



M-F150-FPS1 (Black) & M-F150-FPS2 (Bronze)  
2024-25MY F-150 (4X4 Regular Cab & 4X2 Regular Cab)  
FP700S Package

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**PRIOR TO INSTALLATION READ THESE INSTRUCTIONS COMPLETELY**  
**For questions, Call the FORD PERFORMANCE Techline 1-800-367-3788**

Please visit <https://www.performanceparts.ford.com> for warranty information



Ford Factory Shop Manual purchase options [www.motorcraftservice.com](http://www.motorcraftservice.com)



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**Package contents:**

<b><u>Description</u></b>	<b><u>Quantity</u></b>
FP700S Keychain	2
FP700S Interior Badge	1
Ford Performance Exterior Badge	1
'F-150' Tailgate Lettering	1
Bodyside Graphics	1
Hood Graphics	1
Ford Performance Fender Vents Kit	1
22" Wheel Kit – Ford Performance Logo	1
Black Lug Nut Kit	1
Rocker Panel Aero Shield Kit	1
Front Lip Splitter	1
5.0L Supercharger Kit	1
FP700S Regular Cab Suspension Kit	1
Rear Lowering Kit	1

**Installation Section:**

1. [FP700S Interior Badge](#)
2. [Ford Performance Exterior Badge](#)
3. ['F-150' Tailgate Lettering, Non-Split Tailgate](#)  
[Split Tailgate](#)
4. [Bodyside Graphics](#)  
[6.5 Foot Box](#)  
[5.5 Foot Box](#)
5. [Hood Graphics](#)
6. [Ford Performance Fender Vents](#)
7. [Rocker Panel Aero Shield Kit](#)
8. [Front Lip Splitter](#)
9. [5.0L Supercharger](#)
10. [FP700S Regular Cab Suspension Kit](#)
11. [Rear Lowering Kit](#)

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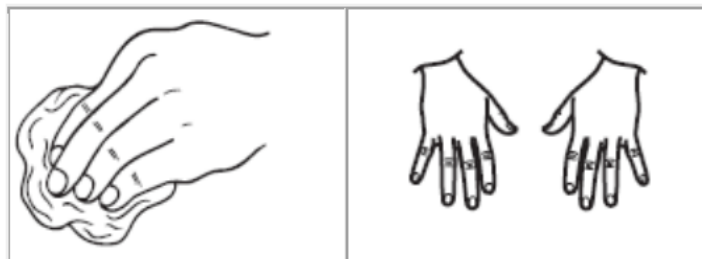


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1. FP700S Interior Badge

Special Tool(s) / General Equipment



Installation

1. Ideal application temperature range 70°F (21°C) – 100°F (38°C). Do NOT install if temperature is below 50°F (10°C).
2. Wipe surface with isopropyl alcohol.
3. Ensure the surface is dry.
4. Apply badge and press firmly (10-20 pounds per linear inch, PLI) so the adhesive sticks.



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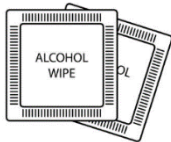

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## 2. Ford Performance Exterior Badge

### Kit contents:

Description	Quantity
<b>FORD PERFORMANCE</b> Performance Badge	1

### Special Tool(s) / General Equipment:

 <b>Clean rag</b>	 <b>Isopropyl Alcohol</b>	 <b>Tape</b>
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### Legend



Indicates important note or information to be  
considered prior to proceeding



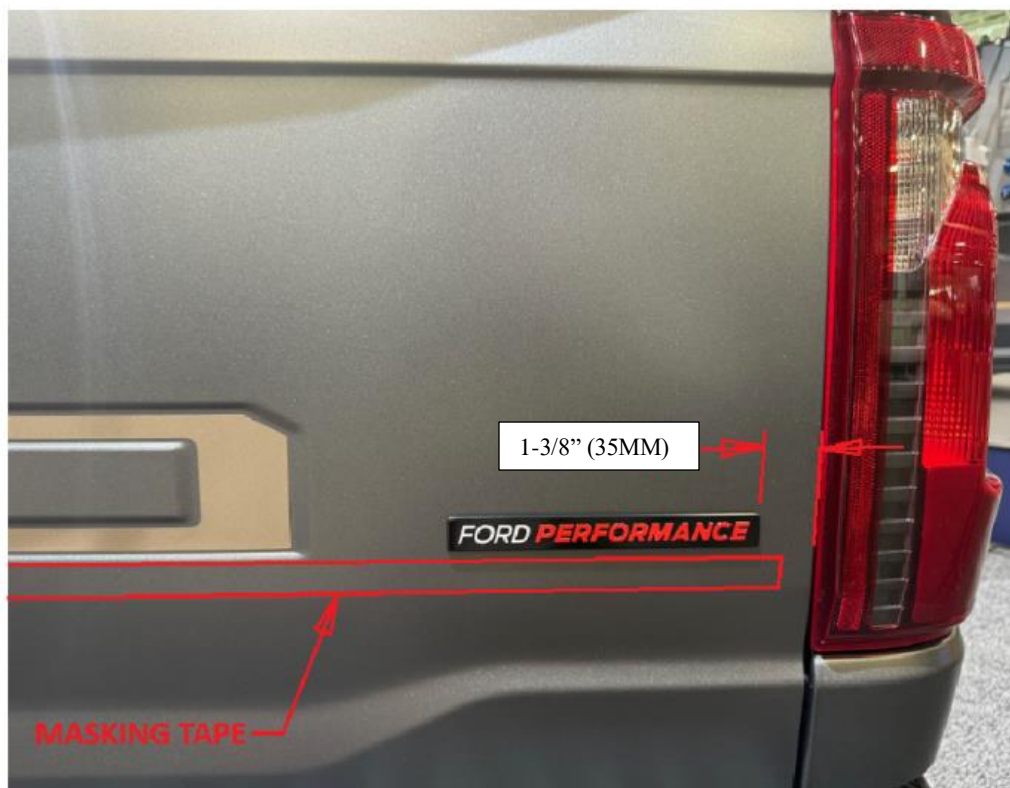
Indicates an encountered condition requiring  
work stoppage

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## Installation

1. Using a rag and soap and water, clean the tail gate
2. Using diluted rubbing alcohol (50/50) or an alcohol wipe, remove any remaining residue/dirt.
3. Without removing tape backing, place sill plate on sill in desired location.



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4. Place masking tape along the lower tangent of the F150 embossment to the edge of the tail gate. Measure 2" From the edge of the tail gate (Fig A-2)
5. Remove backer of the tape, place on Tail Gate 2" from the RH edge of tail gate and along the top edge of the masking tape.



**Note: Do not touch the adhesive liner during installation.**



**Note: Only apply light pressure to ease adjustment.**

6. Once placement and alignment meet desired appearance, begin pressing the badge firmly into place using a clean lint free cloth, starting from the center of the badge and working to the outside edges.

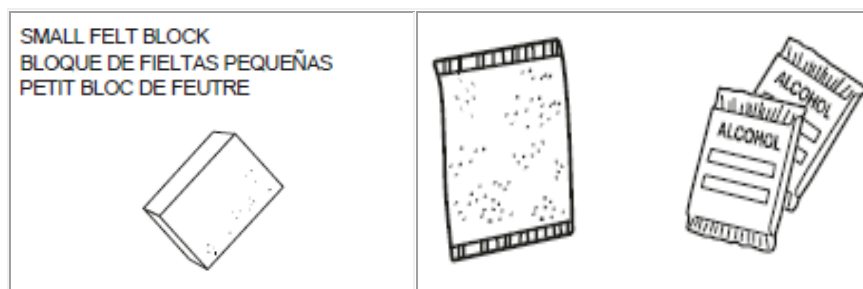


7. Remove protective cover

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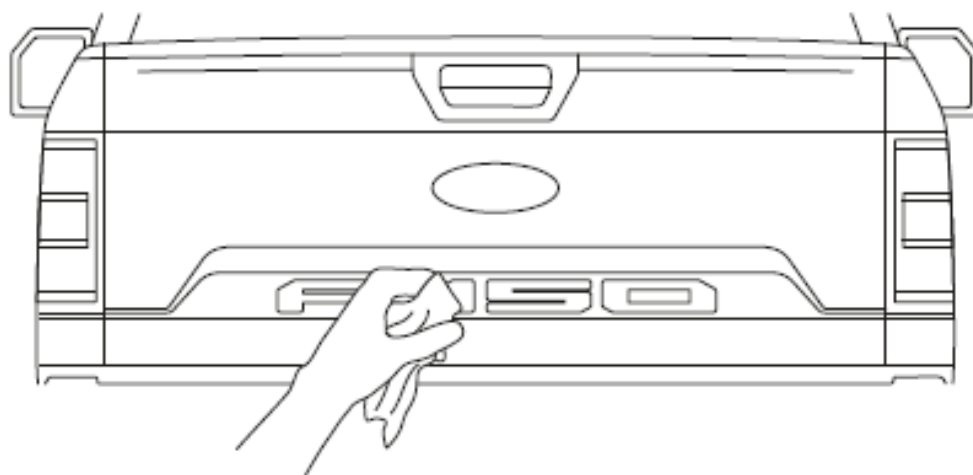
### 3. 'F-150' Tailgate Lettering, Non-Split Tailgate

#### Special Tool(s) / General Equipment



**NOTE:** The room temperature and surface temperature must be no lower than 68 degrees Fahrenheit (20° C) or higher than 90 degrees Fahrenheit (32° C) to ensure proper installation.

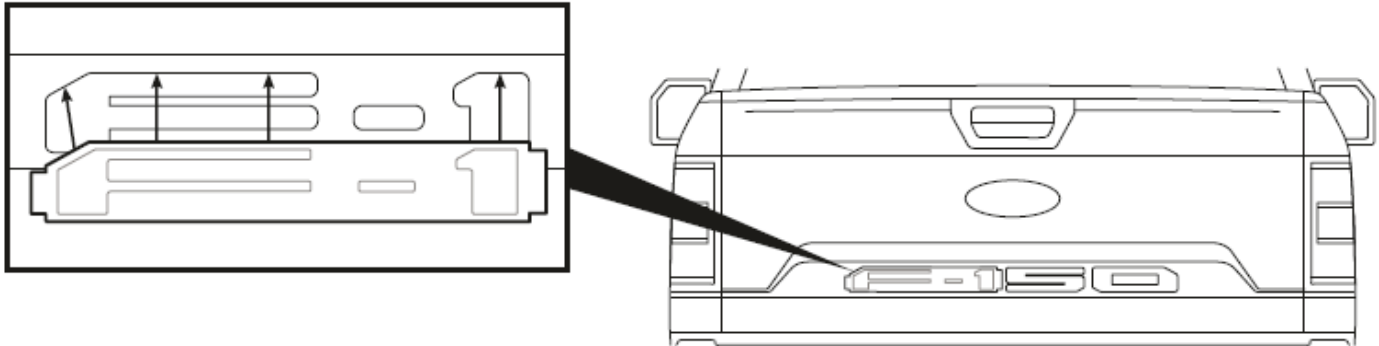
- 3.1 Clean surface with naptha base cleaner to remove dirt and grease. Remove residue from area and allow area to dry thoroughly.



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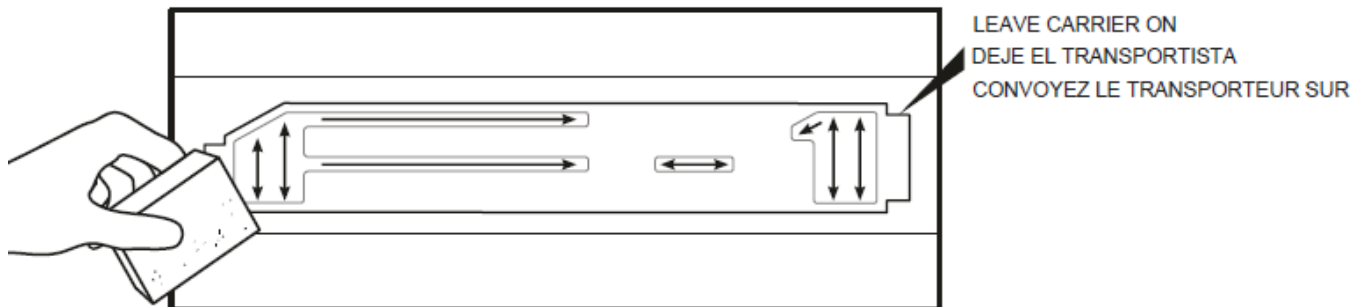
3.2 Remove the film on the adhesive side of the “F-1” decal. **Carefully** position the “F-1” decal on the tailgate by aligning it with the locations shown with arrows in the illustration below.

LEAVE CARRIER ON.



3.3 Use the foam block to firmly press along the directions shown in the illustration below to adhere the decal to the tailgate.

LEAVE CARRIER ON.

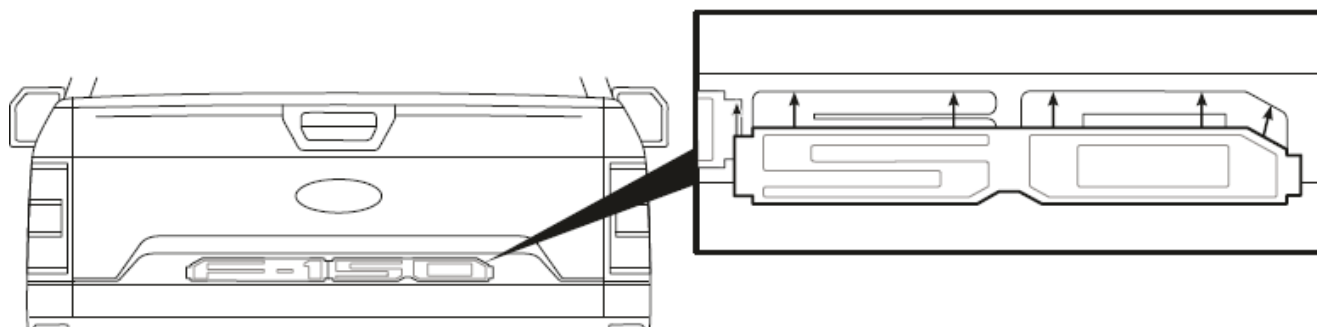




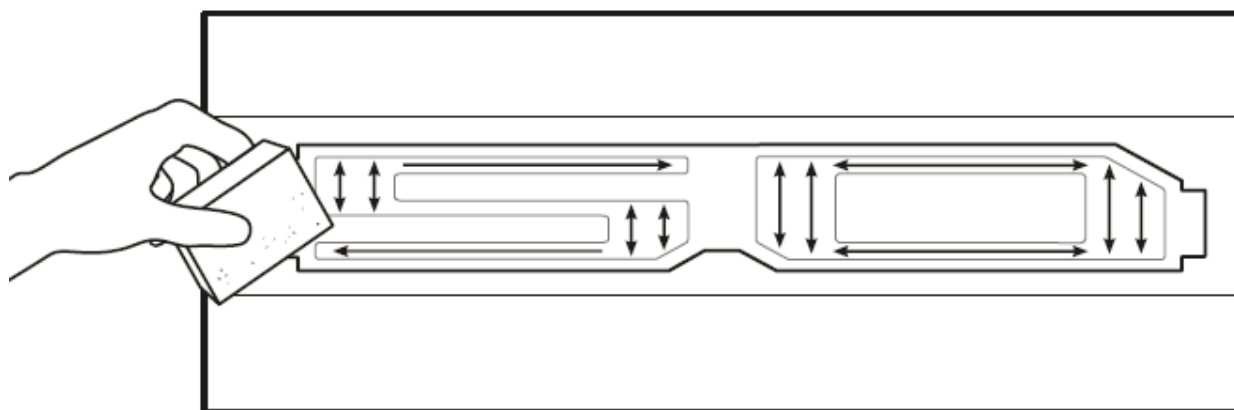
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- 3.4 Remove the film on the adhesive side of the “50” decal. **Carefully** position the “50” decal on the tailgate by aligning it with the “F-1” carrier and locations shown with arrows in the illustration below.

LEAVE CARRIER ON.



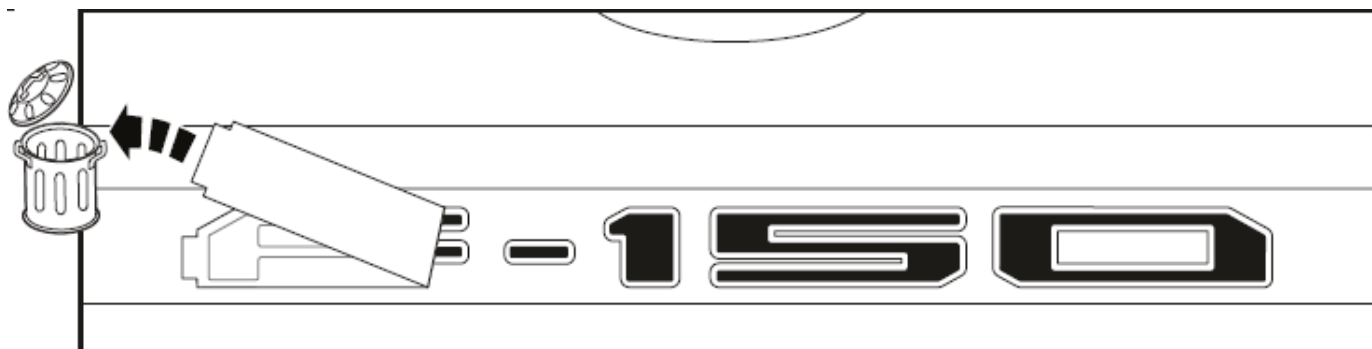
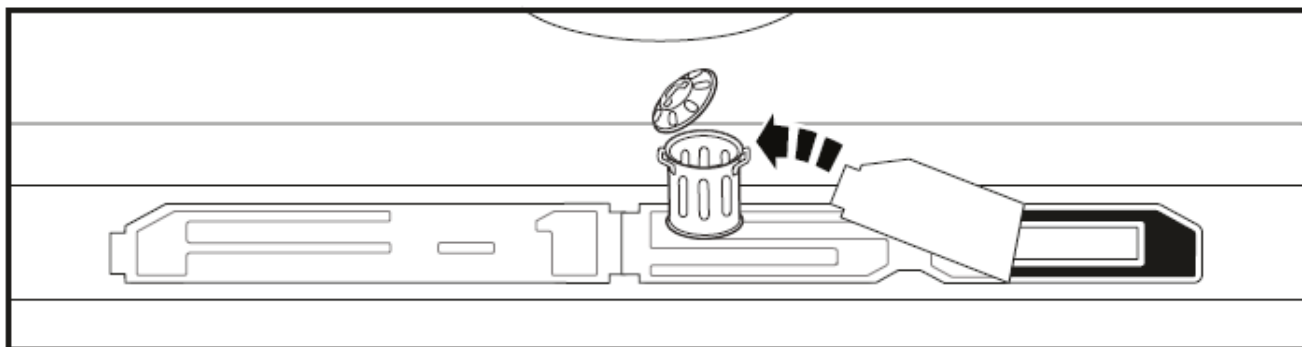
- 3.5 Use the foam block to firmly press along the directions shown in the illustration below to adhere the decal to the tailgate.



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3.6 Slowly peel off the carrier of the “50” decal from right to left followed by the carrier of the “F-1” decal.

Properly dispose of decal carriers.



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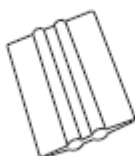
### 3a. Split Tailgate Lettering

#### Special Tool(s) / General Equipment

SOAP AND WATER SOLUTION



SQUEEGEE



ALCOHOL WIPES

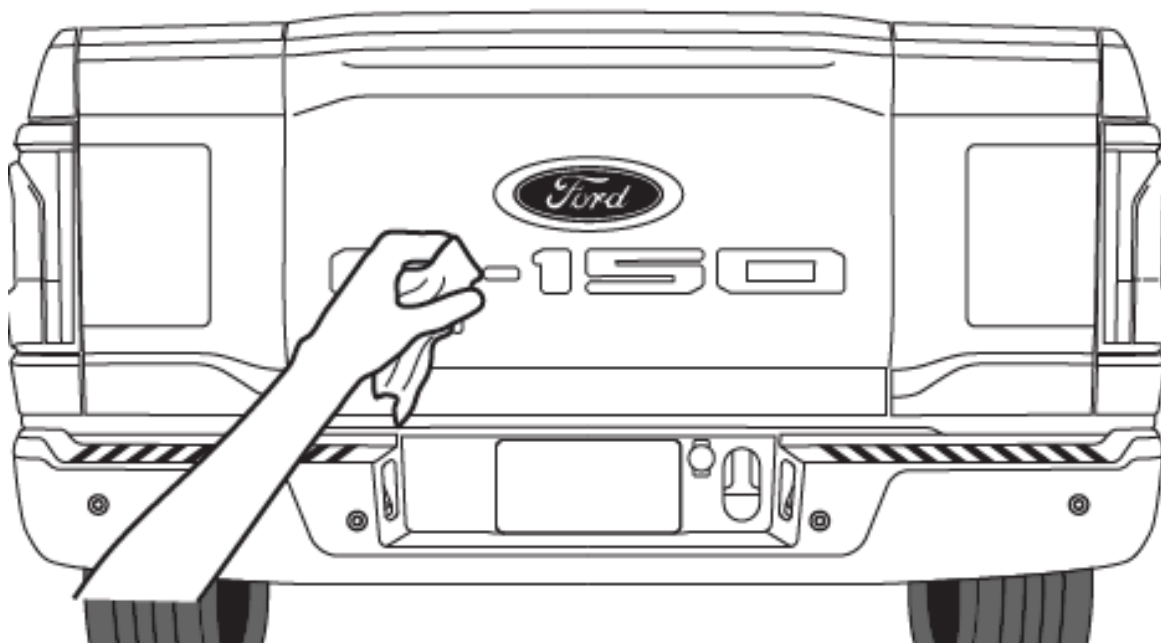


SOFT CLOTH



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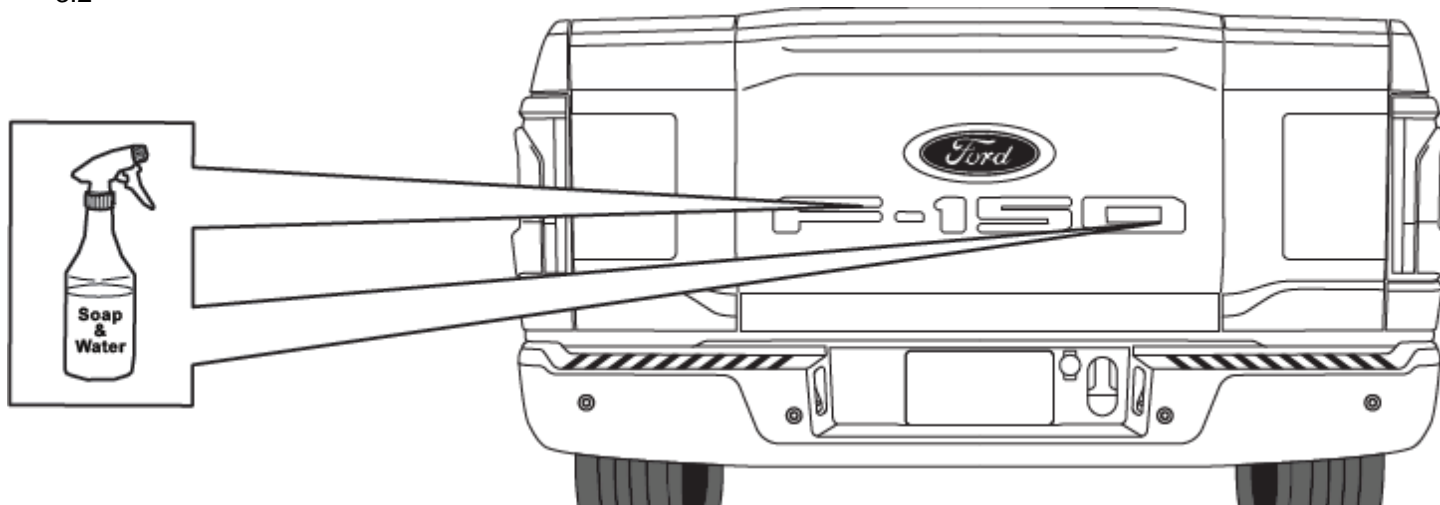
3.1 Clean surface using diluted rubbing alcohol (50/50) or an alcohol wipe to remove dirt and grease remove residue from area and allow area to dry thoroughly.



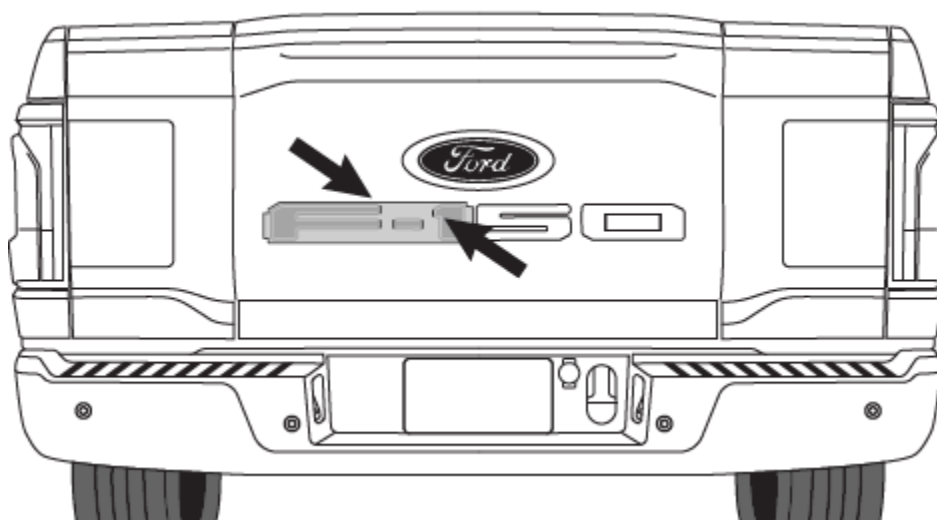
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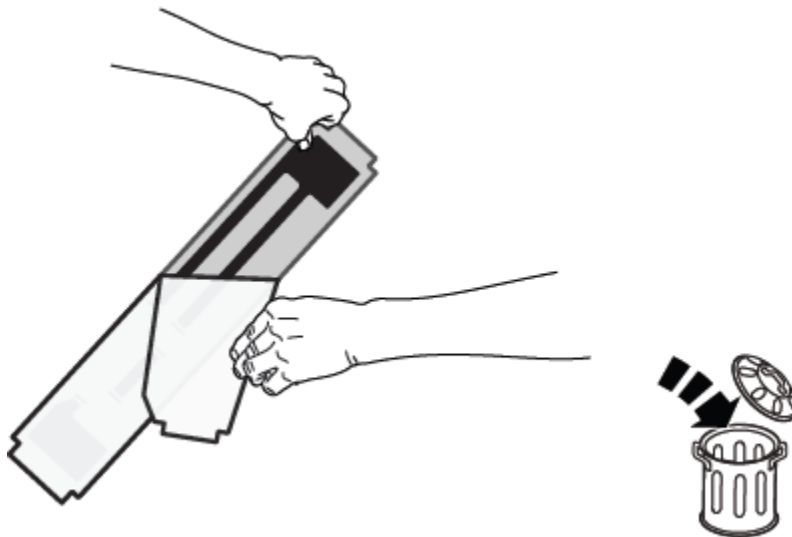


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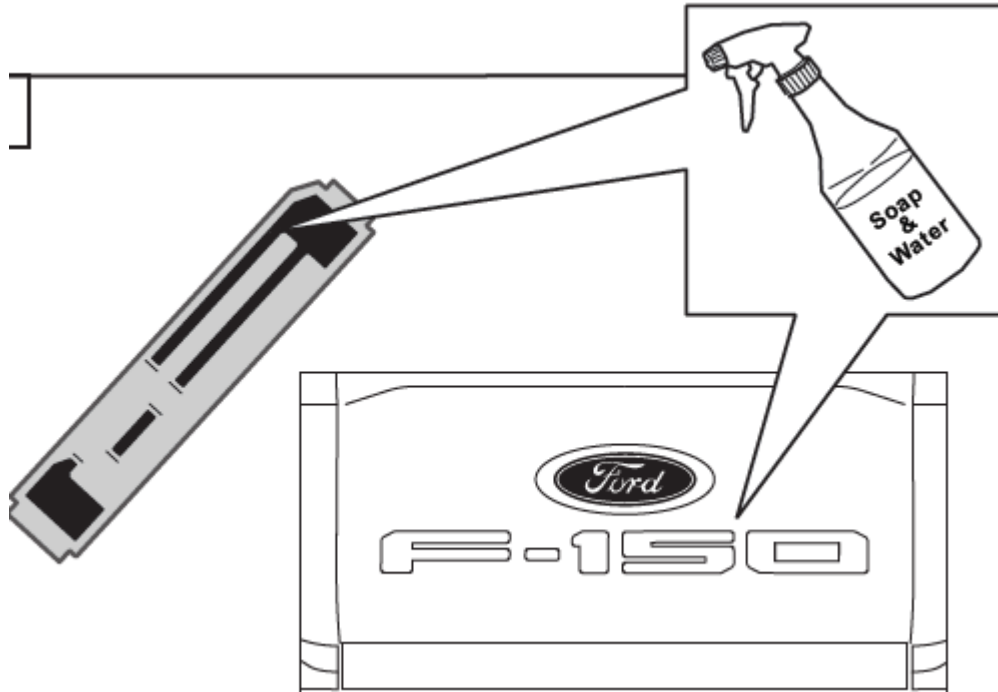


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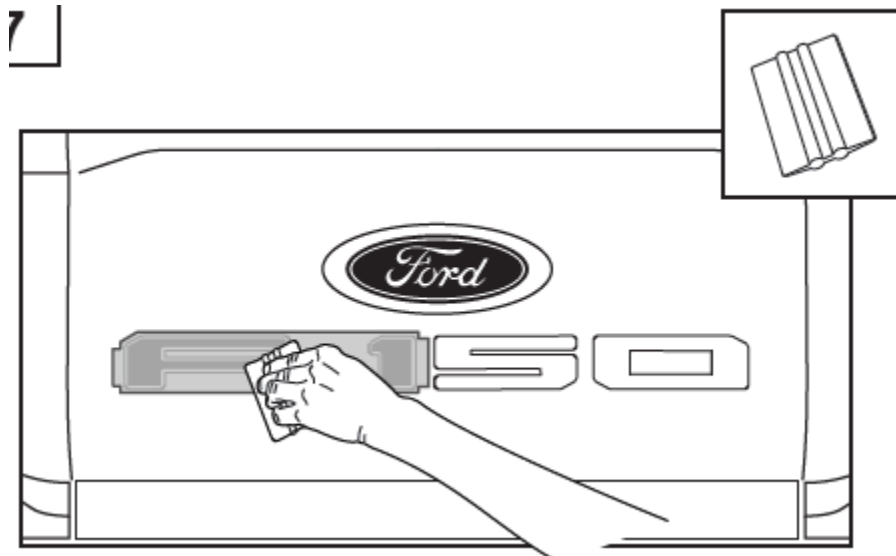
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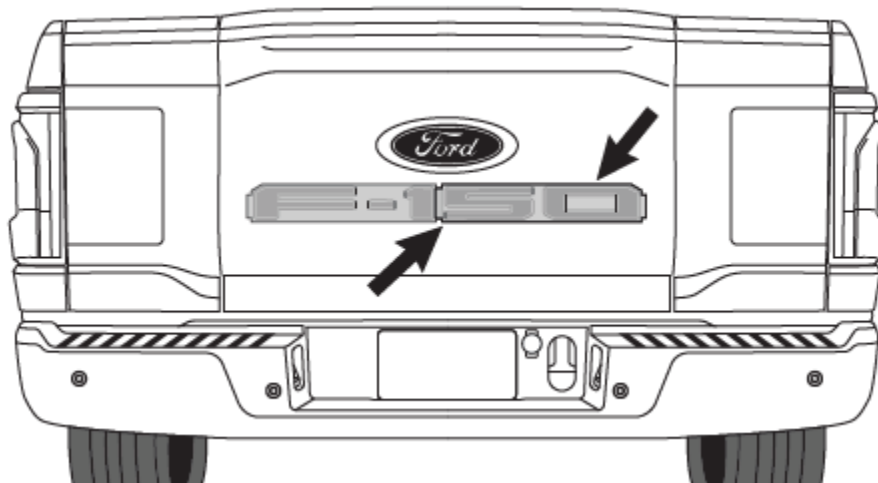
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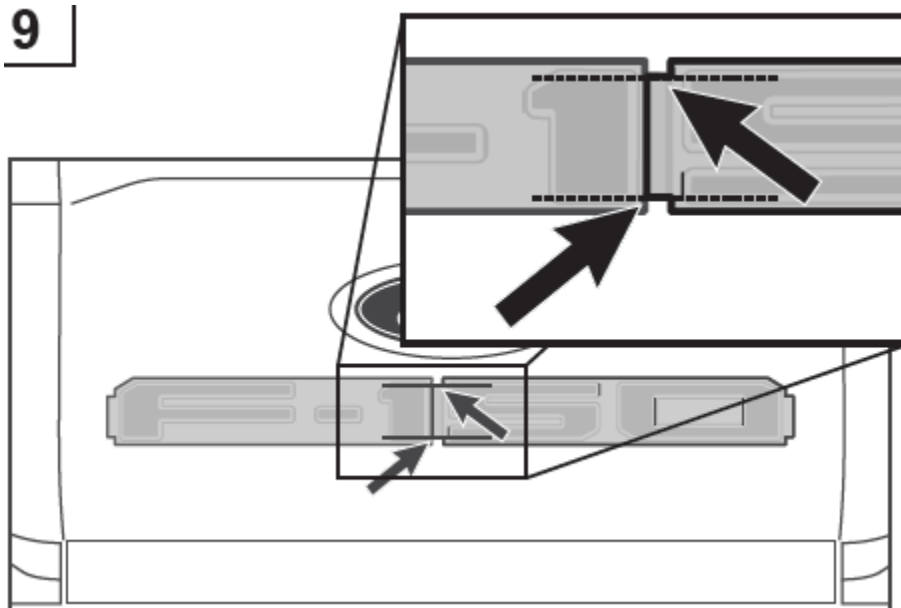
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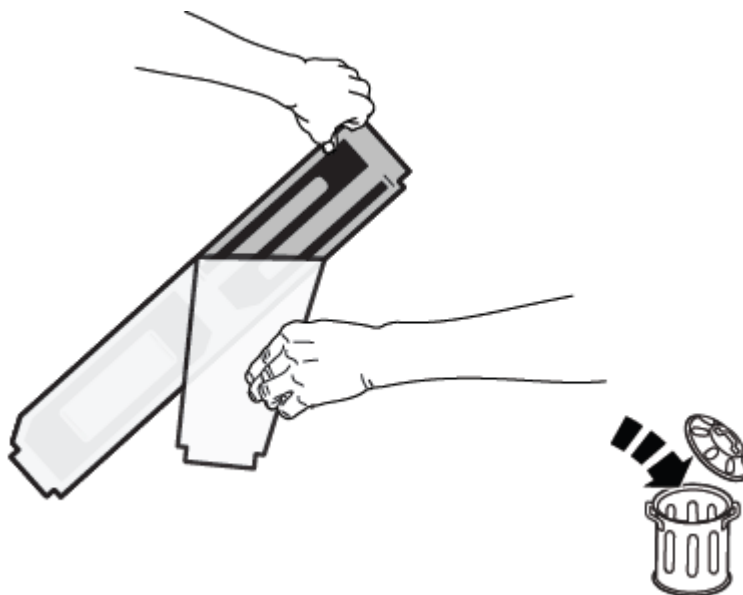


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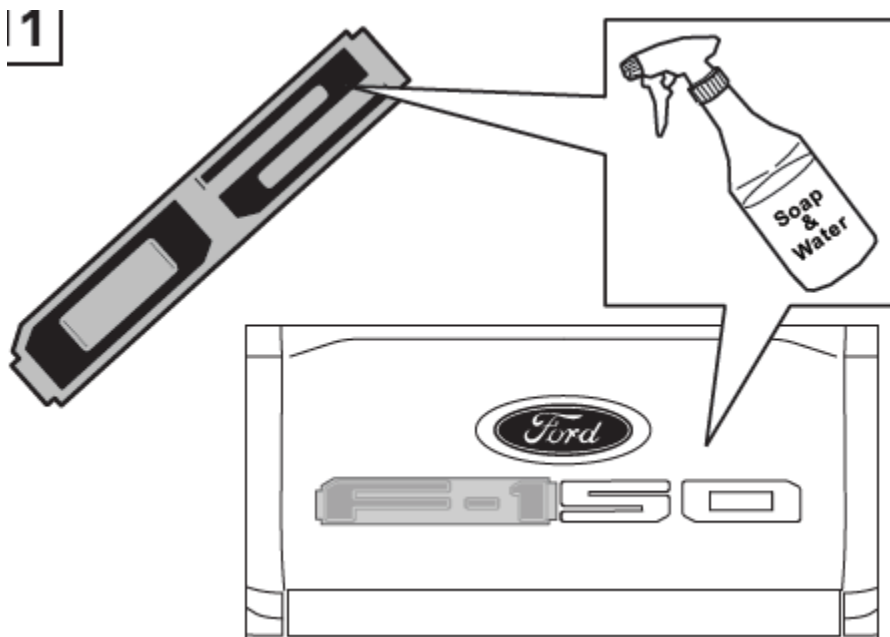
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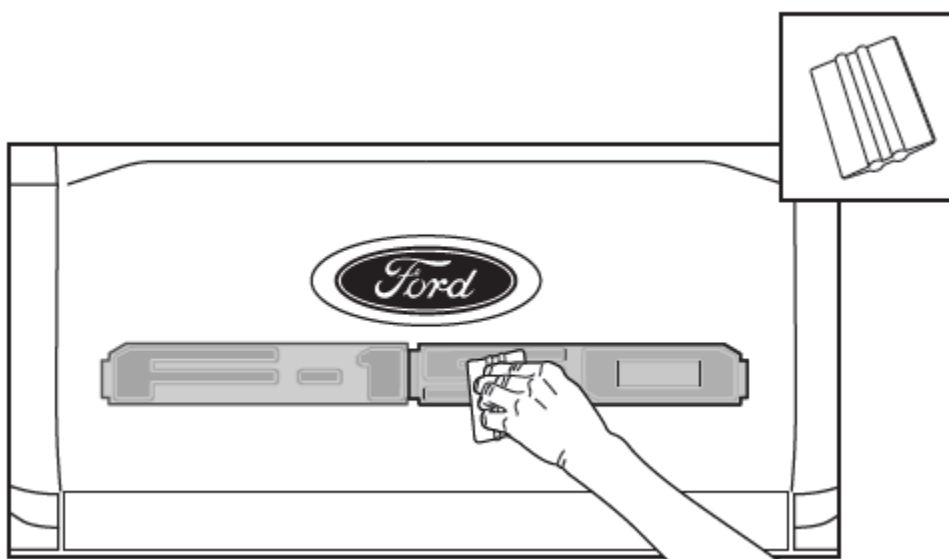
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3.10



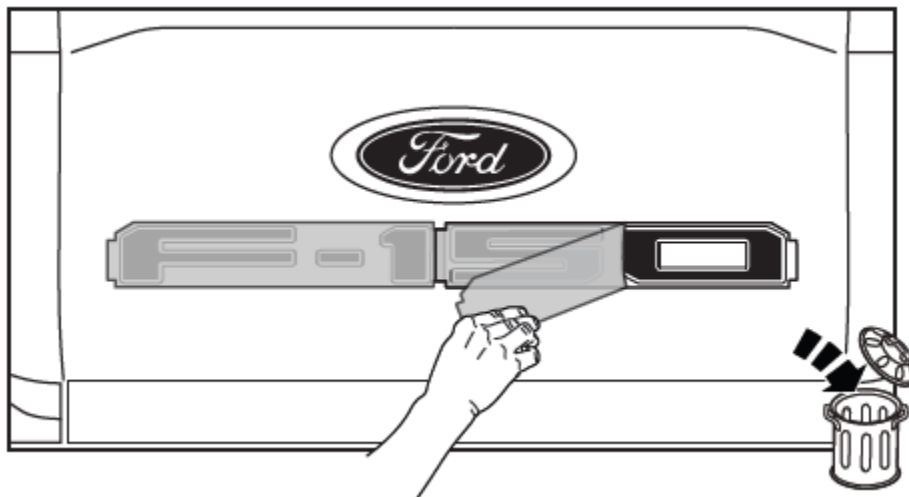
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3.12



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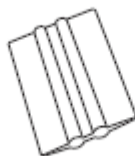
#### 4. Bodyside Graphics

##### Special Tool(s) / General Equipment

SOAP AND WATER SOLUTION



SQUEEGEE



KNIFE



ALCOHOL WIPES

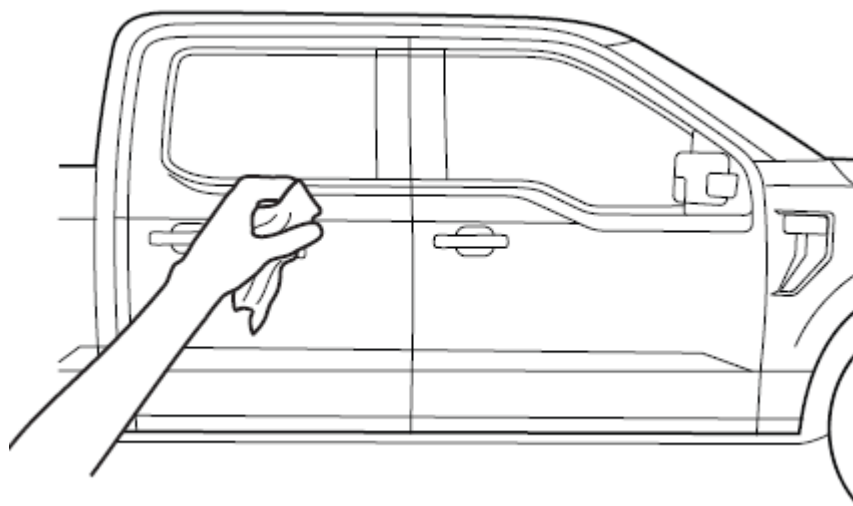


SOFT CLOTH



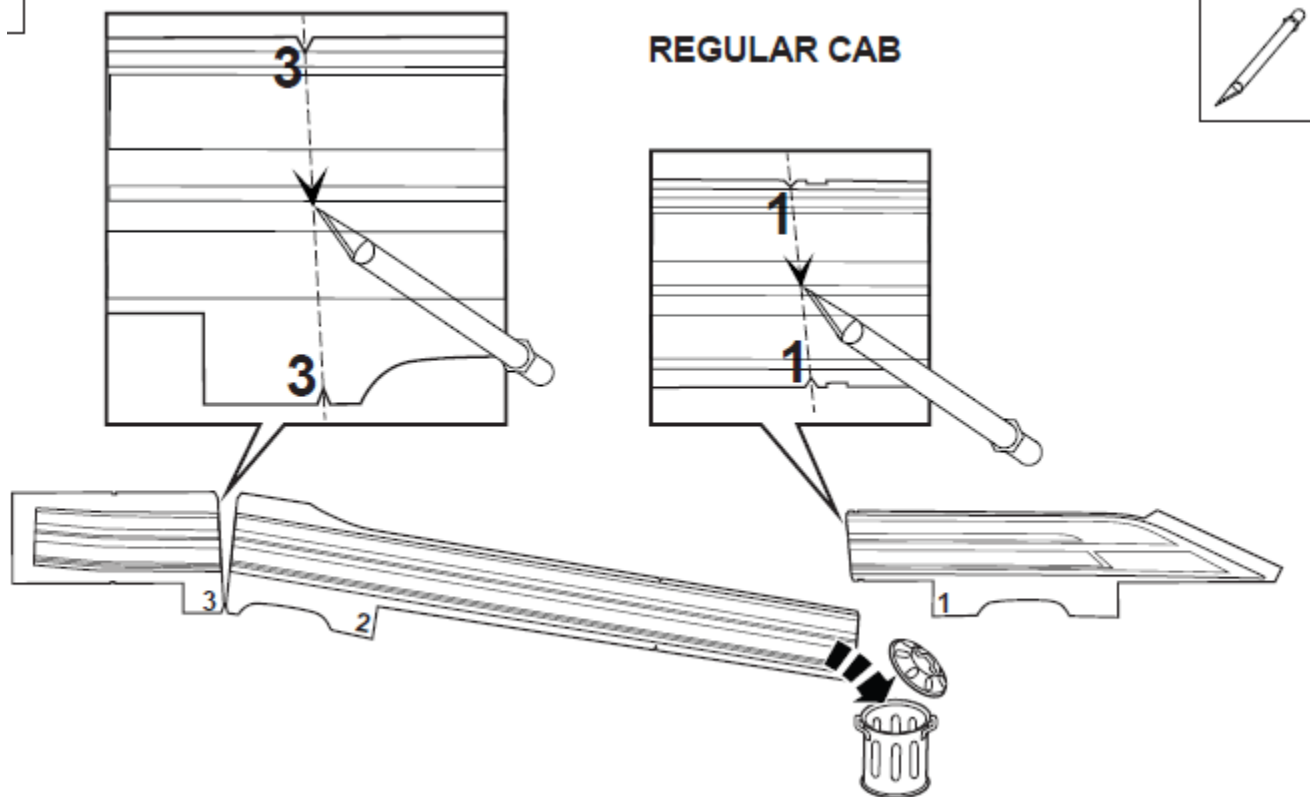
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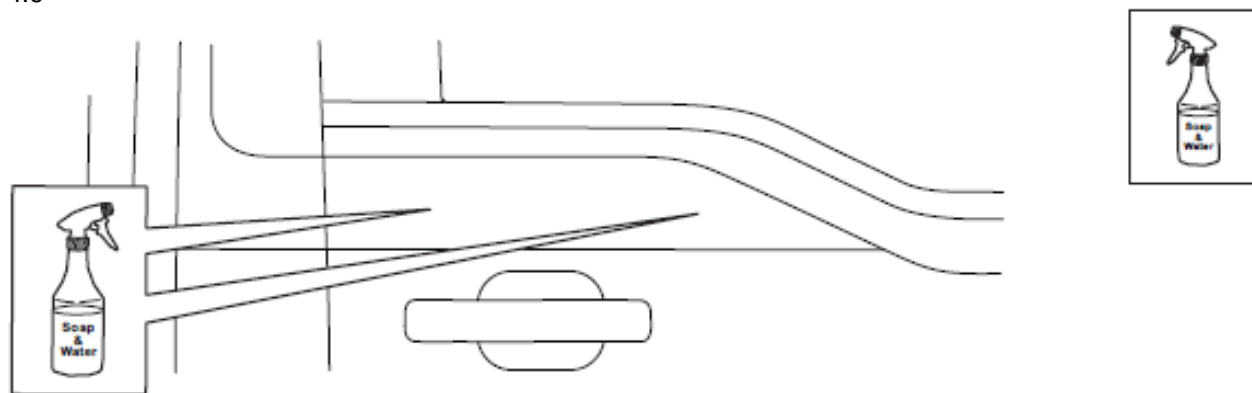


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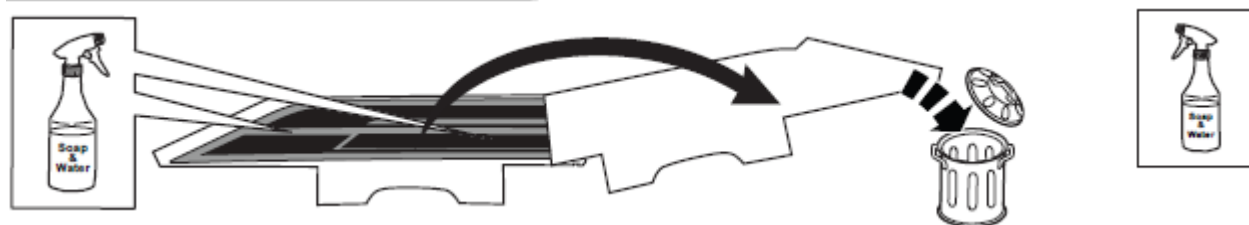
#### 4.8 REGULAR CAB



#### 4.9



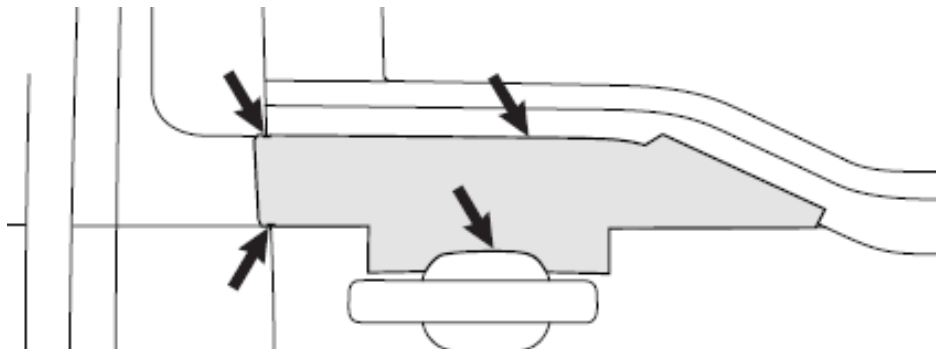
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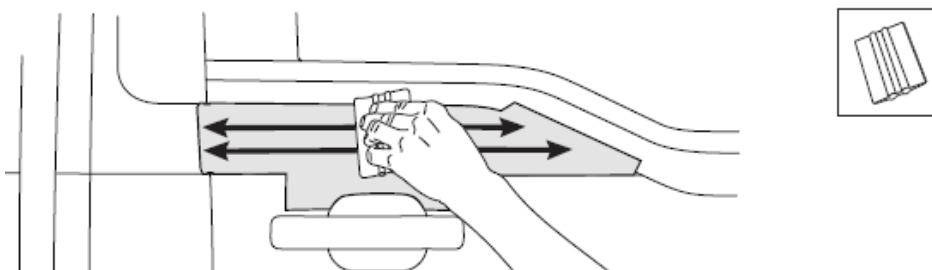
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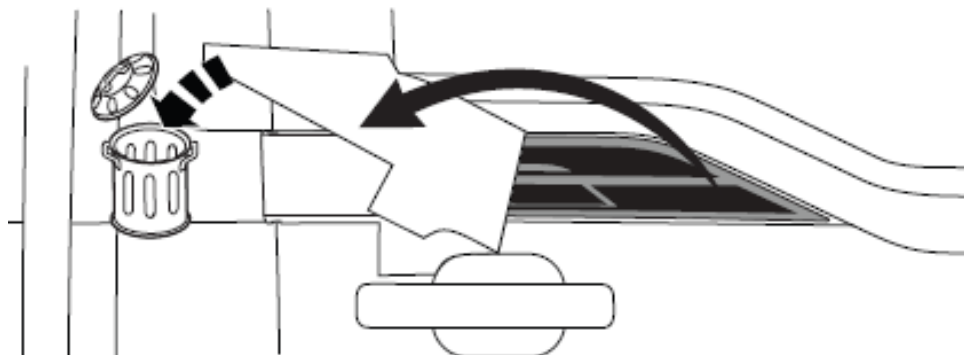
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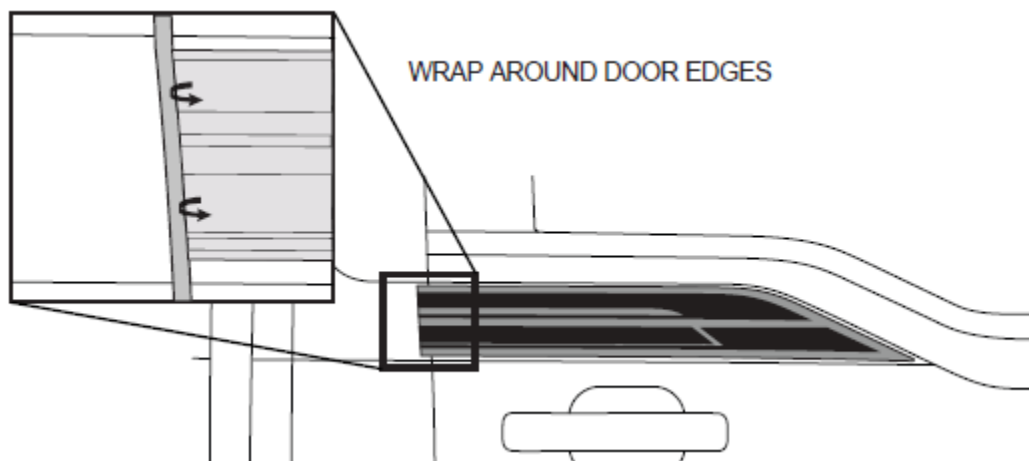
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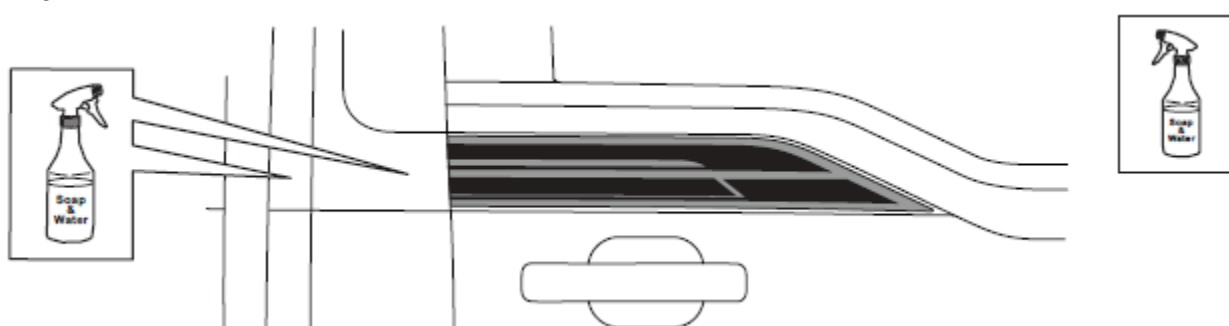


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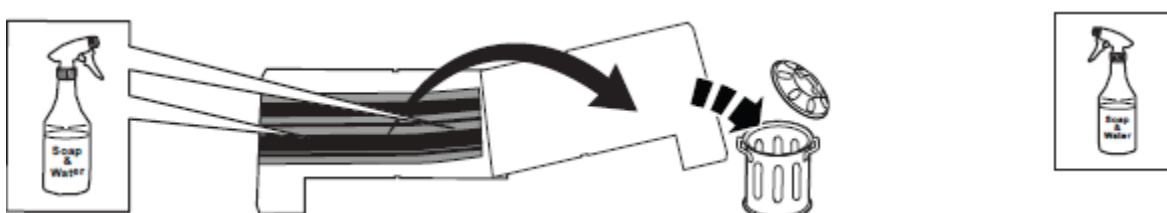
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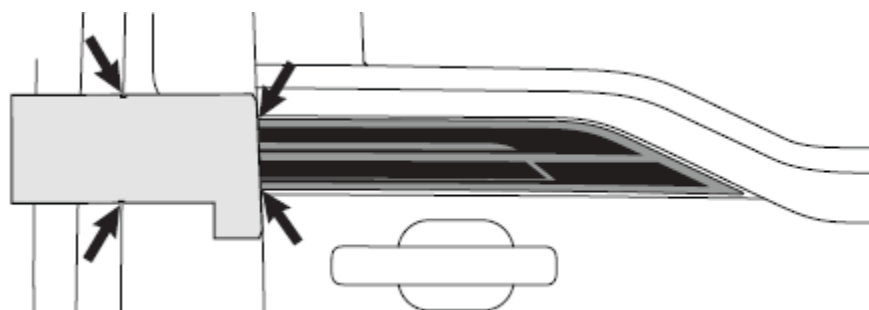
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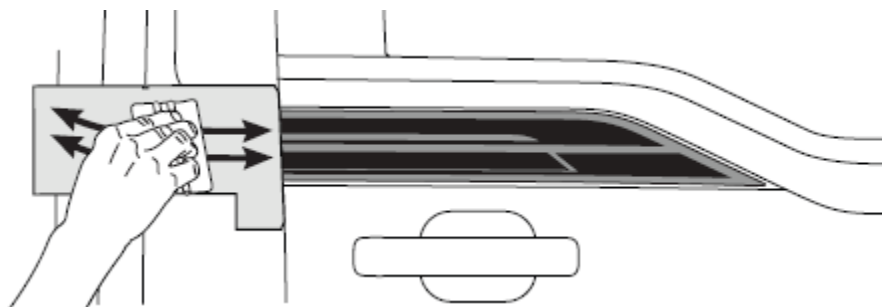


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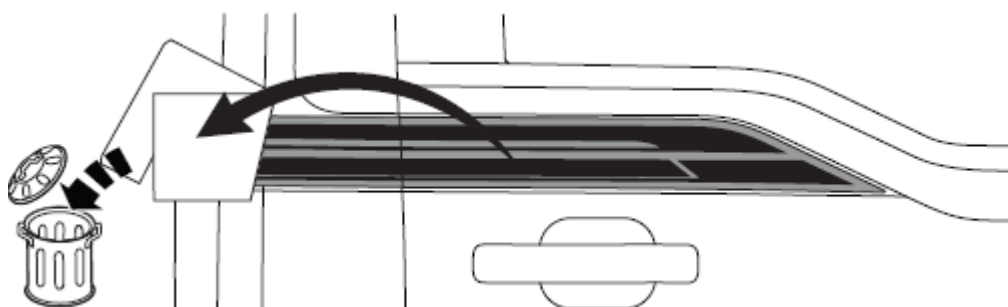


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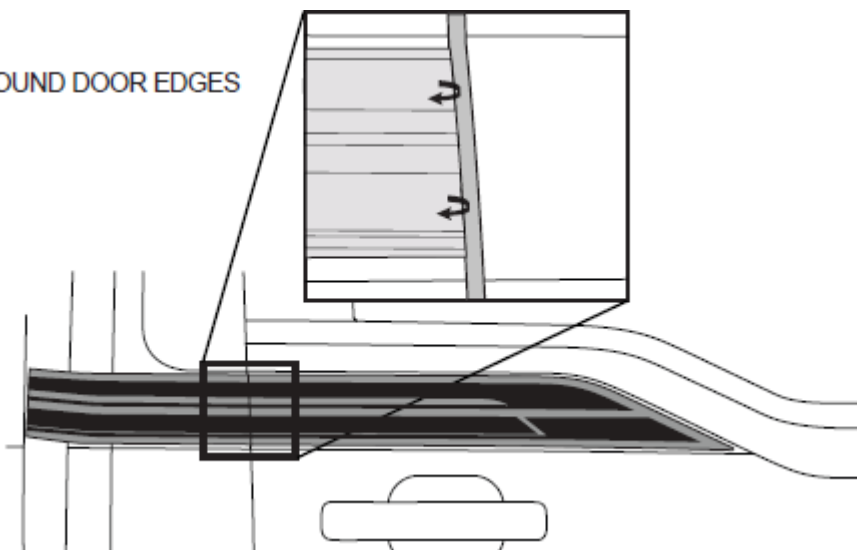


4.19



4.20

WRAP AROUND DOOR EDGES





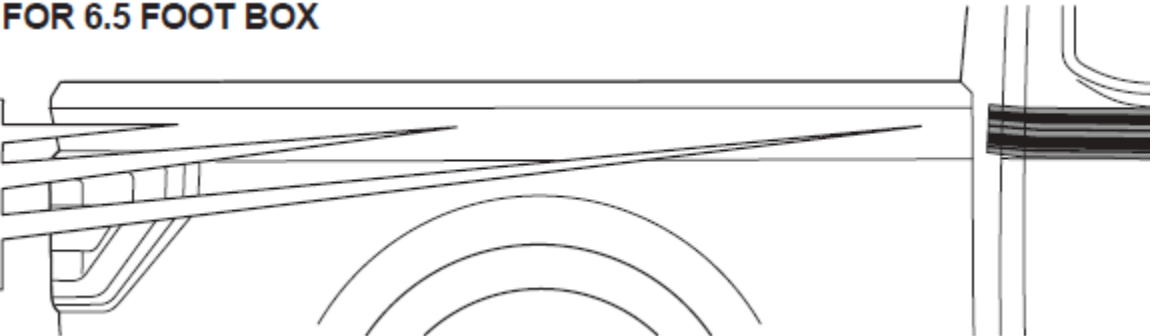
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4.21

**FOR 6.5 FOOT BOX**



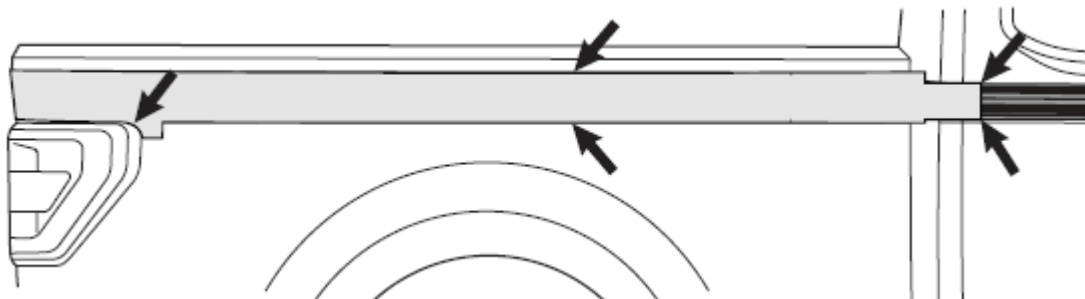
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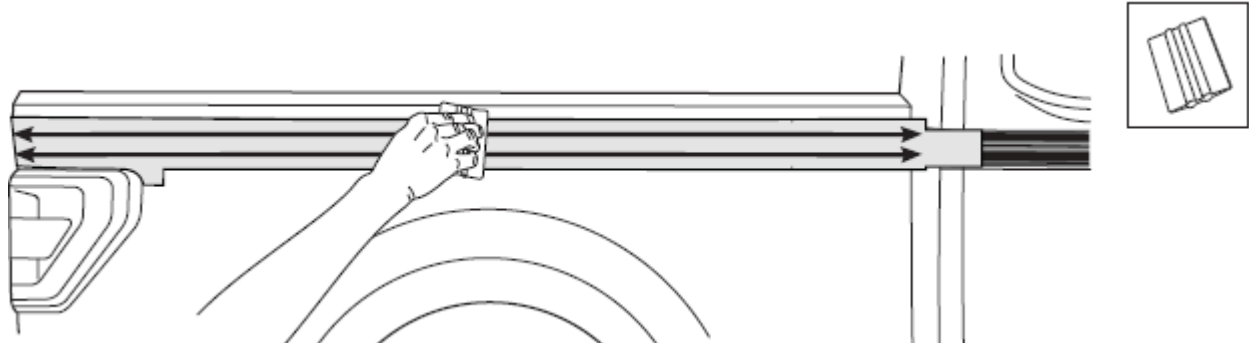
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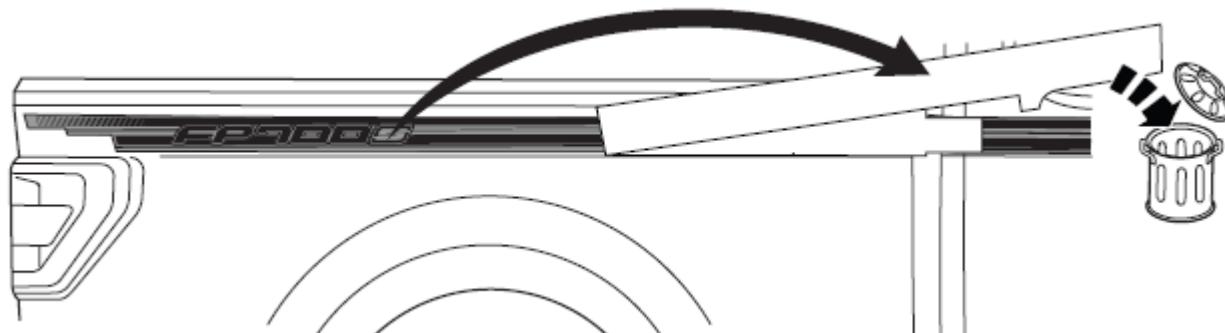
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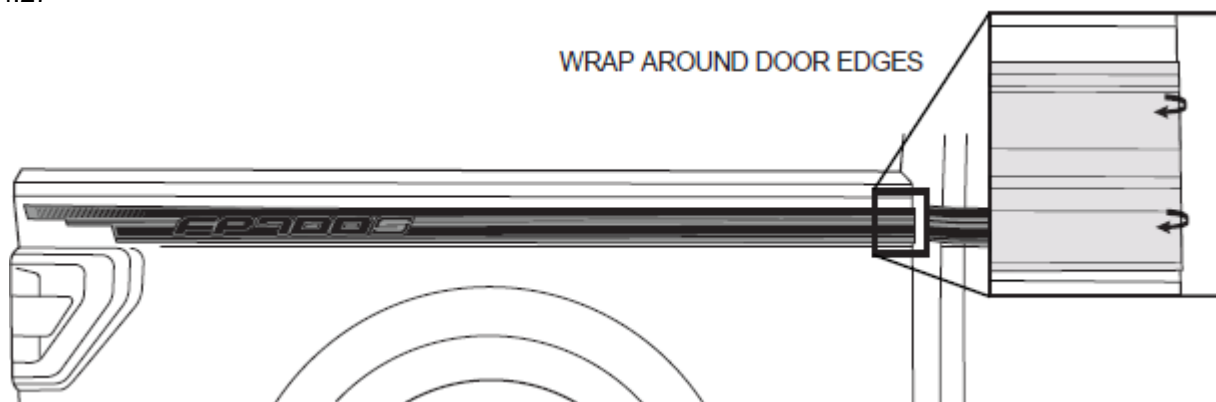
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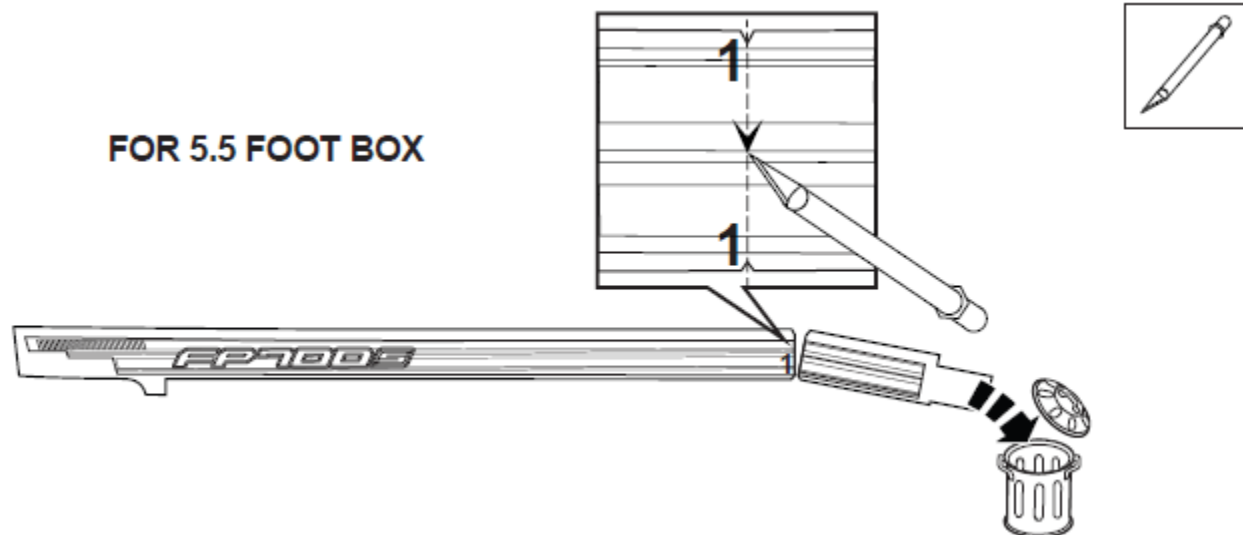


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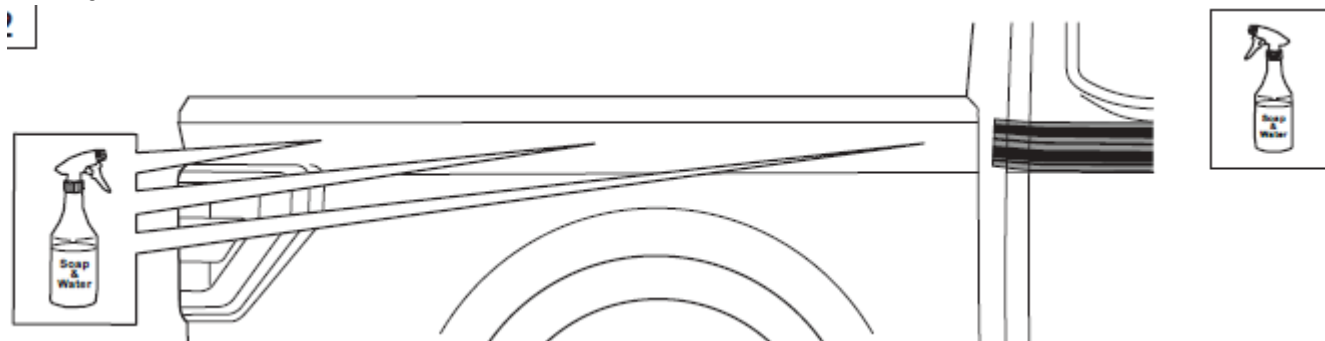


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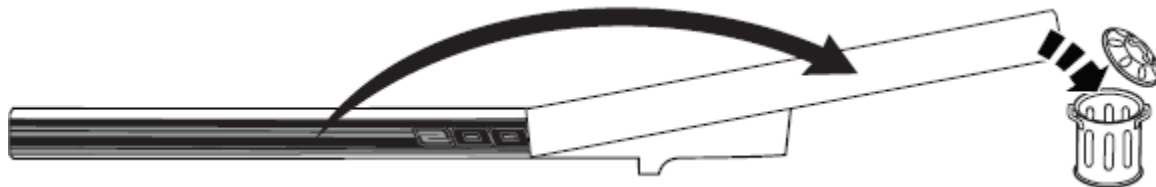
4.28 **5.5 FOOT BOX**



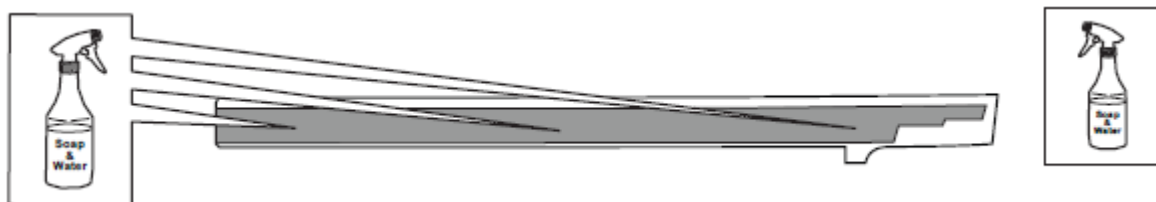
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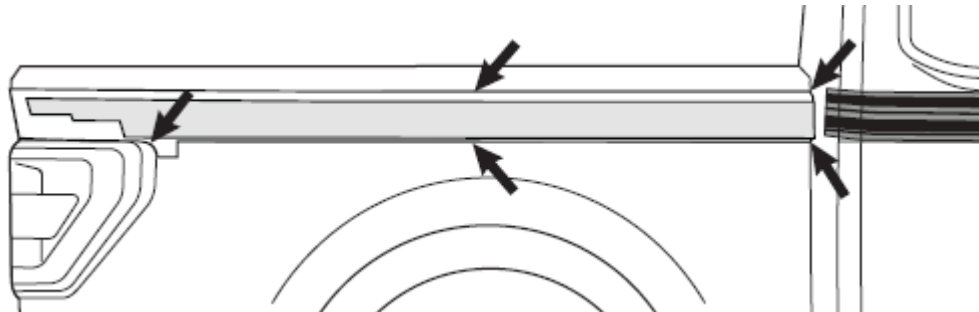


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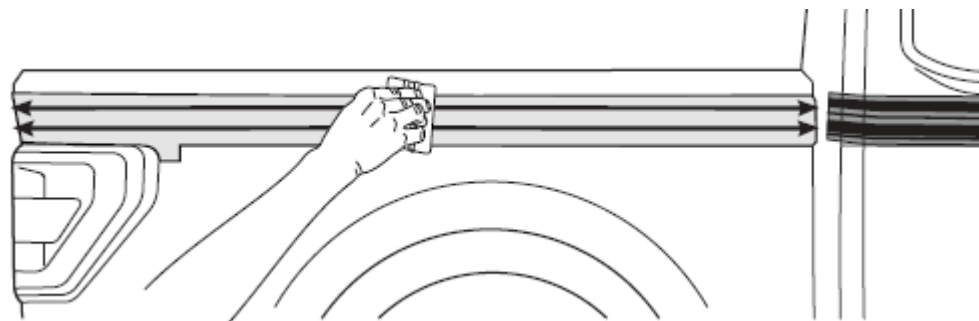


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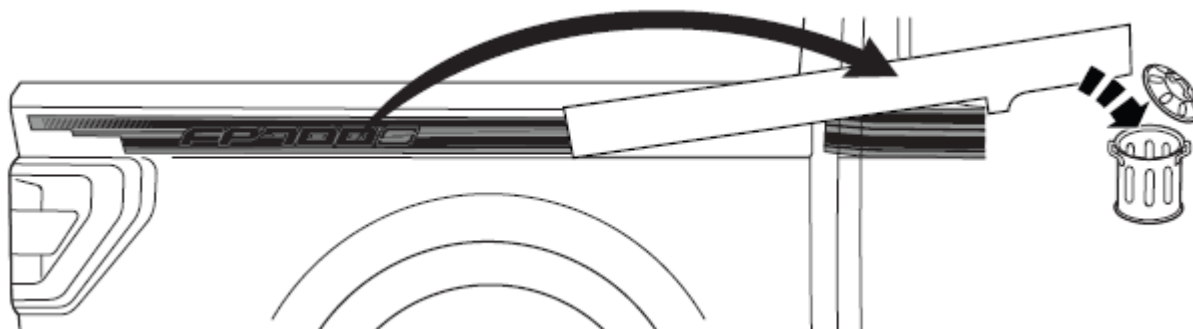
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4.33



4.34



4.35



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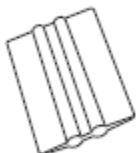
## 5. Hood Graphics

### Special Tool(s) / General Equipment

#### SOAP AND WATER SOLUTION



#### SQUEEGEE



#### ALCOHOL WIPES



#### SOFT CLOTH



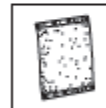
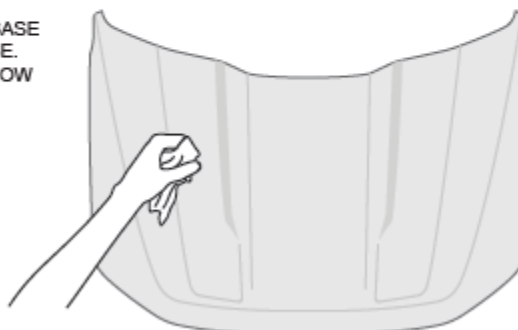
1

NOTE: THE ROOM TEMPERATURE AND SURFACE TEMPERATURE MUST BE NO LOWER THAN 88 DEGREES FAHRENHEIT (20° C) OR HIGHER THAN 90 DEGREES FAHRENHEIT (32° C) TO ENSURE PROPER INSTALLATION.

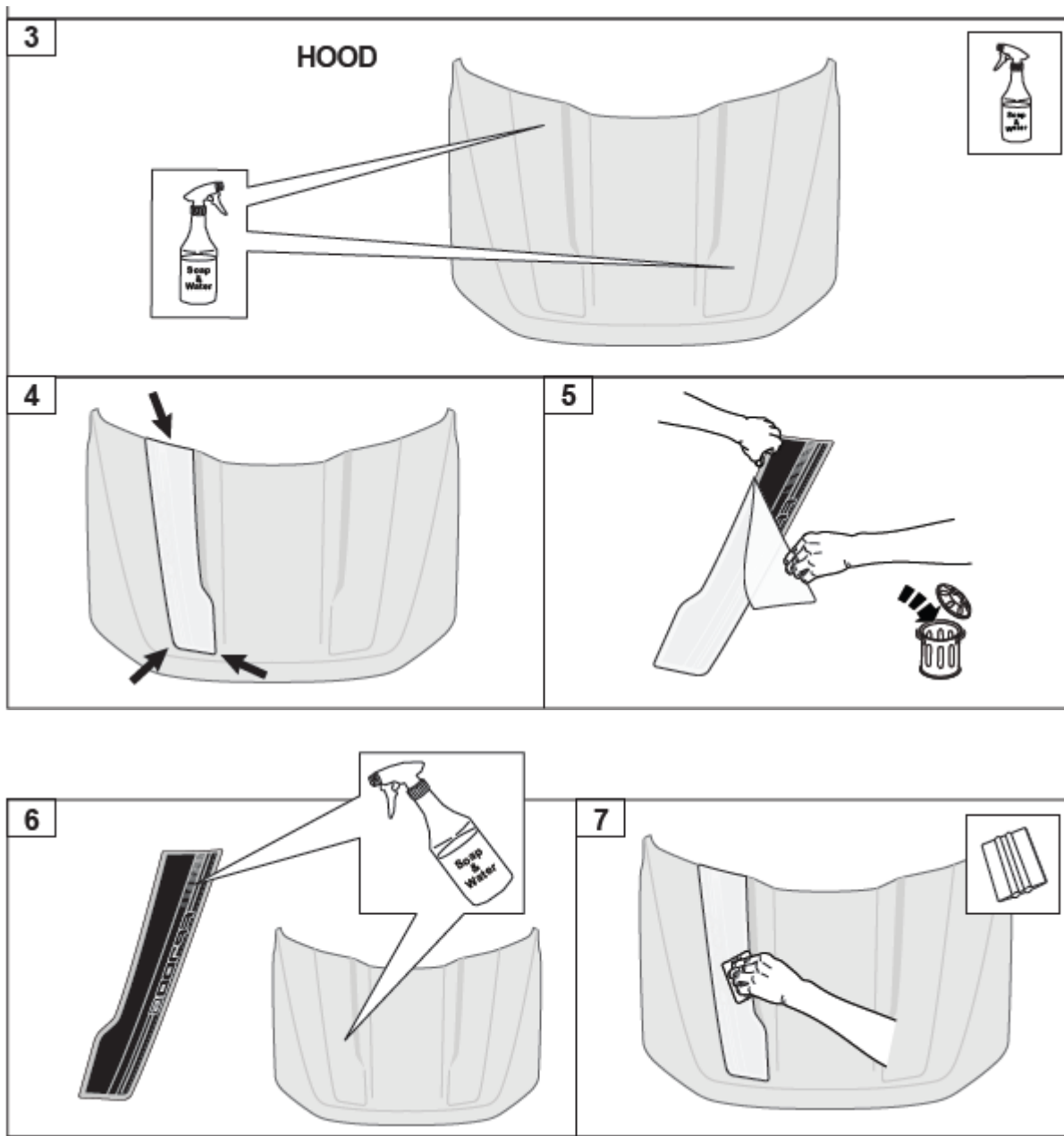


2

NOTE: CLEAN SURFACE WITH NAPHTHA BASE CLEANER TO REMOVE DIRT AND GREASE. REMOVE RESIDUE FROM AREA AND ALLOW AREA TO DRY THOROUGHLY.

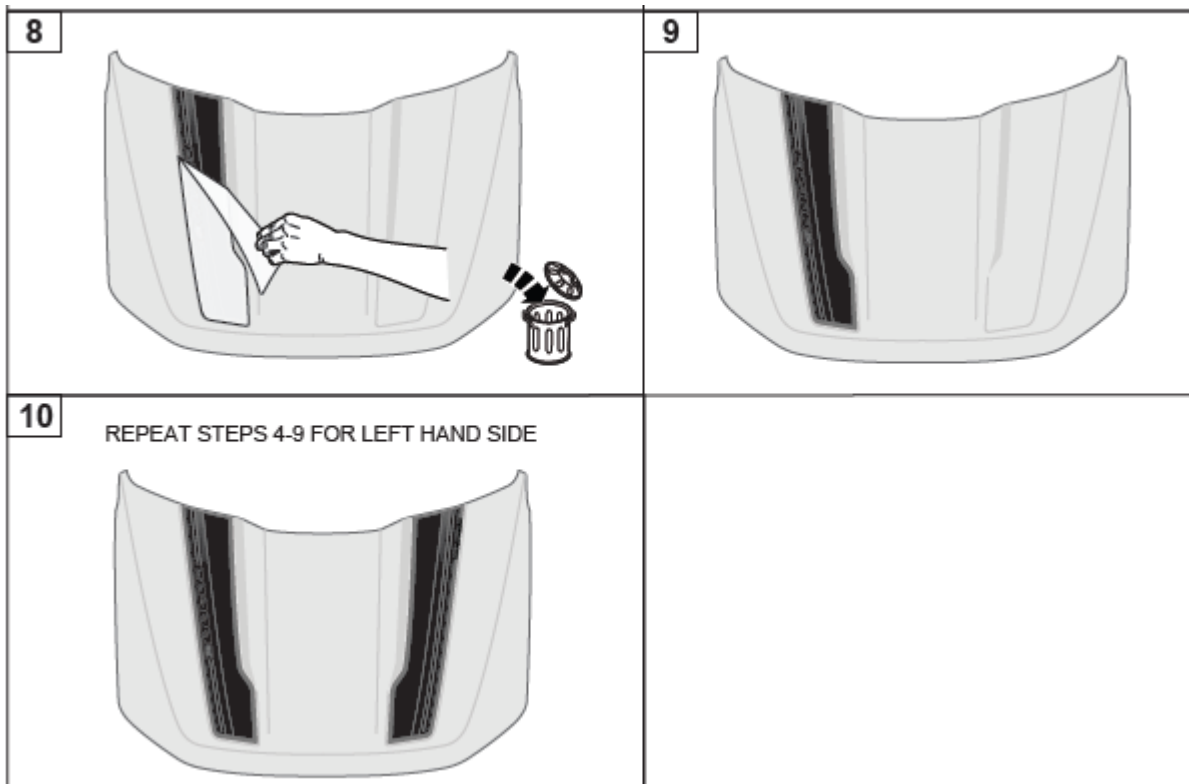


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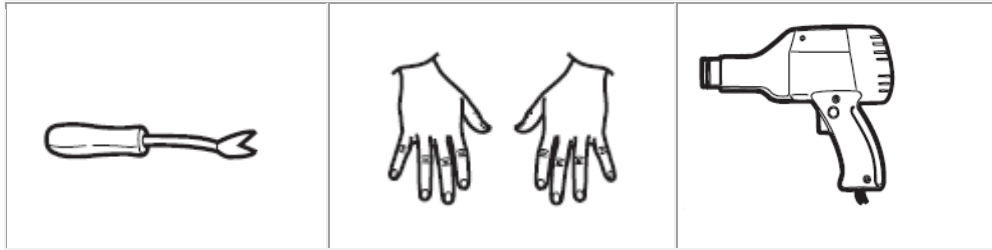
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## 6. Ford Performance Fender Vents

### Special Tool(s) / General Equipment



### Removal

**NOTE:** Removal steps in this procedure may contain installation details.

 Extreme cold weather will cause breakage. A hair dryer can be used to localize warmth before flexing release tabs.

- 3.1 Using a non-marring plastic trim removal tool, start along the top of the fender vent and work your way down the sides to gently pry up and release the vent from the clips on the backside.



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3.2 If the clips remained in the slots on the fender, remove old clips before installing new fender vent.

### Installation

3.3 To install, line up the clips on the backside of the fender vent with the slots on the fender. Apply pressure evenly to snap clips into place.





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## 7. Rocker Panel Aero Shield Kit

### Special Tool(s) / General Equipment



3.4 Remove the 3 bolts.

*Right side shown, Left side similar.*



3.5 Pop out the retainer clips and remove the rocker panel aero piece.

### Installation

5.3 To install, reverse the removal procedure.

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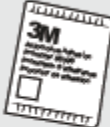




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## 8. Front Lip Splitter

### Special Tool(s) / General Equipment

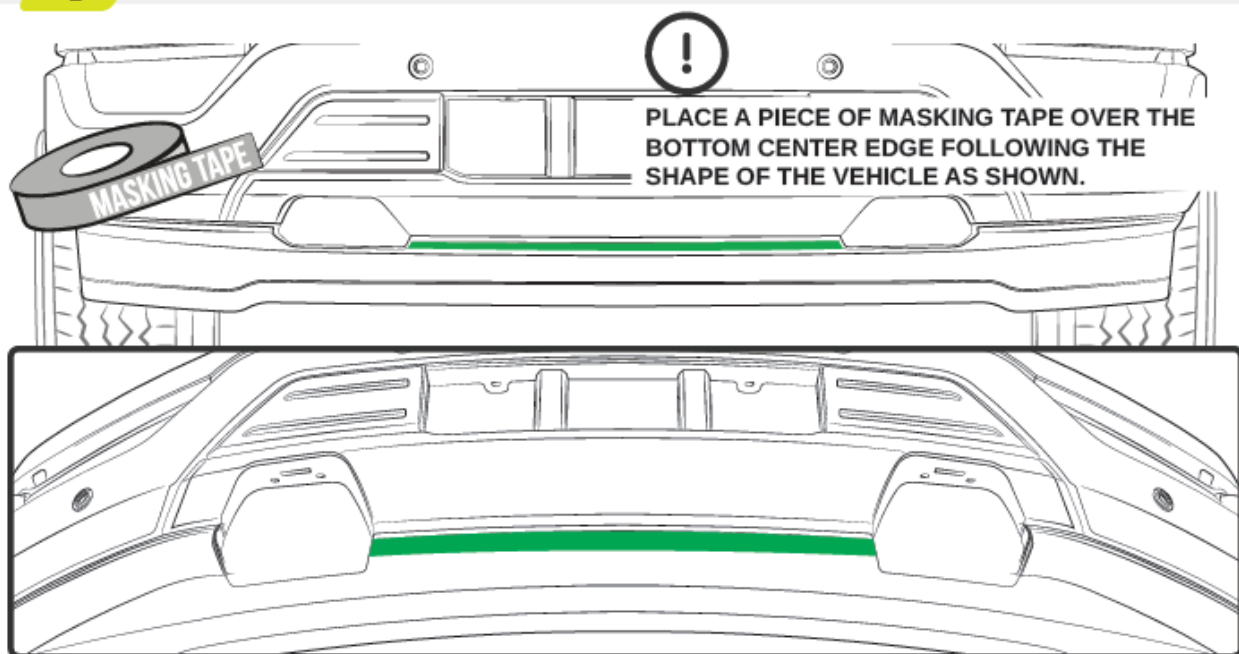


A	<b>FRONT LIP SPOILER R1</b> PART / PARTE / PIÈCE #: VRL3Z-17626-A		1 PC
B	<b>Adhesion promoter /</b> Promotor de adhesión / Promoteur d'adhésion		1 PC
C	<b>Polyurethane adhesive /</b> Adhesivo de poliuretano / Scellant polyuréthane		1 PC
D	<b>Push pin Würth /</b> Grapas Würth / Agrafe sapin Würth #46		3 PCS

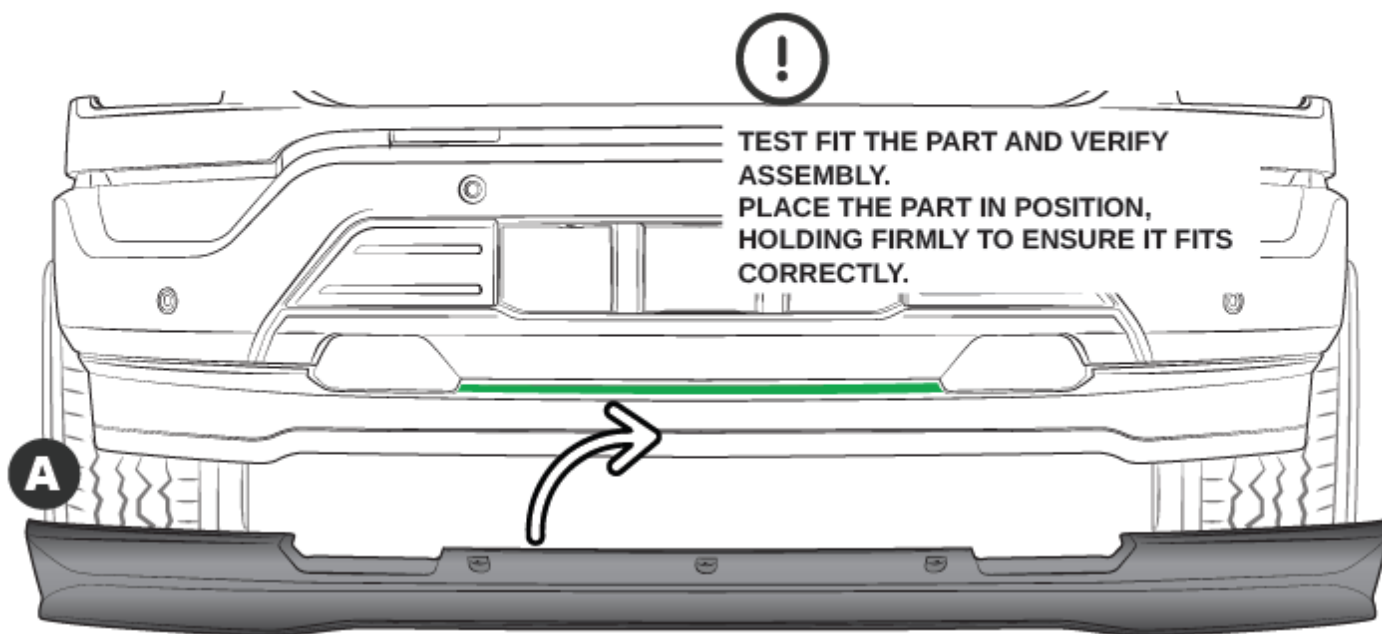
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## 1 MARK THE VEHICLE WITH MASKING TAPE



## 2 TEST FIT / PRE-INSTALE / TESTEZ L'AJUSTEMENT



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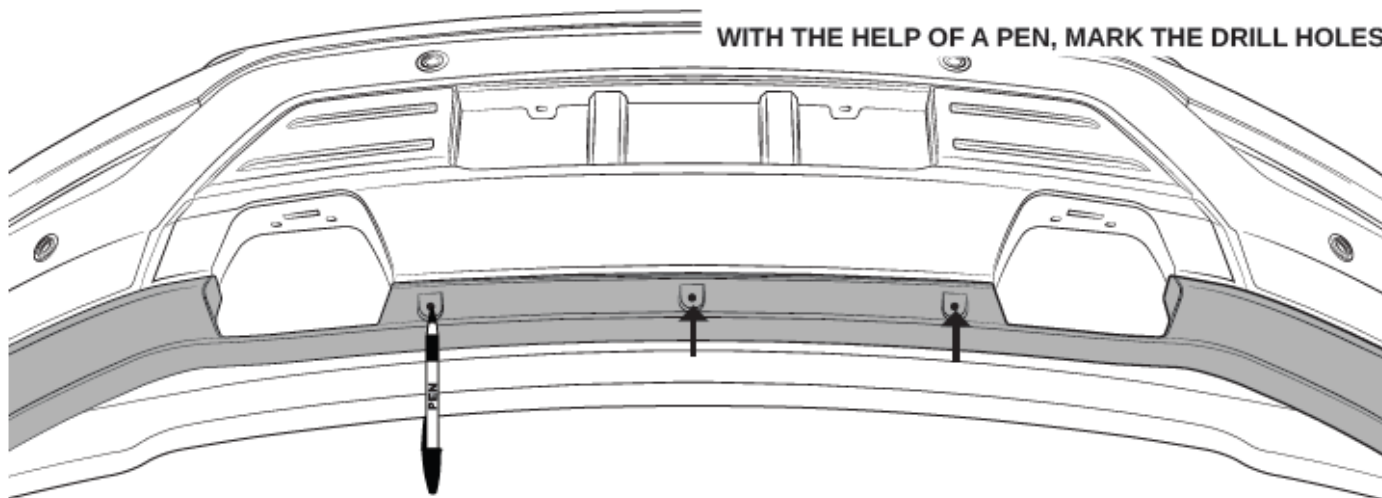
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**3** MARK / MARQUE / MARQUEZ



MARK AS SHOWN.

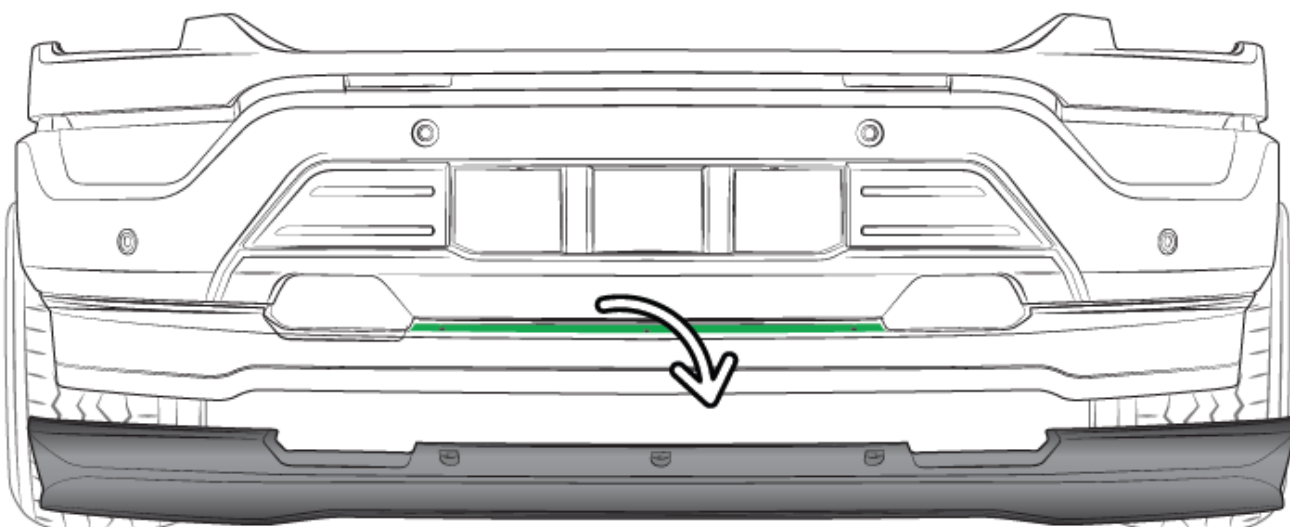
WITH THE HELP OF A PEN, MARK THE DRILL HOLES.



**4** REMOVE THE PART / RETIRE LA PIEZA / RETIREZ LA PIÈCE



REMOVE AND SAVE THE PART.



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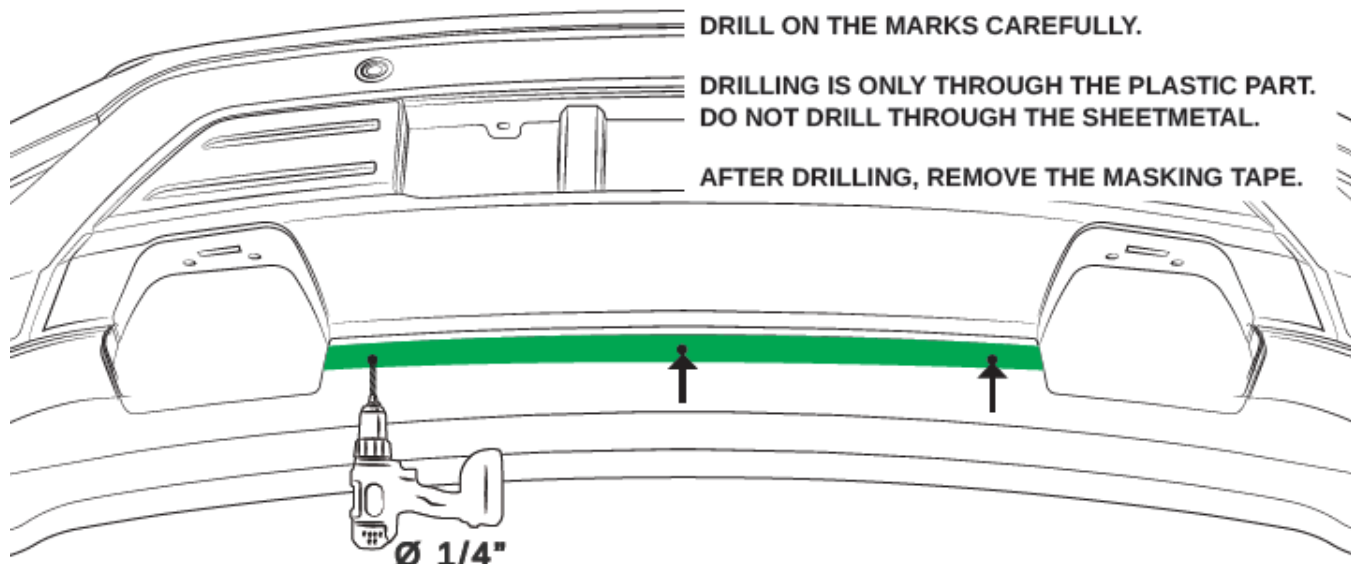
## 5 DRILL / BARRENE / PERCEZ



DRILL ON THE MARKS CAREFULLY.

DRILLING IS ONLY THROUGH THE PLASTIC PART.  
DO NOT DRILL THROUGH THE SHEETMETAL.

AFTER DRILLING, REMOVE THE MASKING TAPE.

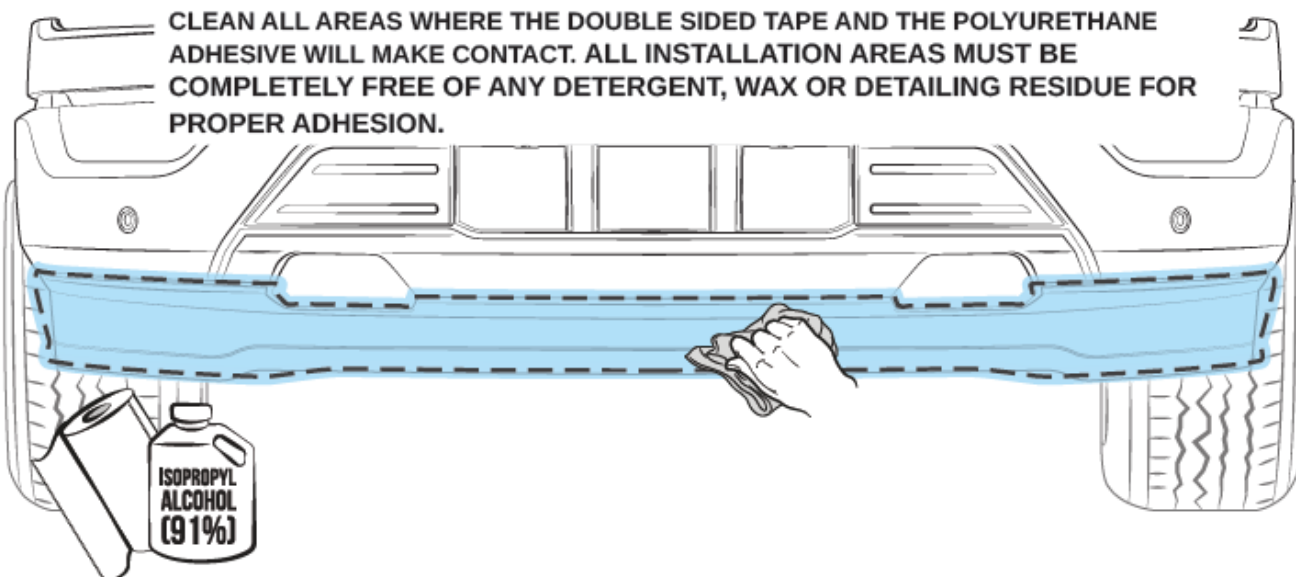


## 6 CLEAN / LIMPIE / NETTOYEZ



CLEAN THE INSTALLATION ZONE AGGRESSIVELY WITH ISOPROPYL ALCOHOL (91%)  
AND PAPER TOWELS. DRY THOROUGHLY!

CLEAN ALL AREAS WHERE THE DOUBLE SIDED TAPE AND THE POLYURETHANE  
ADHESIVE WILL MAKE CONTACT. ALL INSTALLATION AREAS MUST BE  
COMPLETELY FREE OF ANY DETERGENT, WAX OR DETAILING RESIDUE FOR  
PROPER ADHESION.



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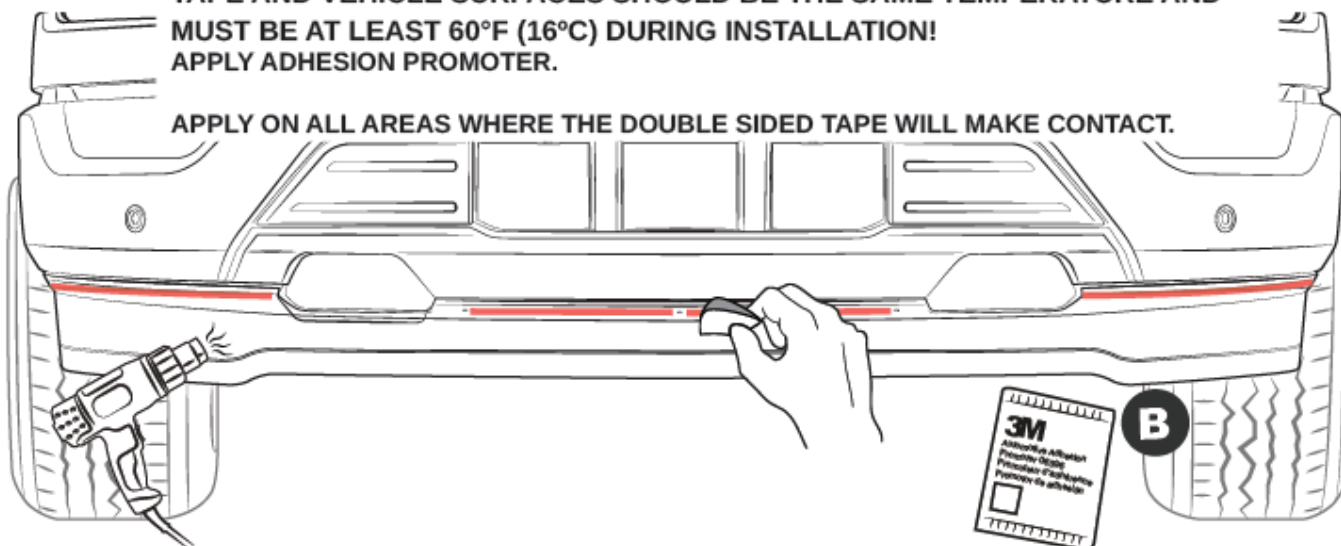
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## 7 ADHESION PROMOTER

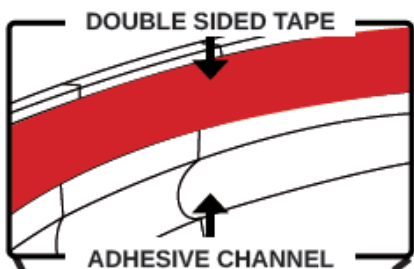


**BEFORE APPLYING ADHESION PROMOTER MAKE SURE WARM SURFACE WITH HEAT GUN IF SURFACE TEMPERATURE IS TOO COLD. TAPE AND VEHICLE SURFACES SHOULD BE THE SAME TEMPERATURE AND MUST BE AT LEAST 60°F (16°C) DURING INSTALLATION! APPLY ADHESION PROMOTER.**

**APPLY ON ALL AREAS WHERE THE DOUBLE SIDED TAPE WILL MAKE CONTACT.**

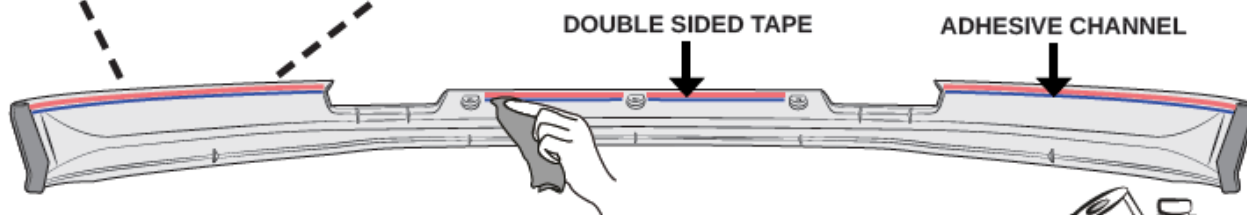


## 8 CLEAN ADHESIVE CHANNEL



**CLEAN THOROUGHLY TO ENSURE PROPER ADHESION.**

**CLEAN WITH ISOPROPYL ALCOHOL (91%) AND PAPER TOWELS.**



Inner view  
Vista interior  
Vue de l'intérieur

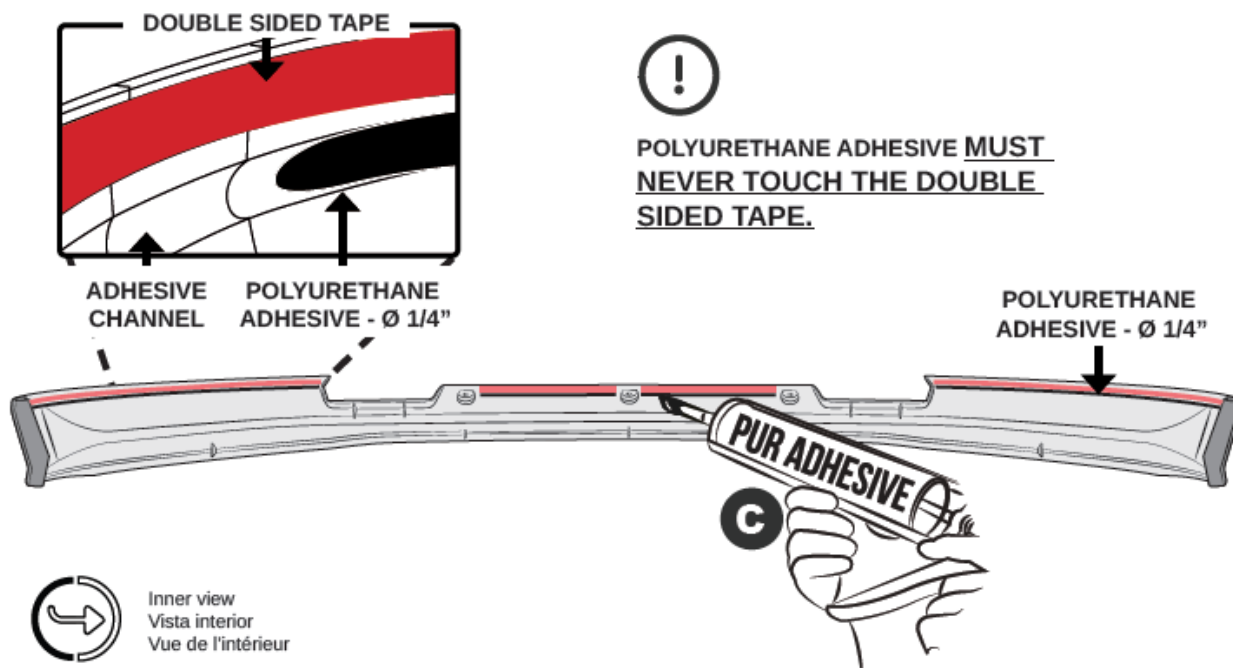


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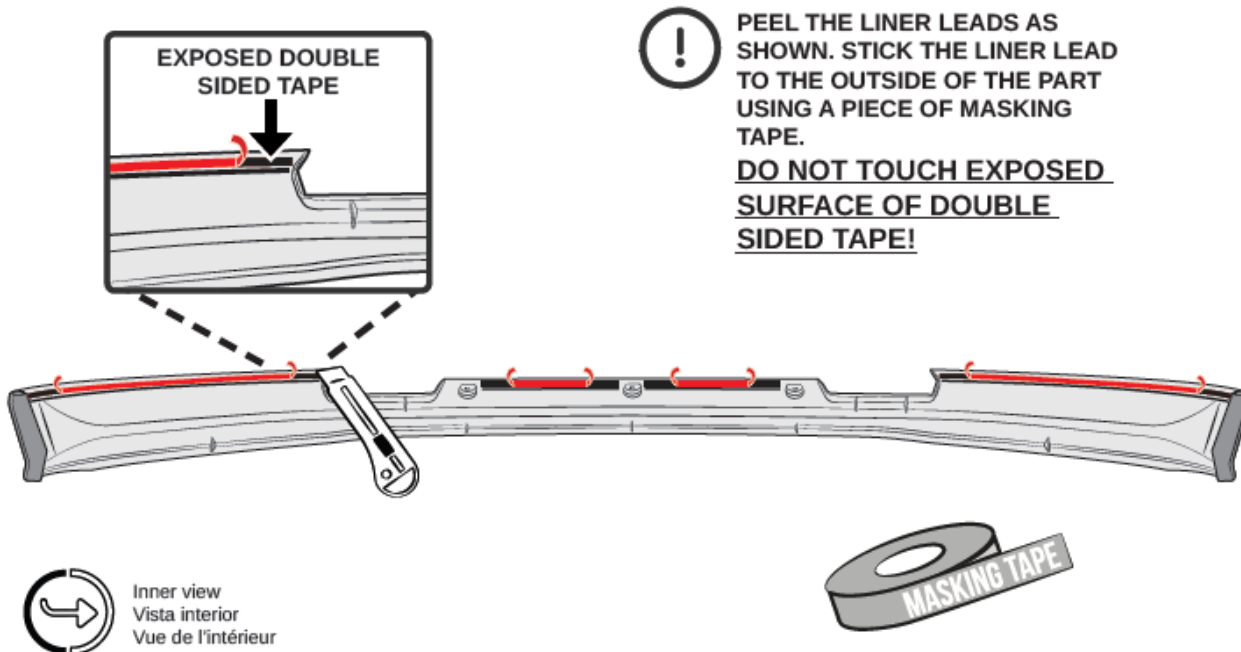
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## 9 APPLY POLYURETHANE TO ADHESIVE CHANNEL



POLYURETHANE ADHESIVE MUST NEVER TOUCH THE DOUBLE SIDED TAPE.

## 10 PEEL THE LINER / DESPEGUE LINER / DÉCOLLEZ LA DOUBLURE



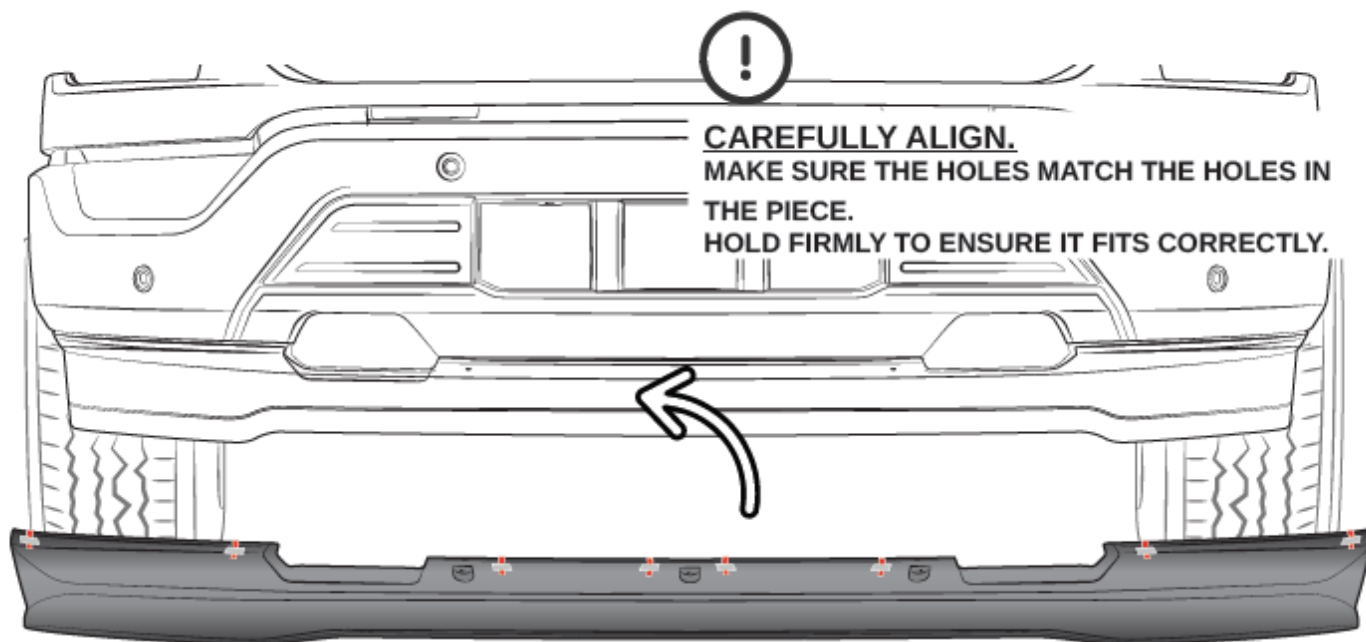
PEEL THE LINER LEADS AS SHOWN. STICK THE LINER LEAD TO THE OUTSIDE OF THE PART USING A PIECE OF MASKING TAPE.

DO NOT TOUCH EXPOSED SURFACE OF DOUBLE SIDED TAPE!

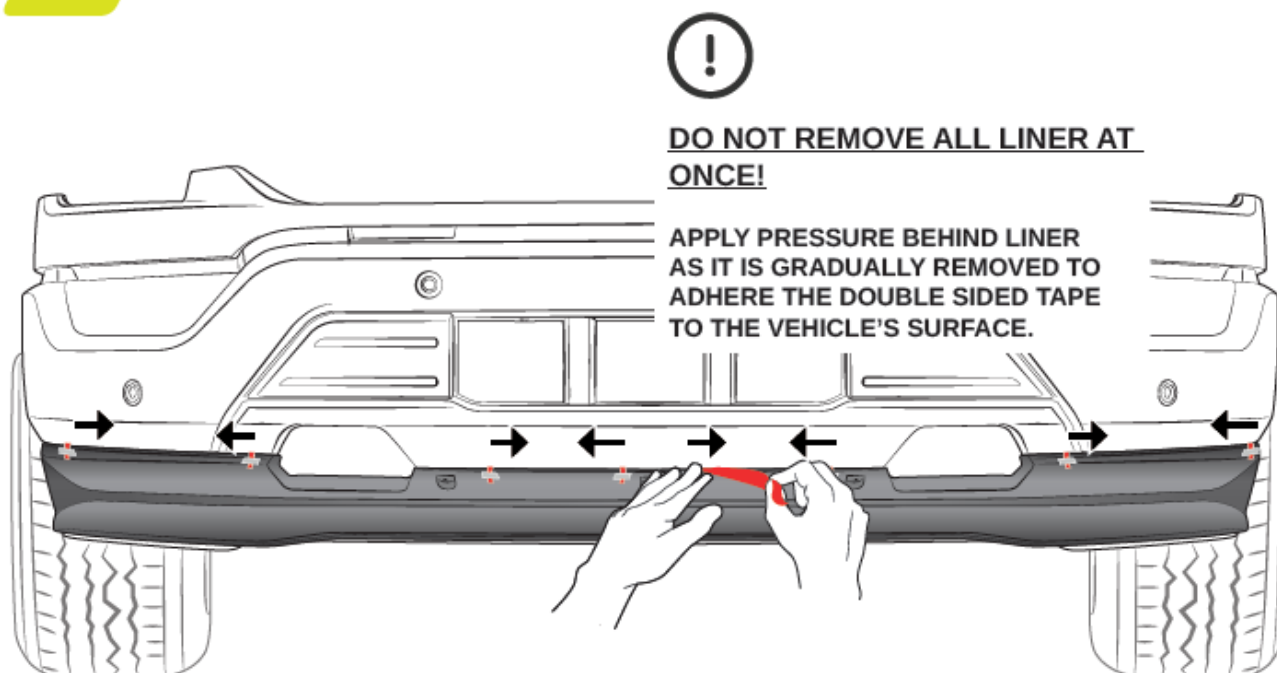
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## 11 PLACE THE PART / COLOQUE LA PIEZA / PLACEZ LA PIÈCE



## 12 REMOVE THE LINER / RETIRE EL LINER / TIREZ LA DOUBLURE



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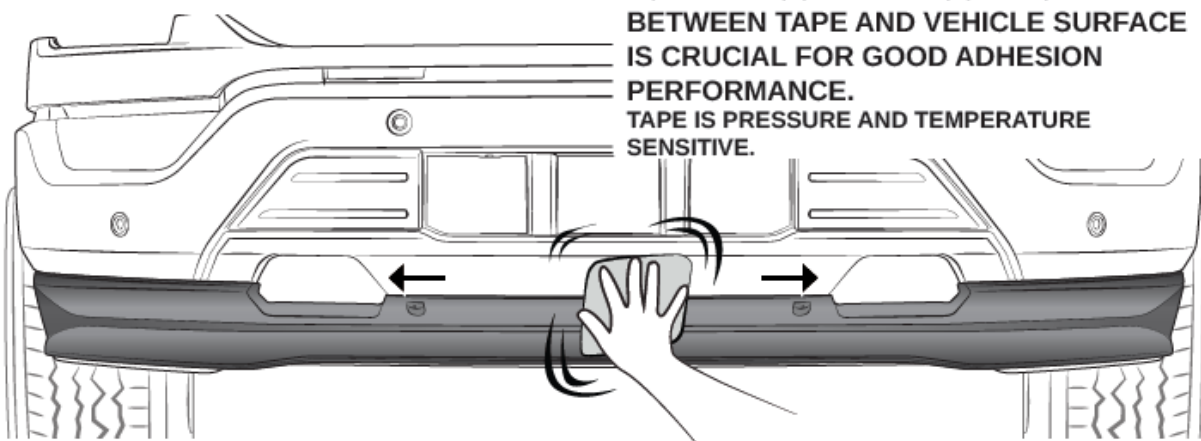
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**13** PRESS / PRESIONE / APPUYEZ



APPLY AS MUCH PRESSURE AS POSSIBLE  
TO THE ENTIRE CONTACT AREA WITH A  
MICROFIBER CLOTH.

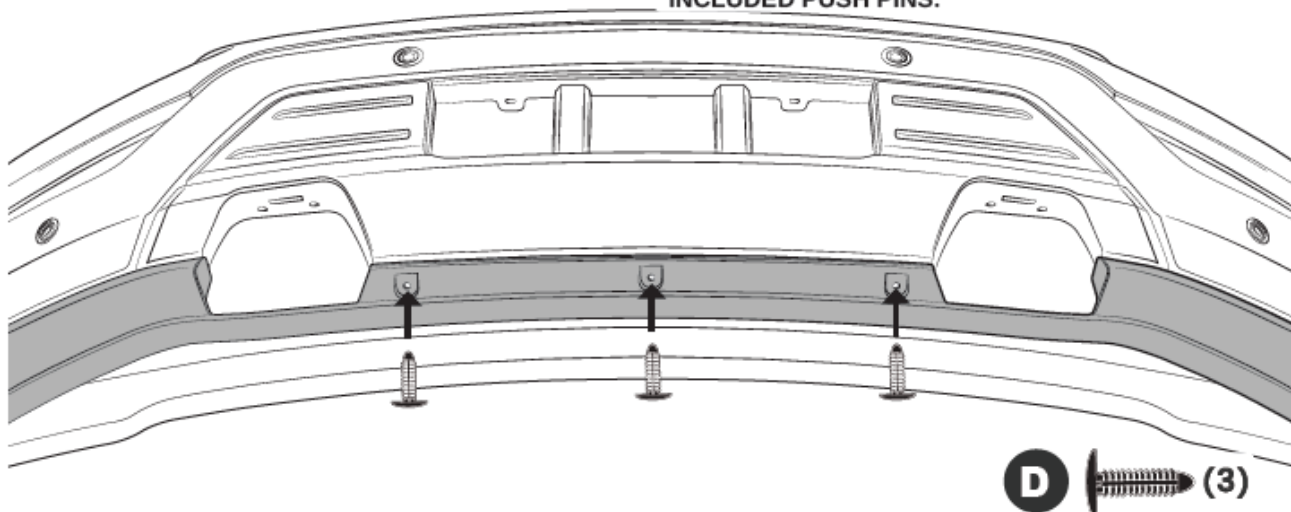
FULL AND COMPLETE CONTACT  
BETWEEN TAPE AND VEHICLE SURFACE  
IS CRUCIAL FOR GOOD ADHESION  
PERFORMANCE.  
TAPE IS PRESSURE AND TEMPERATURE  
SENSITIVE.



**14** SECURE / ASEGURE / FIXEZ



CAREFULLY SECURE WITH  
INCLUDED PUSH PINS.



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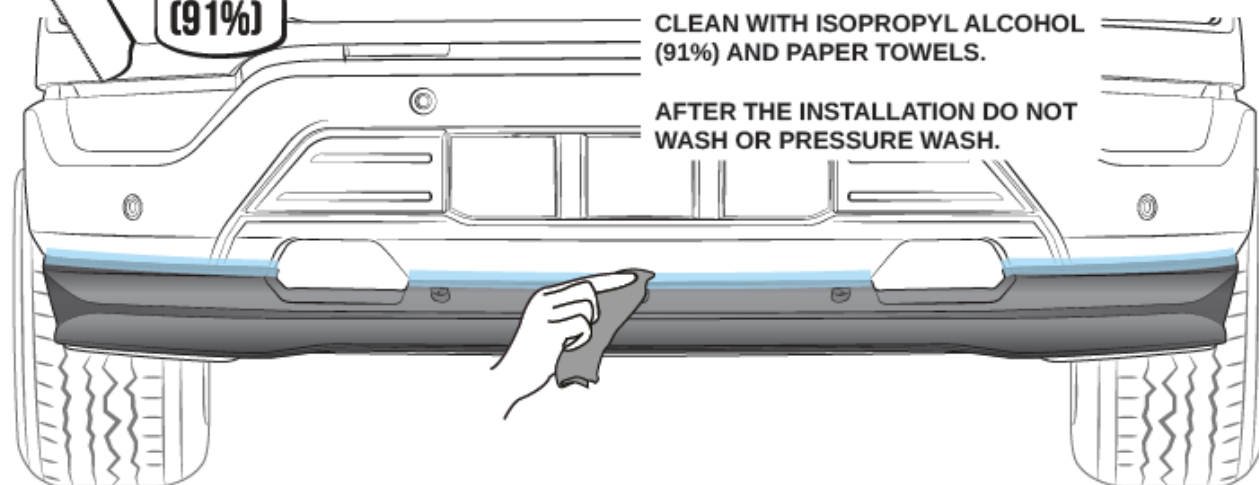
**12** CLEAN / LIMPIE / NETTOYEZ



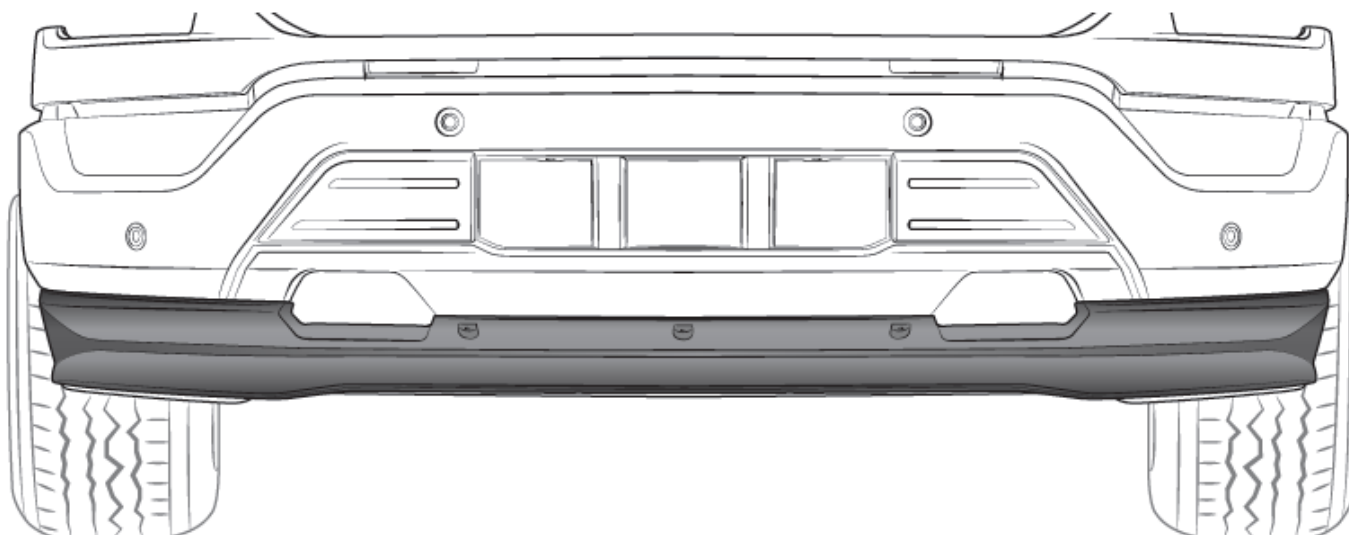
REMOVE MARKINGS AND CLEAN  
CAREFULLY.

CLEAN WITH ISOPROPYL ALCOHOL  
(91%) AND PAPER TOWELS.

AFTER THE INSTALLATION DO NOT  
WASH OR PRESSURE WASH.



**INSTALLED PART**  
PIEZA INSTALADA  
PIÈCE INSTALLÉE



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FP700S Package

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**9. 5.0L Supercharger**

Follow the instruction sheet for kit **M-6066-F150SCA**.

[https://performanceparts.ford.com/download/instructionsheets/IS\\_M-6066-F150SCA\\_100724.PDF](https://performanceparts.ford.com/download/instructionsheets/IS_M-6066-F150SCA_100724.PDF)

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#### 10. FP700S Regular Cab Suspension Kit

## WARNING

**MODIFYING AN ORIGINAL EQUIPPED VEHICLE WILL RESULT IN A VEHICLE HANDLING DIFFERENTLY. ALL TYPES OF SUSPENSION MODIFICATIONS WILL AFFECT REACTION, RIDE, HANDLING AND WEAR AND TEAR RATE OF A VEHICLE AND ITS COMPONENTS. ABRUPT MANEUVERS, SHARP AND SUDDEN TURNS AND WEATHER CONDITIONS WILL INCREASE THE VEHICLE'S SUSCEPTIBILITY FOR LOSS OF CONTROL. DEATH AND SERIOUS INJURY COULD BE THE RESULT IF YOU FAIL TO OPERATE A MODIFIED VEHICLE SAFELY. KNOW AND FOLLOW THE LAWS OF THE STATES.**

**READ INSTRUCTIONS COMPLETELY THROUGH BEFORE STARTING.**

FAILURE TO ADHERE TO THE INSTRUCTIONS WILL VOID ANY GROUND FORCE WARRANTY  
IT IS RECOMMENDED THAT INSTALLATION BE DONE BY A QUALIFIED MECHANIC.

REPLACE ALL STOCK PARTS THAT ARE DAMAGED OR WORN.

INTERMIXING OF PARTS IS NOT RECOMMENDED AND WILL VOID THE WARRANTY.

ALWAYS WEAR EYE PROTECTION.

ALWAYS USE PROPERLY RATED SAFETY STANDS WHENEVER A PROCEDURE REQUIRES  
YOU TO BE UNDER A VEHICLE. KNOW AND FOLLOW ALL SAFE WORK PRACTICES TO AVOID  
SERIOUS INJURY OR DEATH.

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CHECK TO SEE THAT ALL PARTS LISTED ARE INCLUDED.

1-INSTRUCTION SHEET  
1-GROUND FORCE WARNING DECAL  
2-SHACKLES  
2-FRONT SHOCKS  
2-BLUE PAINTED FRONT LOWERING SPRINGS  
2-REAR AXLE SHIMS  
4 W520214-S440 NUTS  
2 W520215-S441 SWAY BAR ENDLINK NUTS  
2 W712134-S440 SHOCK ROD NUTS  
2 W717969-S440 UPPER CONTROL ARM NUTS  
4-UBOLTS  
8-WASHERS  
8-UBOLT NUTS  
4-URETHANE SHACKLE BUSHINGS  
2-SHACKLE SLEEVES  
2-GREASE FITTINGS

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**NOTE:** AMOUNT OF DROP APPROXIMATE DUE TO FACTORY OPTIONS.

MEASURE AND DOCUMENT THE VEHICLE HEIGHT FROM FLOOR TO FENDER LIP.

LF \_\_\_\_\_ RF \_\_\_\_\_ LR \_\_\_\_\_ RR \_\_\_\_\_

1. BEFORE GETTING UNDER VEHICLE, REMOVE THE KEYS FROM THE IGNITION. DISCONNECT THE NEGATIVE BATTERY TERMINAL FROM THE BATTERY. DO NOT MOVE THE STEERING OR TIE RODS LEFT OR RIGHT WHILE DOING THIS INSTALLATION AS **MISALIGNMENT OF THE ELECTRONIC STEERING SYSTEM** MAY RESULT. JACK THE FRONT OF VEHICLE UP AND PLACE STANDS UNDER THE FRAME RAILS. LOWER THE VEHICLE ONTO JACK STANDS AND MAKE SURE STANDS ARE SECURELY HOLDING THE VEHICLE.
2. REMOVE TIRE AND WHEEL ASSEMBLY.
3. REMOVE THE UPPER CONNECTING LINK HARDWARE FROM THE SWAY BAR ON BOTH SIDES OF VEHICLE,



UPPER SWAY  
BAR LINK  
HARDWARE

SPLASH  
SHIELD



4. LOCATE THE SPLASH SHIELD BEHIND THE LOWER CONTROL ARM REAR BOLTS AND REMOVE THE FOUR BOLTS HOLDING THE SPLASH SHIELD TO THE FRAME BRACKETS (THIS WILL ALLOW YOU TO LOOSEN AND REMOVE THE REAR SET OF LOWER CONTROL ARM BOLTS.
5. LOOSEN THE OUTER TIE ROD NUT, TAP ON THE SPINDLE WITH A MALLET TO POP THE TIE ROD JOINT LOOSE FROM THE SPINDLE. REMOVE THE OUTER TIE ROD FROM THE SPINDLE, SAVE NUT, REPEAT TO THE OTHER SIDE OF VEHICLE.

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6. THE LOWER CONTROL ARM FRAME MOUNTS HAVE FACTORY ALIGNMENT SLOTS AND MUST BE MARKED BEFORE LOOSING. THIS PROCEDURE WILL AID IN ADJUSTING THESE BOLTS BACK TO THE CORRECT LOCATION DURING FINAL ASSEMBLY. **REFER TO THE PHOTO BELOW**

A. USING A PAINT STICK MARK ALL FOUR LOWER CONTROL ARM MOUNTING BOLT LOCATIONS.

B. LOOSEN BUT DO NOT REMOVE THE FOUR LOWER CONTROL ARM TO FRAME MOUNT BOLTS. THIS NEEDS TO BE DONE SO THAT THE LOWER CONTROL ARM WILL SWING DOWN FAR ENOUGH TO BE ABLE TO REMOVE THE STRUT ASSEMBLY FROM THE VEHICLE. SUPPORT THE LOWER CONTROL ARM.



**LOWER CONTROL ARM TO FRAME  
MOUNTING HARDWARE.**

**PAINT STICK MARK SHOWING  
FACTORY HARDWARE LOCATION.**

7. MARK THE UPPER AND LOWER STRUT MOUNTS SO THAT WHEN YOU INSTALL THE NEW SHOCK ABSORBER YOU WILL BE ABLE TO ALIGN THE UPPER AND LOWER STRUT MOUNTS IN THEIR CORRECT LOCATION. MARK THE STRUT ASSEMBLY LEFT AND RIGHT.



**UPPER AND  
LOWER STRUT  
INDEX MARKS**



8. LOOSEN AND REMOVE THE TWO LOWER STRUT MOUNTING NUTS LOCATED UNDER THE LOWER CONTROL ARM, SAVE HARDWARE.



**LOWER STRUT MOUNTING HARDWARE LOCATION.**

**WARNING: THE COIL SPRING ASSEMBLY IS UNDER PRESSURE, DO NOT REMOVE THE CENTER UPPER STRUT ROD NUT.**



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9. LOOSEN THE UPPER THREE **OUTER** NUTS ATTACHING THE STRUT ASSEMBLY TO THE VEHICLE FRAME.
10. SUPPORT THE LOWER CONTROL ARM NOTE THE DIRECTION OF THE MOUNTING HARDWARE THAT ATTACHES THE LOWER CONTROL ARM A TO FRAME MOUNTS. REMOVE THE LOWER CONTROL ARM TO FRAME HARDWARE (**REFER TO PHOTOS BELOW**).
11. LOWER THE JACK SLIGHTLY UNDER THE LOWER CONTROL ARM, REMOVE THE UPPER OUTER THREE STRUT TO FRAME NUTS AND REMOVE THE STRUT ASSEMBLY FROM THE VEHICLE. SAVE HARDWARE.

**DRIVERS SIDE FRONT SHOWN WITH  
STRUT REMOVED**

**LOWER CONTROL ARM  
BEING LOWERED AWAY  
FROM LOWER STRUT  
MOUNTING STUDS**

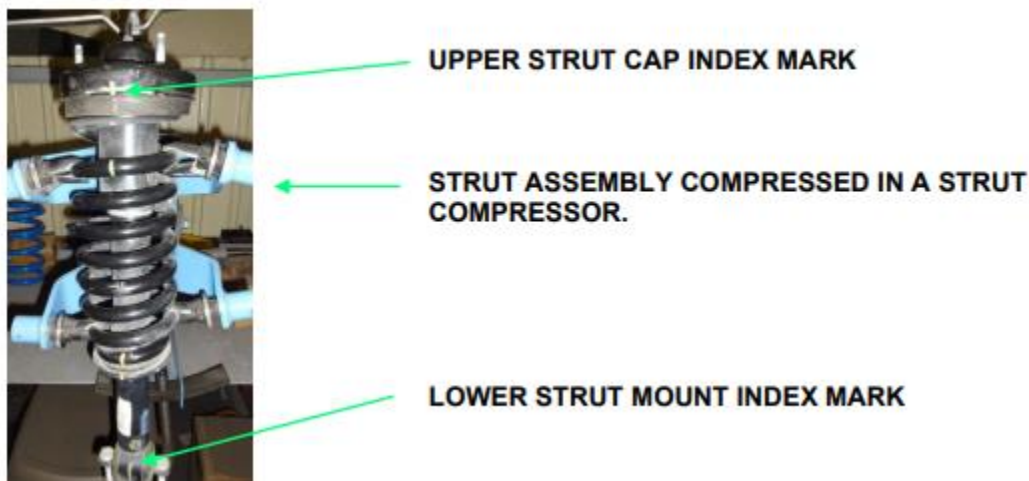


12. REPEAT STRUT REMOVAL PROCEDURE TO OTHER SIDE OF VEHICLE.
13. **NEW SHOCK AND SPRING INSTALLATION PROCEDURE.**

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14. COIL SPRING INDEXING - MARK THE UPPER SPRING SEAT AND THE LOWER SPRING SEAT WITH INDEX MARKS TO THE TOP HAT FOR THE NEXT COUPLE OF STEPS. THE UPPER SPRING SEAT / TOP HAT AND THE LOWER SPRING SEAT WILL BE REUSED ON THE NEW SHOCK AND SPRING. THE ORIGINAL SHOCK AND SPRING WILL NOT BE RE-USED IN THIS KIT.
15. COMPRESS THE STRUT ASSEMBLY STOCK COIL SPRING USING A STRUT/COILOVER COMPRESSOR. FOLLOW THE STRUT/COILOVER COMPRESSOR INSTRUCTIONS.

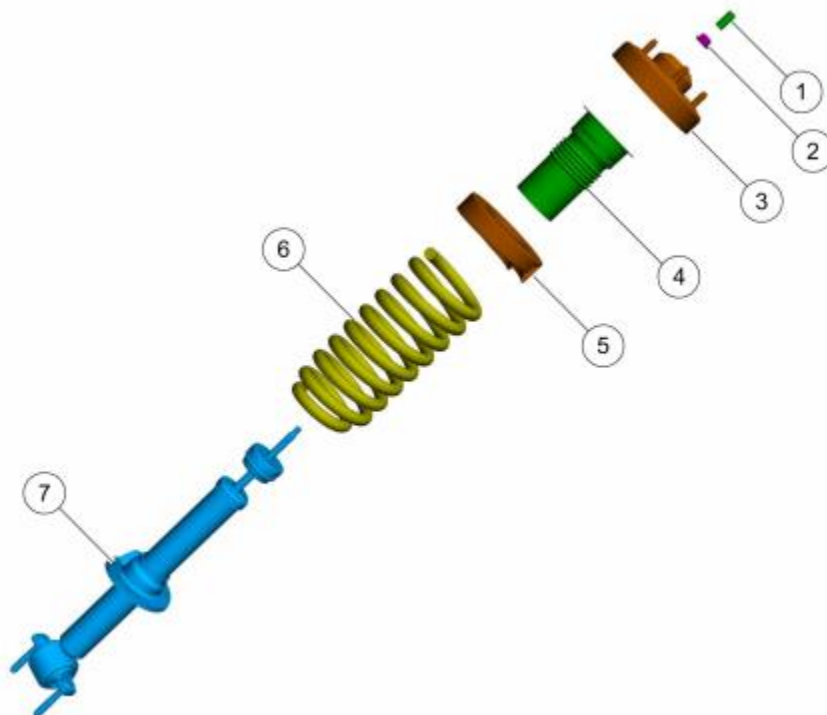
**WARNING: THE COIL IS UNDER PRESSURE. EXTREME CARE MUST BE TAKEN WHEN REMOVING AND INSTALLING THE COILS TO AVOID INJURY.**



16. ONCE THE SPRING IS COMPRESSED REMOVE THE CENTER UPPER STRUT ROD NUT WHILE HOLDING THE STRUT SHAFT FROM SPINNING INSIDE OF THE STRUT. SAVE HARDWARE
- A. REMOVE THE UPPER STRUT MOUNT FROM THE STRUT.
  - B. REMOVE THE UPPER RUBBER SPRING SEAT FROM THE STRUT.
  - C. REMOVE THE STRUT FROM THE COIL SPRING.
  - D. REMOVE THE STOCK COIL IN THE STRUT/COILOVER COMPRESSOR.
  - E. COMPRESS THE NEW FORD PERFORMANCE LOWERING SPRING.
  - F. SEE NEXT DIAGRAM FOR ASSEMBLY OVERVIEW OF THE SHOCK MODULE



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17. COIL TO STRUT SHOCK INSTALLATION PROCEDURE. FOLLOW THE STRUT/COILOVER COMPRESSOR INSTRUCTIONS.

**WARNING: THE COIL IS UNDER PRESSURE. EXTREME CARE MUST BE TAKEN WHEN AND INSTALLING THE COILS TO AVOID INJURY.**

B. INSTALL THE NEW STRUT UP THROUGH THE NOW COMPRESSED FORD PERFORMANCE LOWERING SPRING COIL.

A. INSTALL THE STOCK UPPER RUBBER ISOLATOR AND TOP HAT ONTO THE TOP OF THE COIL. MAKE SURE THAT THE UPPER COIL IS LOCATED AGAINST THE UPPER COIL STOP AND THAT THE RUBBER ISOLATOR IS LOCATED CORRECTLY IN THE SPRING SEAT. **SEE THE PHOTO BELOW (on next page)**

E. INSTALL THE UPPER STRUT CENTER RETAINING NUT TO THE STRUT SHAFT AND TORQUE THE STRUT SHAFT RETAINING NUT TO SPEC OF 41 Ft/lbs (55Nm)

F. ONCE THAT YOU ARE SURE THE COIL IS LOCATED CORRECTLY ON THE STRUT REMOVE THE STRUT/COIL ASSEMBLY FROM THE COMPRESSOR. FOLLOW THE STRUT COMPRESSOR INSTRUCTIONS.

G. REPEAT COIL INSTALLATION TO THE OTHER STRUT.

NOTE: Make sure the "ID Label" and paint dot is located at lower end of the installed coil spring.

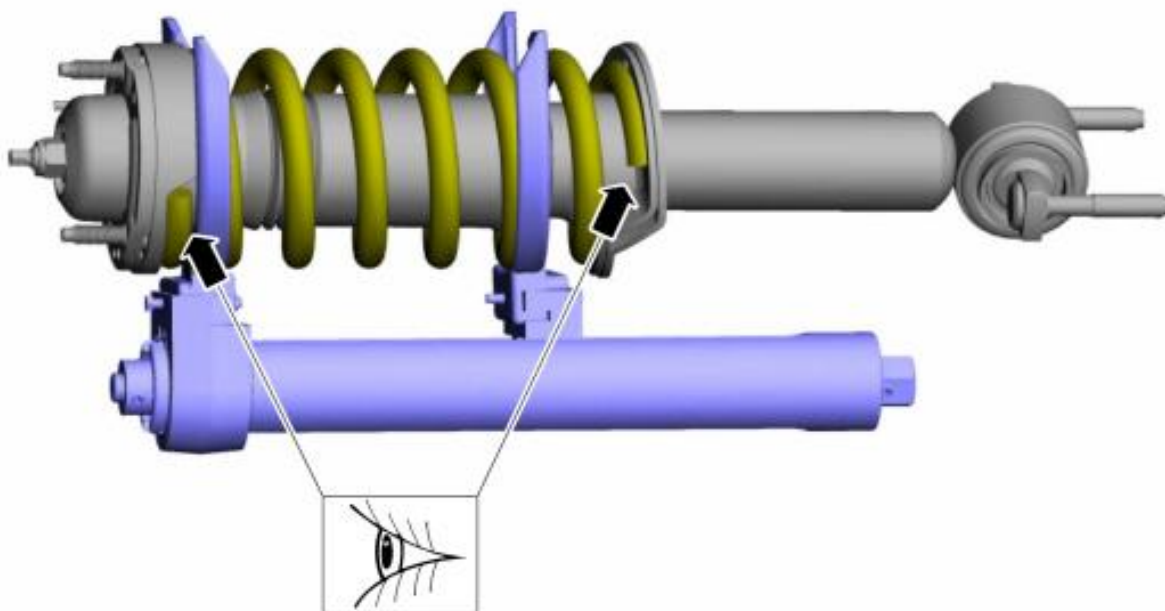
Make sure that the lower spring seat is properly installed.  
Use the General Equipment: Spring Compressor

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18. STRUT TO VEHICLE INSTALLATION.

A. INSTALL THE STRUT ASSEMBLY UP INTO THE STOCK LOCATION.

B. ALIGN AND INSTALL THE THREE STUDS UP INTO THE THREE HOLES IN THE FRAME UPPER MOUNT.

C. INSTALL THE FACTORY THREE UPPER STRUT LOCKNUTS (JUST **START** THE NUTS AS THE UPPER STRUT MOUNT WILL NEED TO MOVE SOME WHEN THE LOWER STRUT STUDS ARE BEING LINED UP WITH THE LOWER CONTROL ARM).

D. JACK UP THE LOWER CONTROL ARM AND LINE UP THE LOWER STRUT MOUNTING STUDS INTO THE LOWER CONTROL ARM AND JUST START THE FACTORY LOWER STRUT RETAINING NUTS.

E. CONTINUE TO JACK UP THE LOWER CONTROL ARM LINING UP THE CONTROL ARM INTO THE FRAME MOUNTING POCKETS, REINSTALL THE FACTORY LOWER CONTROL ARM TO FRAME MOUNTING HARDWARE IN THE SAME DIRECTION AS REMOVED **JUST START** THE NUTS.

F. INSTALL THE CONNECTING LINK UP INTO THE SWAY BAR AND **JUST START** THE FACTORY RETAINING NUT.

G. REPEAT STRUT INSTALLATION PROCEDURE TO THE OTHER SIDE OF VEHICLE.

I. TORQUE THE LOWER STRUT MOUNTING HARDWARE TO THE TORQUE SPEC OF 66FT/LBs.

19. REPOSITION THE JACK OUT TOWARD THE SPINDLE SIDE OF THE LOWER CONTROL ARM AND JACK THE SUSPENSION UP TO RIDE HEIGHT (MAKE SURE YOUR SAFETY STANDS ARE SECURE UNDER THE VEHICLE). WITH THE HELP OF AN ASSISTANT LINE UP THE LOWER CONTROL ARM MOUNTING HARDWARE TO THE MARKS MADE IN STEP NO 6 AND TORQUE THE LOWER CONTROL ARM TO FRAME MOUNTING BOLTS TO THE TORQUE SPEC OF 258ft/lbs (350Nm). REPEAT TO THE OTHER SIDE OF VEHICLE.

20. TORQUE THE UPPER THREE STRUT NUTS TO THE TORQUE SPEC OF 52FT/lbs (70Nm)

21. WITH THE STRUT AND LOWER CONTROL ARM NOW TIGHTENED TO SPEC LOWER THE JACK UNDER THE LOWER CONTROL ARM UNTIL THE SUSPENSION IS FREE HANGING (4X4 MODELS).R

A. WITH THE STEERING TIE RODS **STILL DISCONNECTED** TURN THE STEERING KNUCKLES FROM COMPLETE LEFT LOCK TO COMPLETE RIGHT LOCK BY HAND AND VERIFY THAT YOU HAVE **CLEARANCE** BETWEEN THE LOWER STRUT MOUNT AND THE OUTER CV BOOT AS SHOWN BELOW. THIS SYSTEM WAS DESIGNED TO HAVE CLEARANCE WITH FACTORY CV BOOTS.

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**4X4 MODELS  
CLEARANCE BEING  
CHECKED BETWEEN THE  
OUTER CV BOOT AND  
THE LOWER STRUT  
MOUNT. MAINTAIN A  
MINIMUM OF 1/8" AT THE  
CLOSEST POINT WITH  
THE SUSPENSION  
HANGING IN THE FULL  
DROOP POSITION.**

23. REINSTALL THE TIE RODS TO THE SPINDLES AND TORQUE TO THE SPEC OF 66Ft/lbs (90Nm)
24. TORQUE THE UPPER CONNECTING LINK NUTS TO SPEC OF 150Ft/lbs (150Nm) ON BOTH SIDES OF THE VEHICLE.
25. REINSTALL THE SPLASH SHIELD INTO THE FACTORY POSITION AND INSTALL THE FACTORY HARDWARE AND TORQUE TO SPEC.
26. MAKE SURE ALL FASTENERS AFFECTED BY THIS PROCEDURE ARE TORQUED TO SPEC.
27. REINSTALL TIRE AND WHEEL ASSEMBLY AND TORQUE TO SPEC OF 150Ft/lbs
28. CHECK AND MAKE SURE THAT ALL INSTALLATION STEPS HAVE BEEN COMPLETED. CHECK ALL NUTS AND BOLTS FOR TORQUE AFTER THE FIRST 300 MILES.
29. JACK THE VEHICLE UP AND REMOVE STANDS, THEN LET THE VEHICLE DOWN AND RECONNECT THE NEGATIVE BATTERY TERMINAL ON THE BATTERY.
30. MAKE SURE THERE ARE NO CLEARANCE PROBLEMS. ROTATE THE STEERING LOCK TO LOCK UNDER FULL WEIGHT OF THE VEHICLE AND FULL SUSPENSION TRAVEL.

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## REAR INSTALL

**NOTE: AMOUNT OF DROP APPROXIMATE DUE TO FACTORY OPTIONS AND OR AFTERMARKET OPTIONS.**

31. JACK UP THE REAR OF THE VEHICLE AND PLACE JACK STANDS UNDER THE FRAME RAILS. LOWER THE VEHICLE ONTO THE JACK STANDS AND MAKE SURE THE STANDS ARE SECURELY HOLDING THE VEHICLE. SUPPORT THE REAR AXLE WITH A FLOOR JACK AND SMALL JACK STANDS.
32. REMOVE THE REAR TIRE WHEEL ASSEMBLY.

**WARNING: THE LEAF SPRINGS ARE UNDER PRESSURE. EXTREME CARE MUST BE TAKEN WHEN WORKING WITH THE SPRINGS TO AVOID INJURY.**

33. SUPPORT THE REAR AXLE.
34. REMOVE THE STOCK REAR SHOCKS FROM THE LOWER MOUNTS, SAVE HARDWARE.
35. REMOVE THE U-BOLTS FROM ONE SIDE AND LET THE REAR AXLE DOWN UNTIL THE FACTORY BLOCK CAN BE REMOVED (IF EQUIPPED, BLOCK NOT PRESENT ON SOME 4X2 MODELS)
  - A. REMOVE THE FACTORY BLOCK AND DISCARD.

36. INSTALL THE WEDGE ON TOP OF THE AXLE WITH THE **THICKER** END OF THE WEDGE TOWARD THE **REAR** OF THE VEHICLE.



WEDGE INSTALLED WITH THE  
**THICK** END TOWARD THE **REAR**  
OF THE VEHICLE.

NEW U-BOLTS

PLASTIC RETAINING CLIPS



M-F150-FPS1 (Black) & M-F150-FPS2 (Bronze)  
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37. JACK THE AXLE UP AND LINE UP THE CENTER PIN HEADS THROUGH THE WEDGES AND INTO THE AXLE PIN HOLES.
- A. INSTALL THE NEW U-BOLTS AND U-BOLT HARDWARE.
- A. SNUG THE U-BOLT NUTS MAKING SURE THE CENTER PIN HEADS STAY IN THE AXLE CENTER PIN HOLES.
- B. REPEAT THE BLOCK REMOVAL AND WEDGE INSTALLATION TO THE OTHER SIDE OF THE VEHICLE.
- C. TORQUE THE REAR LEAF SPRING IN A CROSS PATTERN IN THE FOLLOWING 4 STAGES
- Stage 1: 30 lb.ft (40 Nm)  
Stage 2: 59 lb.ft (80 Nm)  
Stage 3: 89 lb.ft (120 Nm)  
Stage 4: 111 lb.ft (150 Nm)
- D. IF EQUIPPED REATTACH THE PLASTIC RETAINING CLIPS OVER THE U-BOLTS.

**WARNING: THE LEAF SPRING ARE UNDER PRESSURE. EXTREME CARE MUST BE TAKEN WHEN REMOVING AND INSTALLING THE SHACKLES TO AVOID INJURY.**

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38. REAR SHACKLE REMOVAL. MAKE SURE THE JACK STANDS ARE SECURE UNDER THE VEHICLE FRAME.

A. NOTE THE STOCK SHACKLE HARDWARE LOCATION AND DIRECTION OF THE BOLT HEADS.

B. LOOSEN THE LOWER SHACKLE TO FRAME BOLT.

C. LOOSEN THE UPPER SHACKLE TO SPRING EYE BOLT.

D. WITH THE REAR AXLE SUPPORTED REMOVE THE LOWER SHACKLE BOLTS, SAVE ALL HARDWARE AS IT WILL BE REUSED. PLACE SOME DUCT TAPE ON THE REAR OF THE CROSSMEMBER AS SHOWN BELOW. JACK THE AXLE UP UNTIL THE UPPER SHACKLE BOLTS CAN BE REMOVED OVER THE TOP OF THE FRAME RAIL. THE LEAF SPRING REAR EYE WILL SLIDE UP BEHIND THE REAR BED CROSS MEMBER AS SHOWN BELOW. MAKE SURE THE VEHICLE IS SECURE ON THE STANDS AS YOU WILL HAVE TO PUT SOME PRESSURE ON THE JACK TO GET THE SHACKLE HIGH ENOUGH TO GET THE BOLTS TO SLIDE OUT OVER THE FRAME RAILS REMOVE THE UPPER SHACKLE BOLT AND REMOVE THE SHACKLE FROM THE VEHICLE.



UPPER SHACKLE  
BOLT BEING  
REMOVED OVER THE  
TOP OF THE FRAME

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E. REPEAT TO OTHER SIDE OF VEHICLE.

39. **GREASE** THE NEW SHACKLE BUSHINGS (INSIDE, OUT AND THE FACE OF THE BUSHINGS). **GREASE** THE STEEL SLEEVES AND THE INSIDE OF THE LOWER SHACKLE TUBES. INSTALL THE **GREASED** SHACKLE BUSHINGS AND SLEEVES INTO THE **GREASED** LOWER SHACKLE TUBES. (HIGH TEMP WHEEL BEARING GREASE WORKS FINE). **NOTE:** IF YOU DO NOT GREASE THESE POINTS **BEFORE** THE SHACKLE IS ASSEMBLED THE BUSHINGS WILL SQUEAK.

40. DROP SHACKLE INSTALLATION.



REAR SHACKLE INSTALLED  
WITH OPEN END TOWARD  
THE FRONT OF VEHICLE.

GREASE THE BUSHINGS AND  
THE **FRAME** TO BUSHING AREA.

A. INSTALL THE NEW DROP SHACKLE OVER THE REAR LEAF SPRING EYE WITH THE **OPEN** END OF THE SHACKLE TOWARD THE FRONT.

B. INSTALL THE STOCK UPPER BOLT (WITH THE HEAD INBOARD) THROUGH THE NEW SHACKLE AND THE STOCK LEAF SPRING, INSTALL THE STOCK NUT AND JUST SNUG AT THIS TIME.

C. REPEAT TO THE OTHER SIDE.

41. LOWER THE REAR AXLE SLIGHTLY AND LINE UP BOTH LOWER SHACKLE TO FRAME BOLT HOLES.

A. INSTALL THE STOCK LOWER SHACKLE BOLT (WITH THE HEAD INBOARD) THROUGH THE FRAME AND SHACKLE.

B. INSTALL THE STOCK LOWER SHACKLE NUT AND JUST SNUG AT THIS TIME.

C. REPEAT TO THE OTHER SIDE OF VEHICLE.

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42. WITH THE JACK STANDS SECURE UNDER THE VEHICLES FRAME, JACK THE REAR AXLE UP TO RIDE HEIGHT AND TORQUE THE SHACKLE HARDWARE TO THE TORQUE SPEC OF 173Ft/lbs (235Nm)

43. REINSTALL THE REAR SHOCK LOWER MOUNT TO THE VEHICLE USING THE STOCK HARDWARE AND TORQUE TO SHOCK HARDWARE TO THE TORQUE SPEC OF 66Ft/lbs (90Nm)

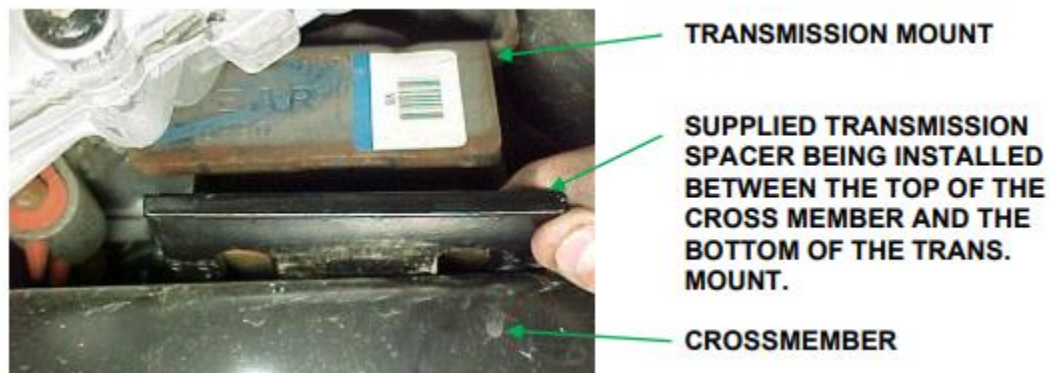
44. REINSTALL THE REAR TIRE AND WHEEL ASSEMBLY. TORQUE THE LUG NUTS TO SPEC OF 150Ft/lbs. CHECK THE CLEARANCE BETWEEN THE REAR AXLE AND ALL REAR COMPONENTS. ADJUST IF NECESSARY.

**45. TRANSMISSION SPACER INSTALLATION**

A. LOCATE AND REMOVE THE TWO FACTORY REAR TRANSMISSION MOUNTING NUTS (THE NUTS THAT ARE UNDER THE TRANSMISSION CROSSMEMBER).

B. JACK THE TRANSMISSION UP APPROX. 5/16" AND SLIDE THE SPACER OVER THE STUDS BETWEEN THE TOP OF THE CROSSMEMBER AND THE BOTTOM OF TRANSMISSION MOUNT AND INSTALL THE STOCK NUTS JUST SNUG.

C. CENTER THE TRANSMISSION SIDE TO SIDE, LOWER THE JACK AND TORQUE THE TRANSMISSION MOUNT NUTS TO SPEC OF 85Ft/lbs (115Nm)



46. JACK UP THE REAR OF VEHICLE REMOVE SAFETY STANDS AND LOWER VEHICLE.

47. GO BACK AND CHECK THAT ALL INSTALLATION STEPS HAVE BEEN COMPLETED. CHECK THE TORQUE OF ALL NUTS AND BOLTS AFFECTED BY THIS PROCEDURE. RECHECK ALL NUTS AND BOLTS FOR TIGHTNESS AFTER THE FIRST 300 MILES AND AT EVERY ROUTINE SERVICE INSPECTION.

48. MAKE SURE THERE ARE NO CLEARANCE PROBLEMS. ROTATE THE STEERING LOCK TO LOCK UNDER FULL WEIGHT OF THE VEHICLE AND FULL SUSPENSION TRAVEL.

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49. MAKE SURE TO INSTALL THE SUPPLIED WARNING DECAL FOLLOWING THE INSTRUCTIONS INCLUDED WITH THE WARNING INFORMATION SHEET.
50. MAKE SURE TO KEEP THESE INSTRUCTIONS WITH THE VEHICLE.
51. READJUST THE HEADLIGHTS TO THE PROPER SETTINGS.
52. ROAD TEST THE VEHICLE.
53. THE VEHICLE NEEDS TO HAVE A FRONT END ALIGNMENT PERFORMED IMMEDIATELY AFTER THE INSTALLATION OF THIS KIT IS COMPLETE. THE FACTORY ADJUSTING BOLTS WILL NEED TO BE SET TO THE FACTORY SPECIFICATIONS.

**WARNING:** AGAIN CHECK TIRE AND WHEEL CLEARANCE BEFORE MOVING VEHICLE.  
ALSO CHECK CLEARANCE IF INSTALLING NEW TIRES AND/OR WHEELS.

**NOTE:** INSTALLATION OF WHEELS WITH BACKSPACING OTHER THAN STOCK  
MAY CHANGE THE VEHICLE HEIGHT AND ALSO EFFECT THE FRONT END  
ALIGNMENT.

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## 11. Rear Lowering Kit

# WARNING

**MODIFYING AN ORIGINAL EQUIPPED VEHICLE WILL RESULT IN A VEHICLE HANDLING DIFFERENTLY. ALL TYPES OF SUSPENSION MODIFICATIONS WILL AFFECT REACTION, RIDE, HANDLING AND WEAR AND TEAR RATE OF A VEHICLE AND ITS COMPONENTS. ABRUPT MANEUVERS, SHARP AND SUDDEN TURNS AND WEATHER CONDITIONS WILL INCREASE THE VEHICLE'S SUSCEPTIBILITY FOR LOSS OF CONTROL. DEATH AND SERIOUS INJURY COULD BE THE RESULT IF YOU FAIL TO OPERATE A MODIFIED VEHICLE SAFELY. KNOW AND FOLLOW THE LAWS OF THE STATES.**

**READ INSTRUCTIONS COMPLETELY THROUGH BEFORE STARTING.**

FAILURE TO ADHERE TO THE INSTRUCTIONS WILL VOID ANY GROUND FORCE WARRANTY  
IT IS RECOMMENDED THAT INSTALLATION BE DONE BY A QUALIFIED MECHANIC.

REPLACE ALL STOCK PARTS THAT ARE DAMAGED OR WORN.

INTERMIXING OF PARTS IS NOT RECOMMENDED AND WILL VOID THE WARRANTY.

ALWAYS WEAR EYE PROTECTION.

ALWAYS USE PROPERLY RATED SAFETY STANDS WHENEVER A PROCEDURE REQUIRES  
YOU TO BE UNDER A VEHICLE. KNOW AND FOLLOW ALL SAFE WORK PRACTICES TO AVOID  
SERIOUS INJURY OR DEATH.

CHECK TO SEE THAT ALL PARTS LISTED ARE INCLUDED.

- 1-INSTRUCTION SHEET
- 1-GROUND FORCE WARNING DECAL
- 2-SHACKLES
- 2-FRONT COIL SPRINGS
- 2-REAR AXLE SHIMS
- 4-UBOLTS
- 8-WASHERS
- 8-UBOLT NUTS
- 4-URETHANE SHACKLE BUSHINGS
- 2-SHACKLE SLEEVES
- 2-GREASE FITTINGS

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**NOTE: AMOUNT OF DROP APPROXIMATE DUE TO FACTORY OPTIONS.**

MEASURE AND DOCUMENT THE VEHICLE HEIGHT FROM FLOOR TO FENDER LIP.

LF \_\_\_\_\_ RF \_\_\_\_\_ LR \_\_\_\_\_ RR \_\_\_\_\_

1. BEFORE GETTING UNDER VEHICLE, REMOVE THE KEYS FROM THE IGNITION. DISCONNECT THE NEGATIVE BATTERY TERMINAL FROM THE BATTERY. DO NOT MOVE THE STEERING OR TIE RODS LEFT OR RIGHT WHILE DOING THIS INSTALLATION AS MISALIGNMENT OF THE ELECTRONIC STEERING SYSTEM MAY RESULT. JACK THE FRONT OF VEHICLE UP AND PLACE STANDS UNDER THE FRAME RAILS. LOWER THE VEHICLE ONTO JACK STANDS AND MAKE SURE STANDS ARE SECURELY HOLDING THE VEHICLE.
2. REMOVE TIRE AND WHEEL ASSEMBLY.
3. REMOVE THE UPPER CONNECTING LINK HARDWARE FROM THE SWAY BAR ON BOTH SIDES OF VEHICLE, SAVE HARDWARE.



**UPPER SWAY  
BAR LINK  
HARDWARE**

**SPLASH  
SHIELD**



4. LOCATE THE SPLASH SHIELD BEHIND THE LOWER CONTROL ARM REAR BOLTS AND REMOVE THE FOUR BOLTS HOLDING THE SPLASH SHIELD TO THE FRAME BRACKETS (THIS WILL ALLOW YOU TO LOOSEN AND REMOVE THE REAR SET OF LOWER CONTROL ARM BOLTS).
5. LOOSEN THE OUTER TIE ROD NUT, TAP ON THE SPINDLE WITH A Mallet TO POP THE TIE ROD JOINT LOOSE FROM THE SPINDLE. REMOVE THE OUTER TIE ROD FROM THE SPINDLE, SAVE NUT, REPEAT TO THE OTHER SIDE OF VEHICLE.



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6. THE LOWER CONTROL ARM FRAME MOUNTS HAVE FACTORY ALIGNMENT SLOTS AND MUST BE MARKED BEFORE LOOSING. THIS PROCEDURE WILL AID IN ADJUSTING THESE BOLTS BACK TO THE CORRECT LOCATION DURING FINAL ASSEMBLY. REFER TO THE PHOTO BELOW

A. USING A PAINT STICK MARK ALL FOUR LOWER CONTROL ARM MOUNTING BOLT LOCATIONS.

B. LOOSEN BUT DO NOT REMOVE THE FOUR LOWER CONTROL ARM TO FRAME MOUNT BOLTS. THIS NEEDS TO BE DONE SO THAT THE LOWER CONTROL ARM WILL SWING DOWN FAR ENOUGH TO BE ABLE TO REMOVE THE STRUT ASSEMBLY FROM THE VEHICLE. SUPPORT THE LOWER CONTROL ARM.



**LOWER CONTROL ARM TO FRAME  
MOUNTING HARDWARE.**

**PAINT STICK MARK SHOWING  
FACTORY HARDWARE LOCATION.**

7. MARK THE UPPER AND LOWER STRUT MOUNTS SO THAT WHEN YOU INSTALL THE NEW COIL SPRINGS YOU WILL BE ABLE TO ALIGN THE UPPER AND LOWER STRUT MOUNTS IN THEIR CORRECT LOCATION. MARK THE STRUT ASSEMBLY LEFT AND RIGHT.



**UPPER AND  
LOWER STRUT  
INDEX MARKS**



8. LOOSEN AND REMOVE THE TWO LOWER STRUT MOUNTING NUTS LOCATED UNDER THE LOWER CONTROL ARM, SAVE HARDWARE.



**LOWER STRUT MOUNTING HARDWARE LOCATION.**

**WARNING: THE COIL SPRING ASSEMBLY IS UNDER PRESSURE, DO NOT REMOVE THE CENTER UPPER STRUT ROD NUT.**

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9. LOOSEN THE UPPER THREE OUTER NUTS ATTACHING THE STRUT ASSEMBLY TO THE VEHICLE FRAME.
10. SUPPORT THE LOWER CONTROL ARM NOTE THE DIRECTION OF THE MOUNTING HARDWARE THAT ATTACHES THE LOWER CONTROL ARM A TO FRAME MOUNTS. REMOVE THE LOWER CONTROL ARM TO FRAME HARDWARE (REFER TO PHOTOS BELOW).
11. LOWER THE JACK SLIGHTLY UNDER THE LOWER CONTROL ARM, REMOVE THE UPPER OUTER THREE STRUT TO FRAME NUTS AND REMOVE THE STRUT ASSEMBLY FROM THE VEHICLE. SAVE HARDWARE.

**DRIVERS SIDE FRONT SHOWN WITH  
STRUT REMOVED**

**LOWER CONTROL ARM  
BEING LOWERED AWAY  
FROM LOWER STRUT  
MOUNTING STUDS**



12. REPEAT STRUT REMOVAL PROCEDURE TO OTHER SIDE OF VEHICLE.
13. NEW COIL SPRING INSTALLATION PROCEDURE.

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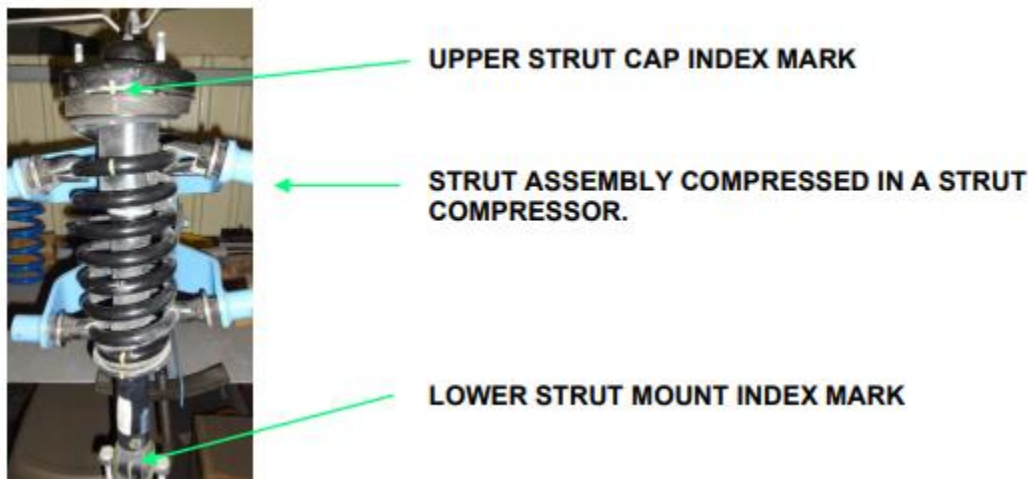


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14. COIL SPRING INDEXING.

E. AGAIN IT IS VERY IMPORTANT TO PLACE INDEX MARKS ON THE UPPER AND LOWER STRUT SPRING MOUNTS SO THAT ONCE THE STRUT IS DISASSEMBLED AND REASSEMBLED YOU CAN ALIGN THE UPPER AND LOWER MOUNTS IN THE CORRECT LOCATION.

15. COMPRESS THE STRUT ASSEMBLY STOCK COIL SPRING USING A STRUT/COILOVER COMPRESSOR. FOLLOW THE STRUT/COILOVER COMPRESSOR INSTRUCTIONS.



16. ONCE THE SPRING IS COMPRESSED REMOVE THE CENTER UPPER STRUT ROD NUT WHILE HOLDING THE STRUT SHAFT FROM SPINNING INSIDE OF THE STRUT. SAVE HARDWARE

- A. REMOVE THE UPPER STRUT MOUNT FROM THE STRUT.
- B. REMOVE THE UPPER RUBBER SPRING SEAT FROM THE STRUT.
- C. REMOVE THE STRUT FROM THE COIL SPRING.
- D. REMOVE THE STOCK COIL FROM THE STRUT/COILOVER COMPRESSOR.

17. COIL TO STRUT SHOCK INSTALLATION PROCEDURE. FOLLOW THE STRUT/COILOVER COMPRESSOR INSTRUCTIONS.

**WARNING:** THE COIL IS UNDER PRESSURE. EXTREME CARE MUST BE TAKEN WHEN AND INSTALLING THE COILS TO AVOID INJURY.

- A. INSTALL THE NEW GROUND FORCE COIL INTO THE COILOVER/STRUT COMPRESSOR  
(SMALL END GOES DOWN)AND COMPRESS THE NEW COIL.
- B. INSTALL THE STOCK STRUT UP THROUGH THE NEW DROP COIL.
- C. INSTALL THE STOCK UPPER RUBBER ISOLATOR AND TOP HAT ONTO THE TOP OF THE COIL. MAKE SURE THAT THE UPPER COIL IS LOCATED AGAINST THE UPPER COIL STOP AND THAT THE RUBBER ISOLATOR IS LOCATED CORRECTLY IN THE SPRING SEAT. SEE THE PHOTO BELOW.

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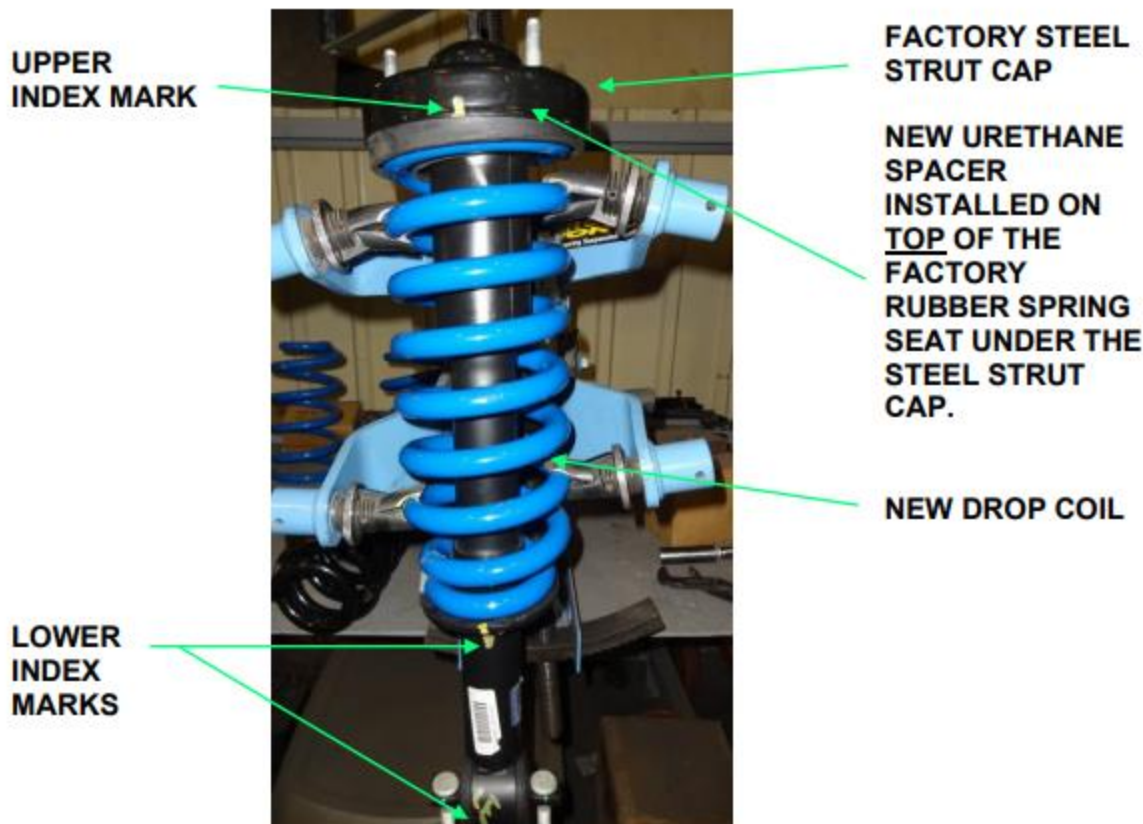
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D. LOCATE THE UPPER SPRING SEAT INDEX MARK AND ALIGN IT WITH THE WITH THE LOWER SPRING SEAT INDEX MARK (INDEX MARKS FROM STEP 7 ) .

E. INSTALL THE UPPER STRUT CENTER RETAINING NUT TO THE STRUT SHAFT AND TORQUE THE STRUT SHAFT RETAINING NUT TO SPEC OF 41 Ft/lbs (55Nm)

F. ONCE THAT YOU ARE SURE THE COIL IS LOCATED CORRECTLY ON THE STRUT REMOVE THE STRUT/COIL ASSEMBLY FROM THE COMPRESSOR. FOLLOW THE STRUT COMPRESSOR INSTRUCTIONS.

G. REPEAT COIL INSTALLATION TO THE OTHER STRUT.





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18. STRUT TO VEHICLE INSTALLATION.

A. INSTALL THE STRUT ASSEMBLY UP INTO THE STOCK LOCATION.

B. ALIGN AND INSTALL THE THREE STUDS UP INTO THE THREE HOLES IN THE FRAME UPPER MOUNT.

C. INSTALL THE FACTORY THREE UPPER STRUT LOCKNUTS (JUST START THE NUTS AS THE UPPER STRUT MOUNT WILL NEED TO MOVE SOME WHEN THE LOWER STRUT STUDS ARE BEING LINED UP WITH THE LOWER CONTROL ARM).

D. JACK UP THE LOWER CONTROL ARM AND LINE UP THE LOWER STRUT MOUNTING STUDS INTO THE LOWER CONTROL ARM AND JUST START THE FACTORY LOWER STRUT RETAINING NUTS.

E. CONTINUE TO JACK UP THE LOWER CONTROL ARM LINING UP THE CONTROL ARM INTO THE FRAME MOUNTING POCKETS, REINSTALL THE FACTORY LOWER CONTROL ARM TO FRAME MOUNTING HARDWARE IN THE SAME DIRECTION AS REMOVED JUST START THE NUTS.

F. INSTALL THE CONNECTING LINK UP INTO THE SWAY BAR AND JUST START THE FACTORY RETAINING NUT.

G. REPEAT STRUT INSTALLATION PROCEDURE TO THE OTHER SIDE OF VEHICLE.

I. TORQUE THE LOWER STRUT MOUNTING HARDWARE TO THE TORQUE SPEC OF 66FT/LBs.

19. REPOSITION THE JACK OUT TOWARD THE SPINDLE SIDE OF THE LOWER CONTROL ARM AND JACK THE SUSPENSION UP TO RIDE HEIGHT (MAKE SURE YOUR SAFETY STANDS ARE SECURE UNDER THE VEHICLE). WITH THE HELP OF AN ASSISTANT LINE UP THE LOWER CONTROL ARM MOUNTING HARDWARE TO THE MARKS MADE IN STEP NO 6 AND TORQUE THE LOWER CONTROL ARM TO FRAME MOUNTING BOLTS TO THE TORQUE SPEC OF 258ft/lbs (350Nm). REPEAT TO THE OTHER SIDE OF VEHICLE.

20. TORQUE THE UPPER THREE STRUT NUTS TO THE TORQUE SPEC OF 52FT/lbs (70Nm)

21. WITH THE STRUT AND LOWER CONTROL ARM NOW TIGHTENED TO SPEC LOWER THE JACK UNDER THE LOWER CONTROL ARM UNTIL THE SUSPENSION IS FREE HANGING (4X4 MODELS).

A. WITH THE STEERING TIE RODS STILL DISCONNECTED TURN THE STEERING KNUCKLES FROM COMPLETE LEFT LOCK TO COMPLETE RIGHT LOCK BY HAND AND VERIFY THAT YOU HAVE CLEARANCE BETWEEN THE LOWER STRUT MOUNT AND THE OUTER CV BOOT AS SHOWN BELOW. THIS SYSTEM WAS DESIGNED TO HAVE CLEARANCE WITH FACTORY CV BOOTS.

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CLEARANCE BEING  
CHECKED BETWEEN THE  
OUTER CV BOOT AND  
THE LOWER STRUT  
MOUNT. MAINTAIN A  
MINIMUM OF 1/8" AT THE  
CLOSEST POINT WITH  
THE SUSPENSION  
HANGING IN THE FULL  
DROOP POSITION.**

23. REINSTALL THE TIE RODS TO THE SPINDLES AND TORQUE TO THE SPEC OF 66Ft/lbs (90Nm)
24. TORQUE THE UPPER CONNECTING LINK NUTS TO SPEC OF 150Ft/lbs (150Nm) ON BOTH SIDES OF THE VEHICLE.
25. REINSTALL THE SPLASH SHIELD INTO THE FACTORY POSITION AND INSTALL THE FACTORY HARDWARE AND TORQUE TO SPEC.
26. MAKE SURE ALL FASTENERS AFFECTED BY THIS PROCEDURE ARE TORQUED TO SPEC.
27. REINSTALL TIRE AND WHEEL ASSEMBLY AND TORQUE TO SPEC.
28. CHECK AND MAKE SURE THAT ALL INSTALLATION STEPS HAVE BEEN COMPLETED. CHECK ALL NUTS AND BOLTS FOR TORQUE AFTER THE FIRST 300 MILES.
29. JACK THE VEHICLE UP AND REMOVE STANDS, THEN LET THE VEHICLE DOWN AND RECONNECT THE NEGATIVE BATTERY TERMINAL ON THE BATTERY.
30. MAKE SURE THERE ARE NO CLEARANCE PROBLEMS. ROTATE THE STEERING LOCK TO LOCK UNDER FULL WEIGHT OF THE VEHICLE AND FULL SUSPENSION TRAVEL.

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## REAR INSTALL

**NOTE: AMOUNT OF DROP APPROXIMATE DUE TO FACTORY OPTIONS AND OR AFTERMARKET OPTIONS.**

31. JACK UP THE REAR OF THE VEHICLE AND PLACE JACK STANDS UNDER THE FRAME RAILS. LOWER THE VEHICLE ONTO THE JACK STANDS AND MAKE SURE THE STANDS ARE SECURELY HOLDING THE VEHICLE. SUPPORT THE REAR AXLE WITH A FLOOR JACK AND SMALL JACK STANDS.

32. REMOVE THE REAR TIRE WHEEL ASSEMBLY.

**WARNING: THE LEAF SPRINGS ARE UNDER PRESSURE. EXTREME CARE MUST BE TAKEN WHEN WORKING WITH THE SPRINGS TO AVOID INJURY.**

33. SUPPORT THE REAR AXLE.

34. REMOVE THE STOCK REAR SHOCKS FROM THE LOWER MOUNTS, SAVE HARDWARE.

35. REMOVE THE U-BOLTS FROM ONE SIDE AND LET THE REAR AXLE DOWN UNTIL THE FACTORY BLOCK CAN BE REMOVED (IF EQUIPPED, BLOCK NOT PRESENT ON SOME 4X2 MODELS)

A. REMOVE THE FACTORY BLOCK AND DISCARD.

36. INSTALL THE WEDGE ON TOP OF THE AXLE WITH THE THICKER END OF THE WEDGE TOWARD THE REAR OF THE VEHICLE.



**WEDGE INSTALLED WITH THE THICK END TOWARD THE REAR OF THE VEHICLE.**

**NEW U-BOLTS**

**PLASTIC RETAINING CLIPS**



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37. JACK THE AXLE UP AND LINE UP THE CENTER PIN HEADS THROUGH THE WEDGES AND INTO THE AXLE PIN HOLES.
- A. INSTALL THE NEW U-BOLTS AND U-BOLT HARDWARE.
- F. SNUG THE U-BOLT NUTS MAKING SURE THE CENTER PIN HEADS STAY IN THE AXLE CENTER PIN HOLES.
- G. REPEAT THE BLOCK REMOVAL AND WEDGE INSTALLATION TO THE OTHER SIDE OF THE VEHICLE.
- H. TORQUE THE REAR LEAF SPRING IN A CROSS PATTERN IN THE FOLLOWING 4 STAGES
- Stage 1: 30 lb.ft (40 Nm)  
Stage 2: 59 lb.ft (80 Nm)  
Stage 3: 89 lb.ft (120 Nm)  
Stage 4: 111 lb.ft (150 Nm)
- I. IF EQUIPPED REATTACH THE PLASTIC RETAINING CLIPS OVER THE U-BOLTS.

**WARNING: THE LEAF SPRING ARE UNDER PRESSURE. EXTREME CARE MUST BE TAKEN WHEN REMOVING AND INSTALLING THE SHACKLES TO AVOID INJURY.**

38. REAR SHACKLE REMOVAL. MAKE SURE THE JACK STANDS ARE SECURE UNDER THE VEHICLE FRAME.
- A. NOTE THE STOCK SHACKLE HARDWARE LOCATION AND DIRECTION OF THE BOLT HEADS.
- B. LOOSEN THE LOWER SHACKLE TO FRAME BOLT.
- C. LOOSEN THE UPPER SHACKLE TO SPRING EYE BOLT.



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D. WITH THE REAR AXLE SUPPORTED REMOVE THE LOWER SHACKLE BOLTS, SAVE ALL HARDWARE AS IT WILL BE REUSED. PLACE SOME DUCT TAPE ON THE REAR OF THE CROSSMEMBER AS SHOWN BELOW. JACK THE AXLE UP UNTIL THE UPPER SHACKLE BOLTS CAN BE REMOVED OVER THE TOP OF THE FRAME RAIL. THE LEAF SPRING REAR EYE WILL SLIDE UP **BEHIND** THE REAR BED CROSS MEMBER AS SHOWN BELOW. MAKE SURE THE VEHICLE IS SECURE ON THE STANDS AS YOU WILL HAVE TO PUT SOME PRESSURE ON THE JACK TO GET THE SHACKLE HIGH ENOUGH TO GET THE BOLTS TO SLIDE OUT OVER THE FRAME RAILS REMOVE THE UPPER SHACKLE BOLT AND REMOVE THE SHACKLE FROM THE VEHICLE.



UPPER SHACKLE  
BOLT BEING  
REMOVED OVER THE  
**TOP** OF THE FRAME

E. REPEAT TO OTHER SIDE OF VEHICLE.

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39. **GREASE** THE NEW SHACKLE BUSHINGS (INSIDE, OUT AND THE FACE OF THE BUSHINGS). **GREASE** THE STEEL SLEEVES AND THE INSIDE OF THE LOWER SHACKLE TUBES. INSTALL THE **GREASED** SHACKLE BUSHINGS AND SLEEVES INTO THE **GREASED** LOWER SHACKLE TUBES. ( HIGH TEMP WHEEL BEARING GREASE WORKS FINE). **NOTE:** IF YOU DO NOT GREASE THESE POINTS **BEFORE** THE SHACKLE IS ASSEMBLED THE BUSHINGS WILL SQUEAK.

40. DROP SHACKLE INSTALLATION.



**REAR SHACKLE INSTALLED  
 WITH OPEN END TOWARD  
 THE FRONT OF VEHICLE.**

**GREASE THE BUSHINGS AND  
 THE FRAME TO BUSHING AREA.**

A. INSTALL THE NEW DROP SHACKLE OVER THE REAR LEAF SPRING EYE WITH THE **OPEN** END OF THE SHACKLE TOWARD THE FRONT.

B. INSTALL THE STOCK UPPER BOLT (WITH THE HEAD INBOARD) THROUGH THE NEW SHACKLE AND THE STOCK LEAF SPRING, INSTALL THE STOCK NUT AND JUST SNUG AT THIS TIME.

C. REPEAT TO THE OTHER SIDE.

41. LOWER THE REAR AXLE SLIGHTLY AND LINE UP BOTH LOWER SHACKLE TO FRAME BOLT HOLES.

A. INSTALL THE STOCK LOWER SHACKLE BOLT (WITH THE HEAD INBOARD) THROUGH THE FRAME AND SHACKLE.

B. INSTALL THE STOCK LOWER SHACKLE NUT AND JUST SNUG AT THIS TIME.

C. REPEAT TO THE OTHER SIDE OF VEHICLE.

42. WITH THE JACK STANDS SECURE UNDER THE VEHICLES FRAME, JACK THE REAR AXLE UP TO RIDE HEIGHT AND TORQUE THE SHACKLE HARDWARE TO THE TORQUE SPEC OF 173Ft/lbs (235Nm)

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43. REINSTALL THE REAR SHOCK LOWER MOUNT TO THE VEHICLE USING THE STOCK HARDWARE AND TORQUE TO SHOCK HARDWARE TO THE TORQUE SPEC OF 66Ft/lbs (90Nm)

44. REINSTALL THE REAR TIRE AND WHEEL ASSEMBLY. TORQUE THE LUG NUTS TO SPEC. CHECK THE CLEARANCE BETWEEN THE REAR AXLE AND ALL REAR COMPONENTS. ADJUST IF NECESSARY.

**45. TRANSMISSION SPACER INSTALLATION**

A. LOCATE AND REMOVE THE TWO FACTORY REAR TRANSMISSION MOUNTING NUTS (THE NUTS THAT ARE UNDER THE TRANSMISSION CROSSMEMBER).

B. JACK THE TRANSMISSION UP APPROX. 5/16" AND SLIDE THE SPACER OVER THE STUDS BETWEEN THE TOP OF THE CROSSMEMBER AND THE BOTTOM OF TRANSMISSION MOUNT AND INSTALL THE STOCK NUTS JUST SNUG.

C. CENTER THE TRANSMISSION SIDE TO SIDE, LOWER THE JACK AND TORQUE THE TRANSMISSION MOUNT NUTS TO SPEC OF 85Ft/lbs (115Nm)



**TRANSMISSION MOUNT**

**SUPPLIED TRANSMISSION  
SPACER BEING INSTALLED  
BETWEEN THE TOP OF THE  
CROSS MEMBER AND THE  
BOTTOM OF THE TRANS.  
MOUNT.**

**CROSSMEMBER**

46. JACK UP THE REAR OF VEHICLE REMOVE SAFETY STANDS AND LOWER VEHICLE.

47. GO BACK AND CHECK THAT ALL INSTALLATION STEPS HAVE BEEN COMPLETED. CHECK THE TORQUE OF ALL NUTS AND BOLTS AFFECTED BY THIS PROCEDURE. RECHECK ALL NUTS AND BOLTS FOR TIGHTNESS AFTER THE FIRST 300 MILES AND AT EVERY ROUTINE SERVICE INSPECTION.

48. MAKE SURE THERE ARE NO CLEARANCE PROBLEMS. ROTATE THE STEERING LOCK TO LOCK UNDER FULL WEIGHT OF THE VEHICLE AND FULL SUSPENSION TRAVEL.



M-F150-FPS1 (Black) & M-F150-FPS2 (Bronze)  
2024-25MY F-150 (4X4 Regular Cab & 4X2 Regular Cab)  
FP700S Package

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49. MAKE SURE TO INSTALL THE SUPPLIED WARNING DECAL FOLLOWING THE INSTRUCTIONS INCLUDED WITH THE WARNING INFORMATION SHEET.

50. MAKE SURE TO KEEP THESE INSTRUCTIONS WITH THE VEHICLE.

51. READJUST THE HEADLIGHTS TO THE PROPER SETTINGS.

52. ROAD TEST THE VEHICLE.

53. THE VEHICLE NEEDS TO HAVE A FRONT END ALIGNMENT PERFORMED IMMEDIATELY AFTER THE INSTALLATION OF THIS KIT IS COMPLETE. THE FACTORY ADJUSTING BOLTS WILL NEED TO BE SET TO THE FACTORY SPECIFICATIONS.

WARNING: AGAIN CHECK TIRE AND WHEEL CLEARANCE BEFORE MOVING VEHICLE. ALSO CHECK CLEARANCE IF INSTALLING NEW TIRES AND/OR WHEELS.

NOTE: INSTALLATION OF WHEELS WITH BACKSPACING OTHER THAN STOCK MAY CHANGE THE VEHICLE HEIGHT AND ALSO EFFECT THE FRONT END ALIGNMENT.

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