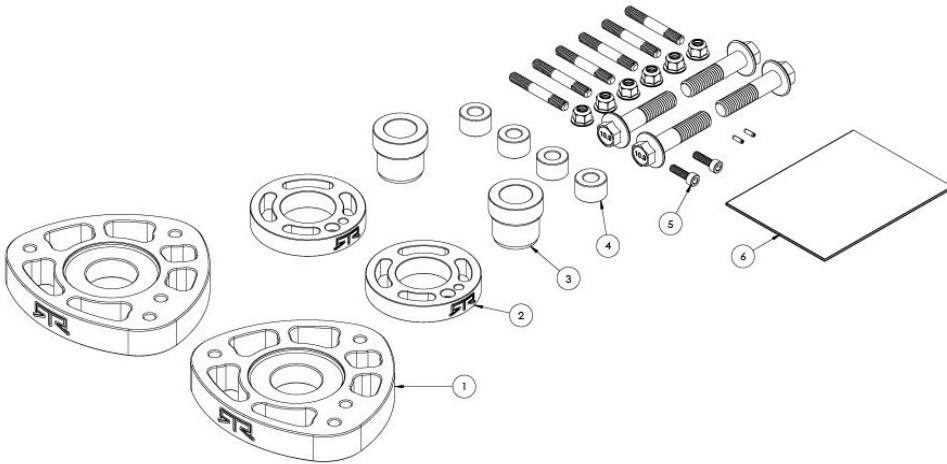




**2021 Ford Bronco Sport
RTR Spacer Lift kit
Part number: 15081.0001.88**

Components Included



- | | | |
|----|---------------------------|---|
| 1. | Front Strut Spacer | 2 |
| 2. | Rear Spring Spacer | 2 |
| 3. | Rear Spring Spacer Insert | 2 |
| 4. | Trailing Arm Spacer | 4 |
| 5. | Hardware Pack | 1 |
| 6. | Installation Manual | 1 |



WARNING



PLEASE READ THE INSTALLATION INSTRUCTIONS IN THEIR ENTIRETY BEFORE BEGINNING THE INSTALLATION. RTR RECOMMENDS HAVING THIS INSTALLATION PERFORMED BY A CERTIFIED PROFESSIONAL MECHANIC WITH ACCESS TO THE FACTORY SERVICE INFORMATION. RTR VEHICLES IS NOT RESPONSIBLE FOR ANY DAMAGE OR FAILURE RESULTING FROM AN IMPROPER INSTALLATION. IMPROPER USE OF THIS PRODUCT COULD LEAD TO PERSONAL INJURY AND IN SOME CASES, DEATH.

Suspension systems and components that enhance the off-road performance of your vehicle can cause it to handle differently than a stock vehicle. Extreme care must be used to prevent loss of control or vehicle rollover during abrupt maneuvers. Failure to drive safely may result in serious injury or death to driver and passengers. Avoid quick sharp turns and other sudden maneuvers. RTR does not recommend the combined use of suspension lifts, body lifts, or other lifting devices.

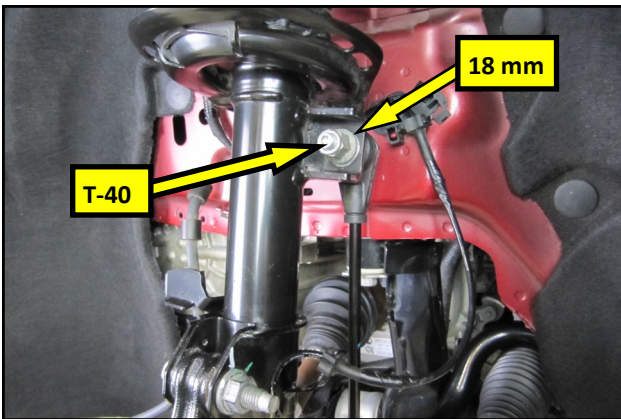
Constant maintenance is required to keep your vehicle in a safe condition. Thoroughly inspect your vehicle before and after every off-road use. It is the responsibility of the installer and vehicle owner to review all state and local laws related to bumper height and the lifting of their vehicle before the purchase and installation of this RTR product.

RTR reserves the right to make changes in Product design or specifications at any time without providing prior notice to the Retailer or the Customer.

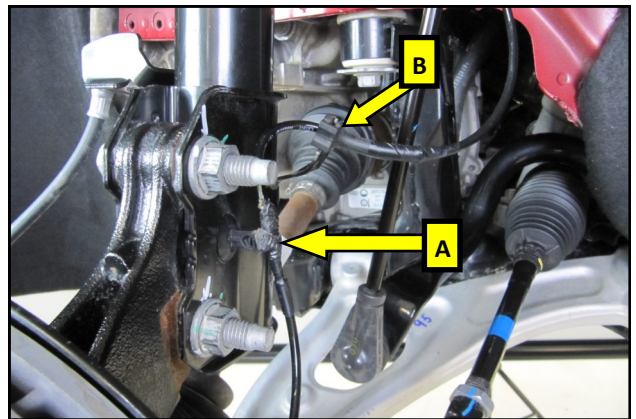


INSTALLATION NOTES

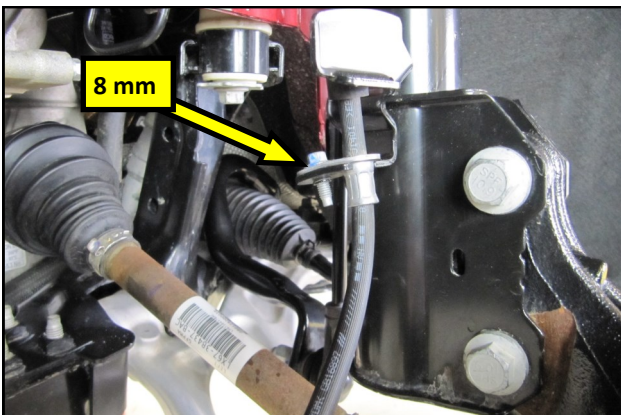
- Installation of this lift kit is best performed with the vehicle safely suspended on a two post automotive lift and with the use of two floor jacks. RTR advises the use of Loctite® Threadlocker Blue 242, or equivalent, on all threaded fasteners during assembly, unless otherwise instructed.
- In addition to common hand tools, installation of this kit requires the use of a hand drill and a 1/8 " drill bit to install a roll pin. It is imperative that this roll pin be installed for the installation to be successful. Failure to do so may cause damage and or personal injury.
- The vehicle must be realigned immediately following the installation to avoid premature tire wear and compromised handling.
- Readjustment of the headlamps may be required. RTR Recommends taking a before and after beam height measurement on a wall at a distance of 25 feet. Consult the Factory Service Manual or the owners manual for the adjuster locations.



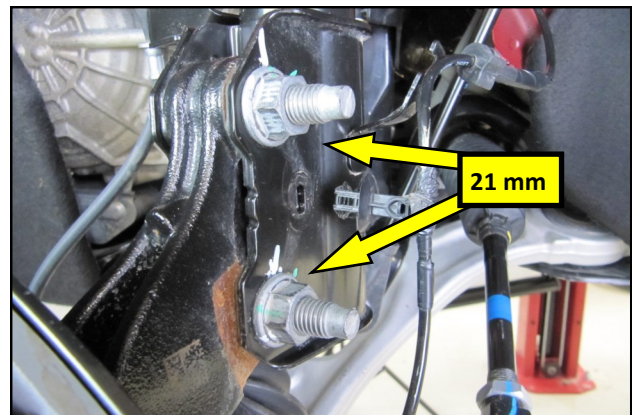
1. FRONT SUSPENSION: With the vehicle safely suspended, remove the wheels and tires. Remove the upper nut on the sway bar link, on both sides of the vehicle. **Note:** In some cases it will be necessary to use a Torx bit to hold the stud.



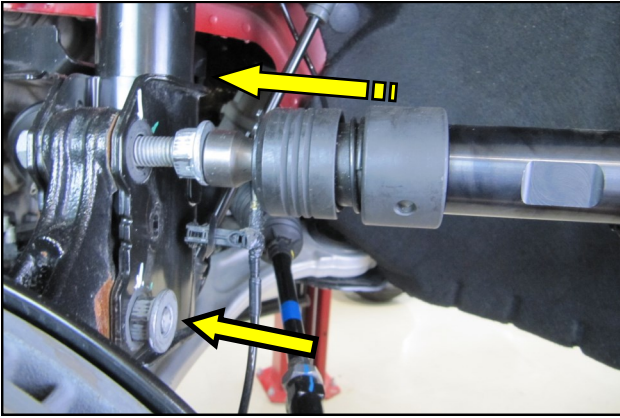
2. Detach the wheel speed sensor wiring from the strut mount at locations A & B.



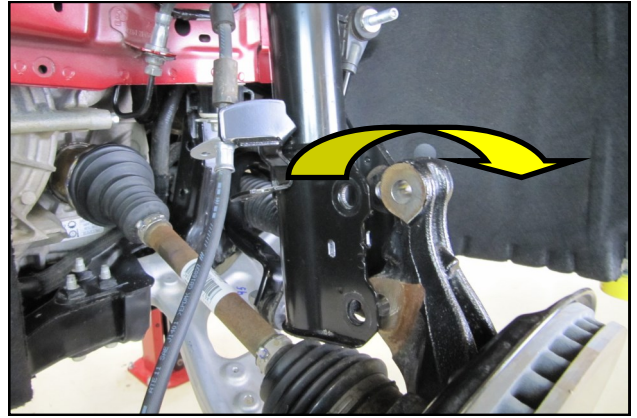
3. Remove the bolt securing the brake hose to the strut and set it aside.



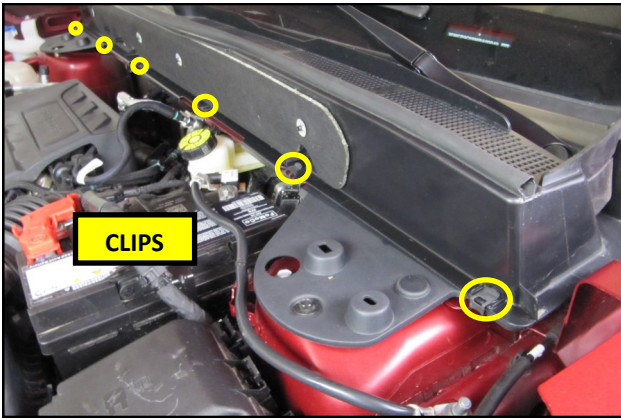
4. Turn the corner assembly inward and remove the strut to knuckle nuts.



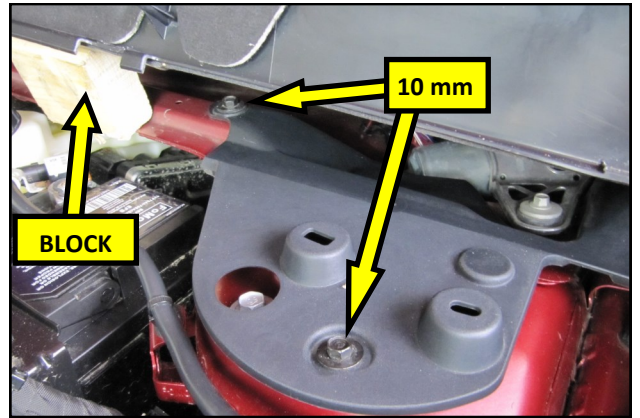
5. Reinstall the nuts onto the bolts, backwards to create a larger striking surface. Using an air hammer or equivalent, drive the splined bolts out of the knuckle.



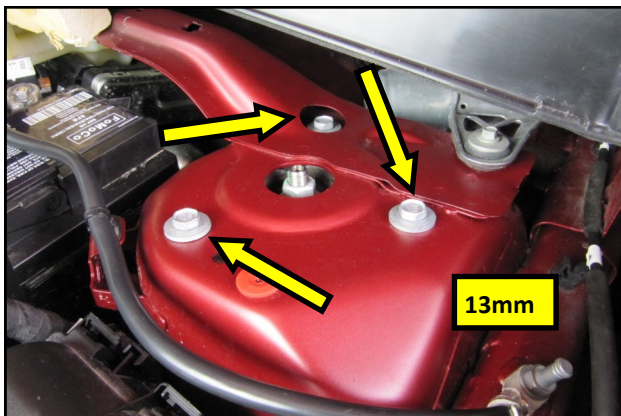
6. Remove the nuts and bolts and separate the strut from the knuckle.



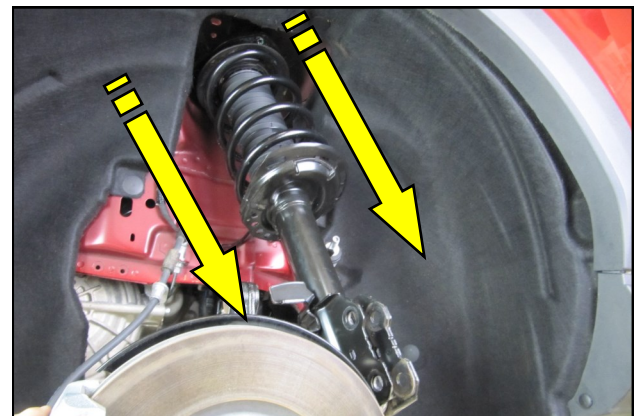
7. Pry the six clips off of the cowl cover and set them aside.



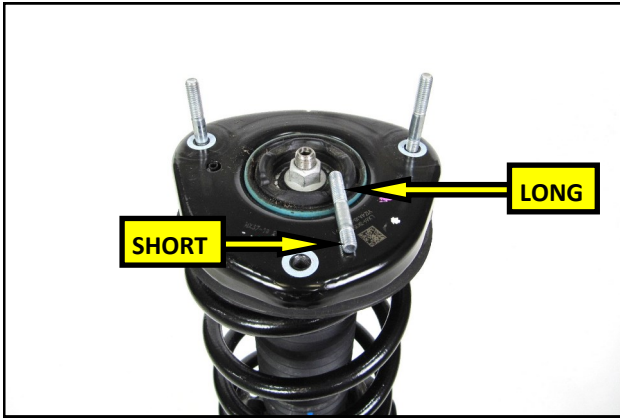
8. Raise the cover and support it using blocks of wood as shown. Remove the 2 screws in the strut tower cover and remove the cover.



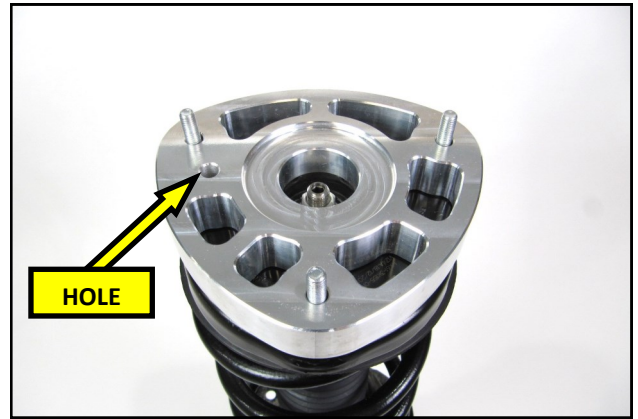
9. While supporting the strut from below, remove the three strut bolts at the strut tower.



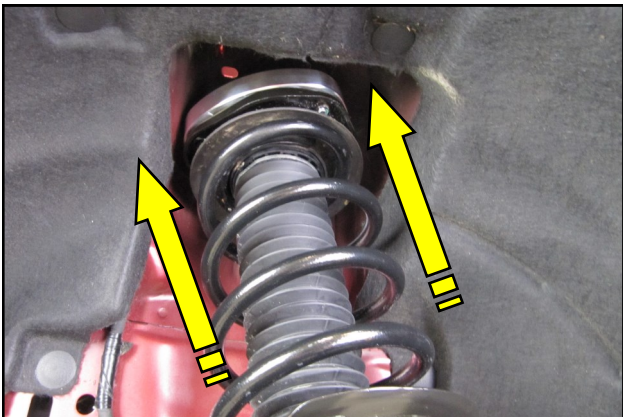
10. Remove the strut from the vehicle as shown.



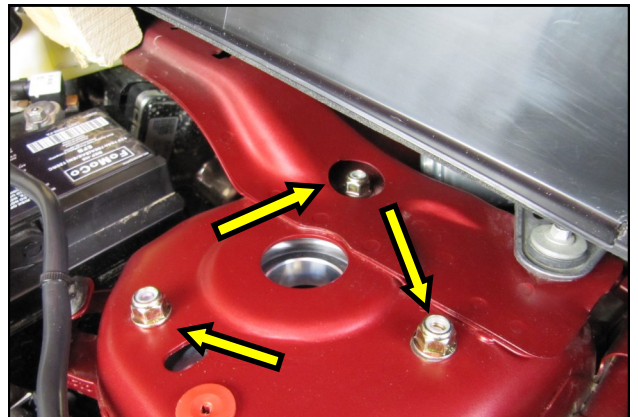
11. Apply several drops of thread locker to the female threads of the mount and the male threads of the studs. Install the Studs into the upper strut mount as shown, with the Short threaded section in the mount.



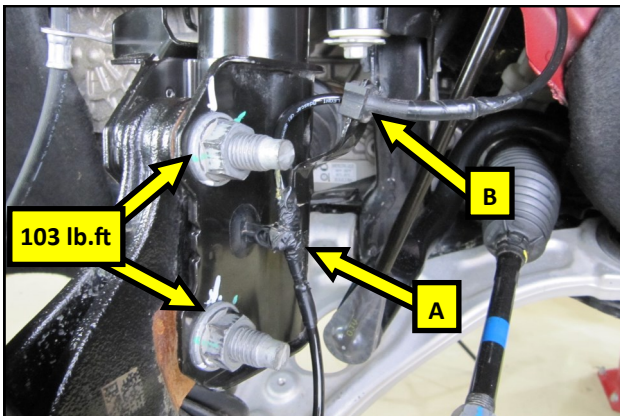
12. Set the RTR Spacer over the Studs and on top of the strut mount. **NOTE:** The hole in the RTR Spacer is to line up with the hole in the OEM Mount.



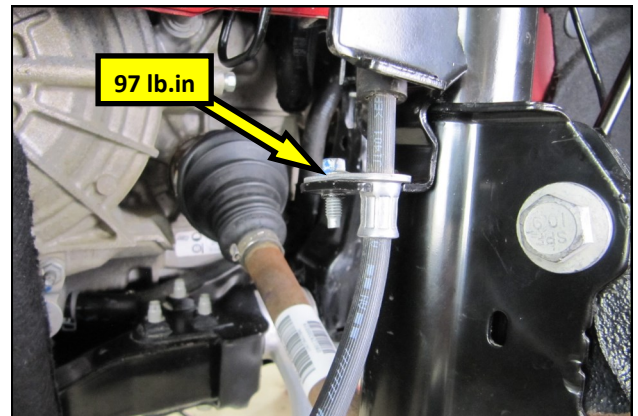
13. Carefully lift the strut and Spacer up and into the strut tower. Align the studs with the tower holes and insert the studs through the holes.



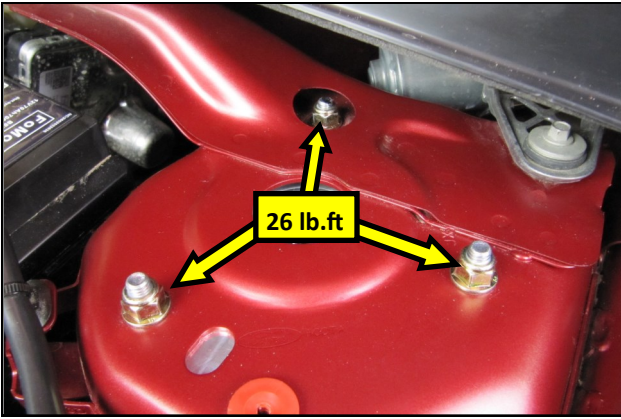
14. Loosely install, by hand, the supplied Lock Nuts onto the studs. The supplied Lock Nuts do not require liquid Threadlocker.



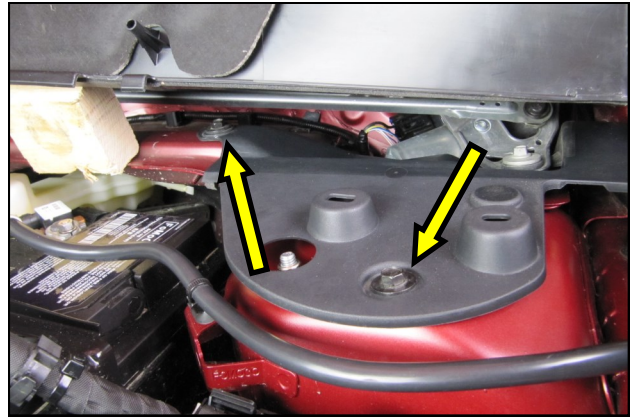
15. Slide the knuckle into the strut and reinstall the nuts and bolts removed in step 6. Reattach the wheel speed sensor wiring to the strut at locations A & B.



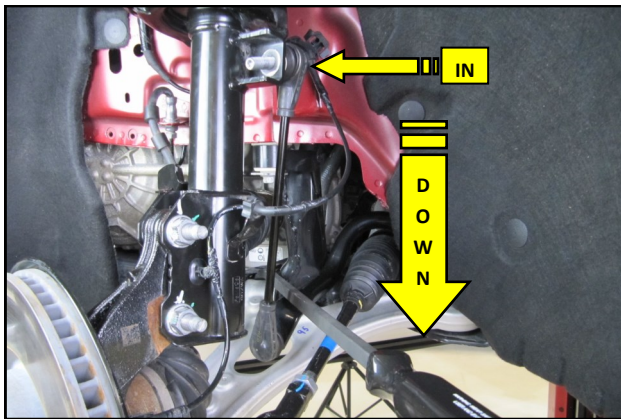
16. Secure the brake hose to the strut using the bolt removed in step 3.



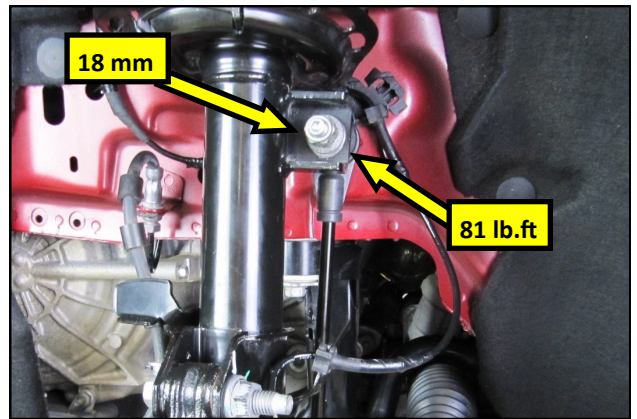
17. Torque the upper strut Nuts to 26 lb.ft.



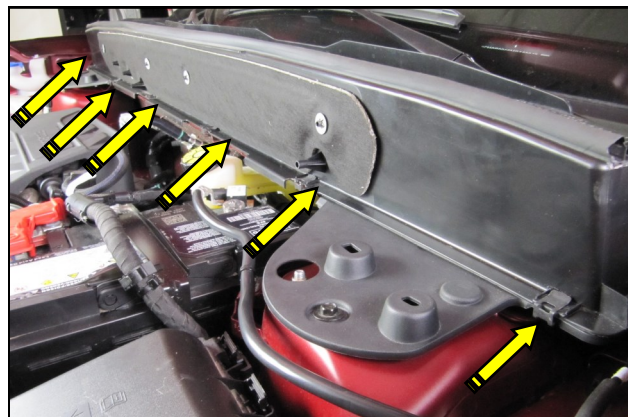
18. Reinstall the strut tower cover using the screws removed in step 8. Repeat steps 1-6 and 9-18 on the opposite side of the vehicle.



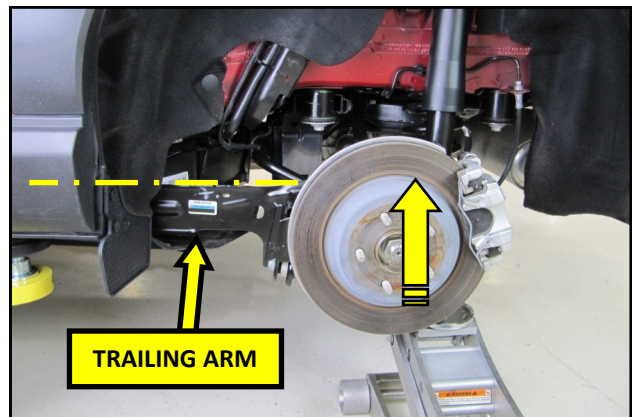
19. Using a large pry bar against the subframe, push the sway bar down until the link stud can be inserted into the strut. Repeat this step on the opposite side of the vehicle.



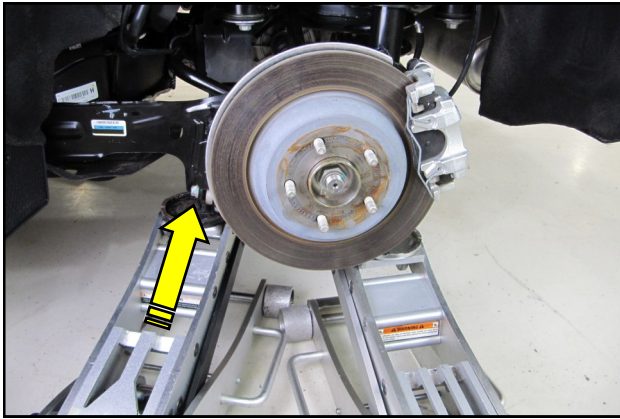
20. Secure the sway bar link to the strut using nuts removed in step 1 and torque to 81 ft.lbs.



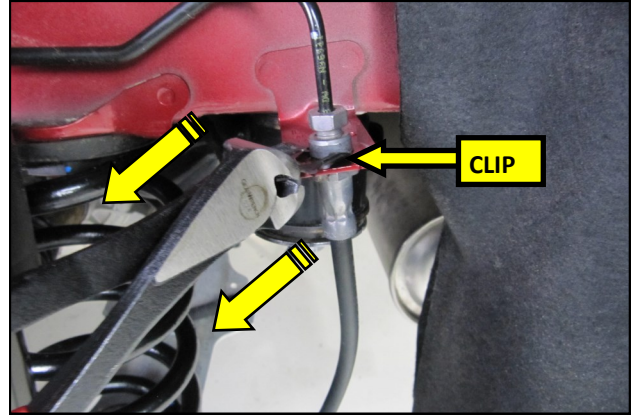
21. Remove the blocks of wood and lower the cowl cover. Reinstall the six retention clips removed in step 7.



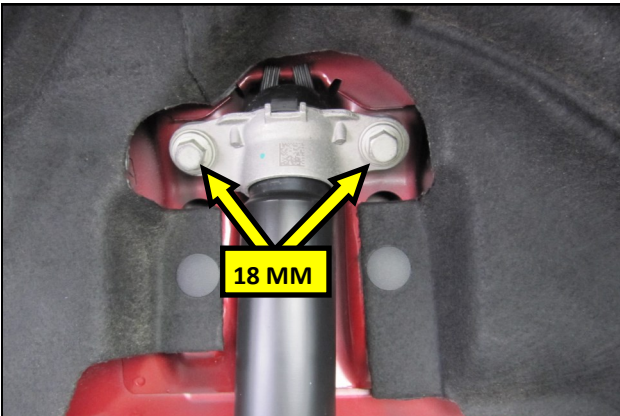
22. **REAR SUSPENSION:** With the vehicle safely suspended, remove the Rear wheels and tires. Using a floor jack, slowly lift the control arm until the trailing arm is parallel to the ground.



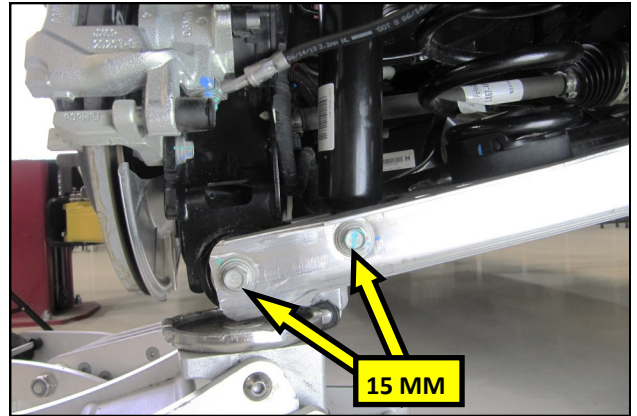
23. Using a second floor jack, support the trailing arm at the lower arm to frame link.



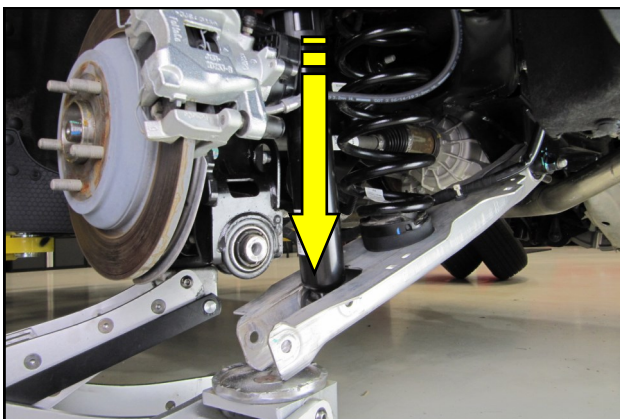
24. Remove the brake hose clip and set it aside.



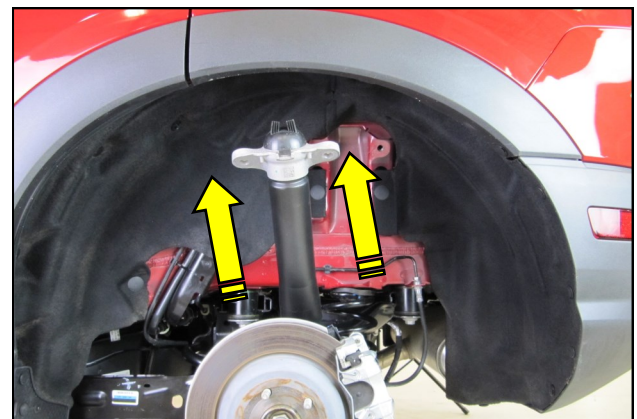
25. Remove the upper shock bolts.



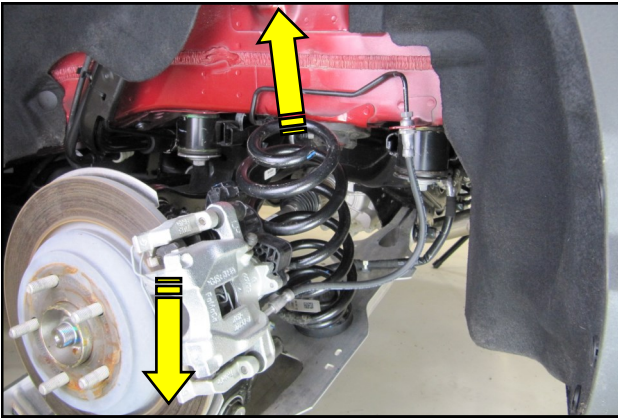
26. Remove the Lower shock bolt and the control arm bolts.



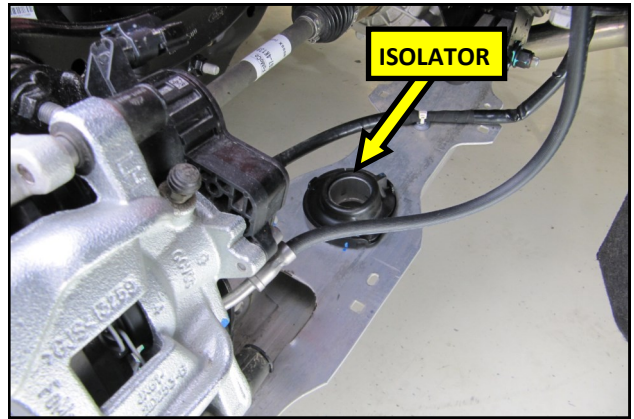
27. Slowly lower the first jack down to unload the suspension and separate the control arm from the knuckle.



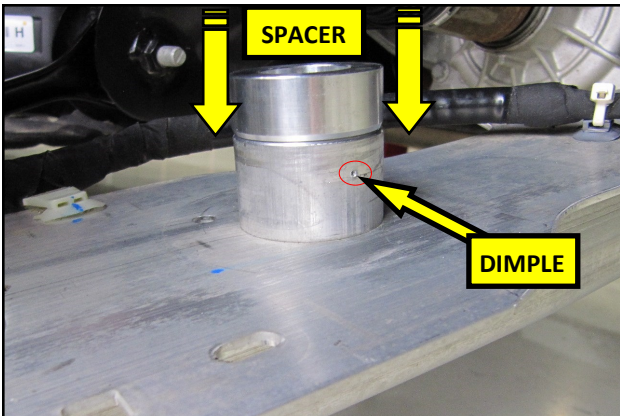
28. Remove the shock from the vehicle and set it aside.



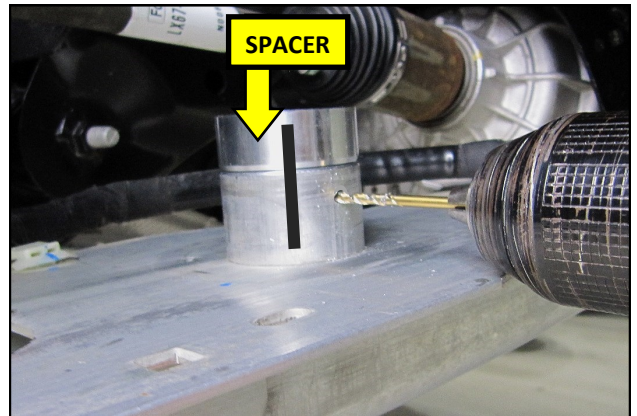
29. Remove the first floor jack, press down on the control arm and remove the coil spring.



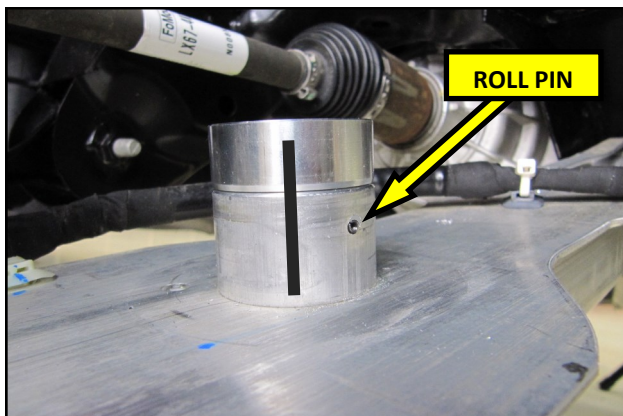
30. Remove the spring isolator from the lower control arm. In some cases, it may be necessary to pry it off.



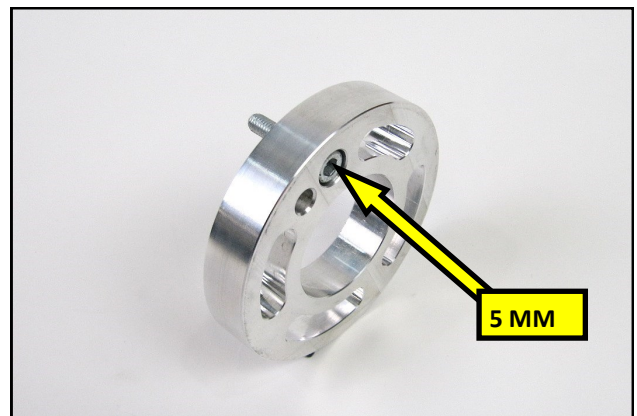
31. Insert the Spring Spacer into the control arm boss. Using a center punch and a hammer, dimple the control arm boss as shown, appx. 1/4 " below the upper edge.



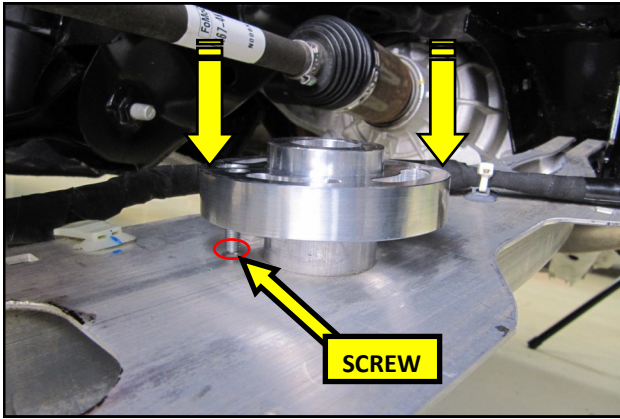
32. Using a 1/8 " drill bit, drill into the control arm boss and through the RTR Spacer. **HINT:** drawing a line on the Spacer and boss with a permanent marker will aid in maintaining proper orientation of the two parts for assembly.



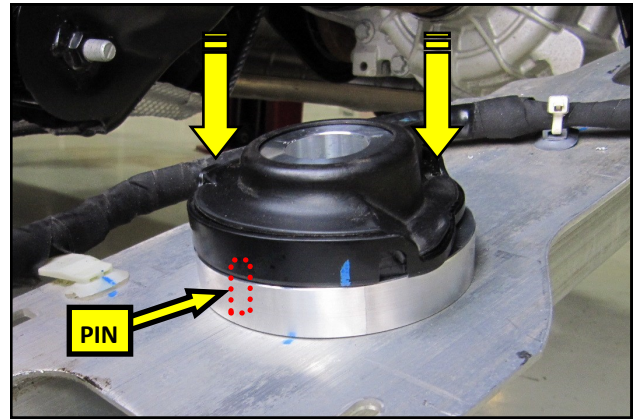
33. Using a drift punch and a hammer, drive the Roll Pin through the control arm boss and into the RTR insert. When properly installed, the Roll Pin will be flush with the control arm boss.



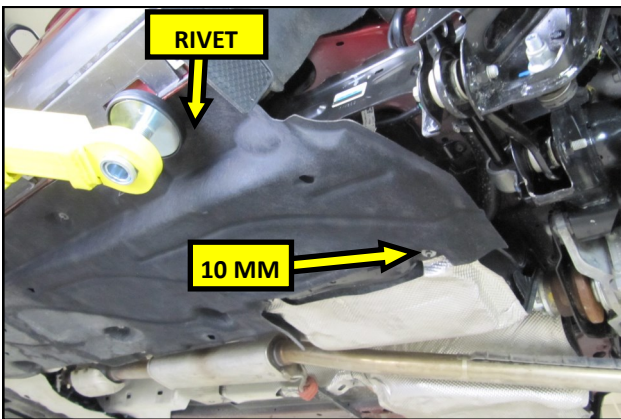
34. Install the Socket Head Cap Screw into the Rear Spring Spacer as shown.



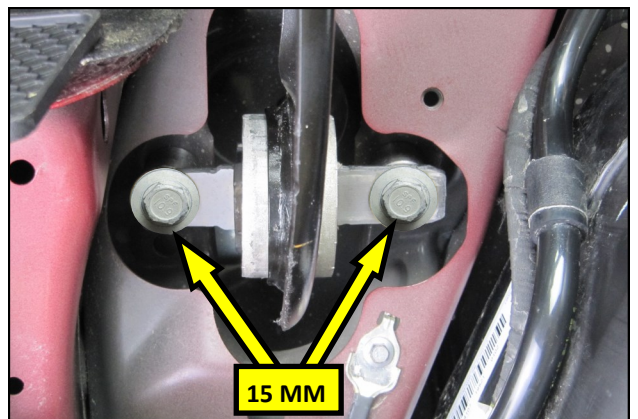
35. Slide the Rear Spring Spacer onto the control arm boss and insert the Cap Screw into the hole on the control arm.



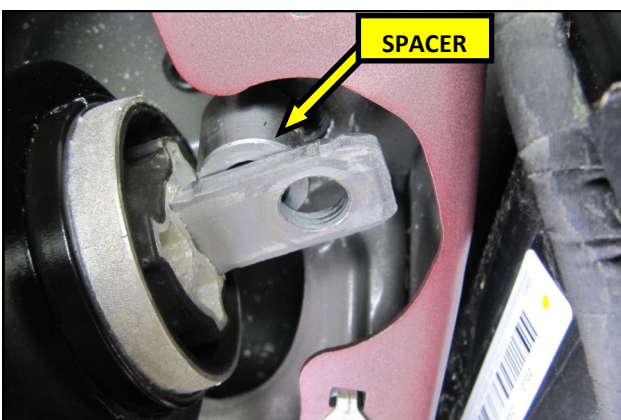
36. Align the pin on the bottom of the OEM spring isolator with the hole in the RTR Spacer and install it onto the RTR spacer.



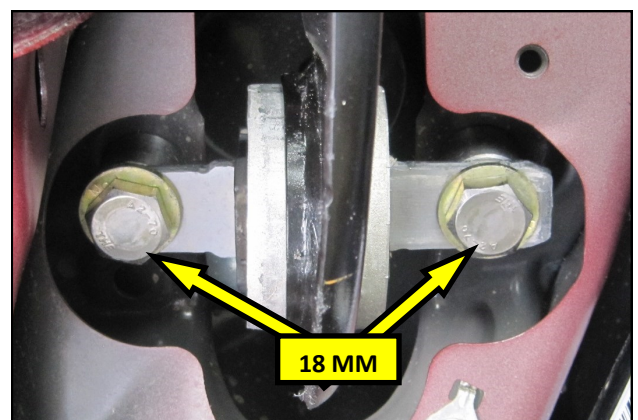
37. DRIVER SIDE. Remove the speed nut and plastic rivet in the debris shield and fold it back to gain access to the trailing arm mount.



38. Remove the two bolts in the trailing arm mount and discard them. These bolts will not be reused.



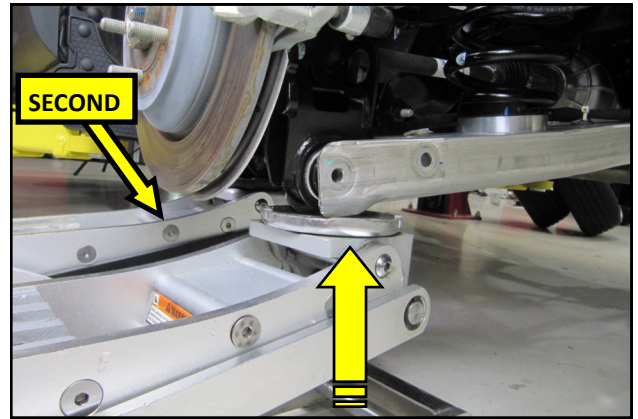
39. Pull the trailing arm down and insert the RTR Spacers between the chassis and the arm mount.



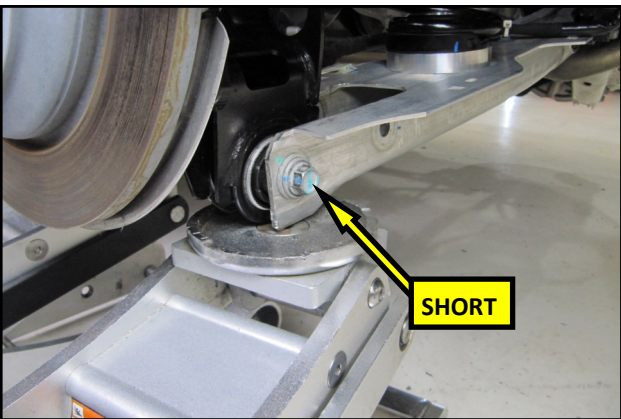
40. Align the holes in the mount, spacer, and the chassis and install the RTR supplied trailing arm bolts. Torque the bolts to 129 ft.lbs Reinstall the debris shield.



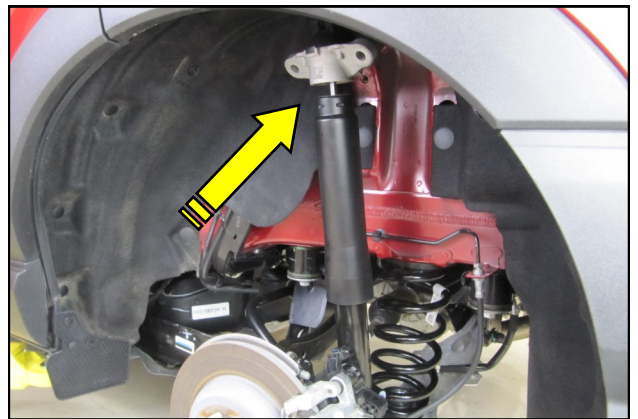
41. Push down on the control arm and reinstall the spring. Ensure that both coil ends are properly positioned on the isolators.



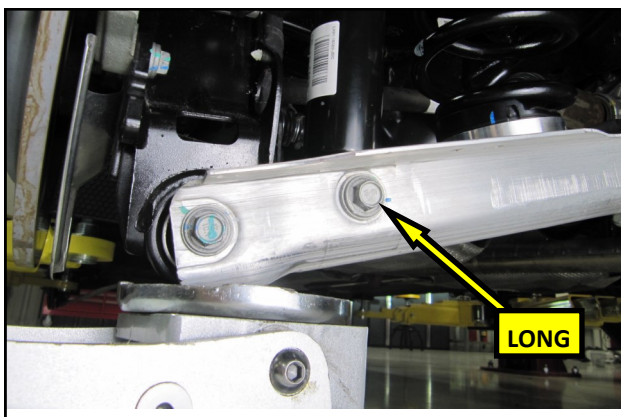
42. Slowly raise the control arm upward and onto the knuckle. Use the second jack, on the trailing arm, to aid in aligning the bolt holes.



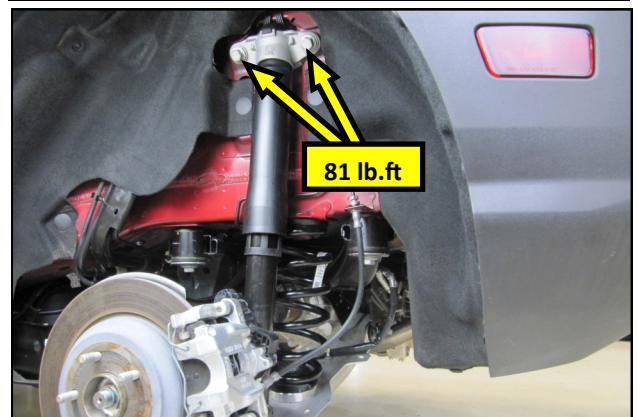
43. Install the Control arm and knuckle bolt, finger tight. **NOTE:** The outer bolt is the Short bolt and uses the tear drop shaped nut.



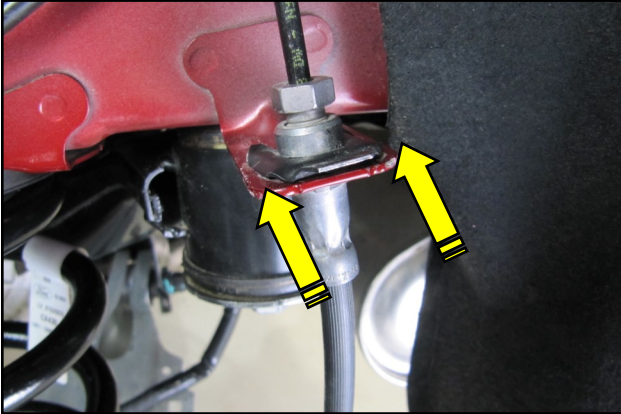
44. Lower the floor jacks. Place the shock into the control arm and push it back towards the upper mount.



45. Install the lower shock bolt, finger tight. **NOTE:** The inner bolt is the Long bolt and uses the square shaped nut.



46. Using the floor jack, raise the control arm and shock into position. Install the upper shock mount to the chassis using the bolts removed in step 25.



45. Reinstall the brake hose clip. Repeat steps **22-36** and **38-45** on the opposite side of the vehicle.



46. Install the wheels and tires onto the vehicle and torque the lug nuts to 100 lb.ft. With the vehicle on the ground, torque the inner and outer lower control arm bolts to 81 lb.ft.

POST INSTALL NOTES

- With the vehicle on level ground, drive forward and backward several times to allow the suspension to settle. Turn the wheels from lock to lock and verify there is adequate clearance between the tire, wheel, brake hose, and wheel speed sensor harness.
- Perform a comprehensive test drive and listen for any abnormal sounds. Recheck all hardware that was removed and replaced if any abnormality is detected.
- If the vehicle is equipped with active or passive safety collision monitoring and or avoidance system including, camera and radar-based systems, verify that full functionality has been retained.
- Raising the center of gravity by installing a lift kit will affect vehicle stability and control. Use caution when turning and when making steering corrections. Vehicles with larger tires and or with an aggressive tread pattern, will handle differently than stock vehicles. Take time to familiarize yourself with the handling of your vehicle. Stopping distances will be increased.
- Once satisfied with the installation, have the vehicle aligned to factory specifications.