



OCOTILLO CRUISER KIT - 1992-2014 FORD E-SERIES

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

PARTS LIST:

- 2** WTD – CUSTOM EXTENDED RADIUS ARMS
- 2** WTD – RADIUS ARM BRACKETS
- 2** SKYJACKER LIFT COILS
- 2** MODIFIED I BEAMS W/ MOOG PIVOT BUSHINGS
- 2** FOX PERFORMANCE SERIES 2.0 SHOCK
- SHOCK HARDWARE**
 - 1/2" X 3" BOLT
 - 1/2" FLAT WASHER
 - 1/2" LOCK WASHER
 - 1/2" NUTS

TOOLS NEEDED:

- FRONT:**
- 10MM SOCKET
 - 15MM SOCKET
 - 18MM SOCKET
 - 19MM SOCKET
 - 21MM SOCKET
 - 30MM SOCKET
 - 1-1/8" SOCKET
 - 3/8" AND/OR 1/2" RATCHET
 - TAPE MEASURER
 - SHARPIE
 - HAMMER
 - PLIERS
- REAR:**
- 15MM SOCKET
 - 19MM SOCKET
 - 21MM SOCKET
 - 24MM DEEP SOCKET/WRENCH

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:

Jack up front of van so the front wheels are off the ground and place jack stands under the frame behind the front bumper. This is for safety while you are completing the installation of this lift kit. Remove front wheels using a 22mm socket.



STEP 2:

1993-2007:

Remove the sway bar from frame with a 15mm, pull sway bar from I beams.

2008-Current:

Remove sway bar from frame with 15mm and a 18mm. Using 15mm remove sway bar from sway bar links from I beams.



STEP 3:

There is a cotter pin in the bottom of the steering castle nut. Using a pliers, bend the cotter pin into a straight position and then tap it out before loosening the nut. Now use a 21mm to remove the tie rod nut.

Tip: Smack knuckle with large hammer to free up tie rod.



DISASSEMBLY

STEP 4:

Undo the brake caliper with a 21mm and move it out of the way by hanging it on a hook to get clear access to the core of the suspension.

Tip: Make a double-sided metal hook, loop one end to a hole in the frame, then hang the steering knuckle on the other end of the hook once you remove it.

Note: Stock brake lines do not need to be removed/replaced and bleeding the brakes is not necessary. Angling 90 degree fitting down will give you more length on your brake line.



STEP 5:

Make sure you have a jack supporting the suspension on the side you are working on. Now remove factory shock using a 21mm, then remove factory coil retainer on top of coil bucket using a 10mm.



STEP 6:

Remove the eccentric bolt on top front of I beam with a 15mm, on bottom side of I beam, remove nut using a 1-1/8 wrench. Be sure to leave the nut threaded on finger tight to avoid injury or damage from the whole piece dropping. Once all hardware is removed from the steering knuckle, take a hammer and hit the main points of contact to loosen the assembly. Lastly, remove the lower nut you left on finger tight, allowing everything to be removed. Set the assembly off to the side in a position that does not put strain on the brake lines. Remove ABS wire from frame. Undo plug and detach from brake line. Curl up wire to avoid damage during removal of hub.



DISASSEMBLY**STEP 7:**

Now that everything is taken off and the caliper, brakes and spindle are moved to the side. Using a 21mm socket on the top and a 30mm socket on the bottom, remove hardware to separate the I beam from the radius arm. We recommend placing a jack stand under the I beam to avoid it from dropping and causing injury.

**STEP 8:**

Using a 1-1/8", remove the stock radius arm pivot from mounting bracket. Now use 15mm to remove bracket from frame.

**STEP 9:**

Using a 19mm and a 21mm (1992 - 2007) or 21mm and a 21mm (2008 - 2014) unbolt where the I beam pivots on the frame

Tip: The bolt for the passenger side I Beam is on the front side of the van facing the steering. Be sure to put it back the same way. If not done properly, the additional mount could hit the I beam when the I beam is moving up and down due to the additional length.



FRONT INSTALLATION (START ON DRIVER SIDE)**STEP 10:**

Take new modified radius arm and bracket and assemble using supplied bolt

Bracket:

07 and older - use new bracket and hardware

08 to current - use stock bracket and hardware

**STEP 11:**

Starting with the passenger I Beam, take the stock bolt and insert it through the original factory hole from the back. Now repeat the same process on the other side. If there is resistance, wiggle the I beam to get the bolt through the hole

**Radius Arm Bracket Relocation:
Repeat Steps for Both Sides****STEP 12:**

Install radius arm to i-beam using a 30mm/21mm. Then install radius arm bracket to frame using stock hardware.



FRONT END REASSEMBLY

Note: We recommend spraying WD40 on all the threads and insides of bolts prior to assembling. This will lubricate and help everything to go back together smoothly, especially on vehicles that have a lot of rust.

STEP 13:

Tighten 30mm and 21mm going through radius arm and I beam and tighten 1-1/8" bolt on radius arm bracket hardware. Install spring isolator on top of radius arm bolt. Then install coil by replacing J-hook using 10mm.



STEP 14:

Install Fox 2.0 shock. Take the top nut, washer and bushing off the shock and then insert the shock up into the designated hole located on the right side of the coil bucket.

Put the remaining bushing and hardware on the top shock post, which is now exposed on the top side of the coil bucket and make it finger tight.

Then put a 19mm wrench on the top nut and twist the shock by hand until snug (do not overtighten shock bushings).

Using a floor jack, compress the coil spring so the lower shock bolt fits in the radius arm tabs using a 3/4" socket and wrench, tighten shock hardware.



STOCK COMPONENT REASSEMBLY

STEP 15:

Reassemble in the reverse order ALL factory parts which were removed. Put the hardware back on finger tight and then follow up with the wrench to avoid fighting the parts.



STEP 16:

Now that your vehicle is assembled and sitting on the ground, loosen the tie rods with a 15mm, use channel locks to toe in tie rods to correct the steering.

Note: Alignment shop will fine tune this adjustment as well as replace eccentric to correct camber and caster.

If there are rubbing issues with the front tires and the bumper, carefully mark and trim away to avoid potential tire damage.

Congratulations! You have now installed the Ocotillo Cruiser Kit!

You are now ready to take your van to the alignment shop.

