



#F1213 Installation Instructions 2009 Ford F-150 2wd/4wd 2" Lift Kit

Read and understand all instructions and warnings prior to installation of product and operation of vehicle.

Zone Offroad Products recommends this system be installed by a professional technician. In addition to these instructions, professional knowledge of disassembly/ reassembly procedures and post installation checks must be known. Minimum tool requirements include the following: Assorted metric and standard wrenches, hammer, hydraulic floor jack and a set of jack stands. See the "Special Tools Required" section for additional tools needed to complete this installation properly and safely.

» PRODUCT SAFETY WARNING

Certain Zone Suspension Products are intended to improve off-road performance. Modifying your vehicle for off-road use may result in the vehicle handling differently than a factory equipped vehicle. Extreme care must be used to prevent loss of control or vehicle rollover. Failure to drive your modified vehicle safely may result in serious injury or death. Zone Offroad Products does not recommend the combined use of suspension lifts, body lifts, or other lifting devices.

You should never operate your modified vehicle under the influence of alcohol or drugs. Always drive your modified vehicle at reduced speeds to ensure your ability to control your vehicle under all driving conditions. Always wear your seat belt.

» TECHNICAL SUPPORT

Live Chat provides instant communication with Zone tech support. Anyone can access live chat through a link on www.zoneoffroad.com.

www.zoneoffroad.com may have additional information about this product including the latest instructions, videos, photos, etc.

Send an e-mail to tech@zoneoffroad.com detailing your issue for a quick response.

888.998.ZONE Call to speak directly with Zone tech support.

» PRE-INSTALLATION NOTES

1. Special literature required: OE Service Manual for model/year of vehicle. Refer to manual for proper disassembly/reassembly procedures of OE and related components.
2. Adhere to recommendations when replacement fasteners, retainers and keepers are called out in the OE manual.
3. Larger rim and tire combinations may increase leverage on suspension, steering, and related components. When selecting combinations larger than OE, consider the additional stress you could be inducing on the OE and related components.
4. Post suspension system vehicles may experience drive line vibrations. Angles may require tuning, slider on shaft may require replacement, shafts may need to be lengthened or trued, and U-joints may need to be replaced.
5. Secure and properly block vehicle prior to installation of Zone Offroad Products. Always wear safety glasses when using power tools.
6. If installation is to be performed without a hoist, Zone Offroad Products recommends rear alterations first.
7. Due to payload options and initial ride height variances, the amount of lift is a base figure. Final ride height dimensions may vary in accordance to original vehicle attitude. Always measure the attitude prior to beginning installation.

Difficulty Level

easy 1 **2** 3 4 5 difficult

Estimated installation: 1-2 hours

Special Tools Required

30mm (1-3/16") socket or wrench

27mm (1-1/16") socket or wrench

Tire/Wheel Fitment

Tire:

33 x 12.50

Wheel:

stock to 5.5" B.S.

Kit Contents

Qty	Part
2	Strut Spacer 2009+
1	Bolt Pack
4	9/16" x 3-1/8" x 12-1/2" Square U-bolt
8	9/16" High Nuts
8	9/16" Washers
2	2" Blocks

***Important* Verify you have all of the kit components before beginning installation.**



INSTALLATION INSTRUCTIONS

1. Park the vehicle on a clean, flat surface and block the rear wheels for safety.
2. Raise the front of the vehicle and support with jack stands at the frame rails.
3. Remove the front wheels.
4. Disconnect the driver's and passenger's side front sway bar links from the sway bar. Save sway bar link nuts. **Figure 1**

Complete this portion of the installation on one side at a time

5. Disconnect the front brake line and ABS line from the steering knuckle. Save bolts. **Figure 1**

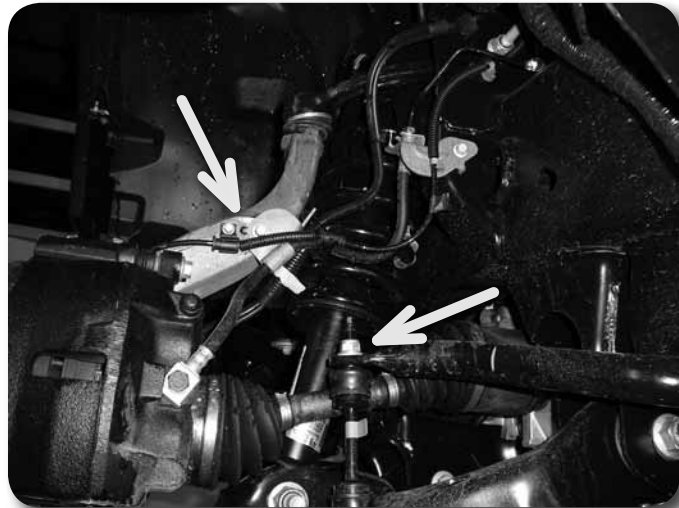


Figure 1

6. Locate the small dust cap on the hub. **Figure 2** Carefully remove the cap using a pair of channel lock (or any wide jaw style) pliers. Save dust cap.
7. Remove the CV retaining nut (which was covered by the dust cap). Save nut. **Figure 3**
8. Remove the steering tie rod end nut from the tie rod end at the steering knuckle. Thread the nut back on a couple of turns by hand. Strike the knuckle near the tie rod end to dislodge it from the knuckle. **Figure 4** Remove the nut and remove the tie rod end from the knuckle. Save nut.

Step 6 Note

Remove the dust cap by firmly squeezing with the pliers and working up and down while pulling out.



Figure 2



Figure 3

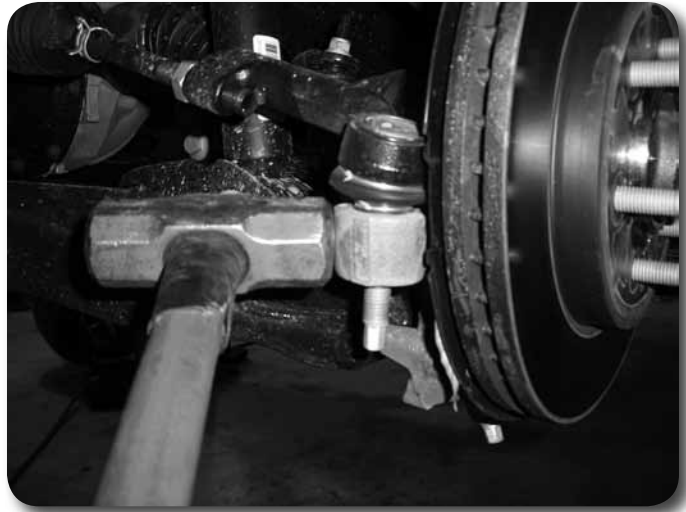


Figure 4

9. Remove the upper ball joint nut and thread back on a couple of turns by hand. Strike the knuckle near the ball joint to dislodge it from the knuckle. **Figure 5** Remove the nut and remove the ball joint from the knuckle. Save nut. Allow the knuckle to rest back away from the front strut.



Figure 5

10. Support the lower control arm with an appropriate jack. Remove the three upper strut mounting nuts at the frame. **Figure 6** DO NOT remove the center strut rod nut. Save nuts.

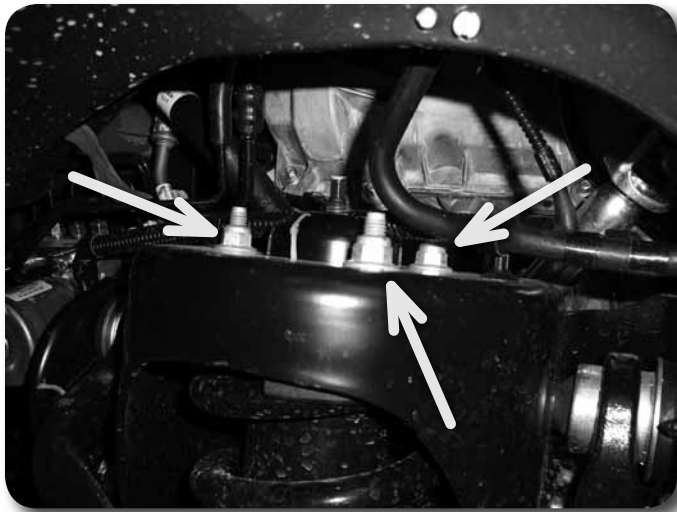


Figure 6

11. Remove the lower strut mount bolt/nut at the lower control arm. **Figure 7** Lower the control arm and remove the strut from the vehicle. Save lower strut hardware.
12. Locate the new strut spacers. Install the 7/16" bolts into the holes for correct side (P = Passenger, D = Driver). **Figure 8A,B,C**

Step 11 Note

The lower strut bolt requires a 30mm (1-3/16") and 27mm (1-1/16") socket/wrench to remove.

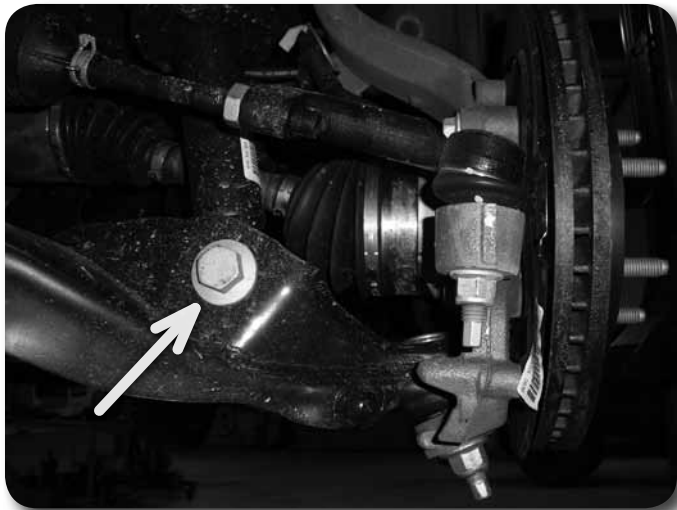


Figure 7



Figure 8A



Figure 8B



Figure 8C - Driver's Side Shown

13. Install the new spacer on the strut and fasten with the original mount nuts. The spacers are labeled to indicate which side will face 'out' on the vehicle once they are installed. The studs need to be opposite of the factory studs. **Figure 9** Torque nuts to 35 ft-lbs.



Figure 9 - Passenger's Side Shown

14. Install the modified strut assembly into the upper frame mount by aligning the studs in the new spacer with the original mounting holes. Loosely fasten the strut with the provided 7/16" nuts and washers.
15. Install the bottom of the strut back into the original mount with the factory hardware, leave hardware loose. With the lower hardware installed, go back and torque the new upper hardware to 40 ft-lbs.
16. With the strut installed, reconnect the knuckle to the upper ball joint with the original nut. While connecting the upper ball joint, be sure that the CV shaft properly aligns into the hub. **Figure 10** Torque ball joint nut to 85 ft-lbs.



Figure 10

17. Be sure the CV is properly seated in the hub and reinstall the original retaining nut. Torque nut to 20 ft-lbs. Reinstall the hub dust cap by tapping in place with a small hammer.

Step 3 Caution:

To avoid axle shift, only remove/replace the u-bolts from one side at a time.

Step 4 Caution:

It may be necessary to adjust the brake line in order to gain additional length. Do not kink the brake line in any way.

Post-Installation Warnings

1. Check all fasteners for proper torque. Check to ensure for adequate clearance between all rotating, mobile, fixed, and heated members. Verify clearance between exhaust and brake lines, fuel lines, fuel tank, floor boards and wiring harness. Check steering gear for clearance. Test and inspect brake system.
2. Perform steering sweep to ensure front brake hoses have adequate slack and do not contact any rotating, mobile or heated members. Inspect rear brake hoses at full extension for adequate slack. Failure to perform hose check/ replacement may result in component failure.
3. Perform head light check and adjustment.
4. Re-torque all fasteners after 500 miles. Always inspect fasteners and components during routine servicing.

18. Reconnect the brake line and ABS line to the steering knuckle with the original bolt. Torque bolt to 10 ft-lbs.
19. Attach the steering tie rod end to the steering knuckle with the original nut. Torque to 100 ft-lbs.
20. With both sides complete, reconnect the sway bar links to the sway bar with the original hardware. Torque to 30 ft-lbs.
21. Install the wheels and lower the vehicle to the ground. Torque lug nuts to 150 ft-lbs in a crossing pattern.
22. Bounce the front of the vehicle to settle the suspension. Torque the lower strut mounting bolts to 350 ft-lbs.
23. Check all hardware for proper torque. Check hardware after 500 miles.
24. The vehicle will need a complete front end alignment.

Rear Installation Instructions

NOTE: Complete the following instructions one side at a time. Do not attempt to drop the entire axle at one time.

1. Raise rear of vehicle and support with jack stands under frame. Remove wheels.
2. With axle firmly supported by jack stands remove the OEM shock. Place a hydraulic jack under the rear differential.
3. Loosen the OEM u-bolts that retain the spring to the axle.
4. With the hydraulic jack supporting the axle, slowly allow the axle to drop away from the leaf spring. Replace the jack stands for additional support.
5. Place the new block between the stock block and the leaf pack. Make sure the bump stop portion of the stock block is pointed the same direction as it was originally.
6. Slowly raise the axle with the hydraulic jack in order to assemble the blocks and leaf springs. Make sure that all of the locating pins are inside their female counterparts.
7. Install u-bolts with the supplied fasteners. Be sure the u-bolts are perpendicular to the axle before tightening.
8. Tighten the u-bolts to 100-120 ft-lbs. Replace wheels. Install correct Zone shocks recommended for this amount of lift. Replace the wheel.
9. Complete the above instructions for the other side of the vehicle.