

83-97 RANGER / BRONCO II CLASS I INSTALLATION INSTRUCTIONS



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 and Customer Service departments.

Due to the inconsistency of vehicles when manufactured and the various options available, the amount of actual lift gained by this lift kit can vary as much as ½".

BEGIN INSTALLATION:

1. Make sure to park the vehicle on a level concrete surface. Many times a vehicle is un-level from side-to-side (even when brand new), but usually not noticed until modifying the suspension with a lift kit which makes it more noticeable. If the vehicle is un-level beforehand it will also after the lift is installed. Using a measuring tape, measure the front and rear (both sides) from the ground up to the center of the fender opening above each axle. Record below for future reference.

BEFORE

Driver side, Front: _____ Rear: _____ Passenger side, Front: _____ Rear: _____

AFTER

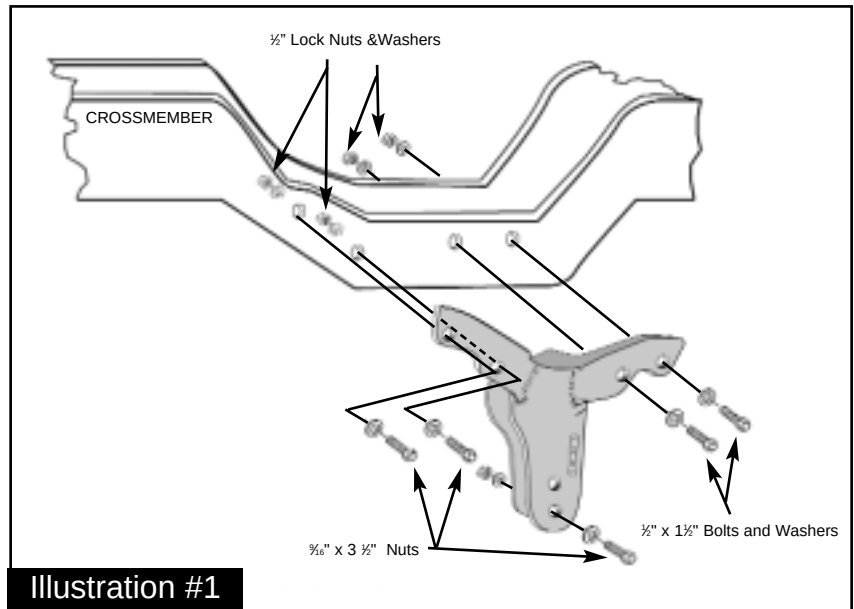
Driver side, Front: _____ Rear: _____ Passenger side, Front: _____ Rear: _____

FRONT INSTALLATION:

2. Raise front of vehicle and support securely with jack stands under the frame behind front springs 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 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.

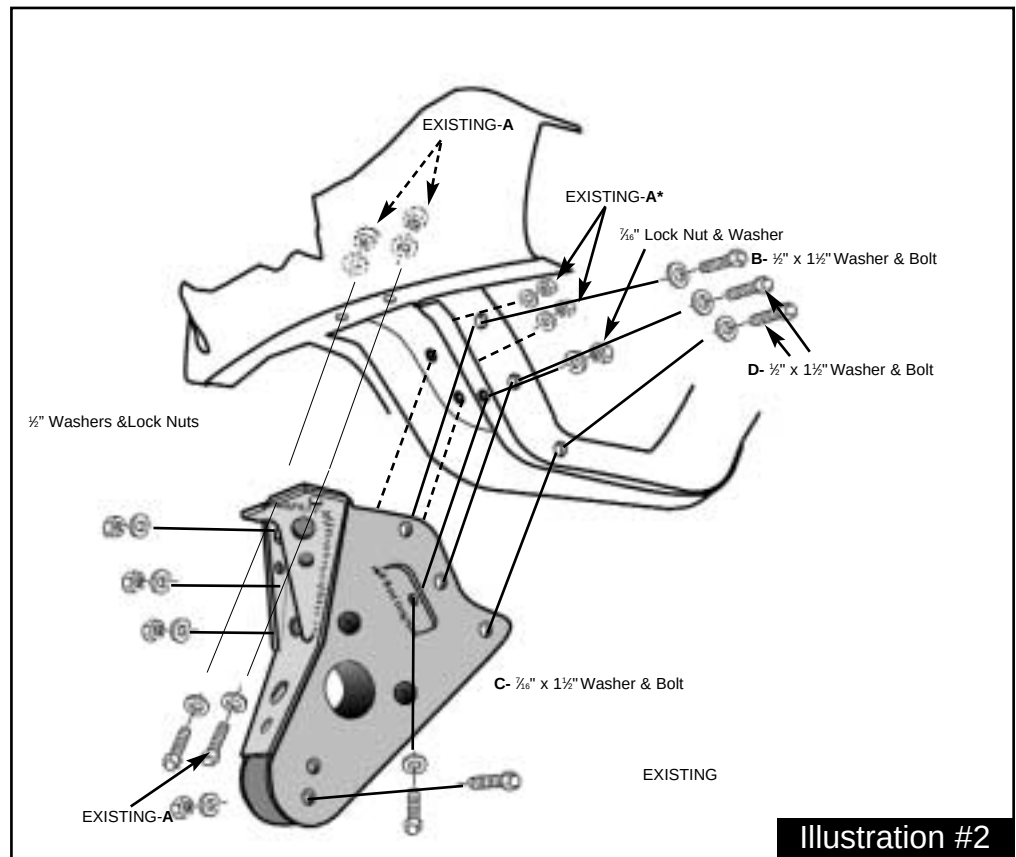
5. Place a jack under the passenger axle. Remove the passenger side axle beam bolt from original bracket (located on the driver side of vehicle) and lower axle down. Remove the original bracket from the front crossmember. Using a 1/2" drill, enlarge the original 4 holes and install new replacement cast steel bracket (#RHB352-6, see **illustration #1**) using the 1/2 x 1 1/2" bolts supplied. Torque hardware to specifications. Next attach the passenger axle beam to the new drop bracket using the 5/16 x 3 1/2" bolt supplied, and tighten.

6. Move jack to the driver axle beam, and remove axle beam bolt from the original bracket (located on the passenger side) and lower down. Remove the original bracket from the front crossmember, saving the hardware. Referring to **illustration #2**, attach new drop bracket (#LHB352-5) by reinstalling the original hardware into the original 4 holes (see "**Existing-A**" on illustration). Note: the original two holes labeled as "**Existing-A***" are for the existing two bolts on the back of drop bracket. Be sure to install original hardware in these two holes, and tighten.



7. Now install a 1/2 x 1 1/2" supplied bolt, labeled as "**B**", through new bracket and crossmember. Pivot the bracket down so that tab is flush against crossmember lip. Torque these bolts to specifications. Drill 7/16" hole, for bolt labeled as "**C**", and install supplied 7/16 x 1 1/2" bolt through tab on new drop bracket, crossmember lip and tighten.

8. Using the 2 holes in crossmember support bracket, drill a 1/2" hole through crossmember, and install 1/2 x 1 1/2" supplied bolts, labeled as "**D**", through crossmember and drop bracket. Next attach the driver axle beam to the new drop bracket using the original hardware, and tighten. Check to be sure all bolts on drop bracket were tightened.



9. Install new radius arm brackets, and bolt original brackets to the new ones (7/16" x 1 1/2"). Use one washer under each bolt head and one against the nut. (NOTE: If using optional Heavy Duty Cast Steel Replacement Bracket, only install with washer against the nut. Do not install a washer against the bolt head. Tighten all bolts.
10. With jack under coil spring, install the new spring and shock, and tighten the 2 bolts on bottom shock bracket. Repeat on other side. Be sure all nuts and bolts are tight. Install tires and lower vehicle to the ground.
11. When installing a 6" lift on Bronco II models, install the sway bar lowering brackets at this time. Otherwise, tighten the bracket (loosened in Step #2) that hold sway bar to frame, if so equipped. (A sway bar lowering kit is available from SKYJACKER® - Part #SBL40.) Tighten sway bar.

Refer to Pitman Arm Instructions at this time.

REAR INSTALLATION:

12. 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, otherwise go to Step #13.

13. **NEW SPRING INSTALLATION:** Remove the original springs from vehicle. Install new springs with long end of springs towards rear bumper. (NOTE: on springs with a bottom degree shim, thick end of shim must also be towards rear bumper.)

RANGERS:

- 2" SYSTEMS with rear springs #FR34: Remove the factory blocks and install the springs directly on top of the axle.
- 4" SYSTEMS with rear springs #FR34: 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 #FR34: Install springs on top of original factory blocks. (If you have the optional rear springs #FR36, remove the factory blocks and install springs on top of the axle.)

BRONCO II:

- 4" SYSTEMS with rear springs #FR34: Install springs on top of the original factory wedge.
- 6" SYSTEMS with rear springs #FR36: Install springs on top of the original factory wedge.

14. **BLOCK INSTALLATION:** Ranger 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 II models - Install the spacer blocks, tall end toward the rear bumper, between springs and the original factory wedge. Using the floor jack, raise the axle up to the rear springs and the original factory wedge. Using the floor jack, raise the axle up to rear springs. Be sure the tie bolts and block pins all align in proper holes.

15. Install and torque new u-bolts to 85ft. lbs. Install rear shock absorbers, tires, remove jack stands and lower vehicle down. Rear installation is complete.

NOTE: After driving the first 50 miles, re-torque **ALL** nuts, bolts and **ESPECIALLY U-BOLTS**, torque again for another 100 miles and then check periodically thereafter.

SEAT BELTS SAVE LIVES. PLEASE WEAR YOUR SEAT BELT.

TROUBLE SHOOTING:

Upon completion of installing the entire lift (front and rear) if the vehicle appears to sit un-level go to step 1 and record the AFTER measurements to verify the amount of lift obtained at each point. If the vehicle does sit un-level and **it did not sit un-level in step 1**, the following can be checked:

1. Be sure all of the polyurethane bushings were greased well so that they will not restrict the spring's movement.
2. Check the condition of the shackle bushings in the frame (if not replaced with new ones) to be sure they are not worn, and if so, replace them with new polyurethane bushings.
3. Check the body bushings between the frame and the body to be sure they are not showing wear. If so, SKYJACKER® offers replacement polyurethane kits.
4. In order to be sure that the bushings are not restricting the spring from being at the correct ride height, loosen (do not remove) the spring eye bolts. Then stand on the bumpers and bounce the vehicle up and down vigorously to free up the bushings and then retighten spring eye bolts.

NOTES:

To help correct steering angle on lifted vehicles, drop pitman arm #FA400 is recommended.
(Power Steering Only)

On models equipped with 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®:

Vehicle:	Part #:	Description:
Bronco II 83-90	1035H	0 - 3½° Degree adjustable camber/caster shim.
Ranger 83-89	1035H	0 - 3½° Degree adjustable camber/caster shim.
Ranger 89.5 - 97	1039H	0 - 2° Degree Adjustable camber/caster shim

Be sure and have front end alignment check periodically by a professional for your safety and longer tire life.

NOTICE:

Re-torque **ALL** nuts, bolts, and especially the u-bolts after the first 50 miles, again after another 100 miles. Check periodically thereafter. 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 them with new longer SKYJACKER® replacement stainless steel lines.