacer blocks, tall end toward the rear bumper, between springs and the original factory wedge.

16. 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. Install shocks and tires, then lower vehicle to ground.

## NOTES:

To help correct steering angle on lifted vehicles, drop pitman arm #FA400 is recommended on lifts of 3 ½" and more.

On models equipped with a rear carrier bearing, it may be required to lower carrier bearing after installation of this lift.

All Ford Independent Front Suspensions (IFS) require front end alignment after suspension changes are made. Your local front end shop can do this. Toe-In and Camber adjustment is required. If needed, camber bushings are available direct from SKYJACKER®. Find appropriate 0 - 2 ¾ degree adjustable camber/caster shim below:

Part #1032H = 4x4 Models

Part #1043H = 82-86 2WD

Part #1029H = 87-96 2WD

**Be sure and have front end alignment checked periodically by a professional for your safety and 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 stainless steel lines available from SKYJACKER®.

### **Torque Specifications:**

7/16" Bolts..... 55 - 58 ft.lbs.

1/2" Bolts..... 85 - 90 ft.lbs.

9/16" Bolts..... 120 - 129 ft.lbs.

9/16" U-Bolts.. 85 - 90 ft.lbs.

**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.**

