



Front leveling kit  
2009 - 2012  
Ford F150 4WD  
JAC33010

<u>Description</u>	<u>Qty.</u>
Front Strut spacers	2
Hardware bag	1
Manual	1

Congratulations on your selection to purchase a JACK IT Suspension System. We at JACK IT are proud to offer a high quality product at the industries most competitive pricing. Thank you for your confidence in us, and our product.

Before installation begins, it is the customers/installers responsibility to make sure that all parts are on hand. If any parts are missing, please feel free to call one of our customer service representatives @ (801) 974-7960.

It is the customers/installers responsibility to read and understand all steps before installation begins. OEM manual should be used as a reference guide.

Make sure to use lock tite on all new and stock hardware associated with this installation.

Important customer information:

JACK IT Suspension highly recommends that a qualified and/or certified mechanic performs this installation.

This vehicles reaction and handling characteristics may differ from standard cars and/or trucks. Modifications to improve and/or enhance off road performance may raise the intended center of gravity. Extreme caution must be utilized when encountering driving conditions which may cause vehicle imbalance or loss of control. DRIVE SAFELY! Avoid abrupt maneuvers, such as sudden sharp turns which could cause a roll over, resulting in serious injury or death.

It is the customers responsibility to make sure that a re-torque is performed on all hardware associated with this suspension system after the first 100 miles of installation. It is also the customers responsibility to do a complete re-torque after every 3000 miles or after every off road use.

After the original installation, JACK IT Suspension also recommends having the alignment checked every 6 months to ensure proper tracking, proper wear on tires and front end components. JACK IT Suspension takes no responsibility for abuse, improper installation or improper suspension maintenance.

## Limited lifetime warranty

Notice to all JACK IT Suspension customers: It is your responsibility to keep your original sales receipt! If failure should occur on any JACK IT Suspension component, your original sales receipt must accompany the warranted unit to receive warranty. Warranty will be void if the customer can not provide the original sales receipt. Do not install a body lift in conjunction with a suspension system. If a body lift is used in conjunction with any JACK IT Suspension product, your JACK IT Suspension WARRANTY WILL BE VOID. JACK IT suspension products are warranted to be free from defects in material and workmanship for life if purchased, installed and maintained on a non-commercial vehicle; otherwise, for a period of twelve (12) months, from the date of purchase and installation on a commercial vehicle, or twelve thousand (12,000) miles (which ever occurs first). JACK IT does not warrant or make any representations concerning JACK IT Products when not installed and used strictly in accordance with the manufacturer's instructions for such installation and operation and accordance with good installation and maintenance practices of the automotive industry. This warranty does not apply to the cosmetic finish of JACK IT products nor to JACK IT products which have been altered, improperly installed, maintained, used or repaired, or damaged by accident, negligence, misuse or racing. ("Racing is used in its broadest sense, and, for example, without regards to formalities in relation to prizes, competition, etc.) This warranty is void if the product is removed from the original vehicle and re-installed on that or any other vehicle. This warranty is exclusive and is in lieu of any implied warranty of merchantability, fitness for a particular purpose or other warranty of quality, whether express or implied, except the warranty of title. All implied warranties are limited to the duration of this warranty. The remedies set forth in this warranty are exclusive. This warranty excludes all labor charges or other incidental or consequential damages. Any part or product returned for warranty claim must be returned through the dealer of the distributor from whom it was purchased. JACK IT reserves the right to examine all parts returned to it for warranty claim to determine whether or not any such part has failed because of defect in material or workmanship. The obligation of JACK IT under this warranty shall be limited to repairing, replacing or crediting, at its option, any part or product found to be so defective. Regardless of whether any part is repaired, replaced or credited under this warranty, shipping and/or transportation charges on the return of such product must be prepaid by the customer under this warranty.

Important information that needs to be read before installation begins:

Due to variations in your vehicles stock shock application, longer shocks may be required.

Before installation begins, JACK IT Suspension highly recommends that the installer performs a test drive on the vehicle. During the test drive, check to see if there are any uncommon sounds or vibrations. If uncommon sounds or vibrations occur on the test drive, uncommon sounds or vibrations will be enhanced once the suspension system has been installed. JACK IT Suspension highly recommends notifying the customer prior to installation to inform the customer of these issues if they exist.

Please follow instructions carefully:

Before installation begins, measure from the center of the hub, to the bottom of the fender well, and record measurements below.

Pre-installation measurements:

Driver side front: \_\_\_\_\_

Passenger side front: \_\_\_\_\_

At the end of the installation take the same measurements and compare to the pre-installation measurements.

Post installation measurements:

Driver side front: \_\_\_\_\_

Passenger side front: \_\_\_\_\_

1. To begin installation, block the rear tires of the vehicle so that the vehicle is stable and can't roll backwards. Safely lift the front of the vehicle and support the vehicle with a pair of jack stands. Place a jack stand on both the driver and the passenger side. Next, remove the front wheels and tires from both sides.

2. Working on the driver side, remove the (3) upper strut mount nuts. Save the stock hardware. Repeat procedure on the passenger side. See Photo # 1

3. Working on the driver side, Loosen, but do not remove the upper ball joint nut. Repeat procedure on the passenger side. See Photo # 2

4. Working on the driver side, loosen but do not remove the stock nut from the outer tie rod. Repeat procedure on the passenger side. See Photo # 3

5. Now return to the stock upper ball joint and stock outer tie rod and carefully break the taper and remove them both from the steering knuckle. Repeat on passenger side. Note: Take special care not to damage the ball joint and tie rod end rubber boots. See Photo # 4

6. Working on the driver side, disconnect the sway bar end link from where it is connected to the sway bar, do not disconnect the end link from the lower control arm. Repeat on passenger side. See Photo # 5

7. Working on the driver side, remove the nut and bolt holding the strut assembly to the lower control arm. Repeat on passenger side. See photo # 6

8. Working on the driver side, loosen but do not remove the (2) bolts holding the lower control arm to the vehicle. Repeat on passenger side. See Photo # 7

9. Install the new strut spacers on top of the stock struts and secure them using the stock nuts. Torque to 35 ft lbs. See Photo # 8

10. Working on the driver side, remove the CV axle nut and also unbolt the brake line bracket from the frame rail to gain enough slack. Repeat procedure on the passenger side. See Photo 9

11. Working on the driver side, install the strut assembly back into the stock location, it may be necessary to pry down on the lower control arm in order for the lower eyelet of the shock to go into its pocket. Secure the strut using the stock bolt and hardware on the lower part, and using the new 3/8" nylon lock nuts and 5/16" flat washers on the upper mount. Torque the upper 3/8" hardware to 32 ft lbs and the lower stock bolt to 100 ft lbs. Repeat on passenger side.

12. With the struts now installed back into the vehicle, it is time to re-install the CV axle back into the hub assemble and secure using the stock nut. Torque to 20 ft lbs. Repeat on passenger side.

13. Re-connect the upper ball joint into the steering knuckle and secure using the stock nut. It may be necessary to pry down on the upper control arm to get the nut started. Torque to 85 ft lbs and repeat on passenger

side.

14. Now attach the brake line bracket into the stock location using the stock bolt, torque to 8 ft lbs.

15. Working on the driver side re-install the tie rod ends back into the steering knuckle using the stock nut and torque to 70 ft lbs. Repeat on passenger side.

16. Working on the driver side, attach the sway bar back to the sway bar end link using the stock hardware. Repeat on passenger side and torque to 50 ft lbs.

After the completion of the installation, JACK IT Suspension recommends taking the vehicle to an alignment shop and having a proper front end alignment performed.

JACK IT Suspension recommends that a complete re-torque is done on all bolts associated with this suspension system. It is the customers responsibility to make sure that a re-torque is performed on all hardware associated with this suspension system after the first 100 miles of installation. It is also the customers responsibility to do a complete re-torque after every 3000 miles or after every off road use. Neglect of following these steps could cause brackets to come loose and cause serious damage to the suspension system and to the vehicle.



Photo # 1



Photo # 2



Photo # 3



Photo # 4



Photo # 5



Photo # 6

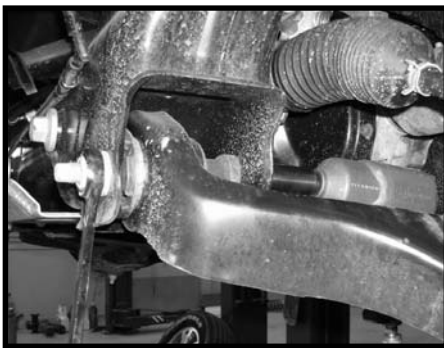


Photo # 7



Photo # 8



Photo # 9

