

Bronco Sport - Flatout Suspension GR Installation:

Things you'll need:

8mm Socket
10mm Socket
13mm Socket
15mm Socket
18mm Socket
21mm Socket
T40 Torx

Pre-installation: *Due to the length of the assemblies, your front suspension is shipped without springs installed to allow the assembly to be compressed to fit in the box. Begin by removing the 19mm nut at the top of the assembly, then removing the top plate components. Place the spring on the assembly, reinstall the top plate components, then torque the 19mm assembly nut to 60ft/lbs.*

MEASURE FROM THE FLOOR TO THE CENTER OF THE ARCH FOR A BASELINE
(THIS IS VERY IMPORTANT FOR SETTING RIDE HEIGHT LATER)

Removal: (Front)

Step 1. Raise the hood and remove the clips at the leading edge of the wiper cowl.
Step 2. Lift the wiper cowl to allow access to the (2) 10mm bolts securing the strut tower covers and remove the covers.
Step 3. Raise the vehicle and remove all of the wheels.
Step 4. Remove the 15mm tie rod end nut.
Step 5. Remove the 18mm nut securing the sway bar endlink from the strut.
Step 6. Remove the ABS sensor wire by unclipping it from the strut body.
Step 7. Remove the 8mm bolt securing the brake line to the strut.
Step 8. Remove the (2) 19mm nuts at the knuckle holding the strut.
Step 9. Use a hammer to tap the bolts out of the knuckle.
Step 10. Remove the 18mm endlink nut at the sway bar.
Step 11. Remove the (3) 13mm bolts securing the strut up top and remove strut assembly.

Installation: (Front)

Step 1. Feed the top of the GR assembly through the strut tower and loosely install the (3) 13mm nuts to hold it in place.
Step 2. Use a prybar to insert the knuckle into the tabs of the GR assembly.
Step 3. Tap the (2) mounting bolts into the knuckle and install the (2) 19mm nuts.
Step 4. Install the brake line and (2) ABS lines into the corresponding brackets.
Step 5. Snug the spring perch to the bottom of the spring so the spring is firmly in place.
Step 6. Reinstall the wheel and repeat on the other side.

**You will be coming back to adjust height and install endlinks later*

Let's move onto the rear suspension...

Removal: (Rear)

1. Remove the 18mm nut securing the endlink to the lower arm.
2. Push the endlink away from the arm.
3. Remove the 15mm bolt/ nut securing the bottom of the shock.
4. Remove (2) 10mm nuts and (1) clip securing the sound deadening pad.
5. *Loosen* the 15mm bolt securing the upper control arm bolt.
6. *Loosen* the 15mm bolt securing the trailing arm to the knuckle.
7. Remove the 15mm bolt securing the control arm to the knuckle.
8. Gently pull down on the lower control arm to free the rear spring.
9. Remove the upper and lower rubber pads for the spring, discard the lower.
10. Remove the nub on the upper rubber pad (square nub)
11. Remove the trailing arm bolts from the frame and install spacers between the arm and unibody and secure them with the new bolts.
12. Install new rubber pad onto the lower arm.
13. Install spring height adjuster (blue rings should be all the way down at the bottom)
14. Reinstall the trimmed rubber pad at the top on the body.
15. Pull down on control arm and install the new spring. Up top, ensure the spring "clips" into the rubber pad up top. You will see three "fingers" inside the spring.
16. Remove the (2) 18mm bolts securing the top of the shock and remove the shock.
17. Pry off the black cap atop the shock and remove the 13mm nut securing the top mount.
18. Separate the mount and long black dustboot/ bumpstop from the mount.

Installation: (Rear)

1. Install the top mount to the GR shock using the new supplied 13mm nut.
2. Reinstall the black cap onto the mount.
3. Install the rear shock by sliding the nut on the black cap into the channel on the frame.
4. Install the (2) 18mm bolts to secure the shock.
5. Reinstall the knuckle and shock into the arm using the (2) 15mm nuts/ bolts.
6. Retighten the bolts on the arms loosened for removal.
7. Reinstall the sway bar endlink.
8. Move onto the other side and repeat the procedure.
9. Reinstall the wheels.

If you have the camber adjustable arms, you will install them now. Be sure and set the length to match the OEM arms. You can do this by spinning the end and laying the arm overtop of the other and sliding the mounting bolt through the arms. When you can pull the bolt in/out with ease, they are ready for installation. Be sure and lock the jam nut in place, and tighten the small allen bolt to lock in the adjustment. *This will be readjusted when you get your alignment.*

...Onto the set up and final procedure:

The first thing you want to do once all the wheels are on, is back up about 10-15ft while turning the wheel slightly left and right, then pull back to up to where you were. This will help your suspension settle a bit so you can measure your current ride height. You should be measuring somewhere around 31.5" in front and 33.5" in the rear. *Don't panic if you're not, this was OUR baseline measurement and you may have opted for something different than what we installed.*

To set height in the front, you need to compare your starting number with your new number. Let's say your baseline is 31.75" and you want to raise the front 2"...all you need to do is move the spring perch up 2". **Do this on both sides.** Find a reference point and start moving the perch upwards two inches until you have raised it 2" from the start point. Secure the smaller blue ring to the underside the perch using the supplied wrenches and give the wrench a tap with a hammer to securely lock the two rings together. Lower the car back down, move it back and forth and re-measure. You should be exactly 2" higher than before. If you have a Base/ Big Bend/ Outerbanks, you will want to have 33.75" as your measurement for 2" over stock ride height. Repeat this procedure until you have your desired ride height.

To set height in the rear, again, reference your baseline. If you want a 1.5" lift, you *should* already be there by adjusting nothing. Should you want to adjust the height, simply spin the blue perch upwards the same amount you want to increase. If you want another half inch, move the perch half an inch. Once height is selected, lock the smaller ring against the perch, lower the vehicle and move the car back and forth again. Re-measure and repeat the procedure if needed.

Now that this is all set, the only thing to do now is to install the new endlinks. Move the black endlink mounting bracket on the shock body so the bottom side is about 1.25" from the start of the threads near the knuckle. Position the bracket so the tab matches the orientation of the stock bracket, and then tighten the allen bolt. **Get it TIGHT.** Install the endlink, secure the nuts, and put the wheels back on.

Last but not least, on the strut tower covers, you will see two black raised circles. Using a hole saw or unibit, drill those holes open so the new top plate hardware doesn't interfere with the covers. Reinstall the covers, reinstall the cowl, reinstall the wipers and close the hood.

You're done!