

Installation Manual



10467 LEVELING KIT

1.0" Leveling Kit Ford Bronco (4WD)*

Excludes Bronco Sports models, Badlands / Sasquatch models or models equipped with Bilstein Shocks

Levels the stance of your vehicle by raising the front end a fixed amount, increasing both the ground and wheel well clearance for the installation of larger wheels.

Thank you and congratulations on the purchase of a Leveling Kit. Please read the entire manual prior to starting the installation to ensure you can complete it once started.

KIT CONTENTS

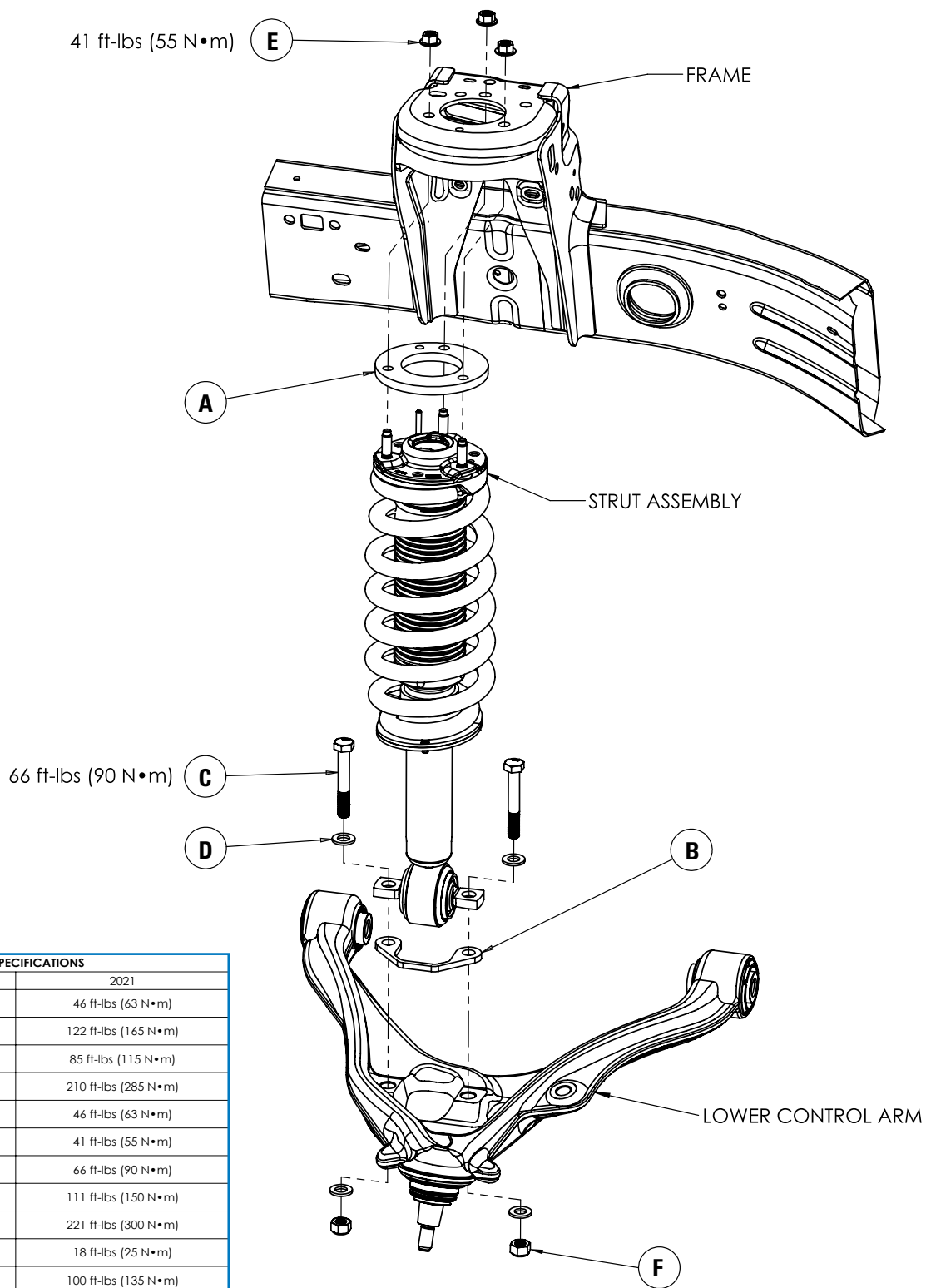
Please make sure all the items shown in the explosion diagram on the following page are provided in your kit before starting the installation.

KIT CONTENTS			REQUIRED TOOLS
	QTY	PART #	
A Strut Spacer, Upper	2	HP1824	• Hoist or Floor Jack
B Strut Spacer, Lower	2	HP1825	• Safety Stands
C Bolt, M12x1.75 x 80 mm Hex Head	4	HP1826	• Safety Glasses
D Washer, M12 Flat	8	HP1818	• Torque Wrench
E Nut, M10x1.5 Flange	6	HP1457	• Standard Combination Wrenches
F Nut, M12x1.75 Nylon Lock	4	HP1575	• 7/32" Hex Allen Wrench
			• 1-1/8" Wrench or Deep Socket
			• Metric & Standard
			• Sockets Ratchet

PLEASE NOTE: Due to the suspension geometry and vehicle tolerances, the amount of lift is a base figure. **Spacer thickness does not equate to the amount of lift due to the suspension geometry.** For example: a 1" thick spacer may provide a 2" lift. Always measure the vehicle ride height at all 4 corners before and after installation to ensure the results are as expected.

Please make sure all the items shown in this explosion diagram are provided in your kit before starting the installation.

DRIVER SIDE ASSEMBLY SHOWN FOR 1.0" LEVELING KIT:



OEM TORQUE SPECIFICATIONS	
MODEL YEAR	2021
UPPER CONTROL ARM BALL STUD NUT	46 ft-lbs (63 N•m)
UPPER CONTROL ARM TO FRAME NUT	122 ft-lbs (165 N•m)
LOWER CONTROL ARM BALL STUD NUT	85 ft-lbs (115 N•m)
LOWER CONTROL ARM TO FRAME NUT	210 ft-lbs (285 N•m)
TIE ROD BALL STUD NUT	46 ft-lbs (63 N•m)
STRUT ASSEMBLY UPPER STUD NUT	41 ft-lbs (55 N•m)
STRUT ASSEMBLY LOWER STUD NUT	66 ft-lbs (90 N•m)
END LINK TO CONTROL ARM NUT	111 ft-lbs (150 N•m)
WHEEL HUB AXLE NUT	221 ft-lbs (300 N•m)
BRAKE LINE BRACKET BOLTS	18 ft-lbs (25 N•m)
WHEEL LUG NUTS	100 ft-lbs (135 N•m)

BEFORE STARTING THE INSTALLATION:

Safety Warning!

Altering the suspension system of your vehicle may cause it to handle differently than it did from the factory. Larger wheel and tire combinations may increase the leverage on the suspension and steering components. This changes the way your vehicles handles and responds to abrupt maneuvers. Operate your vehicle at reduced speeds in all conditions to prevent loss of control. Failure to do so may result in serious injury. It is not recommend to combine the use of suspension lifts, body lifts, or other lifting methods.

Installation Warning!

Use caution when disassembling and reassembling the vehicle. The proceeding instructions are guidelines only, the installer is responsible for ensuring that the vehicle is safe for use after performing the installation. It is recommended to use the factory service manual for the model/year of the vehicle when disassembling and assembling factory related components.

Suspension components that use rubber or urethane bushings should be tightened with the vehicle at normal ride height. This will prevent premature wear or failure of the bushing. Prevent the suspension components from overextension by supporting them with a jack.

PLEASE NOTE: Due to the suspension geometry and vehicle tolerances, the amount of lift is a base figure. **Spacer thickness does not equate to the amount of lift due to the suspension geometry.** For example: a 1" thick spacer may provide a 2" lift. Always measure the vehicle ride height at all 4 corners before and after installation to ensure the results are as expected.

WHEEL ALIGNMENT AND HEADLIGHT ADJUSTMENT

It is necessary to have a proper and professional wheel alignment performed by a certified alignment technician to align the vehicle to factory specifications. After the installation is complete, check to ensure that the vehicle's headlights are aimed properly. If not, a headlight alignment is required.



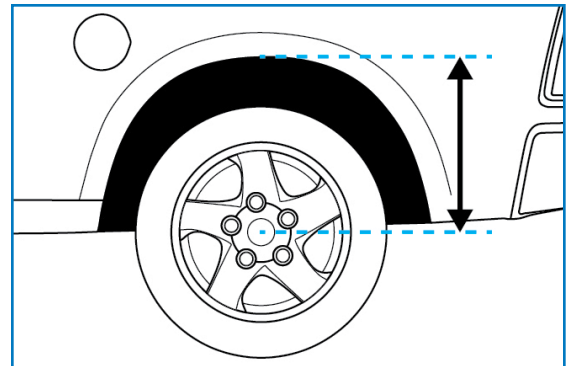
1 MEASURE STOCK RIDE HEIGHT

Park the vehicle on a level surface.

Using a measuring tape, measure the distance between the center of the wheel hub and the bottom of the fender well (as shown in Figure 1).

This will give you your ride height.

Note the ride height for all four corners.



1

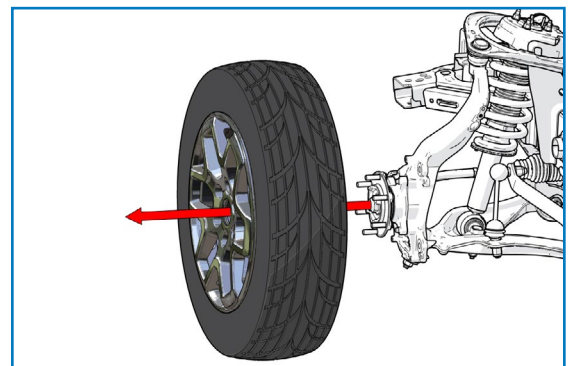
2 REMOVE FRONT WHEELS

Place wheel chocks in front of and behind both rear wheels.

Raise the front of the truck high enough to remove both wheels and attain a comfortable working height.

Place two jack stands under the vehicle's frame.

Lower vehicle until the frame is supported by the jack stands.



2

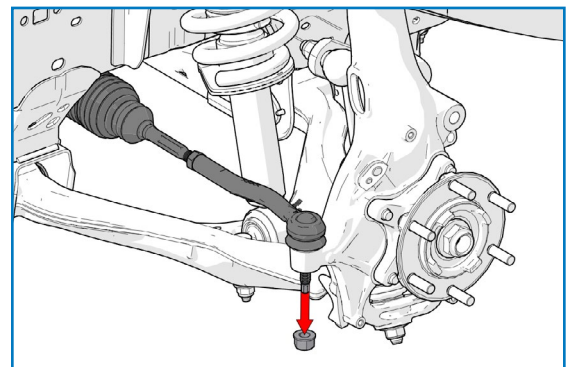
3 REMOVE TIE ROD

Remove the nut securing the tie rod to the steering knuckle (as shown in Figure 3).

Use a dead block hammer to strike the steering knuckle and dislodge the tapered mounting pin.

Then remove the tie rod from the knuckle.

Repeat on opposite side of the vehicle.

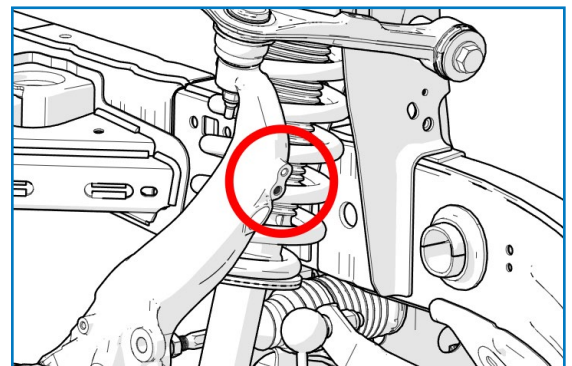


3

4 REMOVE BRAKE LINE BRACKETS

Remove brake line brackets from the steering knuckle (highlighted in Figure 4) to prevent straining the lines during strut removal.

Repeat on opposite side of the vehicle.



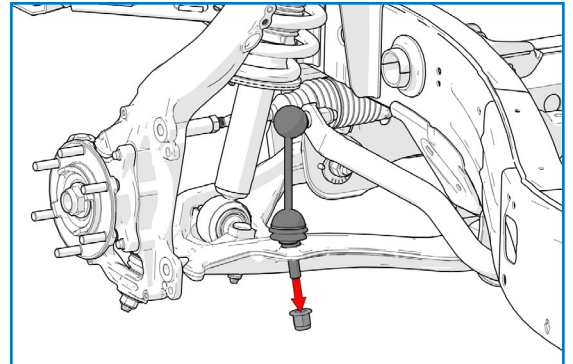
4

5 REMOVE END LINK NUT

Remove the nut securing the sway bar end link to the lower control arm (see Figure 5 for reference).

Pull the end link out of the control arm.

Repeat on opposite side of the vehicle.

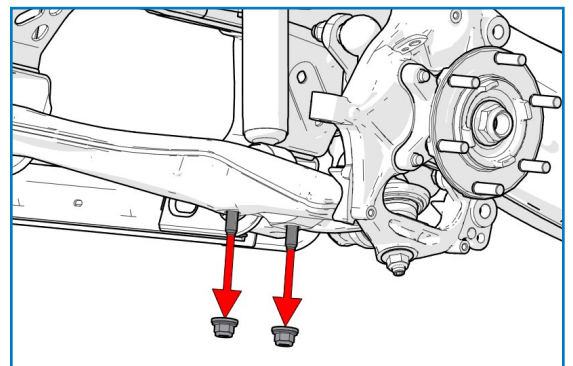


5

6 REMOVE LOWER STRUT NUTS

Remove the two nuts securing the strut assembly to the lower control arm (shown in Figure 6).

Repeat on opposite side of the vehicle.

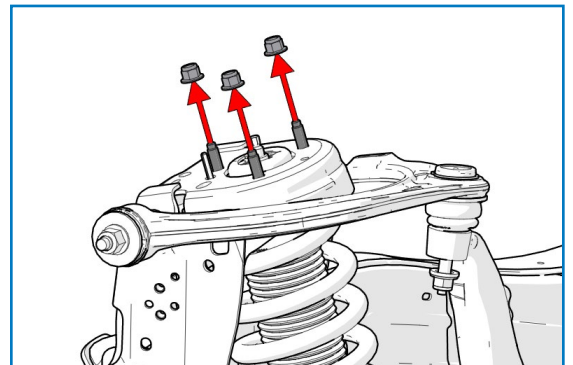


6

7 REMOVE UPPER STRUT NUTS

Remove the three nuts securing the strut assembly to the frame (as shown in Figure 7).

Repeat on opposite side of the vehicle.



7

8 REMOVE UPPER BALL JOINT NUT

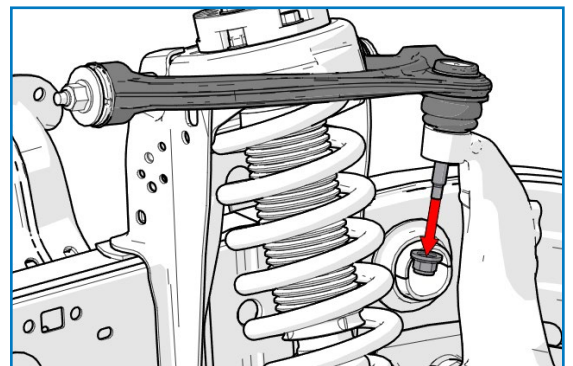
Loosen the nut securing the steering knuckle to the upper control arm, but do not fully remove nut.

Strike the knuckle with a dead blow hammer to dislodge the tapered mounting post securing the upper control arm to the knuckle.

Then remove the nut (as shown in Figure 8) and pull the upper control arm ball joint from the knuckle.

Ensure the steering knuckle does not pull or strain any brake lines when pulled away from the upper control arm.

Repeat on opposite side of the vehicle.



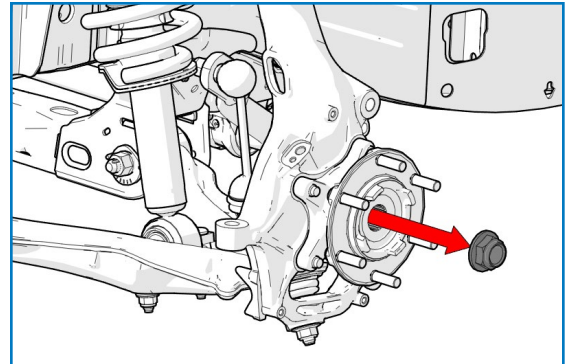
8

9 REMOVE AXLE NUT

Remove the nut securing the axle to the wheel hub (as shown in Figure 9).

Separate the axle from the hub by striking the end with a hammer.

Repeat on opposite side of the vehicle.



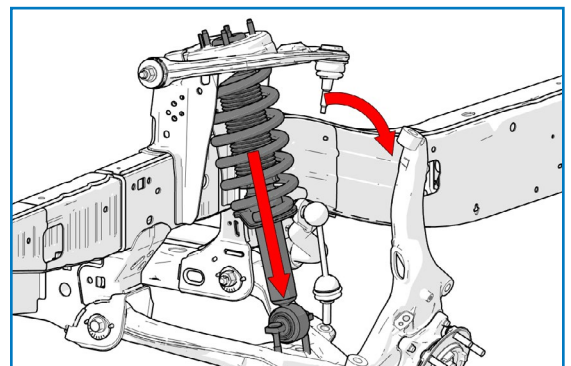
9

10 REMOVE STRUT ASSEMBLY

Push the lower control arm down until the lower strut studs are free from the mounting holes in the lower control arm.

Remove the strut assembly from the vehicle.

Repeat on opposite side of the vehicle.

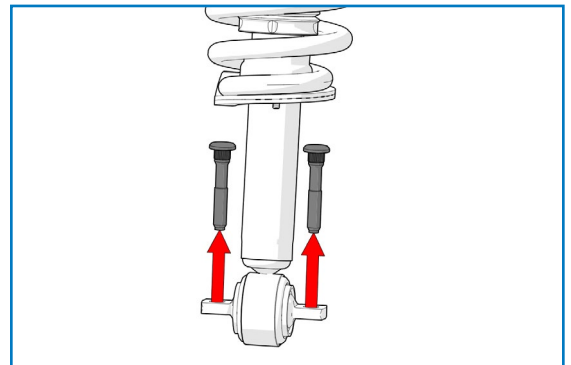


10

11 REMOVE LOWER STRUT STUDS

Remove the lower studs (shown being removed in Figure 11) from the strut by striking the ends with a hammer until the stud splines are dislodged from the strut.

Repeat on opposite side of the vehicle.

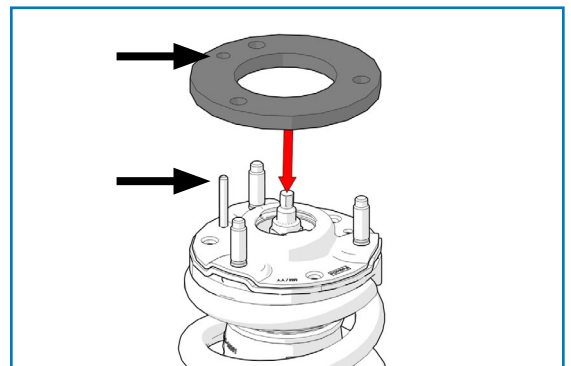


11

12 INSTALL UPPER SPACER

Place the upper leveling spacer over the upper mounting studs and alignment pin on top of the strut assembly. (See Figure 12 for reference - black arrows highlight the alignment pin and correct alignment pin hole in spacer).

Repeat on opposite side of the vehicle.



12

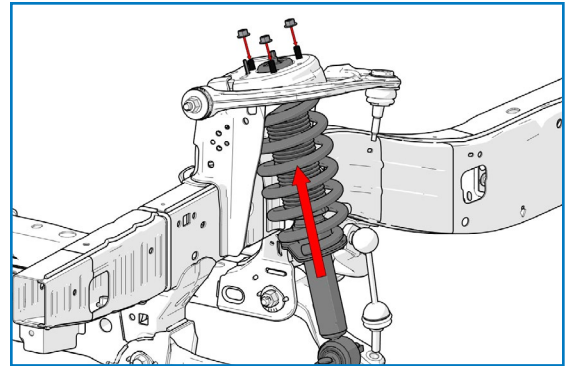
13 INSTALL STRUT ASSEMBLY

Install the strut assembly with spacer back into the vehicle (as shown in Figure 13).

Secure the assembly to the frame using three M10x1.5 flange nuts.

Torque the flange nuts to 41 ft-lbs (55 N•m).

Repeat on opposite side of the vehicle.



13

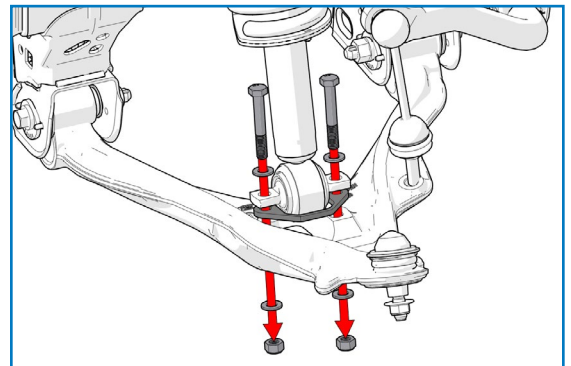
14 INSTALL LOWER SPACER

Place the lower spacer between the strut assembly and the lower control arm (as shown in Figure 14).

Secure all components using two M12 x 1.75 x 80 mm hex bolts, four M12 flat washers and two M12 x 1.75 nylon lock nuts.

Torque bolts to 66 ft-lbs (90 N•m)

Repeat on opposite side of the vehicle.



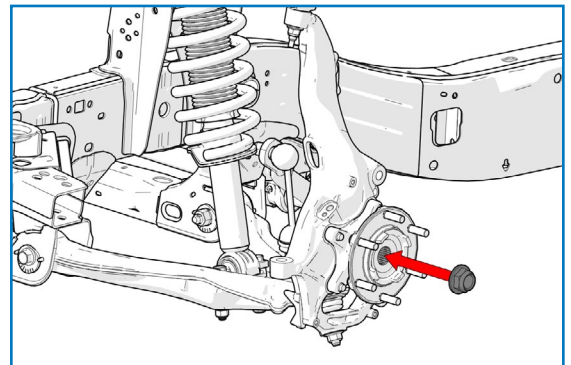
14

15 INSTALL AXLE NUT

Insert axle shaft through wheel hub and secure with axle nut. (See Figure 15 for reference).

Torque nut to 221 ft-lbs (300 N•m)

Repeat on opposite side of the vehicle.



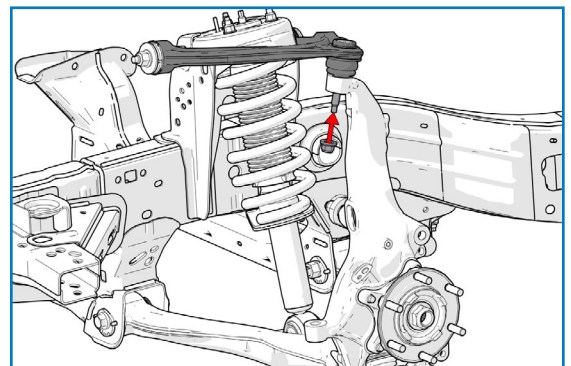
15

16 INSTALL UPPER BALL JOINT NUT

Insert upper control arm ball stud into steering knuckle and secure with nut (as shown in Figure 16).

Torque nut to 46 ft-lbs (63 N•m)

Repeat on opposite side of the vehicle.



16

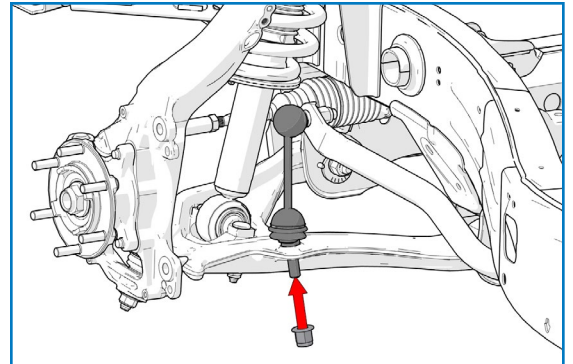
17 INSTALL END LINK NUT

Insert sway bar end link into lower control arm and secure with end link nut (as shown in Figure 17).

Torque nut to 111 ft-lbs (150 N•m)

NOTE: Suspension components that use rubber or urethane bushings should be tightened with the vehicle at normal ride height. This will prevent premature wear or failure of the bushing.

Repeat on opposite side of the vehicle.



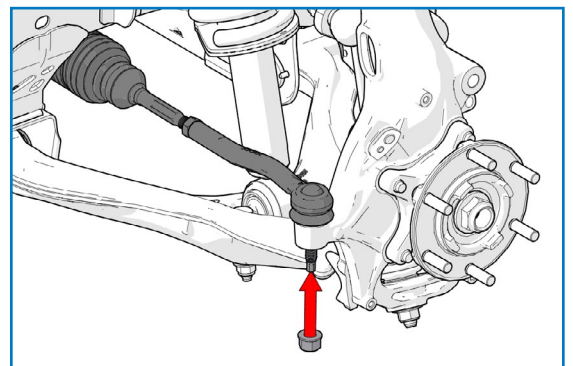
17

18 INSTALL TIE ROD NUT

Insert the tie rod mounting post into the steering knuckle and secure with tie rod nut (as shown in Figure 18).

Torque nut to 46 ft-lbs (63 N•m)

Repeat on opposite side of the vehicle.



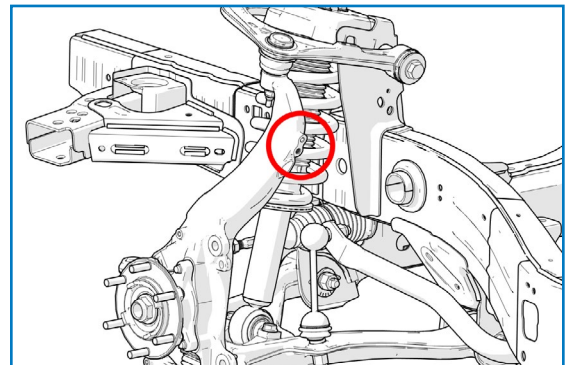
18

19 INSTALL BRAKE LINE BRACKETS

Install the removed brake line brackets (previously removed in Step 4) back into steering knuckle (see Figure 19 for reference).

Torque bolts to 18 ft-lbs (25 N•m)

Repeat on opposite side of the vehicle.



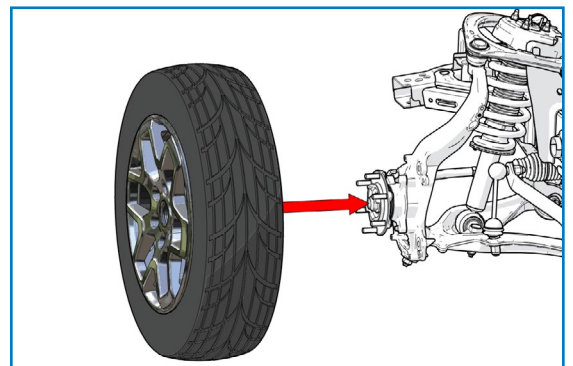
19

20 REINSTALL THE WHEELS

Install the wheels back on both sides of the vehicle and re-install factory lug nuts.

Torque lug nuts evenly to 100 ft-lbs (135 N•m).

Congratulations!
You have completed the installation



20

POST INSTALLATION WARNING

After the kit installation is complete and the vehicle is on the ground at its normal ride height, roll the vehicle backward and forward to settle the suspension. Tighten all components containing rubber bushings to the specified torque values. Verify adequate tire, wheel, brake line and ABS wire clearance by turning the front wheels completely to the left and then to the right. Ensure brake/ABS lines are not stretched when the suspension is at full droop. Test and inspect steering, brake and suspension components. Vehicle damage may result if the post installation checks are not performed.

VEHICLE HANDLING WARNING

Larger wheel and tire combinations may increase the leverage on the suspension and steering components. Increasing the height of your vehicle increases the likelihood of rollover or loss of control during abrupt maneuverer, especially at high speeds. Operate your vehicle at reduced speeds in all conditions to prevent loss of control. Failure to do so may result in serious injury.

WHEEL ALIGNMENT & HEADLIGHT ADJUSTMENT

After the kit installation is complete, a professional wheel alignment must be performed by a certified alignment technician to re-align the vehicle to within factory specifications. Additionally, ensure that the vehicles headlights are aimed properly. If not, a headlight alignment is required as well. If not properly aligned it can cause increased tire and suspension component wear.

VEHICLE RE-TORQUE & SAFETY INSPECTION

After the kit installation and adjustments have been completed and within 50 miles of driving, perform a check over of all applicable fasteners and hardware to ensure they are adequately tightened to the specifications given (or as noted in the vehicle’s factory service manual).

WARRANTY

To be eligible for warranty, the owner must submit their warranty card or register online within 30 days of the purchase date.

.....