

LEVELING LIFT KITS

9F028

2019 + Ford Ranger Front leveling lift kit installation instructions



Note : The actual thickness \neq lift height .

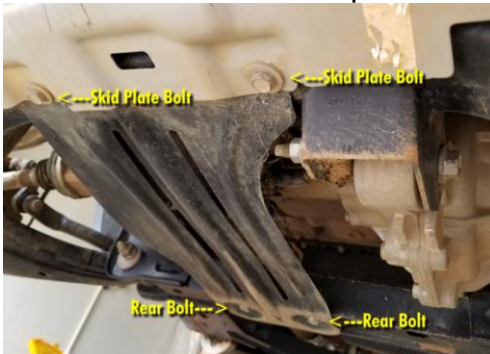
The words marked on the item is the actual lift height .

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

1. Raise the vehicle and remove wheels. Always ensure proper safety procedure is followed when working underneath your car, including use of the jack stands or other equipment.

2. Loosen the 2 front skid plate bolts, remove the 2 rear bolts. This will allow you to slide the skid plate back and remove it with a 15mm socket. Set aside the bolts and skid plate for reuse.

3. Remove the EPAS (electronic power assist steering) plugs as shown located on the steering assembly by the front differential. In order to avoid arching of the contacts in the internal power relay from a hammer blow or impact wrench.





4. Remove the abs wire bracket from the front side of the knuckle with a 8mm socket. Remove the brake line bracket from the back side of the knuckle with a 10mm socket. Remove abs sensor from the top of the knuckle with a 8mm socket.



5. Using a pry tool or pliers remove brackets from control arm.



6. Loosen the nut on the tie rod end, using a 15mm socket. Use a hammer to unseat the taper, striking the end of the knuckle, finish removing the nut.

7. Disconnect the sway bar link from the knuckle, use an 15mm to remove the nut.

8. Loosen the nut on the upper control arm, using a 15mm wrench.



9. Separate control arm away from hub.

10. Remove the strut nuts from the bottom of the lower control arm, using a 18mm socket. Retain hardware for reuse.

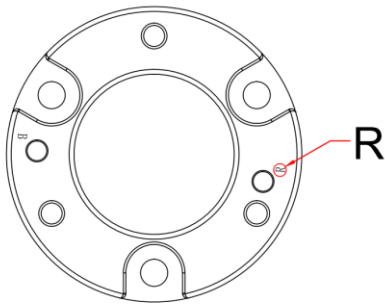
11. Remove the 3 nuts on top of the strut hat.



12. Pressing down on the lower control arm, slide out the strut assembly. Do not let the control arm drop to far down or the CV shaft may pull out.

13. Install the lift spacer on top of the stock top hat. Aligning dowel pin.





NOTE: Uses the hole R locates the factory pin

14. Use factory nuts to secure level spacer to the stock top hat. Torque to 32 ft/lbs.

15. **Rotated Strut 180° to install back onto the vehicle.** Install the strut assembly in the factory mount with the supplied 10mm nuts/washers & lock-washers on the upper mount.

16. Align the lower mount of the strut with the lower control arm mount, tighten the factory nuts with a 18mm. Torque to 78 ft/lbs.

17. Install the upper ball joint into the knuckle using the stock hardware. Hold the ball joint stud with an 8mm wrench and tighten the nut using a 15mm wrench. Torque to 32 ft/lbs.

18. Tighten the upper strut nuts. Torque to 32 ft/lbs.

19. Install the abs sensor into the knuckle with the bolt that was removed, tighten with a 8mm socket. Torque to 8 ft/lbs.

20. Re-install the abs wire bracket onto the front of knuckle, use a 8mm socket to tighten. Torque to 8 ft/lbs.

21. Install the brake line bracket onto the rear of the knuckle, use a 10mm socket to tighten. Torque to 22 ft/lbs.

22. Re-install the tie rod into the knuckle using the stock hardware, hold the ball joint stud with an 8mm wrench and tighten the nut using a 15mm wrench. Torque to 32 ft/lbs.

23. Repeat steps 4-22 on the opposite side of the vehicle.

24. Re-connect the sway bar link into the knuckle on the drivers and passengers side using the stock hardware, use a 18mm socket to tighten. Torque to 32 ft/lbs.

25. Re-connect the EPAS (electronic power assist steering) plugs.

26. Use the removed hardware in the rear to re-install the skid plate in the original location, tighten with a 15mm socket. Torque to 32 ft/lbs.

27. Reattach the wheel.

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.