

1966-1979 Ford F100 4WD
1975-1979 Ford F150 4WD
1978-1979 Ford Bronco 4WD
1.5"-2", 4", 6" & 9" Lift Heights
1967-1977 Ford Bronco 4WD
1.5"-2", 5", 7" Lift Heights

Suspension Lifts Installation Instructions

Required Tools List:

- SAE Sockets \ Wrenches & Extensions
- Diagonal Cutting Pliers
- Standard Screwdriver
- Tie Rod Remover \ Separator Tool
- Power Drill
- Drill Bits: 5/8" & 19/32"
- C-Clamps (Add-A-Leaf)
- Adjustable Locking Pliers (Add-A-Leaf)
- Hacksaw \ Cut-Off Wheel (Add-A-Leaf)
- Safety Glasses
- Jack Stands
- Wheel Chock
- Floor Jack
- Torque Wrench



Before beginning installation, read these instructions & enclosed driver's WARNING NOTICE thoroughly & completely. Also affix WARNING decal in passenger compartment in clear view of all occupants. Please refer to Parts List to insure that all parts & hardware are received prior to disassembly of vehicle. If any parts are found to be missing, contact SKYJACKER® Customer Service at 318-388-0816 to obtain needed items. If you have any questions or reservations about installing this product, contact SKYJACKER® Technical Assistance at 318-388-0816.

Please Record Important Measurement Information Below for Reference.

It Is Very Helpful on Determining an Accurate Achieved Lift Height Measurement.

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

Driver Side Front: _____ / _____ BEFORE / AFTER	Passenger Side Front: _____ / _____ BEFORE / AFTER
Driver Side Rear: _____ / _____ BEFORE / AFTER	Passenger Side Rear: _____ / _____ BEFORE / AFTER

Important Notes:

- After Installation, a Qualified Alignment Facility Is Required to Align Vehicle to OEM Specifications.
- Vehicles With OEM Front Quad Shocks (Two (2) Front Shocks Per Side) Need to Order a Total of Four (4) Front Shocks Per Your Application \ Lift Height.
- Lifts of 3" or Taller, Track Bar, Vent Hose, & Brake Hose Length Must Be Addressed. Replacement Adjustable Track Bar & Extended Length Brake Lines Are Available.
- Caster Correction REQUIRED: Front Axle Degree 'C' Bushings and \ or Radius Arm Frame Drop Brackets or a Combination of Both.
- 9" Lifts Will Require Front & Rear Driveshafts to be Lengthened.

- On Fords Not equipped with Adjustable Drag Link, Steering Wheel Center Is Restored by Re-indexing Steering Wheel at Steering Column.

1977-1979 F100\F150 Pickup 4WD & 1978-1979 Bronco 4WD

- Skyjacker # FA300 & # FA500 Pitman Arms ONLY Fit 1976-1979 Models With Power Steering. 1976-1977 Models MUST Change Drag Link & Tie Rod Assembly to 'T' Style.
Order # FDL70 & # TRA70.

1967-1977 Bronco 4WD

- Skyjacker # FA300 & # FA500 Pitman Arms Fit Manual & Power Steering. 1976-1977 Models MUST Change Drag Link & Tie Rod Assembly to 'T' Style. Order # FDL67 and # TRA60.

Component Box Breakdown:

Part # 172

Item #	Description	Qty
172S	SOFTIDE COIL SPRING, 1.5"-2"	2

Part # 174

Item #	Description	Qty
174S	SOFTIDE COIL SPRING, 4"	2

Part # 174BS

Item #	Description	Qty
916X314X912	U-BOLT WITH 9/16 N/I LOCK NUTS	4

Part # 174EB

Item #	Description	Qty
RB45	REAR BLOCK, 4.5" TAPERED	2
916X314X1112	U-BOLT WITH 9/16 N/I LOCK NUTS	4

Part # 174EBS

Item #	Description	Qty
916X314X712	U-BOLT WITH 9/16 N/I LOCK NUTS	4

Part # 174PS

Item #	Description	Qty
916X314X1112	U-BOLT WITH 9/16 N/I LOCK NUTS	4

Part # 174V

Item #	Description	Qty
174VS	COIL SPRING, VARIABLE RATE	2

Part # 176

Item #	Description	Qty
176S	SOFTIDE COIL SPRING, 6"	2

Part # 176B

Item #	Description	Qty
RB55	REAR BLOCK, 5.5" TAPERED	2
916X314X1312	U-BOLT WITH 9/16 N/I LOCK NUTS	4

Part # 176BS

Item #	Description	Qty
916X314X912	U-BOLT WITH 9/16 N/I LOCK NUTS	4

Part # 176EBS

Item #	Description	Qty
RB20	REAR BLOCK, 2" TAPERED	2
916X314X912	U-BOLT WITH 9/16 N/I LOCK NUTS	4

Part # 176P

Item #	Description	Qty
RB45	REAR BLOCK, 4.5" TAPERED	2
916X314X1512	U-BOLT WITH 9/16 N/I LOCK NUTS	4

Component Box Breakdown:

Part # 176PS

Item #	Description	Qty
916X314X1112	U-BOLT WITH 9/16 N/I LOCK NUTS	4

Part # 179

Item #	Description	Qty
179S	SOFTIDE COIL SPRING, 9"	2

Part # 179BS

Item #	Description	Qty
916X314X912	U-BOLT WITH 9/16 N/I LOCK NUTS	4

Part # 179P

Item #	Description	Qty
RB55	REAR BLOCK, 5.5" TAPERED	2
916X314X1512	U-BOLT WITH 9/16 N/I LOCK NUTS	4

Part # 179PS

Item #	Description	Qty
RB20	REAR BLOCK, 2" TAPERED	2
916X314X1312	U-BOLT WITH 9/16 N/I LOCK NUTS	4

Part # R225

Item #	Description	Qty
R225S	ADD-A-LEAF, SINGLE	2
38TBN	3/8 TIE BOLT NUT	2
3806S	3/8 X 6 TIE BOLT	2

Part # R300

Item #	Description	Qty
R3120S	ADD-A-LEAF, SINGLE	2
38TBN	3/8 TIE BOLT NUT	2
3806S	3/8 X 6 TIE BOLT	2
716TBN	7/16 TIE BOLT NUT	2
7166S	7/16 X 6 TIE BOLT	2

Part # R3120

Item #	Description	Qty
R3120S	ADD-A-LEAF, SINGLE	2
38TBN	3/8 TIE BOLT NUT	2
3806S	3/8 X 6 TIE BOLT	2
716TBN	7/16 TIE BOLT NUT	2
7166S	7/16 X 6 TIE BOLT	2

Pre-Installation Tips: Install Shock Boots, Bushings & Sleeves.

1. **Shocks with Boots:** Install supplied Shock Boot over Shock. Attach boot to cylinder body with supplied Boot Cable Tie. Remove excess cable tie with diagonal cutting pliers.
2. **All Shocks:** Coat Hourglass Bushings with a water resistant grease & press into each shock eye. Coat Sleeve & press into shock eye bushings.

1977-1979 F100\F150 Pickup & 1978-1979 Bronco: If Equipped with Front and/or Rear Sway Bar, sway bar end links Must Be Modified to maintain proper amount of bar "load" **With Lifts Over 4"**. This is accomplished by sectioning & lengthening OEM sway bar end links which attach to sway bar body: Upper OEM frame mount & lower sway bar mount.

To determine necessary extended length: First, before disassembly & with vehicle weight on suspension, measure from front & rear OEM sway bar body at lower sway bar mount down to ground/floor. (Diagrams # 1)

Scribe a line on OEM sway bar end link shanks so it can be realigned properly. (Diagrams # 2)

Front Sway Bar: _____ / _____ Rear Sway Bar: _____ / _____
BEFORE / AFTER BEFORE / AFTER

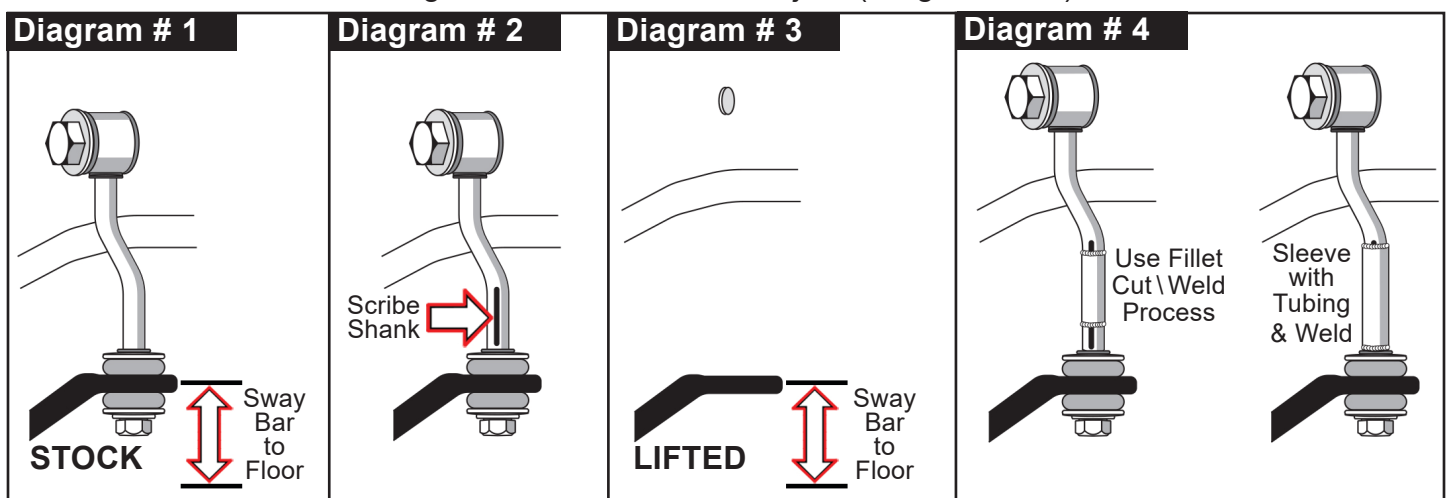
Remove front & rear lower OEM sway bar end link mounts only. Proceed to Step # 1.

After front & rear lift is installed, modify OEM sway bar end links to necessary extended length. With vehicle weight on suspension, place sway bar body in stock position & measure from OEM sway bar body at lower sway bar mount down to floor. (Diagrams # 3)

Note: Same height tires must be used for both Before & After measurements.

Subtract Stock Measurement from Lifted Measurement. Sway bar end links should be extended by this difference measurement. (Example: Stock = 14-1/2". Lifted = 18". 18" minus 14-1/2" = 3-1/2". Extend end links by 3-1/2").

Cut across scribe a line on OEM sway bar end link shanks so it can be realigned properly. Use "Fillet" cut/weld process. (Diagrams # 4) **Tech Note:** Sleeving or using tubing over end link shanks will add strength & make for a cleaner job. (Diagrams # 4)



Front Installation: **Note:** Save all factory components & hardware for reuse, unless noted.

1. Chock rear tires/wheels. Ensure that vehicle transmission is in PARK & engage emergency brake. **Note:** Be sure steering wheel/wheels are pointing straight forward.

Tech Note: Spray a good penetrating oil onto OEM coil spring coil-strap & seat bolts, radius arm bolts, track bar bolts, sway bar bolts, & all other frame mount hardware to help loosen.

If Replacement Extended Length Brake Line Was Purchased, Refer to Separate Instructions at this Time. If stock hose is retained, it must be in good condition. Check for chafed spots, cracks, & dry rot. Also check stock hoses from axle center mount out to brake caliper.

2. Position a floor jack under front axle & raise vehicle. Secure jack stands under frame rails a few inches behind OEM radius arm-to-frame brackets. **Tech Note:** OEM radius arms will need to move freely during this installation.

Put a slight load on axle \ jack to prevent axle from moving. Allow ample room to lower front axle.

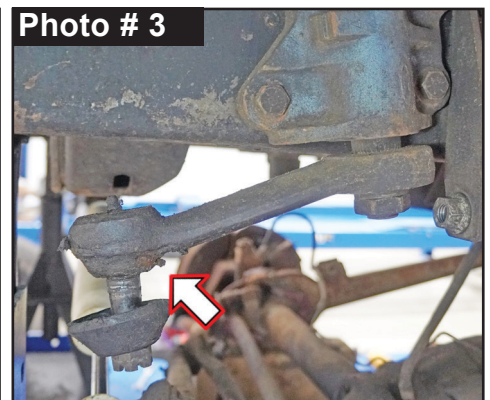
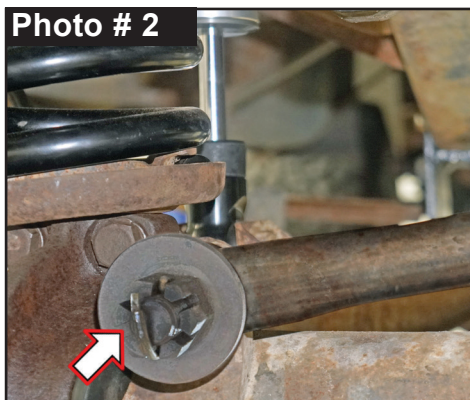
3. **Tech Note:** It may be necessary to raise \ lower axle to disconnect OEM track bar bolts. A ratchet strap attached between frame & front differential can be helpful to take load off front track bar.

Disconnect OEM track bar from driver side OEM track bar frame mount bracket using a 15/16" socket \ wrench. (Photo # 1) Remove & retain OEM hardware.

Disconnect OEM track bar from passenger side OEM track bar axle mount bracket.

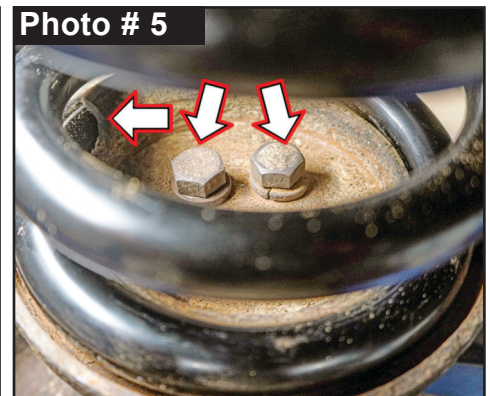
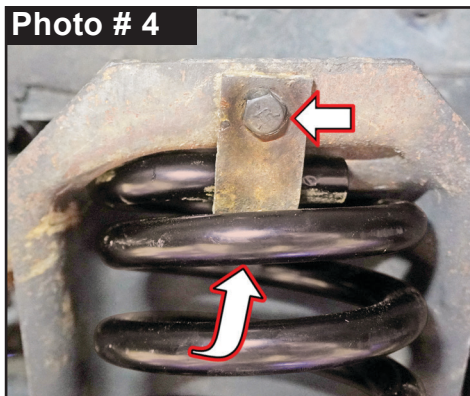
Remove cotter pin using pliers. Remove nut using a 1-1/8" socket \ wrench. (Photo # 2) Retain OEM hardware.

4. Disconnect OEM drag link from OEM pitman arm. (Photo # 3) Remove cotter pin & remove castle nut. Use a tie rod remover \ separator tool to detach drag link from pitman arm. Take caution not to tear grease boot. **Tech Note:** Hang OEM drag link up out of way using wire, a hook or bungee.



5. Remove front tires \ wheels.
6. Remove OEM front shocks. Retain OEM hardware.
7. Remove OEM upper front coil-strap outside & center-top inside coil spring mount using a 9/16" socket \ wrench. (Photo # 4) Retain OEM hardware.

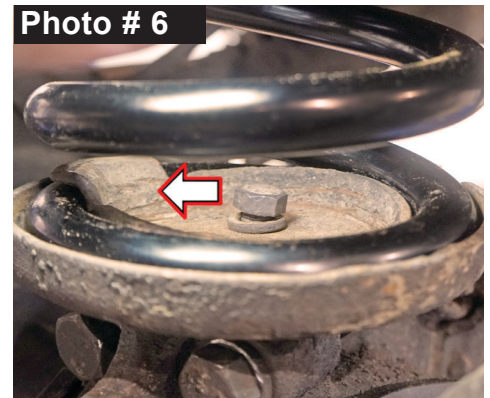
While checking for appropriate slack in axle vacuum lines, brake lines, axle vent hose, & etc. Lower front differential. **Note:** Do not overextend OEM axle vent hose; it may need to be rerouted or replaced.



Rotate OEM front coil springs out of their lower seats. (Photo # 5) Remove OEM coil springs.

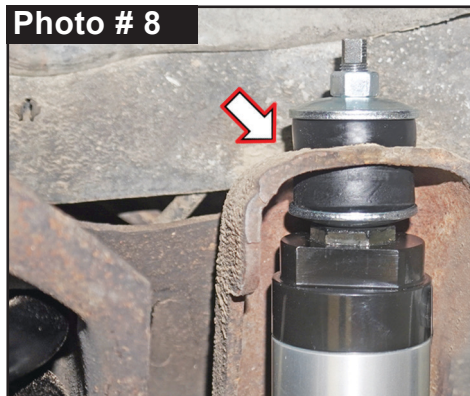
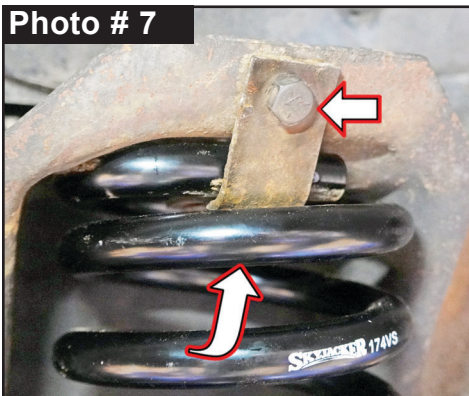
If 'C' Bushings and/or Radius Arm Drop Brackets Were Purchased, Refer to Separate Instructions at this Time.

8. Install Skyjacker coil springs. Rotate coil spring into lower OEM coil seat first. (Photo # 6) **Note:** Coil spring lower wrap can usually be rotated into OEM seats without 2-piece seats being completely disassembled (only loosened if necessary using a 5/8" socket \ wrench). Torque 45-55 ft-lbs.



NOTE: 1966-1975 F100 \ F150 Pickup: Some pre-1975 F100 models, are equipped with smaller spring seats. On these vehicles, Skyjacker coil spring bottom wrap must be ground to fit properly. Other options are to install new aftermarket spring seats or to install spring seats from post-1975 year models. When interchanging seats, bolt holes may require modification.

9. Attach OEM upper front coil-strap outside & center-top inside coil spring mount using a 9/16" socket \ wrench. (Photo # 7) **Tech Note:** OEM upper coil-strap may require reforming to properly fit larger diameter coil wire. Torque outside bolt 20-30 ft-lbs. Torque inside nut 18-24 ft-lbs.
10. Connect Skyjacker front shock at upper shock tower mount using a 9/16" socket \ wrench. (Photo # 8) Connect Skyjacker shock at lower axle mount with OEM hardware using a 3/4" socket \ wrench. (Photo # 9) Secure, but **Do Not Completely Tighten** at this time. **Note:** To set bushings properly for ride height, these will be tightened once vehicle is on ground with full vehicle weight on tires \ wheels.



11. Install front tires \ wheels. Lower vehicle to ground. Torque lugs to OEM service manual specifications.

If Replacement Pitman Arm Was Purchased, Refer to Separate Instructions at this Time.

If Replacement 'T' Style Drag Link & Tie Rod Were Purchased, Refer to Separate Instructions at this Time.

12. Connect OEM drag link to OEM pitman arm ball joint. Install OEM castle nut using 15/16" socket \ wrench. Install cotter pin. **Tech Note:** Ensure castle nut & cotter pin align properly into pitman arm ball joint. Never loosen castle nut to align cotter pin; always tighten. **Note:** Drag Link Must Be Adjusted to Center Steering Wheel Before Vehicle Is Driven.

If Replacement Front Adjustable Track Bar Was Purchased, Refer to Separate Instructions at this Time.

13. If not replacing, OEM track bar needs to be lengthened. Length will vary from one vehicle to another depending upon year, make, model & lift height.

With vehicle on ground, check front of vehicle to make sure body is centered over front axle. Center vehicle body over front tires \ wheels by turning steering wheel to move body.

Measure from outside of frame rail to inside of tire \ wheel on each side. Or use a straight edge on outside of tire to measure to fender \ body on each side in order to find axle center.

Note: Be sure to measure in same position on each side.

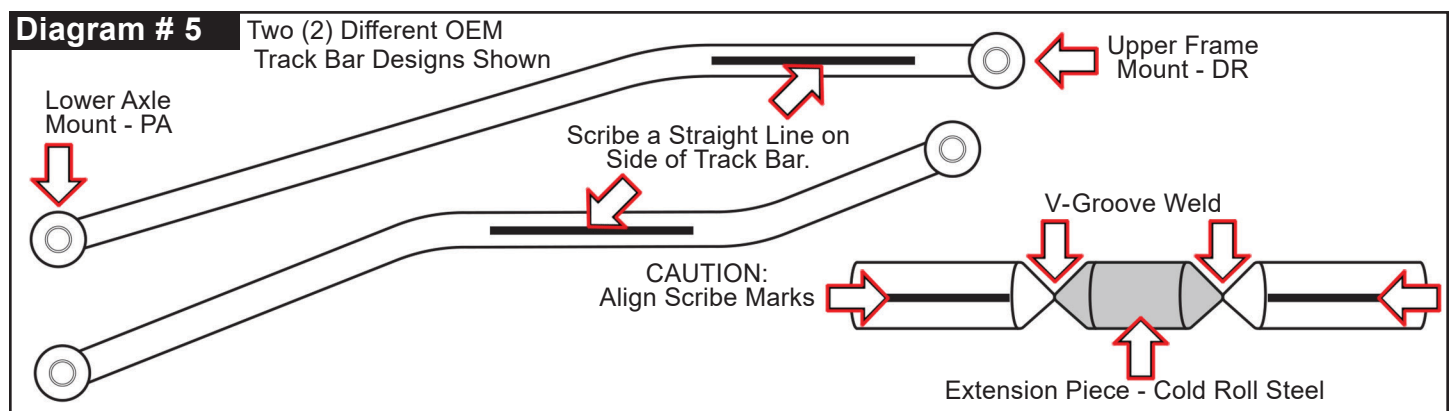
Measure distance between center of passenger side OEM track bar hole to center of driver side hole mount. Measure distance between center of passenger side OEM track bar mount hole & center of driver side bracket hole mount.

Subtract Stock Measurement from Lifted Measurement. Track bar should be extended by this difference measurement. (Example: Stock = 28". Lifted = 31-1/4".

31-1/4" minus 28" = 3-1/4". Extend end links by 3-1/4").

Cut across scribe a line on OEM track bar so it can be realigned properly. (Diagram # 5)

Taper OEM track bar in a V-groove so it can be welded 100% through. Use cold roll steel for extension piece, since OEM track bar is high quality mild steel.



14. Connect OEM track bar to driver side upper frame mount with OEM hardware using a 15/16" socket \ wrench. Install OEM bolt from front-to-rear.

Connect OEM track bar to passenger side lower axle mount with OEM hardware using 1-1/8" socket \ wrench.

Install OEM cotter pin. **Note:** Ensure castle nut & cotter pin align properly. Never loosen castle nut to align cotter pin; always tighten.

If OEM Replacement Steering Stabilizer or Dual Steering Stabilizers Were Purchased, Refer to Separate Instructions at this Time.

Rear Installation: **Note:** Save all factory components & hardware for reuse, unless noted.

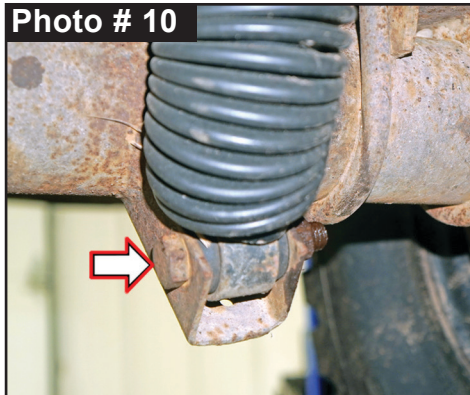
1. Chock front tires\wheels, raise rear of vehicle & support frame rails using jack stands at indicated lift points in service manual.

Tech Note: Spray a good penetrating oil onto u-bolts, leaf spring bolts, leaf spring shackle bolts, shock mounts, etc to help loosen.

2. Remove rear tires\wheels using a socket.

3. Support rear axle with a hydraulic jack. Allow ample room to lower\raise rear axle.

Remove OEM rear shocks. Use a 3/4" socket\wrench for lower mount. (Photo # 10) Use an 9/16" socket\wrench for upper mount. (Photo # 11)



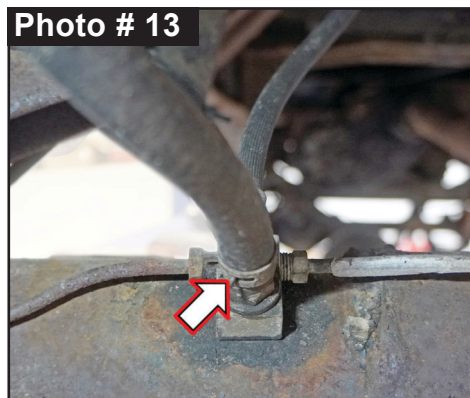
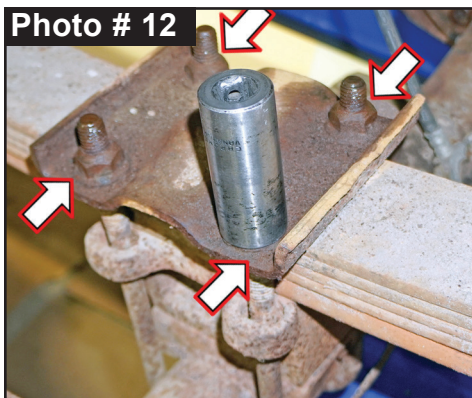
4. Remove OEM u-bolts using a 13/16" socket\wrench. (Photo # 12) **Note:** Rear differential will now be free to move, support securely using a floor jack.

Tech Note: Attach a ratchet strap to frame going under rear pinion where driveshaft attaches. This will help to keep rear diff from rolling & allow you to adjust angle during installation.

Discard u-bolts & hardware. Retain top OEM u-bolt plate.

5. Disconnect OEM differential vent hose from driver side OEM diff tube mount. (Photo # 13)

Disconnect OEM brake line from driver side OEM diff tube mount using a 9/16" socket\wrench. (Photo # 14)



If Replacement Extended Length Brake Line Was Purchased, Refer to Separate Instructions at this Time. If stock hose is retained, it must be in good condition. Check for chafed spots, cracks, & dry rot. Also check stock hoses from axle center mount out to brake caliper.

Rear Lift Option 1: Rear Block & U-Bolt Installation

Tech Note: If installing Add-A-Leafs & Rear Block & U-bolt Kit, install add-a-leaf first, then install block kit.

6. While checking for appropriate slack in brake lines, rear emergency brake cables, & etc. Lower axle away from leaf springs to allow clearance for Skyjacker block.

Clean spring pads of all debris.

7. Position Skyjacker Tapered Block on top of axle pad & under OEM block.

Note: Place taller end of lift block toward rear of vehicle.

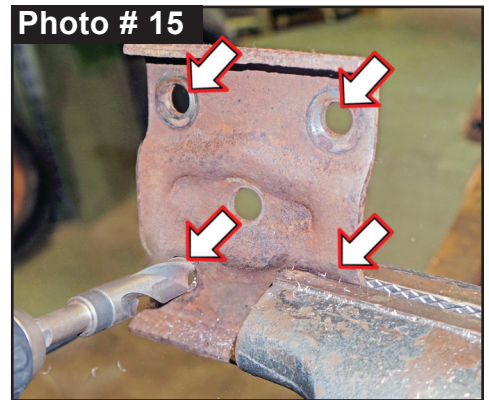
1978-1979 Bronco: Install Skyjacker Tapered Lift Block On Top of OEM Wedge (Between OEM Wedge & OEM Leaf Spring). Place taller end of lift block toward rear of vehicle.

1977-1979 F100 \ F150 Pickup: Install Skyjacker Tapered Lift Block On Top of OEM Block (Between OEM Block & OEM Leaf Spring). Place taller end of lift block toward rear of vehicle.

Raise axle to mate leaf springs to lift blocks. **Note:** Be sure that leaf spring center bolt head seat properly into block & that block pin seat properly into top of axle pad.

8. Install OEM top spring plate. **Note:** On some models, OEM Top Spring Plate Must be Drilled Out larger to accept Skyjacker 9/16" U-Bolts. Use 19/32" drill bit. (Photo # 15)
Install Skyjacker 9/16" U-Bolts around OEM axle up into OEM u-bolt plate. Install supplied 9/16" Nylon Insert Nuts using a 13/16" socket \ wrench.

Torque U-bolts evenly using an 'X' crisscross tightening sequence. Torque 132 ft.-lbs. **Proceed to Step 22.**



Rear Lift Option 1: Rear Add-A-Leaf Installation

Note: Perform Add-A-Leaf Installation Steps on One Side at a Time.

9. Loosen OEM leaf spring mounts. Loosen front spring eye bolt. Loosen rear spring eye bolt. Loosen shackle eye bolt.

Note: Installation of Skyjacker Add-A-Leafs properly, you must use two (2) large C-clamps to contain elastic potential energy of OEM leaf springs when OEM tie bolts are being removed.

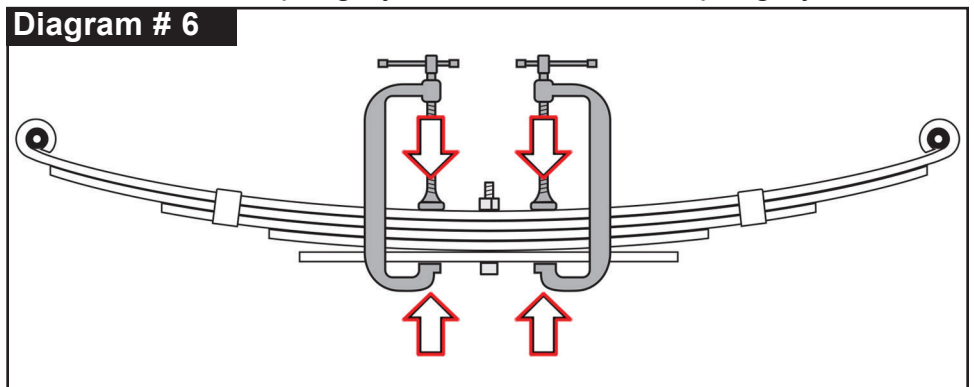
Tech Note: Spray a good penetrating oil onto top & bottom of tie bolt to help loosen nut.

Attach C-clamp on each side of OEM leaf spring tie bolt to hold leaf spring assembly securely together. Tighten C-clamp equally on each side. (Diagram # 6)

Use locking pliers to hold head of OEM tie bolt. Use a wrench to loosen & remove nut.

NOTE: If Installing Part # R300 Add-A-Leafs: Proceed to Step 10.

NOTE: If Installing Part # R3120 or # R225 Full Length Add-A-Leafs: Proceed to Step 11.



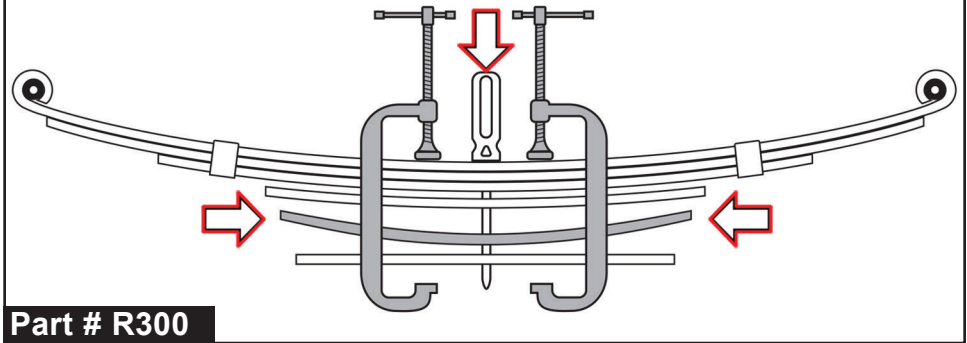
10. Remove tie bolt. Carefully & slowly loosen C-clamps equally on each side until leaf spring expands completely. Remove C-clamps.

Separate leafs & install Skyjacker Add-A-Leaf into spring pack so leaves remain progressive (longest at top & shortest to bottom). (Diagram # 7)

Tie bolt pin is offset, match long \ short end of add-a-leaf to OEM leaf spring offset. **Tech Note:** Lower

rear axle as needed to allow add-a-leaf to be installed. **Proceed to Step 12.**

Diagram # 7



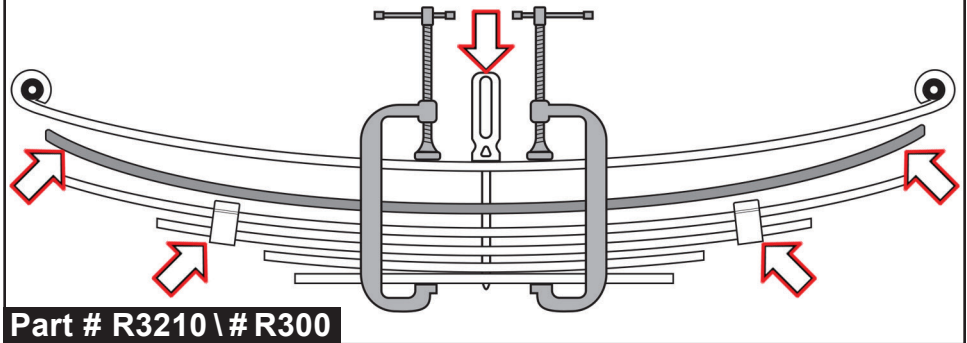
11. **NOTE:** Skyjacker Part # R3120 Full Length Add-A-Leafs require OEM spring pack disassembly. OEM springs have fairly thick (3/16" to 1/4") riveted-on steel bend clips \ straps to hold main leaf & top leaves together.

Disassemble bend clips \ straps first before removing spring tie bolt. (Diagram # 8)

OEM steel bend clips \ straps re-form easily when heated & can be reused.

CAUTION: If heat is used, you may, depending on fuel tank location, need to remove OEM leaf springs from vehicle before disassembly.

Diagram # 8



Carefully & slowly loosen C-clamps equally on each side until leaf spring expands completely. Remove C-clamps.

Separate leafs & install Skyjacker Add-A-Leaf into spring pack so leaves remain progressive (longest at top & shortest to bottom).

Tie bolt pin is offset, match long \ short end of add-a-leaf to OEM leaf spring offset. **Tech Note:** Lower rear axle as needed to allow add-a-leaf to be installed. **Proceed to Step 12.**

12. Attach C-clamp on each side of tie bolt hole to hold leaf spring assembly. (Diagram # 7 or # 8)
Use an alignment bar \ screwdriver to line up tie bolt hole in leaf spring pack. It is recommended to leave alignment bar \ screwdriver in position to help keep leaves aligned as you tighten C-clamps.

CAUTION: Do Not Use Skyjacker Tie Bolts to Draw OEM Leaf Springs Together. Failure of Any Component Can Cause an Explosive Disassembly & Possible Injury!

13. Tighten C-clamps equally on each side until leaf spring compresses enough to install supplied Skyjacker tie bolt up through bottom of leaf spring.

(Diagram # 9 or # 10)

With tie bolt installed, tighten nut by hand. Then continue to tighten C-clamps.

14. Once C-clamps have drawn leaves securely together, use locking pliers to hold tie bolt head & tighten tie bolt nut with a wrench.

Caution: Do not use an air gun to tighten tie bolt. An air gun could strip or over torque \stretch tie bolt.

Torque Specifications: 3/8" Tie Bolt = 17 ft lbs.

Note: Make sure individual leafs are all in-line with each other. If applicable, re-form bend clips \straps or install new bend clips. If heat is used on straps, allow straps to cool naturally & thoroughly before removing C-clamps.

Remove C-clamps. Cut off any excess tie bolt length with cut-off tool or hacksaw.

Note: Perform Add-A-Leaf Installation Steps on Opposite Side at a Time, Then Proceed to Step 15.

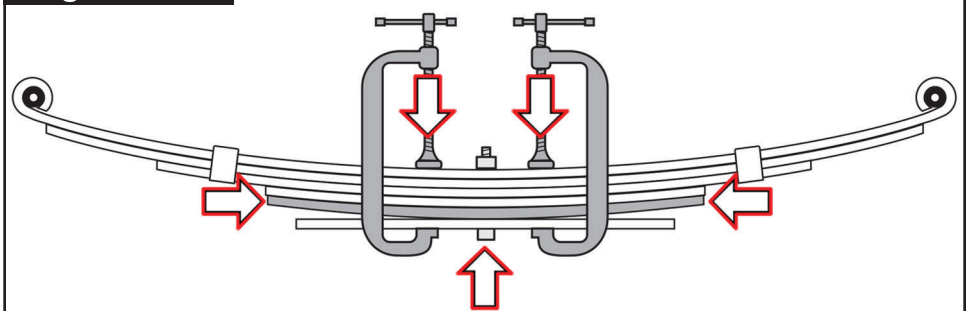
15. Raise axle to mate OEM leaf springs to OEM lift block. **Note:** Be sure that leaf spring tie bolt head seat properly into block & that block pin seat properly into top of axle pad.

Install OEM top spring plate. **Note:** On some models, OEM Top Spring Plate Must be Drilled Out larger to accept Skyjacker 9/16" U-Bolts. Use 19/32" drill bit. (Photo # 16)

Install Skyjacker 9/16" U-Bolts around OEM axle up into OEM u-bolt plate. Install supplied 9/16" Nylon Insert Nuts using a 13/16" socket \wrench.

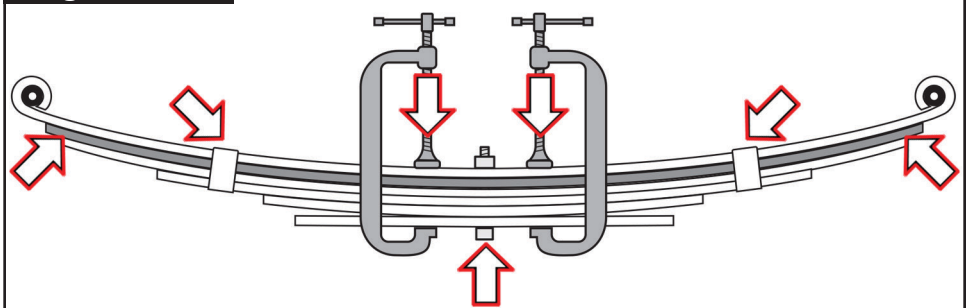
Torque u-bolts evenly using an 'X' crisscross tightening sequence. Torque 132 ft.-lbs. **Proceed to Step 22.**

Diagram # 9



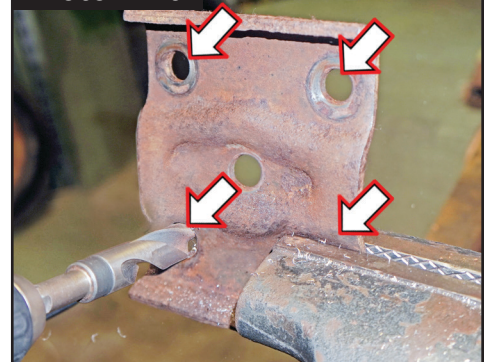
Part # R300

Diagram # 10



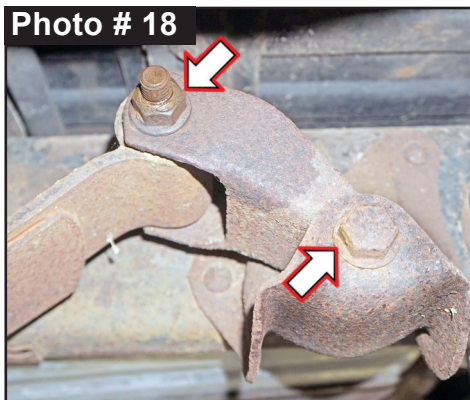
Part # R3210 \# R225

Photo # 16



Rear Lift Option 3: Replacement Softride® Leaf Spring Installation

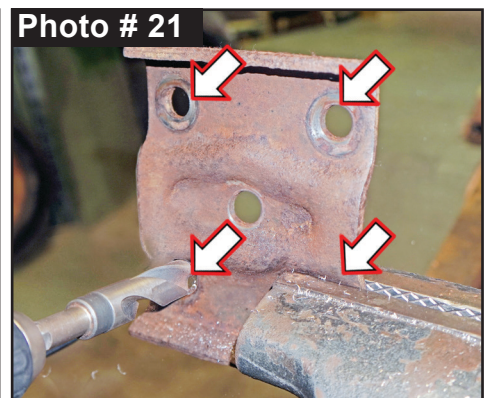
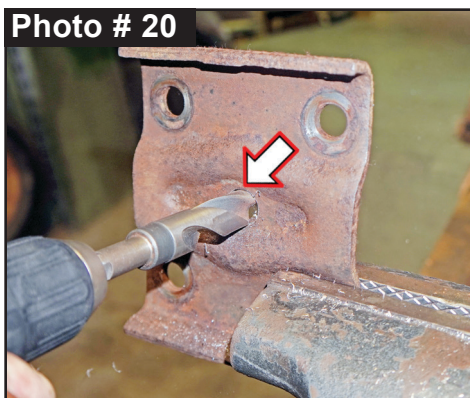
16. While checking for appropriate slack in brake lines, rear e-brake cables, & etc. Lower axle away from leaf springs to allow clearance for Skyjacker rear springs.
Remove OEM rear leaf spring. Loosen front frame mount using a 7/8" socket \ wrench. (Photo # 17) Leave bolt inside spring eye at this time.
17. Loosen rear frame \shackle mount bolt using 7/8" socket \wrench. (Photo # 18)
Loosen rear spring \shackle eye bolt using 7/8" socket \wrench. (Photo # 18)
Remove front spring eye bolt & rear shackle eye bolt. (Note direction of OEM hardware.)
Remove leaf spring with rear OEM shackle attached.
18. Remove rear spring \shackle eye bolt from OEM spring eye using 7/8" socket \wrench.
Attach OEM shackle to Skyjacker rear spring eye. **Note:** 'Short End' of Skyjacker leaf spring mounts to front frame mount with 'Long End' to rear. (Photo # 19)



19. Attach 'Short End' of Skyjacker leaf spring to OEM front frame mount with OEM hardware using 7/8" socket \wrench. Secure, but **Do Not Completely Tighten** leaf spring hardware at this time. **Note:** To set bushings properly for ride height, these will be tightened once vehicle is on ground with full vehicle weight on tires \wheels.
Attach Skyjacker leaf spring \OEM shackle to rear frame \shackle mount with OEM hardware using 7/8" socket \wrench. **Note:** Softride® Leaf Springs with bottom degree shim, thick end of shim must also be towards rear. Secure, but **Do Not Completely Tighten**.
20. Raise axle to mate Skyjacker leaf springs to OEM lift block. **Note:** Be sure that leaf spring tie bolt head seat properly into block & that block pin seat properly into top of axle pad.

NOTE: For added strength, Skyjacker Softride® Leaf Springs tie bolts have been increased from OEM 3/8" diameter to a new 7/16" diameter Grade 8. On some models, OEM Top Spring Plate Center Hole & OEM Block Pin Hole Must be Drilled Out larger to accept Skyjacker leaf spring tie bolt pin \ nut. (Photo # 20)

Note: On some models, OEM Top Spring Plate Must be Drilled Out larger to accept Skyjacker 9/16" U-Bolts. Use 19/32" drill bit. (Photo # 21)



1978-1979 Bronco: OEM spring seat on axle pad \wedge will need to be drilled to 5/8" to accept new larger tie bolt \nut.

1977-1979 F100 \F150 Pickup: You may leave vehicle sitting higher in rear as it was OEM. If you would rather vehicle to sit more level with front, remove OEM rear blocks.

Note: If removing OEM block, OEM spring seat on axle pad will need to be drilled to 5/8" to accept new larger tie bolt \nut.

Note: If retaining OEM block, OEM block will need to be drilled to 5/8" to accept new larger tie bolt \nut. (Photo # 22)

9" Lift for 1977-1979 F100 \F150 Pickup & 1978-1979 Bronco:

9" Lift Also Includes Skyjacker 2" Block & U-Bolt Kit. Install Skyjacker Tapered Lift Block On Top of OEM Block (Between OEM Block & Skyjacker Leaf Spring) Place taller end of lift block toward rear of vehicle.

21. Install OEM top spring plate. (Photo # 23)

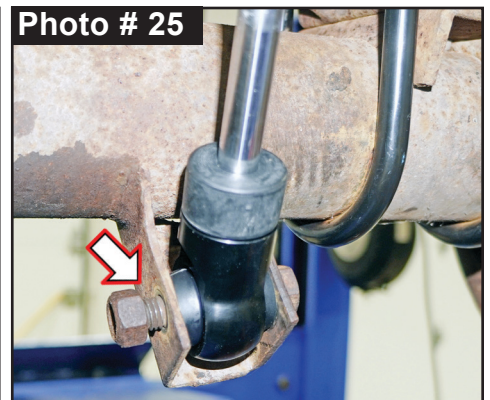
Note: On some models, OEM Top Spring Plate Must be Drilled Out larger to accept Skyjacker 9/16" U-Bolts. Use 19/32" drill bit. (Photo # 21)

Install Skyjacker 9/16" U-Bolts around OEM axle up into OEM u-bolt plate. Install supplied 9/16" Nylon Insert Nuts using a 13/16" socket \wrench.

Torque u-bolts evenly using an 'X' crisscross tightening sequence. Torque 130 ft.-lbs. **Proceed to Step 22.**

22. Install Skyjacker rear shock. Connect upper shock mount with OEM hardware using a 9/16" socket \wrench. (Photo # 24) Secure, but **Do Not Completely Tighten.**

Connect lower shock mount with OEM hardware using a 3/4" socket \wrench. (Photo # 25) Secure, but **Do Not Completely Tighten.**



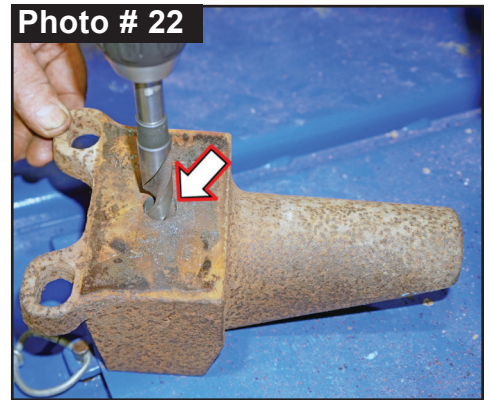
23. Connect OEM brake line to driver side OEM diff tube mount using a 9/16" socket \wrench. (Photo # 14) **Note:** Do not overextend OEM brake line; it may need to be rerouted or replaced.

Connect OEM differential vent hose to driver side OEM diff tube mount. (Photo # 13)

Note: Do not overextend OEM axle vent hose; it may need to be rerouted or replaced.

24. Connect other components that you loosened \disconnected (brake lines, rear emergency brake cables, & etc).

25. Install rear tires \wheels. Lower vehicle to ground. Torque lugs to OEM service manual specifications.



Final Clearance Check & Torque Steps:

1. Jounce vehicle a couple of times. This will help suspension settle to new ride height.

1977-1979 F100\F150 Pickup & 1978-1979 BRONCO: If Equipped with Front and/or Rear Sway Bar, sway bar end links Must Be Modified. (Refer to Steps on Page 3).

Cycle steering lock-to-lock & check all components for proper operation & clearances. Pay special attention to clearance between tires/wheels, shocks, hub vacuum lines, brake hoses, ABS wiring, all electrical plugs, etc.

2. Front Tighten & Torque Sequence.

Front shock absorber upper mount using a 9/16" socket/wrench. Torque 15-25 ft-lbs.

Front shock absorber lower mount using a 3/4" socket/wrench. Torque 40-60 ft-lbs.

OEM track bar to upper frame mount using a 15/16" socket/wrench. Torque 119-161 ft-lbs.

OEM track bar to lower axle mount using a 1-1/8" socket/wrench. Torque 155-205 ft-lbs.

OEM radius arm to frame mount using a 1-1/8" socket/wrench. Torque 80-120 ft-lbs.

OEM radius arm to axle caps using a 9/16" socket/wrench. Torque 90-110 ft-lbs.

OEM sway bar end link to upper frame mount using a 9/16" socket/wrench. Torque 35 ft-lbs.

OEM sway bar end link to sway bar using a 9/16" socket/wrench. Torque 15-25 ft-lbs.

Drag link to pitman arm. Drag link to tie rod. Torque 50-70 ft-lbs.

Note: Drag Link Must Be Adjusted to Center Steering Wheel Before Vehicle Is Driven.

3. Rear Tighten & Torque Sequence.

Torque u-bolts evenly using an 'X' crisscross tightening sequence. Torque 130 ft.-lbs.

Rear shock absorber upper mount using a 9/16" socket/wrench. Torque 15-25 ft-lbs.

Rear shock absorber lower mount using a 3/4" socket/wrench. Torque 40-60 ft-lbs.

Tighten Leaf Springs in this sequence using 7/8" socket/wrench: Torque 65-90 ft-lbs.

Front spring eye bolt. Rear spring eye bolt. Rear shackle eye bolt.

Final Notes:

- After installation is complete, double check that all nuts & bolts are tight. Refer to following chart for proper torque specifications.
- With vehicle placed on ground, cycle steering lock to lock & inspect steering, suspension, brake lines, front & rear drivelines, fuel lines & wiring harnesses for proper operation, tightness & adequate clearance.
- Have headlights readjusted to proper settings.
- Have a qualified alignment center align vehicle to OEM specifications.
- After first 100 miles, check all hardware for proper torque & periodically thereafter.

TORQUE SPECIFICATIONS					
INCH SYSTEM			METRIC SYSTEM		
Bolt Size	Grade 5	Grade 8	Bolt Size	Class 8.8	Class 10.9
5/16	180 in-lbs	240 in-lbs	6MM	102 in-lbs	108 in-lbs
3/8	30 ft-lbs	35 ft-lbs	8MM	16 ft-lbs	23 ft-lbs
7/16	45 ft-lbs	60 ft-lbs	10MM	32 ft-lbs	45 ft-lbs
1/2	65 ft-lbs	90 ft-lbs	12MM	55 ft-lbs	75 ft-lbs
9/16	95 ft-lbs	130 ft-lbs	14MM	85 ft-lbs	120 ft-lbs
5/8	135 ft-lbs	175 ft-lbs	16MM	130 ft-lbs	165 ft-lbs
3/4	185 ft-lbs	280 ft-lbs	18MM	170 ft-lbs	240 ft-lbs
Above Specifications Are Not to Be Used When Bolt Is Being Installed With a Bushing.					

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- www.familychurch.org • www.kcm.org

Jesus Christ Died For You.

John 3:16

For God so loved the world that He gave His only Son, so that everyone who believes in Him should not perish, but have everlasting life.

Romans 3:23

For all have sinned; all fall short of God's glorious standard.

Ephesians 2:8

God saved you by his special favor when you believed. And you can't take credit for this; it is a gift from God.

Psalms 18:2

The Lord is my Rock, my fortress, and my savior; my God is my Rock, in whom I find protection. He is my shield, the strength of my salvation, and my stronghold.

Romans 10:9-10

That if you shall confess with thy mouth the Lord Jesus, and shall believe in your heart that God hath raised him from the dead, you shall be saved. For with the heart man believeth unto righteousness; and with the mouth confession is made unto salvation.

Pray This Simple Prayer:

God, I come to You admitting I have sinned against You and I need you to take control of my life. The Bible says anyone who calls on the name of the Lord will be saved.

I am calling on You, Jesus. I ask that You come live in my heart and be the Lord over my life today. I do believe You died on the cross for me and came back to life to give me life! Thank You, Lord Jesus for a new life in You! Amen.

Now, go and tell somebody about your new life in Jesus, get a Bible, begin to read it, and go to a Bible believing church.

If you would like someone to pray with you, call Kenneth Copeland Ministries anytime at 800-600-7395.

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**JESUS
FORGIVES
ROCKS
DON'T**

Jesús murió por ti.

Juan 3:16

Porque tanto amó Dios al mundo, que dio a su Hijo unigénito, para que todo el que cree en él no se pierda, sino que tenga vida eterna.

Romanos 3:23

Pues todos han pecado y están privados de la gloria de Dios.

Efesios 2:8

Porque por gracia ustedes han sido salvados mediante la fe; esto no procede de ustedes, sino que es el regalo de Dios.

Salmos 18:2

El Señor es mi roca, mi amparo, mi libertador; es mi Dios, el peñasco en que me refugio. Es mi escudo, el poder que me salva, ¡mi más alto escondite!

Romanos 10:9-10

Que si confiesas con tu boca que Jesús es el Señor, y crees en tu corazón que Dios lo levantó de entre los muertos, serás salvo. Porque con el corazón se cree para ser justificado, pero con la boca se confiesa para ser salvo.

Ahora dí esta simple oración:

Dios, vengo a Ti y admito que he pecado contra Ti, necesito que tomes el control de mi vida. La Biblia dice que todo aquel que invoca el nombre del Señor escapará con vida. En este momento yo clamo ante Ti, Jesús; te pido que vengas a vivir en mi corazón y que tomes el control de mi vida. ¡Yo creo que tu moriste en la cruz y resucitaste para darme vida! ¡Gracias Señor Jesús, por una nueva vida que tengo en Ti! Amén.

Ahora ve y dile a alguien sobre la nueva vida que tienes en Cristo. Compra una Biblia y empieza a leerla. Busca una Iglesia que cree en la Biblia y hazte parte de esa Iglesia.

Si te gustaría orar con alguien, puedes llamar a este número 800-600-7395

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