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Rough Country 9451 Installation Instructions

2-Inch Coil Spring Leveling Kit for Ford F-150 RWD (1997-2003)

Part number: 9451

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Scan for fitment, price and install help



97-03 F150 2WD 2” COIL SPRINGS

Rough Country recommends this system be installed by a certified technician. In addition to these instructions, professional knowledge of disassemble/reassembly procedures as well as post installation checks must be known. Attempts to install this system without this knowledge and expertise may jeopardize the integrity and/or operating safety of the vehicle.

Please read instructions before beginning installation. Be sure you have all needed parts and know where they go.

With the installation of all lift kits and larger tires it is important to check the condition of your steering stabilizer. If the stabilizer is worn or is leaking it should be replaced. Steering stabilizers are designed to restrain “bump steering” and front end vibration, giving added life to tires, ball joints, and other steering components. A multiple stabilizer kit is recommended for vehicles equipped with a snow plow, winch, or larger tires

PRODUCT USE INFORMATION

As a general rule, the taller a vehicle is, the easier it will roll. Offset, as much as possible, what is lost in rollover resistance by increasing tire track width. In other words, go "wide" as you go "tall". Many sportsmen remove their mud tires after hunting season and install ones more appropriate for street driving; always use as wide a tire and wheel combination as possible to enhance vehicle stability.
We strongly recommend, because of rollover possibility, that seat belts and shoulder harnesses should be worn at all times. Avoid situations where a side rollover may occur
Generally, braking performance and capability are decreased when significantly larger/heavier tires and wheels are used. Take this into consideration while driving.
Do not add, alter, or fabricate any factory or after-market parts to increase vehicle height over the intended height of the Rough Country product purchased. Mixing component brands is not recommended.
Rough Country makes no claims regarding lifting devices and excludes any and all implied claims. We will not be responsible for any product that is altered.

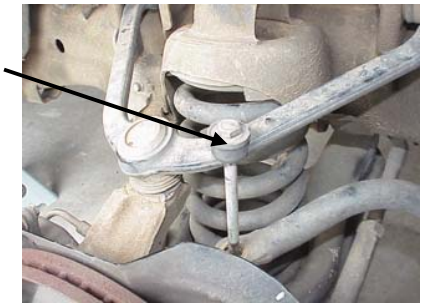
If question exist we will be happy to answer any questions concerning the design, function, and correct use of our products.

NOTICE TO DEALER AND VEHICLE OWNER

Any vehicle equipped with any Rough Country product should have a “Warning to Driver” decal installed on the inside of the windshield or on the vehicle’s dash. The decal should act as a constant reminder for whoever is operating the vehicle of its unique handling characteristics.
INSTALLING DEALER - it is your responsibility to install the warning decal and forward these installation instructions on to the vehicle owner for review. These instructions should be kept in the vehicle for its service

INSTALLATION INSTRUCTIONS

Photo #1



1. Jack up the vehicle and support the vehicle with jack stands. Be sure to put jack stands on the frame rail.

2. Starting on the drivers side of the vehicle, support the lower a-arm with a floor jack. Remove the front tires, shocks and sway bar links. **See Photo #1.**

3. Remove the cotter pin and nut from the upper ball joint. Using a ball joint separator, separate the ball joint from the spindle. Slowly lower the control arm down to release the coil spring. Use caution when lowering the jack. Do not over stretch or pull the brake line. It may be necessary to remove the brake line from the lower control arm to allow for coil removal. See **Photo #2.**

4. Note the positioning of the stock coil spring on the lower mount. Remove the coil spring.

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5. Remove the upper control arm bolts, and remove the upper control arm from the frame. It will be necessary to grind off the triangular portion of the upper control arm. This served as a bump stop for the stock suspension. This piece will come in contact with the frame if not removed. See **Photo #3.**

6. Reinstall the upper arm the same way it was removed. Do not tighten the bolts yet

7. Reinstall the upper coil insulator on the new Rough Country coil spring. The upper part of the coil spring has a tighter wind. Reinstall the coil in the upper pocket and push the lower control arm down to install the lower end of the coil.

8. Place a jack under the lower control arm. Make sure it is placed where it will not slip. Slightly jack up the vehicle to load the coil spring. Install the shock absorber, this will retain the coil spring if the jack slips. **Use caution when working with coil springs. The coil is under extreme load.**

9. Reinstall the ball joint onto the spindle, tighten nut and install the cotter pin. Reinstall the sway bar link, bushings and bolt. Tighten the sway bar nut.

10. Tighten upper control arm bolts. Reinstall the brake line bracket to the lower control arm.

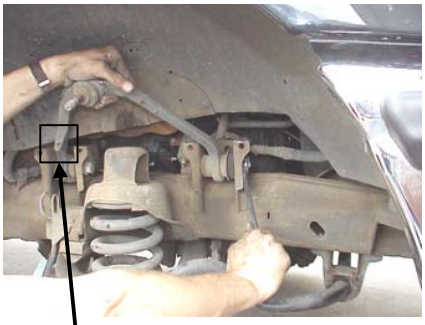
11. Proceed to opposite side of vehicle and repeat steps 2-10.

12. Install tires and remove the jack stands. Lower vehicle to the ground and adjust toe-in if necessary. It is recommended the truck be driven approximately 50 miles before the vehicle is aligned.

Photo #2



Photo #3



Grind here



POST INSTALLATION INSTRUCTIONS

1. Check all fasteners for proper torque. Check to ensure there is adequate clearance between all rotating, mobile, fixed and heated members. Check steering gear for interference and proper working order. Test brake system.
2. Perform steering sweep. Check to ensure brake hoses have sufficient slack and will not contact rotating, mobile, or fixed members, adjust lines/brackets to eliminate interference and maintain proper working order. Failure to perform inspections may result in component failure.
3. Bump stops and extensions must be in place on all vehicles! Note: allowing suspension to over extend by neglecting to install or maintain stops and extensions may cause serious damage to OE and related components.
4. Re torque all fasteners after 500 miles. Visually inspect components and re torque fasteners during routine vehicle service.

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