



FORD TRANSIT COASTAL CRUISER 2" SUSPENSION LIFT KIT

WARNING! READ ALL INSTRUCTIONS BEFORE BEGINNING INSTALLATION
CONFIRM MEASUREMENTS BEFORE DRILLING ANY HOLES

PARTS LIST:

FRONT

- 2** LOWER CONTROL A-ARM (FT-LCA)
- 4** PIVOT BUSHING (FT-LCA-PB)
- 2** PIVOT BUSHING SLEEVE (FT-LCA-PBS)
- 2** HEIM JOINT (FK-JMX14T-770-F1)
- 4** MISALIGNMENT FOR 3/4 HEIM (FT-LCA-HS)
- 2** ALUMINUM LIFT SPACER (FT-ALS)
- LIFT SPACER HARDWARE KIT (FT-ALS-H)**
 - 3** 1/4"-20 X 1" SOCKET CAP SCREW
 - 4** 1/4" X 1" DOWEL PIN
 - 6** M10-1.25" FLANGE NUT

TOOLS NEEDED

- FRONT
- 3/8" AND/OR 1/2" RATCHET
- 10MM
- 13MM
- 15MM
- 18MM
- 21MM
- 30MM
- LONG T50
- LOCTITE

INSTALLATION INSTRUCTIONS

DISASSEMBLY

Be sure to measure ride height before and after install for a true measurement of the total height lifted. We recommend using a piece of blue painters' tape on the front and back fenders. To find the before measurement, take a tape measurer and measure from the ground to the bottom of the fender well lip. Write that measurement on the blue tape. This step will be repeated once the lift is installed.

STEP 1:

Park vehicle on level ground, jack up the front and remove front tires.

**STEP 2:**

Remove tie rod (21mm).

**STEP 3:**

Remove brake caliper and hang out of the way (21mm).



FRONT END DISASSEMBLY**STEP 4:**

Remove the strut pinch bolt so strut can be removed from the spindle (18mm).

**STEP 5:**

Remove the lower ball joint nut (30mm).

**STEP 6:**

Then remove the hub from the spindle using a long T50.



FRONT END DISASSEMBLY**STEP 7:**

Now the spindle is ready to be removed from the vehicle.

**STEP 8:**

Remove the front plastic fairing using a 10mm

**STEP 9:**

Remove the frame stiffener supports. (13mm) x6



FRONT END DISASSEMBLY

STEP 10:

Remove the front lower A-Arm pivot (21mm)



STEP 11:

Remove the rear lower A-Arm pivot (21mm)



STEP 12:

Loosen the strut spacer nuts (15mm).

Note: To do this, go inside vehicle and under dash to access the strut spacer hardware.

Use a second person to support the strut while the removing the last nut.



INSTALLATION

STEP 13:

The Heim joint comes with the heim pre-adjusted. If pushing the wheel forward is desired to increase caster, un-thread one or two complete turns.



STEP 14:

If LCA pivot stiffener was purchased, install with the rear pivot. Remove the 2 existing bolts and brackets and replace them with the WTD mount.



STEP 15:

To install the strut spacer, bolt the strut to the larger WTD aluminum mount using the 15mm.



INSTALLATION

STEP 16:

Make sure all nuts are tight, then attach the top WTD spacer mount. Using the supplied hardware. Fasten all bolts evenly.

Trim studs on strut to fit spacer.

Note: Overtightening can result in stripping out the aluminum spacer.



STEP 17:

Once all spacer hardware is tight, install as one unit in the vehicle. The spacer will go in the vehicle with the relief cut towards the inside.



STEP 18:

Using the 15mm tighten all nuts to secure the strut and strut spacer to the vehicle.



INSTALLATION**STEP 19:**

When installing the spindle, it is better to put the strut in first then install the lower ball joint in the arm.

Tighten lower ball joint (30mm) and strut pinch bolt (18mm)

**STEP 20:**

Install the brake caliper (21mm)

Lower Mount: Use supplied bolt for additional clearance.

**STEP 21:**

Attach tie rod and tighten bolt (21mm)



INSTALLATION

STEP 22:

Install wheels, lower vehicle and torque lug nuts to 130ft/lb

**STEP 23:**

Double check all bolts and spin wheel/tire both directions to make sure it clears the brake caliper bolt

The front install is now complete. Time to move to the rear installation

