

# ***LEVELING LIFT KITS***

9F009

## **2009 + Ford F150 Front leveling lift kit installation instructions**



**Note : The actual thickness  $\neq$  lift height .**

**The words marked on the item is the actual lift height .**

**Re-torque all lug nuts on the spacer after 100-200 miles of driving.**

1. To begin to install, block the rear tires of the vehicle so that the vehicle is stable and can't roll backward. Safely lift the front of the vehicle and support the frame with jack stands. Place jack stands on both sides of the vehicle and removes both front tires.

2. 2011 and newer models equipped with EPAS (Electronic Power Assist Steering): disconnect the power steering control module connector in order to avoid arching of the contacts in the internal power relay from a hammer blow or impact wrench.



3. Disconnect the front brake line and ABS line from the steering knuckle.

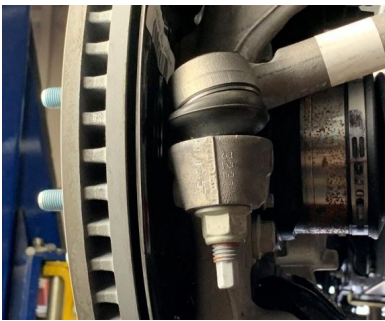


4. Remove the sway bar lower link pin bolt from the bottom of the control arm.



5. Remove the upper strut mounts. You will need a socket to remove the far strut mount.

6. Disconnect the tie rod end. 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.



7. Remove the upper ball joint nut. Use an impact tool or ball-peen hammer and hit the steering knuckle until the upper control arm pops out.



8. Support the knuckle with a bungee cord so as not to overextend the CV axle or stretch the brake hydraulic hose.

9. Next, remove the strut lower bolt, hold the nut and remove the bolt.

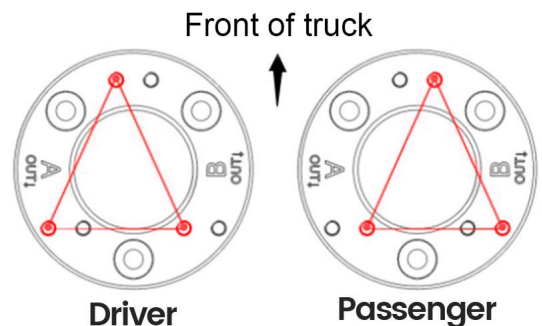
10. Remove the strut assembly.

**Note: If it is difficult to remove strut, you can try to remove the steering knuckle at first, then strut. Professional Installation is recommended.**

11. Place the billet spacer on the top of the strut.

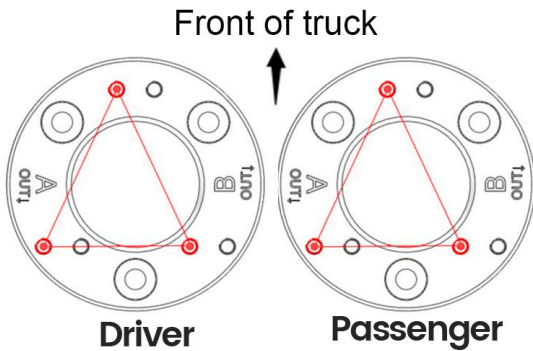
As shown in the below picture, the installation position is different from the year of the vehicle.

## 2009-2013 Models A-side + B-side

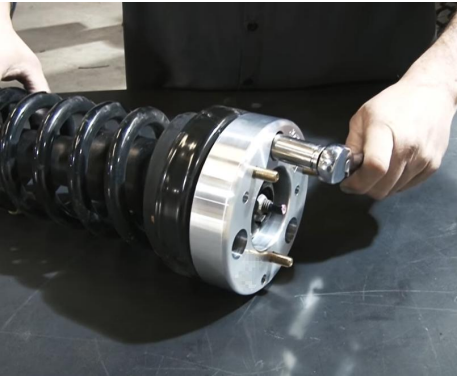


2014-Up models skip to the next page.

## 2014-Up Models Both A-side



***Torque all bolts provided  
into spacer with 40 ft.lbs.***



12.Run down nuts snug with an open end wrench. Torque to OEM specs.

13.Rotate the strut 180 degrees and place the strut back into the upper mount. Tighten provided nuts snug with wrench or racket.

14.Use a pry bar to position the lower control arm and the strut mount to reinstall the mounting bolt. Torque to OEM specs.

15. 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.

16.Reattach the tie rod end and torque to OEM specs.

17.Reattach the sway bar and torque to OEM specs. Reconnect the EPAS plugs.

18.Reattach the wheel.

19.Lower the vehicle to the ground and torque the strut mounts to OEM specs.

In the end, check all hardware is mounted at correct torque settings. Recheck all work. Re-tighten Control Arm mounting bolts. Test drive, then have a trained technician perform an alignment.



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