

JACK-IT™

INSTALLATION INSTRUCTIONS

1999 - 2004 Ford F-250 / F-350 V8, V10 & Diesel 2.5" Leveling Kit

WARNING: READ ALL INSTRUCTION BEFORE INSTALLING THIS KIT.

Jack-it, Inc. strongly recommends this kit be installed by a professional mechanic. Installing this kit will not strengthen or reinforce the stock frame of the vehicle, nor will it increase rollover protection. This kit is designed to level the front end of the vehicle in relation to the height of the rear end. We strongly advise you to operate your vehicle responsibly at all times and that you periodically inspect all suspension and drive train components for tightness of fit or for any damage.



Prior to Installation inspect vehicle's frame for stress cracks paying extra attention to the steering box and suspension to frame attaching points. Carefully inspect track bar, steering system, drive line system, ball joints and wheel bearings--the entire vehicle must be in top working condition. Repair or replace any broken or worn parts. Always wear safety glasses and use proper precautions to secure and block vehicle prior to installation.

Parts List

Match parts and hardware to parts lists before starting kit install. Jack-it Accessories will be happy to replace any missing or defective parts (replacement parts are shipped no charge UPS Ground--express shipping is offered for an additional charge).

Qty	Item#	Description
2	TUF 82201	Leaf Packs (5 leaves for V-10 & Deisel, 4 leaves for V-8)
2	AAA CB71660	7/16" x 6" center pin bolts with nuts
1	JAC 1003	U-Bolt Kit (JAC 1003 for trucks with build date of 1999 or earlier)
	or	
	JAC 1031	• 4/ea 9/16" x 3" x 11.5" (square u-bolts - JAC 1003; or semi-round - JAC 10031) • 8/ea 9/16" high nuts • 8/ea 9/16" flat washers
1	TUF 20905	Track bar bracket with hardware for trucks with 1" diameter track bar
	or	
1	FAB FTS451	Adjustable Track Bar for trucks with 3/4" diameter track bar OR upgrade for 1" bar

If your truck has factory 2" rear blocks, your kit will also include:

1	TUF 82950	• 2/ea 2" rear add-a-leafs • 2/ea 7/16 x 6 center pin bolts • 1/ea separate instruction sheet for add-a-leafs
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Foot Pound Torque Readings

(These readings must be followed)

5/16" bolts	13ft-lbs	3/8" bolts	19ft-lbs
7/16" bolts	30ft-lbs	1/2" bolts	70ft-lbs
9/16" bolts	112ft-lbs	5/8" bolts	115ft-lbs

Notes

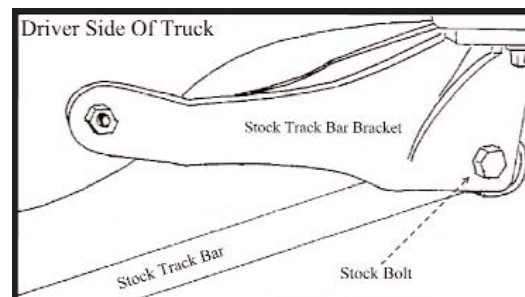
- Front end realignment is recommended
- Maximum tire size is 35" x 12.5" on a 10" wide wheel
- Optional 1", 2" or 3" rear add-a-leafs are available
- Measure vehicles height before and after kit is installed

Before	Front Passenger	Rear Passenger
	Front Driver	Rear Driver
After	Front Passenger	Rear Passenger
	Front Driver	Rear Driver

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1

With vehicle on the ground, unbolt the front track bar from the vehicle at frame on the drivers side. Remove the stock bolt that holds the track bar to the bracket. **Save the bracket hardware**—bolt, nut—they will be used later.



2

Block rear tires so vehicle cannot roll. Raise the front of the vehicle high enough to support frame with a jack stand behind the front spring and then remove the front tire. It does not matter which side of the vehicle you do first.

3

Remove front shock.

4

Support front axle with a floor jack—only do one side at a time so the axle is supported on the opposite side of the truck by the factory u-bolts.

5

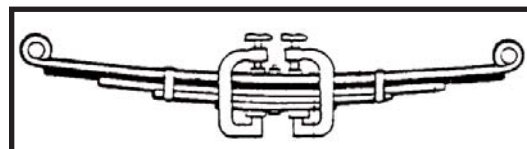
Remove sway bar end link bolt.

6

Remove factory u-bolts from the side that is supported by the floor jack and then lower the axle away from the spring.

7

Using large C-clamps or a large bench vice, hold the spring securely together. Remove the center pin bolt—use vise-grips to hold the head of the pin.



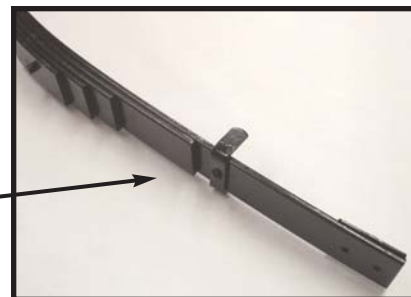
8

Using the same procedure described in step 7, remove the center pin bolt in the 82201 spring pack (neither this pin bolt nor the pin bolt removed from the factory pack will be re-used).

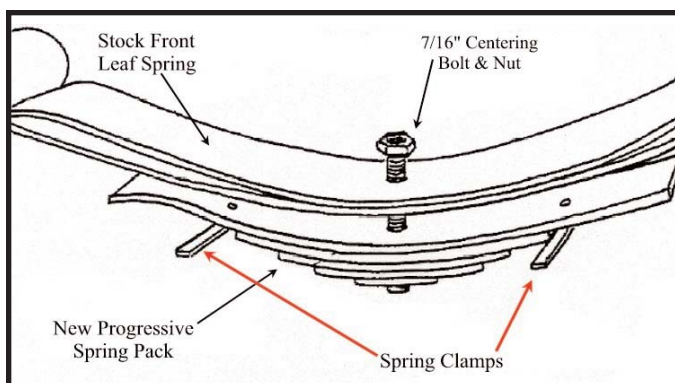
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9 (follow this step ONLY if you have a V-8 gas model)

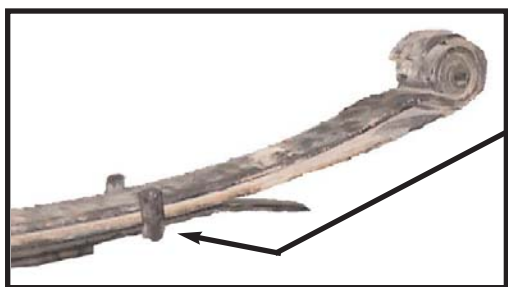
The progressive leaf springs included with your kit are identical to the spring used in the Diesel and V-10 gas model Superduty. In order for the leaf to properly lift your V-8 truck, you will need to remove the second longest leaf in the spring pack included with your kit.



10 Place the 82201 spring pack underneath the factory springs with the bend in the top 82201 leaf facing to the front of the factory springs. Insert the 7/16" x 6" center pin bolt provided by Jack-it through the 82201 spring pack beginning with the shortest leaf through the longest leaf in the factory pack. Using large C-clamps draw all leaves together and tighten the center pin to 40-45 Ft-lbs. Trim excess center pin—leaving 2 to 3 threads showing. **NOTE: Do not use the center pin bolt to draw the leaves together. Failure of any component can cause an explosive disassembly and possible injury or death.**



11

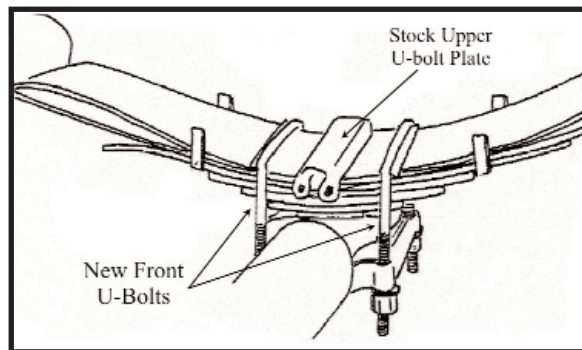


The progressive spring pack comes with the spring clamps bent as shown in the photo. These should remain pointed up as shown when spring is on the vehicle. This will keep the main leaf from twisting out of alignment with your factory springs.

NOTE: Do not bend the alignment clamp completely over the top of your factory leaves. Doing this may cause annoying squeaks and noises.

12

Raise front axle and line up center pin bolt with the axle pin hold guide. Install the U-bolts provided by Jack-it (1003 / 1031). Tighten u-bolts to the torque specs listed on page one of these instructions.



13

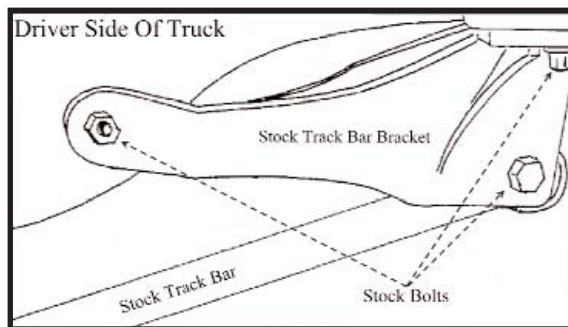
Re-Install front shock then repeat steps 2 - 12 for the other side of the vehicle.

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If your kit includes the track bar relocation bracket, continue with step 14. If you upgraded to the heavy duty adjustable track bar, skip ahead to step 18

14

In step 1 you should have removed the bolt from the factory track bar bracket that attaches to the factory track bar. Now remove the remaining three stock bolts that hold the stock bracket to the frame. **Save the bracket hardware** (bolts, nuts and washers)—they will be used later. **Do NOT use air tools when working with the 3 stock bolts that hold the bracket to the frame. Air tools create too much torque and may cause the nuts to tear loose from the cage that holds them into place inside the frame rail.** note: the factory bolts and retainer clip were installed using "locktite", so they will be tight when you remove them. Tip: you can heat the track bolts in the drivers side frame rail to melt the locktite.



15

Locate the new upper driver side track bar bracket. Using the 3 stock bolts install the new bracket into the stock location. Note: the stock track bar bracket bolts in front of the cross-member and the new bracket bolts behind the crossmember. Do NOT use air tools as this may strip the stock hardware. Use locktite and torque bolts.

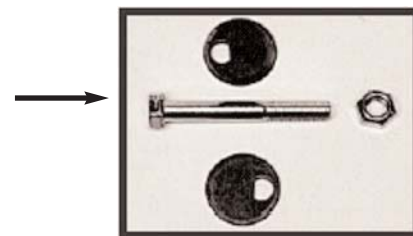


For the Ford Super Duty's that were manufactured prior to March of 1999, go to step #16, then proceed to #19

For the Ford Super Duty's that were manufactured after March of 1999, go to step #17, then proceed to #19

16

Locate the 9/16" x 3 1/2" cam bolt, the two (2) cam washers and the 9/16" unitorque nut. Install the stock track bar into the newly installed track bar bracket and secure using the new cam bolt and hardware. Center the new cam washers and **torque to 90 ft lbs.** (if you are unable to install the stock bar into the bracket, you will need to perform this step once the weight of the vehicle is on the ground.



17

Locate the 9/16" x 3 1/2" cam bolt, the two (2) cam washers and the 9/16" unitorque nut and the track bar reducing sleeve. Install the reducing sleeve into the driver side stock track bar location. This is done so the new 9/16" cam bolt provided with this kit can be assembled. Install the stock track bar into the newly installed track bar bracket and secure using the new cam bolt and hardware. Center the new cam washers and **torque to 90 ft lbs.** (if you are unable to install the stock bar into the bracket, you will need to perform this step once the weight of the vehicle is on the ground.



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18 (follow this step only if you have upgraded to the adjustable front track bar)

Remove the factory track bar by taking out the bolt located on the passenger side that connects the track bar to the axle. Install the new adjustable track bar in the factory brackets. You will re-use the factory bolts, washers and nuts. Tighten both upper and lower track bar bolts to 90 ft lbs. If you need more detailed instructions, see the separate instructions included in the box with your adjustable track bar.

19

Install tires and set truck on ground—make sure anti-sway bar is not in the way while setting down vehicle. Hook up front anti-sway bar and connect tracking bar to the original frame mount using original factory hardware.

Note: Installing the factory tracking bar is much easier using two people. One person slowly turns the steering wheel to one side, while the second person inserts the bolt. **Do not start vehicle while doing this!! Injury or death can result!!**

20

To center the axle under your vehicle you can now either adjust the cam bolt in your track bar bracket, or, if you have upgraded to the adjustable track bar, you can center the axle using the adjustment sleeves on the bar.

To determine if your axle is centered use the following method for measuring: You will need a long level and a tape measure. Hold the level straight up next to the fender or the tire (whichever is sticking out the most). Make sure the bubble on your level is centered and then measure the distance between the level and the tire or fender (whichever is sticking out the least). The distance should be the same on both sides of the vehicle. In the photo to the right, the tire is sticking out more, so we measure the distance to the fender and then do the same on the other side.



21

You can re-center your steering wheel by twisting the adjusting sleeve next to the steering pitman arm. You need to adjust the draglink longer to center the steering wheel and keep proper turning radius. This will NOT change your alignment.

U-bolts need to be retorqued after 200 to 500 miles and checked periodically along with the other hardware installed.

Warranty Information: All components of this leveling system are covered by a life time manufacturers warranty. Jack-it, Inc. is not the manufacturer of any of the components in this system, but we will gladly assist you in exercising your warranty should the need arise. Determination to replace or repair any component in this kit is at the sole discretion of the respective manufacture--Jack-it, Inc. has no authority in these matters.