



Ford Transit AWD 2" Lift Kit (Bilstein B6) Installation Guide

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

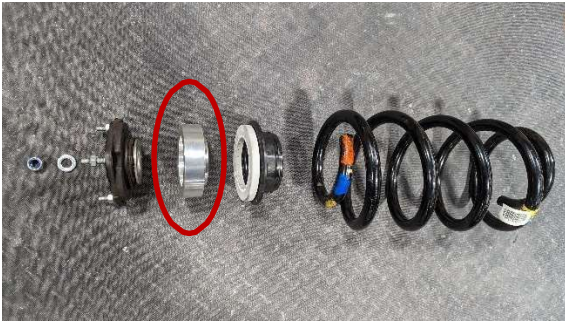
1. Install 2" rear axle spacer blocks as shown below. Remove the stock U-bolts. Install the 2" spacer blocks between the axle housing and leaf springs then install supplied longer U-bolts with red Loc-Tite* and torque to 65-95ft/lbs.



2. Pull off the rubber bump stop and unbolt the bump stop cup.
3. Install the provided 2" bump stop spacers along with the provided M10x80 bolt and washer as shown below. Reinstall the rubber bump stop using a flathead screw driver to push it into the groove.



4. Remove front struts and stock lower control arms.
5. Using a spring compressor remove the top bolt holding the spring retainer. Remove the Spring from the strut assembly.
6. Install the provided spring spacer in the following position. Once re-assembled the strut should look like the picture on the right.



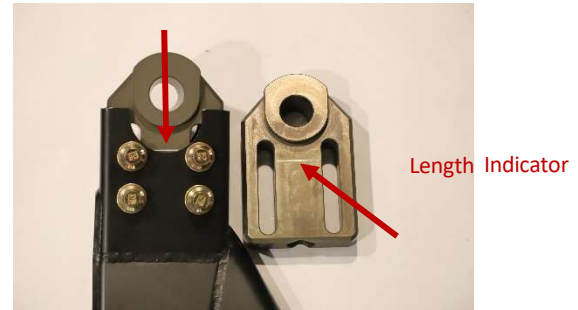
7. Re-install strut using the supplied lock-nuts and washer.
8. Take the Transit Offroad lower control arm and place the spherical bearing end into the frame first and install the bolt. Then swing the control arm toward the front of the van and slide the bolt into the rubber bushing end. Tighten both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



9. 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.



10. 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.
11. Use a 12-point ½" 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.



12. After installation of the kit, the toe and camber **MUST** be adjusted. DO NOT DRIVE WITHOUT TOE ADJUSTMENT.

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

1. 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)
2. 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? Call: (909)971-3774 or
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