



Ford Ranger front leveling kit instructions



Spacer thickness and lift amount is not a 1 to 1 ratio

Example: If you ordered a 2" kit the spacer will measure about 1 3/8" thick

Install instructions

- 1: To begin install, block the rear tires of the vehicle so that the vehicle is stable and can't roll backwards. Safely lift the front of the vehicle and support the frame with jack stands. Place jack stands on both sides of the vehicle and remove both front tires.
- 2: Remove the upper strut mounts with a 15mm wrench or socket. You will need a socket to remove the far strut mount.
- 3: Remove the sway bar lower link pin bolt from the bottom of the control arm with a 18mm socket.
- 4: Disconnect the tie rod end with a 21mm socket. Using a ball peen hammer or impact tool, hit the steering knuckle (not the tie rod) until the tie rod pops out. If you use a tie rod pickle fork, be careful not to cut the tie rod boot. A severed tie rod boot will allow dirt and moisture to damage the tie rod end.
- 5: Remove the upper ball joint nut with a 21mm socket. Use an impact tool or ball peen hammer and hit the steering knuckle until the upper control arm pops out.
- 6: Support the knuckle with a bungee cord so not to overextend the CV axle or stretch the brake hydraulic hose.
- 7: Next remove the strut bolt nuts.
- 8: Remove the strut assembly.
- 9: Place the billet spacer on the top of the strut and bolt it down using the OEM nuts.
- 10: Place the strut back into the truck lining up the holes in the spacer with the mounting holes in the truck.
- 11: **Rotate lower studs to line up with the holes** in the lower control arm. Tighten provided nuts snug with wrench or ratchet.
- 12: It may be necessary to tap out the lower strut studs and re install them after the strut is fitted into the truck.
- 13: Place a jack under the lower control arm. Raise the lower control arm to reattach the ball joint. A pry bar may be used to hold the upper control arm into position. Torque the ball joint nut to OEM specs.
- 14: Reattach the tie rod end and torque to OEM specs.
- 15: Reattach the sway bar and torque to OEM specs.
- 16: Reattach the wheel.
- 17: Lower the vehicle to the ground and torque the strut mounts to OEM specs.
- 18: Align the vehicle. A certified alignment technician that is experienced with lifted vehicles is recommended.

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