

LEVELING LIFT KITS

Ford Coil Spring Spacer Kit with Stud Extenders



Bill Of Materials	
Description	Qty.
Coil Spring Spacer	2
Stud Extensions	2

SKU:9F129

with 5/8 Stud Extensions

1981-1996 F150 4WD
1983-1996 Ranger 4WD
1983-1996 Bronco II 4WD

SKU:9F130

with 3/4 Stud Extensions

1981-1996 F-150 (2WD)
1999 + F-250 Super Duty (2WD)
1999 + F-350 Super Duty (2WD)
2000-2005 Excursion (2WD)

Will not fit special XL Model or Extended Cabs.

Will not fit vehicles with Twin Traction Beam Suspension.

NOTE: If your vehicle has factory 2 1/2" studs holding the coil spring onto the axle assembly, you will not need to use the stud extensions.

The Actual Spacer Thickness not equal to The Actual Lift Height. This kit is not manufactured to be 1:1 ratio in terms of lift amount to spacer thickness, may be the thickness will less than the lift height.

Please note that it is recommended that all kits be installed by a professional shop.

INSTALLATION INSTRUCTIONS

1. Raise the front of the vehicle and support the frame so that the front tires just touch the ground and remove the front tires.

2. Remove the lower shock bolts and the sway bar end link attaching points.



3. Remove the upper and the lower coil spring clamp bolt and nut with washer.



4. Force the axle half down so that the coil spring comes loose.

5. Remove the coil spring and the coil spring rubber isolator.

6. Install the corresponding Stud Extensions (if needed) onto the coil

spring lower clamp stud and install the coil spring spacer onto the coil spring pad.



7. Install the coil spring onto the coil spring spacer and then into the frame. It is better to use a coil spring compressor.

8. Install the upper and the lower coil spring clamp bolt and nut with washer. Make sure that the coil spring is seated correctly into the upper frame.



9. Reconnect the sway bar end link attaching points and the shock nuts.

10. Torque all bolts and nuts to factory specifications. Install front tires and remove the jack stands. Lower the vehicle onto the ground. It is recommended that you have a front-end alignment.

NOTE: Re-torque all bolts and nuts after 500 miles.

In the end, check all hardware is mounted at correct torque settings. Recheck all work. Test drive, then do an alignment by a trained technician.



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