

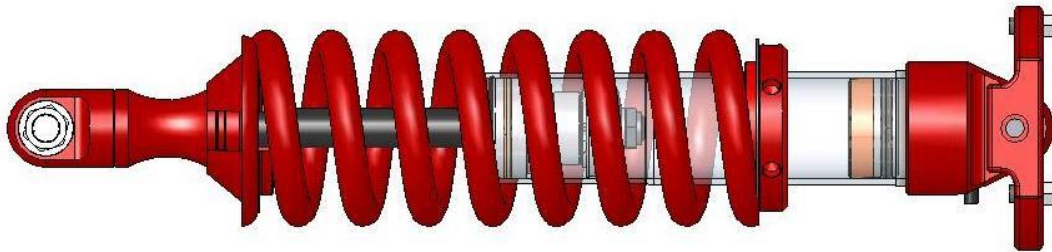


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## **2004-2008 Ford F-150, 2wd/4wd Front Coilover Kit Installation**

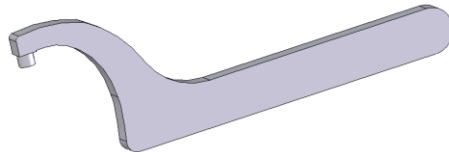
### **Parts List**

-2 Sway-A-Way Coilover Shocks



### **Tool List**

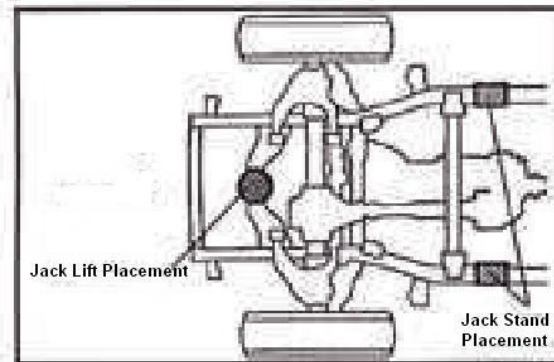
- 21mm socket (lug nuts & tie-rod)
- 15mm wrench or socket (OEM spring hat)
- 12" Extension (for socket)
  
- 27mm wrench and deep socket (Lower front shock bolt)
- Large Crescent Wrench (Lower front shock nut)
- Breaker Bar
  
- 5/32" Allen wrench
- 9/16" wrench or socket (Racerunner spring hat)
- 15/16" wrench and deep socket (Racerunner Lower Shock Nut & Bolt)
- Jack and jack stands
- Spanner wrench (included)



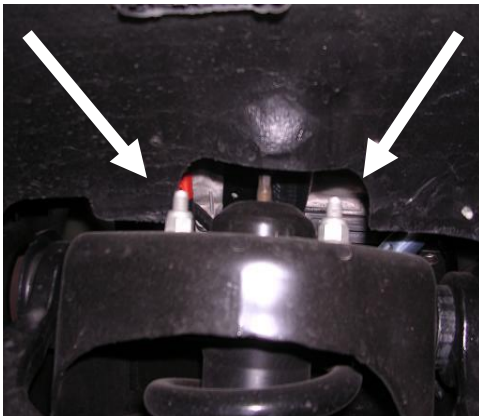
- Impact wrench
- Pry-Bar
- Safety Glasses

## Removal and Installation Procedure for F-150 Front (Shocks come pre-charged direct from the factory with 200 PSI of Nitrogen)

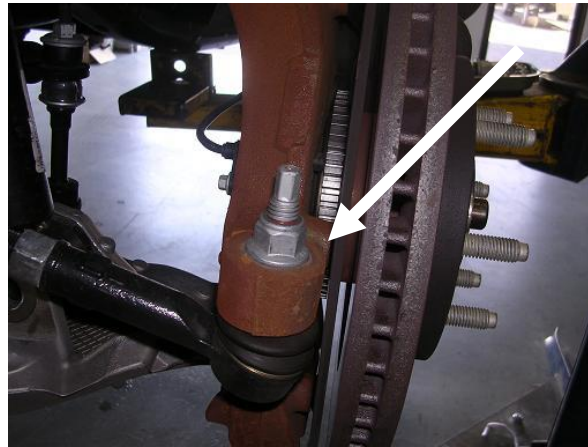
1. Park the vehicle on a level concrete surface where it is safe to work on your vehicle.
2. Lock and center the steering wheel.
3. Place blocks in front and behind the rear tires so as to keep the vehicle from moving forwards or backwards.
4. It is beneficial that you get a reference measurement of the stock ride height prior to the removal of the stock coil-overs; measuring the distance from the center of the hub to the bottom of the fender does this. You will use this measurement when you are setting your ride height after installation.
5. Using a jack lift the front of the vehicle and support the vehicle using jack stands. Be sure to place the jack and jack stands securely in the positions shown in the diagram. After placing the jack stands slowly lower the jack and remove the jack so that the front suspension can hang freely. Remember to be alert and cautious when working under a vehicle.



6. Remove the front wheels and set them aside.
7. Using a **15mm** wrench or socket remove the three nuts from the top of the OEM spring hat. The nut closest to the engine can be easily accessed from the engine bay with a 12" extension.



- Using the **21mm** socket or wrench, remove the nut on the end of the tie-rod and then move the steering are out of the way. This will make the removal of the stock strut and installation of the new Racerunner shock easier.



- Using a **27mm** socket and a **Large Crescent Wrench** or socket remove the bolt (27mm) and nut (Crescent Wrench) from the lower shock mount. Remove the entire shock assembly from the truck.
- To install your new *Sway-A-Way* shocks, align the upper shock mount inside the stock coil housing with the Schrader valve facing outwards and loosely secure with the supplied 3/8" bolts and lock washers.
- Using a **15/16"** socket and wrench secure the shock to the lower arm utilizing the stock mounting hardware. (Ensure that the Schrader valve is facing outboard towards the tire, you may have to pry the lower arm down some to line up the shock eyelet with the lower mount).
- Using a **9/16"** wrench or socket torque the new spring hat 3/8"bolts to 50ft lbs and the lower shock mount bolt (5/8") to 85ft lbs using a **15/16"** wrench or socket.
- Reconnect the tie-rod and torque to factory specs.
- After having secured the shock to the lower arm you can set the initial ride height. Do steps 6 to 13 for the removal and installation of shock on other side.
- Replace the wheels. Tighten the lug nuts to factory torque specifications and set the vehicle on the ground. Inspect the ride height.
- If you are happy with the achieved lift you are done. If you would like to change the height of the vehicle, you can use the supplied spanner wrench to raise or lower the height. Loosen the set screw on the coil nut, then turn clock wise to raise the vehicle, or counter-clockwise to lower the vehicle. Repeat until you have achieved the desired lift. Lifting the vehicle from the frame will take pressure off the spring and make it easier to turn. Remember to tighten the setscrew when all adjusting has been completed.

**After you have finished installing your suspension kit, you must have the front end aligned.**