



FORD TRANSIT TRAIL RUNNER 5" 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** LIFT SPINDLE (FT-3LS)
- 1** LIFT SPINDLE HARDWARE (FT-3LS-H)
 - 5** P-PAN SELF DRILLING HEAD
 - 2** M16-2.0X50 H/C 8.8 BOLT
- 2** ALUMINUM LIFT SPACER (FT-ALS)
- 1** LIFT SPACER HARDWARE KIT (FT-ALS-H)
 - 8** 1/4"-20 X 1" SOCKET CAP SCREW
 - 4** 1/4" X 1" DOWEL PIN
 - 6** M10-1.25" FLANGE NUT

REAR

- 2** FOX 2.0 SHOCKS
- 2** 2" BLOCKS
- 2** U-BOLTS

TOOLS NEEDED

- | | |
|--------------------------|--|
| FRONT | |
| 3/8" AND/OR 1/2" RATCHET | |
| 1/8" DRILL BIT | |
| 10MM | |
| 13MM | |
| 15MM | |
| 18MM | |
| 21MM | |
| 30MM | |
| LONG T50 | |
| LOCTITE | |
| REAR: | |
| 15MM | |
| 18MM | |
| 19MM | |
| 21MM | |
| 22MM | |
| 1/2" DRILL BIT | |

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:

With the spindle off the vehicle, the lower ball joints will need to be removed.

First use a T50 to remove the 2 bolts. Use a ball joint press to remove and install the ball joints.



STEP 9:

Brake line lowering:

Drill out the 3 rivets and lower bracket to the bottom of the frame. Mount this bracket with the hardware supplied (FT-3LS-H).

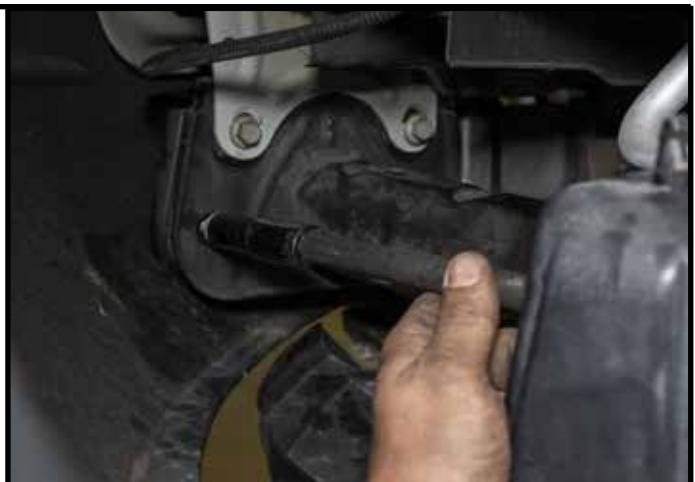


FRONT END DISASSEMBLY**STEP 10:**

Remove the front plastic fairing using a 10mm

**STEP 11:**

Remove the frame stiffener supports. (13mm) x6

**STEP 12:**

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



FRONT END DISASSEMBLY**STEP 13:**

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

**STEP 14:**

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 15:

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 16:

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 17:

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



INSTALLATION

STEP 18:

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 19:

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 20:

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



INSTALLATION

STEP 21:

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 22:

Install the brake caliper (21mm)

Lower Mount: Use supplied bolt for additional clearance.



STEP 23:

Attach tie rod and tighten bolt (21mm)



INSTALLATION

STEP 24:

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



STEP 25:

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



REAR INSTALLATION - BLOCKS & U-BOLTS

STEP 27:

Jack the back of the van up and remove rear tires. Place jack stands under rear frame. Remove the bolts from the bottom of the shock mounts with a 15mm wrench and 18mm socket.



STEP 28:

Remove upper shock nut using an 18mm/21mm, then remove rubber shock bushing from frame using a flathead screwdriver.



STEP 29:

Place a second set of jack stands under the rear axle loosen u-bolts using a 21mm deep socket only on one side. On opposite side, remove u-bolts completely and use a floor jack to lower rear end to fit blocks.

Note: If blocks have a taper in them, make sure the tall side goes towards rear of vehicle.



REAR INSTALLATION - BLOCKS & U-BOLTS

STEP 30:

Align lift block with locating pin in axle and leaf spring, then install the longer u-bolts. When installing u-bolt nuts, only snug at this point. Now repeat steps on other side. Once you have both blocks in, tighten u-bolt nuts to 165 ft lbs.



STEP 31:

Installing the new Fox 2.0 Shocks: On the rear upper shock mount, use factory bolt and install new shock with 2 aluminum spacers. On the rear lower mount, use 2 thick washers with new 1/2" bolt. Drill out factory shock mount to 1/2".

Put the rear wheels and tires back on and lower the jacks.

Now take the tape measurer and measure from the ground to the bottom of the fender lip and write the new ride height on the blue painter's tape that was placed on the fenders before started the install.



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