



## 2" Ford Transit Lift Kit (w/ adjustable control arms) Installation Guide

Thank you for purchasing the TransitOffRoad.com lift kit

**NOTE: We recommend that a certified mechanic install the lift kit.**

### Before starting

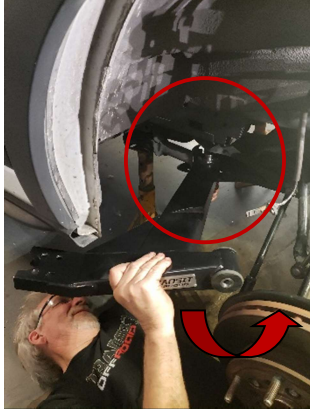
1. Verify factory torque settings before starting installation.
2. We recommend using red Loc-Tite\* on all U Bolt Nuts and Lock Nuts.



### Installation

1. Install 2" rear axle spacer blocks by first removing the stock U Bolts. Then place the 2" spacer blocks between the axle housing and leaf springs then install supplied longer U bolts with red Loc-Tite\* and torque to 65-95ft/lbs.
2. Remove front struts and stock lower control arms.
3. Take the front struts and install 2" spacer block on top of the strut. Re-install strut using the supplied lock-nuts and washer.

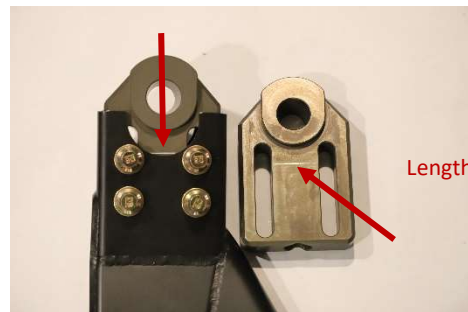
- Take the Transit Offroad lower control arm and place the spherical bearing end into the frame first and install the bolt. Then swing the control arm toward the front of the van and slide the bolt into the rubber bushing end. Tighten both bolts to 100-120ft/lbs.



- Attach the Transit Offroad adjuster block to the lower ball joint using the large #5 washer with stock ball joint nut and leave hand tight. To install the adjuster block, swing the strut out and raise the control arm until the adjuster block slides into the control arm.



- Once the adjuster block is fully inserted Slide the four #3 bolts and #1 washers in from the top of the control arm and through the adjuster block. Attach the four #2 washers and #4 nuts from the bottom of the control arm.
- Use a 12-point 1/2" socket to thread the adjuster bolt into the adjuster block. Continue turning the adjuster block clockwise until the *length indicator line* on the adjuster block lines up with the edge of the control arm opening and tighten the bolts to 90-100ft/lb. Finish by tightening the ball joint nut to 100-120ft/lbs. Setting the adjuster block to the indicator line is a good starting point before you get a frontend alignment.



8. After installation of the kit, the toe and camber **MUST** be adjusted. DO NOT DRIVE WITHOUT TOE ADJUST!

**NOTE: We recommend that this be done at a certified alignment shop.**

9. To adjust the camber, turn the adjuster screw clockwise for positive camber and counter-clockwise for negative camber. (Note: All 4 bolts on adjuster block must be loose before any adjustment is made)
10. To adjust the toe, loosen the Jam Nuts on the outer tie rods on both sides and lengthen until wheels look straight. This can be checked by using a tape measure to measure the distance between the inside walls of both tires Front and Back. You will want to get it as close to equal measurements as possible.

Questions? Please Call **(909) 971-3774**

**Foes Fabrications Inc.**  
930 N Amelia Ave  
San Dimas, CA 91773  
Info@transitoffroad.com