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REQUIRED TOOL LIST:

- * Drill & Assorted Drill Bits
- * Brake Fluid
- * Metric & Standard Wrenches & Sockets
- * Floor Jack
- * Jack Stands
- * Measuring Tape
- * Pitman Arm Puller
- * Torque Wrench

2011 - 2012 Ford F250 Super Duty 8.5" Suspension Lift Installation Instructions



Before beginning the installation, thoroughly & completely read these instructions & the enclosed driver's WARNING NOTICE. Affix the WARNING decal in the passenger compartment in clear view of all occupants. Please refer to the Parts List to insure that all parts & hardware are received prior to the disassembly of the vehicle. If any parts are found to be missing, contact SKYJACKER® Customer Service at 318-388-0816 to obtain the needed items. If you have any questions or reservations about installing this lift kit, call SKYJACKER® Technical Assistance at 318-388-0816.

Make sure you park the vehicle on a level concrete or asphalt surface. Many times a vehicle is not level (side-to-side) from the factory & is usually not noticed until a lift kit has been installed which makes the difference more visible. Using a measuring tape, measure the front & rear (both sides) from the ground up to the center of the fender opening above the axle. Record this information below for future reference.

Driver Side Front: _____

Passenger Side Front: _____

Driver Side Rear: _____

Passenger Side Rear: _____

IMPORTANT NOTES:

- This lift is designed for models with 1 7/8" OEM rear blocks.
- Models equipped with a rear sway bar must order extended rear sway bar end links.
8.5" Lifts Order Part# SBE406
- If larger tires (10% more than stock) are installed, speedometer recalibration will be necessary. Contact your local Ford dealer or an authorized dealer for details.
- This lift is determined from the front while only lifting the rear to a position level with the front.
- After installation, a qualified alignment facility is required to align the vehicle to OEM specs.

Kit Box Breakdown:

Part #: F11852 / F11852S

| ITEM# | DESCRIPTION | QTY |
|----------------------------|---|-----|
| 7011-B | STAB BRKT,2011 F250 | 1 |
| TB1180-B | TRACK BAR DROP BRACKET, 8.5" | 1 |
| RAB545-S | RADIUS ARM DROP BRKTS | 2 |
| BSB70-B | BUMP STOP BRKT, 7"TALL | 2 |
| CBL206-B | CARRIER BEARING LOWERING KIT,2" DROP | 1 |
| DSS112-1 (F11852S Box) | REAR D/S SPCR 6-8" 11 F250 | 1 |
| F118BE-D | FRONT BRAKE LINE EXT, DRIVER | 1 |
| F118BE-P | FRONT BRAKE LINE EXT, PASSENGER | 1 |
| HLF1104S | HARD LINE,FRONT "S" | 2 |
| RB55 | 5.5" REAR BLOCK | 2 |
| | (NOT INCLUDED IN F11852S Box) | |
| RBL11S | REAR BRAKE LINE W/FITTINGS | 2 |
| SBL40-L | 4" SWAY BAR LWG BRKT-LEFT | 1 |
| SBL40-R | 4" SWAY BAR LWG BRKT-RIGHT | 1 |
| SP348-B (F11852S Box) | REAR SPRING PLATE 11 F250 | 2 |
| VT53229 | VACUUM TUBING-5/32"X29" | 2 |
| 58X325X18SPU | U-BOLT (58X325X1212U IN F11852S Box) | 4 |
| HB-11250TBS | HDWR BAG:TRK BAR,B-STOPS,SWAY BAR | 1 |
| HB-DSS112 (F11852S Box) | HDWR BAG:D-SHFT SPCR 11F250 | 1 |
| HB-EXH11852S (F11852S Box) | HDWR BAG: EXH BRKT 11 F250 | 1 |
| HB-F118BE | HDWR BAG:F118BE BRKLINE EXT | 1 |
| HB-RABF1146 | HDWR BAG:RADIUS DROP BRKTS, | 1 |
| I-BL | INSTRUCTIONS: BRAKE LINES | 1 |
| I-F1185 | INSTRUCTION SHEET | 1 |

Hardware Bag Breakdown:

HB-11250TBS HARDWARE BAG

| ITEM# | DESCRIPTION | QTY |
|------------|------------------------------------|-----|
| BTIE-K | BLACK BOOT TIE | 10 |
| D260PSS-S | DODGE 02,PIN SUPPORT SLEEVE | 3 |
| 12MMN | 12 MM NUT | 1 |
| 38X1FTB | 3/8 X 1 FINE THREAD BOLT | 2 |
| 38X112FTB | 3/8 X 1 1/2 FINE THRD BOLT | 2 |
| 38FTN | 3/8-24 FINE N/I LOCK NUT | 4 |
| 38SAEW | 3/8 SAE WASHER | 4 |
| 38X114FW | 3/8 X 1 1/4 FENDER WASHER | 2 |
| 716X112FTB | 7/16 X 1 1/2 FINE THRD BLT,GRADE 8 | 4 |
| 716FTN | 7/16 FINE THRD NUT | 4 |
| 716SAEW | 7/16 SAE WASHER | 8 |
| 916X3FTB | 9/16 X 3 FINE THREAD BOLT | 3 |
| 916FTN | 9/16-18 NYLON INSERT LOCKNU | 3 |
| 916SAEW | 9/16 SAE WASHERS | 6 |

I-F1185

Hardware Bag Breakdown:

HB-DSS112 **HARDWARE BAG**

| ITEM# | DESCRIPTION | QTY |
|--------------|-----------------------------|------------|
| 12X65SHB | 12 X 65MM SOCKET HEAD BOLT | 4 |
| LT100 | NUTS N' BOLTS 427 1 ML TUBE | 1 |

Hardware Bag Breakdown:

HB-EXH11852S **HARDWARE BAG**

| ITEM# | DESCRIPTION | QTY |
|--------------|--------------------------|------------|
| SSGMOEM | SPRING SLEEVE GM OEM FRT | 1 |
| 8X110MMB | 8MM X 110MM BOLT / 10.9 | 1 |
| 516SAEW | 5/16 SAE WASHER | 1 |

Hardware Bag Breakdown:

HB-F118BE **HARDWARE BAG**

| ITEM# | DESCRIPTION | QTY |
|--------------|-----------------------------|------------|
| 38X1TCFB | 3/8 X 1 THRD-CUTTER FLG BLT | 4 |
| 716FTN | 7/16-20 FINE N/I LOCK NUT | 1 |

Hardware Bag Breakdown:

HB-RABF1146 **HARDWARE BAG**

| ITEM# | DESCRIPTION | QTY |
|--------------|------------------------------|------------|
| ABS55-S | ABS RELOCATION BRACKET | 2 |
| 14X1FTB | 1/4 X 1 FINE THREAD BOLT | 2 |
| 14FTN | 1/4" FINE THREAD LOCKNUT | 2 |
| 14SAEW | 1/4 SAE WASHER | 4 |
| 516X34TCFB | 5/16 X 3/4 THD CUT FLG BOLT | 2 |
| 716X2CTB | 7/16 X 2 COARSE BLT, GRADE 8 | 2 |
| 716SAEW | 7/16 SAE WASHER | 2 |
| 58FSFTN | 5/8-18 FLANGE STOVER NUT | 8 |
| 34X2CTB | 3/4 X 2 COARSE THREAD BOLT | 8 |
| 34CTN | 3/4" COARSE THREAD LOCKNUT | 8 |
| 34SAEW | 3/4 SAE WASHER | 16 |

Front Installation:

1. With the vehicle on flat level ground, set the emergency brake, & block the rear tires. Raise the front of the vehicle & support securely using jack stands.
2. While supporting the front axle with a floor jack, remove the front tires / wheels.
3. Disconnect the front sway bar from the frame & install the new Skyjacker sway bar lowering brackets using the 7/16" x 1 1/2" fine thread bolts, washers, nuts, & OEM hardware. (See Photo # 1)
4. Remove the retaining clip from the upper brake line bracket & remove the bracket from the frame. Disconnect the 4WD actuator line from the upper frame.
5. Disconnect the steering stabilizer from the frame bracket & remove the bracket from the frame. Disconnect the drag link from the pitman arm & disconnect the track bar from the track bar bracket using a 1 3/16" socket. (See Photo # 2)
6. Remove the front shocks & lower the axle so the coil springs can be removed. (See Photo # 3) **Note:** Be sure to retain the upper rubber isolator pads, they will be used with the new Skyjacker coil springs.
7. Disconnect the radius arms from the frame brackets using a 15/16" socket. **Note:** Remove one side at a time so the axle does not move.
8. Install the new Skyjacker radius arm drop brackets, into the OEM brackets on the frame, using the 3/4" x 2" coarse thread bolts, washers, & nuts. The outer bolts will install from the outside in & the inner bolts will install from the inside of the radius arm brackets, pointing out. (See Photo # 4)
9. Attach the new Skyjacker radius arms to the new Skyjacker radius arm brackets using the supplied instruction # I-F58484LU.
10. Remove the OEM track bar bracket from the frame & front cross member using a 21mm & 18mm socket. Loosen & remove the pitman arm nut from the steering sector shaft using a 1 13/16" socket. Using a pitman arm puller, remove the pitman arm from the sector. (See Photo # 5)



11. Before installing the new Skyjacker pitman arm, it is **EXREMELY IMPORTANT** that the following steps be followed. The thread locking compound on the threads of the OEM pitman arm nut & the threads on the steering sector shaft must be thoroughly cleaned & dried before applying new thread locking compound.

12. Apply a heavy bead of the supplied thread locking compound all the way around the entire threads of the OEM pitman arm nut. (See Photo # 6) Once the thread locking compound has been applied, install the new Skyjacker pitman arm & OEM pitman arm nut. **Torque nut to 350 Ft. Lbs!**



13. Locate the new Skyjacker track bar bracket & bolt the track bar bracket to the OEM location on the cross member using the 9/16" x 3" fine thread bolts, washers, & nuts. **Note:** Be sure to use the three .938" long anti-crush spacers between the front of the track bar bracket & the cross member. **Note:** Do not tighten at this time. (See Photo # 7)



14. Attach the new Skyjacker track bar bracket to the frame using the OEM hardware.

15. Remove the OEM bump stops & bump stop cups from the frame. The mounting locations on the frame & the bump stop cups must be drilled to 3/8". (See Photo # 8) Once drilled, the locator tab on top of the OEM bump stop cups must be tapped flat so the cups will sit flush against the new Skyjacker bump stop brackets. (See Photo # 9)



16. Locate the new Skyjacker bump stop brackets & attach the wide end of the new brackets to the OEM positions on the frame. Place a 3/8" small washer on each 3/8" x 1 1/2" fine thread bolt & insert the bolt through the top hole of each bracket, the frame, & place a large 3/8" fender washer on top of the frame & secure with a 3/8" nut. Attach the OEM bump stop cups to the bottom of each new bump stop bracket using a 3/8" x 1" fine thread bolt, washer, & nut. **Note:** Do not use a washer under the bolt head. Insert the OEM bump stop into the OEM bump stop cups. (See Photo # 10)



17. Disconnect the ABS lines from the OEM radius arms using a 13mm wrench. Attach the OEM ABS brackets by removing the snap tab from the rear of the OEM plastic bracket & drill a 1/4" hole thru the brackets. Attach the new Skyjacker ABS extension brackets to the radius arms using the 5/16" x 3/4" self tapping bolts & the OEM plastic brackets using the 1/4" x 1" fine thread bolts, washers, & nuts. (See Photo # 11)



18. Install the new Skyjacker coil springs. (See Photo #12) **Note:** Be sure to reuse the OEM rubber isolator pads on top of the new coil springs.
19. Bolt the OEM track bar to the new Skyjacker track bar bracket using the OEM hardware.
20. Using the supplied vaccum line extensions & plastic ties, reconnect the 4WD actuator line. (See Photo # 13)
21. While holding the OEM rubber brake line in place, remove the OEM hard brake line from the rubber brake line. Rotate the rubber brake line 180 degrees & install the new Skyjacker S-shape hard brake line between the OEM hard brake line & the OEM rubber brake line. (See Photo # 14)
22. Clamp the new Skyjacker brake line extension brackets just below the opening on each side of the frame & center punch the two holes that are to be drilled for each bracket. (See Photo # 15)
23. Using a 21/64" drill bit, drill the two holes that were center punched in Step # 22 & attach the new Skyjacker brake line extension brackets using the 3/8" x 1" self tapping bolts. Secure the OEM brake lines to the new brackets by inserting the OEM brake line clip through the groove in the OEM brake line fitting. (See Photo # 16)
24. Attach the drag link to the new Skyjacker pitman arm. With the drag link installed, check to assure that there is adequate clearance between the drag link tie rod & the track bar bolt head at full left turn. If there is any contact, we recommend for the OEM track bar bolt to be replaced with a 20mm x 90mm (3.5") bolt grade 10.9 (grade 8), & use a 3/4" SAE flat washer between the bolt head & the new bracket. This will provide some additional clearance, if needed. (See Photo # 17)



25. Attach the new Skyjacker steering stabilizer bracket to the frame by aligning the upper mounting hole of the bracket with the upper OEM stud on the frame & tighten using the OEM hardware. Attach the OEM stabilizer to the new bracket using the supplied 12mm nut. (See Photo # 18)



26. Install the new Skyjacker front shocks & lower the front of the vehicle to the ground.

Rear Installation:

27. Block the front wheels, raise the rear of the vehicle, & support securely with jack stands.

28. Remove the rear tires / wheels, shocks, & U-bolts. **CAUTION:** The rear axle will now be free to move, so support securely with a floor jack.



29. Disconnect the OEM rear brake lines & attach the new Skyjacker brake line extensions to the OEM brake lines. Attach the new Skyjacker brake line extensions to the OEM bracket using the OEM hardware & supplied plastic ties. (See Photo # 19)



Rear Leaf Spring Installation:

30. Remove the OEM rear springs & install the new Skyjacker rear leaf springs on top of the OEM blocks with the thick end of the bottom degree shim towards the rear bumper. Place the new Skyjacker spring plates on top of each new leaf spring. (See Photo # 20)



31. Remove the E-brake cable from the OEM E-brake cable union. Relocate the E-brake cable above the new rear leaf spring & connect the E-brake cable to the OEM E-brake cable union. (See Photo # 21 & # 22)

32. Remove the OEM rear exhaust hanger bracket & rotate 180 degrees so the exhaust hanger bracket tab is toward the inside of the frame. Once rotated, attach the OEM rear exhaust hanger bracket using the 3.5" long anti-crush spacer, 8mm x 110mm bolt, & washer. Once attached, center punch & drill the bottom mounting hole using a 21/64" drill bit & tighten using the OEM hardware. (See Photo # 23)



33. Install the new Skyjacker rear driveshaft spacer using the supplied 12mm x 65 mm socket head bolts. **Note:** Apply the supplied thread locking compound to the threads of each socket head bolt before installation. (See Photo # 24) Proceed to Step # 37.



Rear Block & Add A Leaf Installation:

34. Remove the OEM E-brake cable bracket from the OEM leaf spring center tie bolt.

35. To perform the installation of add a leafs properly, you must use two large C-clamps to contain the elastic potential energy in a leaf spring when the center tie bolts are being removed. Attach & tighten a C-clamp on each end of the leaf spring to hold the leaf spring assembly securely together. Using locking pliers to hold the head of the center tie bolt, loosen & remove the center tie bolt. With care, slowly loosen & remove the C-clamps. Insert the new Skyjacker center tie bolt thru the OEM bottom overload leaf, new Skyjacker add-a-leaf, & OEM leaf spring pack. Only finger tighten the nut at this time. **DO NOT USE THE CENTER TIE BOLT TO DRAW THE LEAF SPRING LEAVES TOGETHER. FAILURE OF ANY COMPONENT CAN CAUSE AN EXPLOSIVE DISASSEMBLY & POSSIBLE INJURY!** Place one C-clamp on each side of the new center tie bolt & tighten. Once the C-clamps have drawn the leaf spring securely together, hold the center tie bolt head with locking pliers & tighten the nut. (See Photo # 25) Remove the C-clamps & attach the OEM E-brake cable bracket using the supplied 7/16" fine thread nut. If necessary, cut off any excess length of the new center tie bolt.



36. Install the new Skyjacker rear lift blocks with the taller end toward the rear bumper, between the axle pad & the OEM blocks **Note:** The new blocks will be installed below the OEM blocks. (See Photo # 26)
37. Raise the axle up to the rear leaf springs. **Note:** Be sure the rear leaf spring center tie bolts & block pins align in the proper holes & are completely seated. Install & tighten the new Skyjacker U-bolts.
38. Install the new Skyjacker rear shocks, rear tires / wheels, & lower the vehicle to the ground.

BLEEDING THE BRAKE SYSTEM:

39. Fill the master cylinder with D.O.T. approved brake fluid. Pump the brake pedal & hold down. While the brake pedal is down, open the bleeder screw to release any air out of the brake system. Tighten the bleeder screw & re-pump the brake pedal. Continue the pumping / bleeding process until no air is being expelled. Make sure your master cylinder is full of brake fluid after each bleeding process. The brake pedal will not "pump up" or will have excessive down-travel if all the air is not out of the brake system. It is the customer's responsibility to check the brake lines for any leaks, abrasion, proper clearances, & brake line fittings after the first 100 miles & after every off-road activity.
40. On models equipped with a carrier bearing on the rear driveshaft, it will be necessary to install the supplied carrier bearing lowering bracket to help eliminate any driveline vibration. Install using the supplied 7/16" bolts & washers. The bracket will mount between the carrier bearing & the OEM mount on the frame. (See Photo # 2)



FINAL NOTES:

- After the installation is complete, double check that all nuts & bolts are tight. Refer to the following chart again for the proper torque specifications. (Do not retighten the nuts & bolts where thread lock compound was used.)
- With the vehicle placed on the ground, cycle the steering lock to lock & inspect the steering, suspension, brake lines, front & rear drivelines, fuel lines, & wiring harnesses for proper operation, tightness, & adequate clearance.
- Have the headlights readjusted to the proper settings.
- Have a qualified alignment center realign the front end to the OEM specifications.
- Retorque all the bolts after the first 100 miles.

| <u>TORQUE SPECIFICATIONS</u> | | | | | |
|-------------------------------------|----------------|----------------|-----------------------------|------------------|-------------------|
| <u>INCH SYSTEM</u> | | | <u>METRIC SYSTEM</u> | | |
| Bolt Size | Grade 5 | Grade 8 | Bolt Size | Class 8.8 | Class 10.9 |
| 5/16 | 15 FT LB | 20 FT LB | 6MM | 5 FT LB | 9 FT LB |
| 3/8 | 30 FT LB | 35 FT LB | 8MM | 18 FT LB | 23 FT LB |
| 7/16 | 45 FT LB | 60 FT LB | 10MM | 32 FT LB | 45 FT LB |
| 1/2 | 65 FT LB | 90 FT LB | 12MM | 55 FT LB | 75 FT LB |
| 9/16 | 95 FT LB | 130 FTLB | 14MM | 85 FT LB | 120 FT LB |
| 5/8 | 135 FT LB | 175 FT LB | 16MM | 130 FT LB | 165 FT LB |
| 3/4 | 185 FT LB | 280 FT LB | 18MM | 170 FT LB | 240 FT LB |

- **The above specifications are not to be used when the bolt is being installed with a bushing.**

Seat Belts Save Lives, Please Wear Your Seat Belt.

Radius Arm Template - 6" Lift Only Driver's Side



**Radius Arm Template - 6" Lift Only
Passenger Side**



