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2021 Ford Bronco 4WD 2" Suspension Lift (For Models WITH Bilstein Struts) Installation Instructions

Required Tools List:

- Safety Glasses
- Metric Sockets \ Wrenches
(7mm, 8mm, 10mm, 15mm, 18mm, 19mm, 21mm, 27mm & 36mm Axle Nut Socket)
- Coil Spring Compressor
- Pliers
- Center Punch
- Floor Jack
- Torque Wrench
- Ball Peen Hammer
- Phillips Screw Driver
- Measuring Tape
- Jack Stands



Before beginning the installation, read these instructions & the enclosed driver's WARNING NOTICE thoroughly & completely. Also 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 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 product, contact 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, but 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:

- If Larger Tires (10% More Than the OEM Diameter) Are Installed, Speedometer Recalibration Will Be Necessary. Contact Your Local Ford Dealer or an Authorized Skyjacker® Dealer for Details.
- After Installation, a Qualified Alignment Facility Is Required to Align the Vehicle to the OEM Specifications.
- Does NOT Fit the Bronco Sport.
- ONLY Fits Models Equipped with Bilstein Struts.

Component Box Breakdown:

Part #: FB2120MSPB

Item #	Description	Qty
FB2120FMS-1	FRONT ALUM. SPACER, LOWER	2
FB2120FMS-2	FRONT ALUM. SPACER, UPPER	2
FB2120RMS-S	REAR STRUT SPACER	2
HB-FB2120FMS	HDWR BAG: ALUM. STRUT SPACER	1
HB-10MM/NFN	HDWR BAG: 10MM FLANGE NUTS	1
I-FB2120MSPB	INST SHEET: FB2120MSPB KITS	1

Hardware Bag Breakdown:

Part # HB-10MM/NFN

Item #	Description	Qty
10MMX1.5NFN	10MM X 1.5 N/I FLANGE NUT	6

Hardware Bag Breakdown:

Part # HB-FB2120FMS

Item #	Description	Qty
10MMX60MMB	10MM X 60MM METRIC BOLT	6
10MMX1.5NFN	10MM X 1.5 N/I FLANGE NUT	6

FRONT Installation:

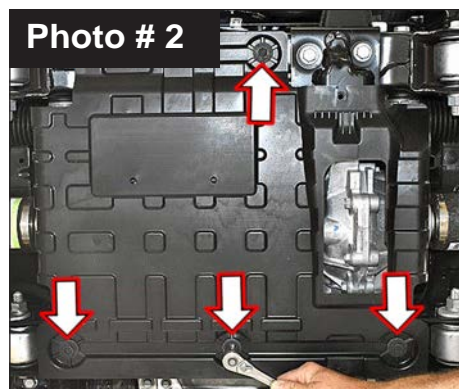
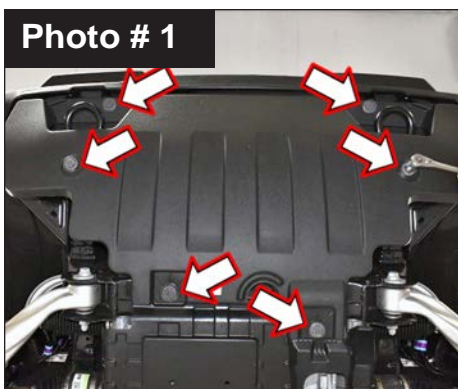
Note: Save all factory components and hardware for reuse, unless noted.

1. With the vehicle on flat level ground, set the emergency brake & block the rear tires \wheels.
2. Raise the front of the vehicle, support the frame rails & front differential using jack stands.
3. Remove the front tires \wheels using a 19mm socket.

Note: Disconnect the Electronic Power Assist Steering (EPAS) connector at the Rack and Pinion. The sudden jar of a hammer blow or impact wrench to other suspension components could cause the contacts of the EPAS internal power relay to arch or short out.

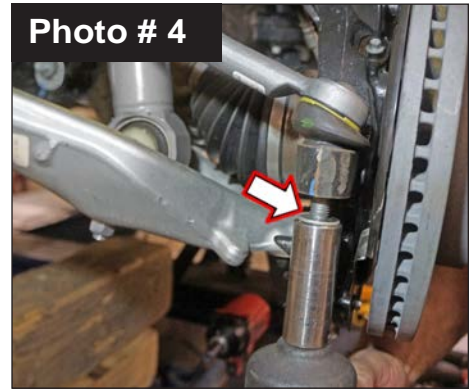
Note: The bumper-to-front skid plate vary depending on the Bronco series and \or packages (i.e. Base, Badlands, Wildtrak, Base, Mid Package, High Package, Sasquatch™ etc.). This removal is example, but it can vary.

4. Remove the OEM front skid plate by removing the six (6) bolts with a 15mm socket \wrench. (See Photo # 1)
5. Remove the OEM lower skid plate by removing the four (4) bolts with a 15mm socket \wrench. (See Photo # 2)
6. Disconnect the three (3) EPAS plugs on the steering assembly next to the front differential. (See Photo # 3)



Note: Perform Steps 7-34 on One Side At A Time. Start on One Side of the Vehicle and Complete Steps 7-34. THEN Go to the Opposite Side & Repeat Steps 7-34.

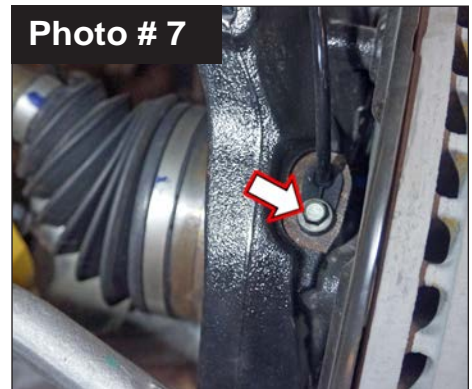
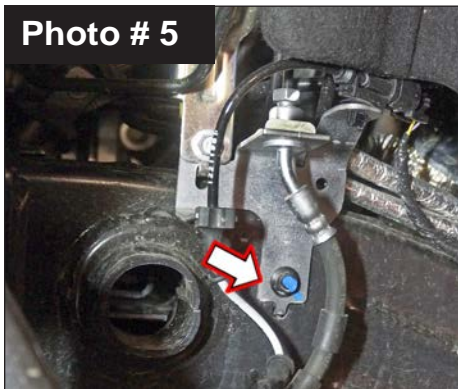
7. Loosen, but do not remove the OEM tie rod nut from the OEM knuckle using a 21mm socket \ wrench. (See Photo # 4) To unseat the tie rod taper, strike the tie rod boss of the knuckle at the tie rod end to dislodge. **Note:** ONLY strike the knuckle portion only. Remove the nut and remove the tie rod end from the knuckle.



8. Disconnect the ABS sensor \ brake line bracket from the OEM frame mount with a 10mm socket \ wrench. (See Photo # 5)

9. Disconnect the ABS sensor \ brake line bracket from the rearward side of the OEM knuckle with a 10mm socket \ wrench. (See Photo # 6)

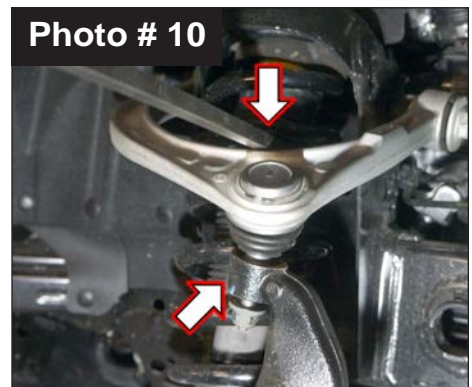
10. Disconnect the ABS sensor bracket from the outside of the OEM knuckle at the with a 8mm socket \ wrench. (See Photo # 7)



11. Disconnect the OEM sway bar end link from the OEM lower control arm by removing the nut using a 21mm socket \ wrench. (See Photo # 8)

12. Loosen, but do not remove the upper OEM ball joint nut from the OEM knuckle using an 8mm wrench and a 21mm wrench. (See Photo # 9) To unseat the upper OEM ball joint taper, strike the ball joint boss of the knuckle to dislodge. **Note:** ONLY strike the knuckle portion only.

13. Remove the upper OEM ball joint nut and remove the ball joint from the knuckle. (See Photo # 10) **Tech Note:** You may need to pry the upper control arm down to disconnect the ball joint.



14. Remove the CV axle nut using a 36mm socket \ wrench. (See Photo # 11)
15. Remove the CV axle from the knuckle. **Tech Note:** You may need a punch and hammer to dislodge the CV shaft from the hub. (See Photo # 12) **CAUTION:** Be careful not to hit or damage the CV shaft threads.
16. Ease the knuckle to rest back away from the front strut. **CAUTION:** Do not let the knuckle fall to the side abruptly. It could cause damage to the brake lines or pull the CV axle shaft out. **Note:** Do Not Overextend the CV Axle Shaft. **Tech Note:** Use a bungee or ratchet strap to secure the knuckle assembly from overextending.



17. Disconnect the three (3) OEM upper strut mounting nuts from the frame mount using a 15mm socket \ wrench. (See Photo # 13) **Note:** Do NOT remove the center strut rod nut.
18. Disconnect the two (2) OEM lower strut mounting nuts from the lower control arm mount using a 18mm socket \ wrench. (See Photo # 14)
19. Remove the OEM strut assembly. Remove the alignment roll pin from the top of the OEM strut assembly using pliers or vice grips. (See Photo # 15)



20. **Note:** For added clearance and an easier installation of the completed OEM strut and installed spacer, remove the OEM strut bar pin studs. Place the lower bar pin of the OEM strut assembly in a vise. Carefully knock out the bar pin studs with a ball peen hammer. **CAUTION:** Do not damage the studs' threads or splines. Retain studs for reassembly. (See Photo # 16)



21. **Note:** For proper reassembly realignment, mark the top hat upper strut mounting isolator, rubber isolator and coil spring at the top of the strut. Compress the coil spring on the strut assembly with a suitable coil spring compressor and remove the upper strut isolator nut using a 18mm socket \ wrench. (See Photo # 17 & # 18) Remove the compressed coil spring assembly from the strut.
22. Remove the rubber coil spring isolator from the top hat upper strut mounting isolator. (See Photo # 19)



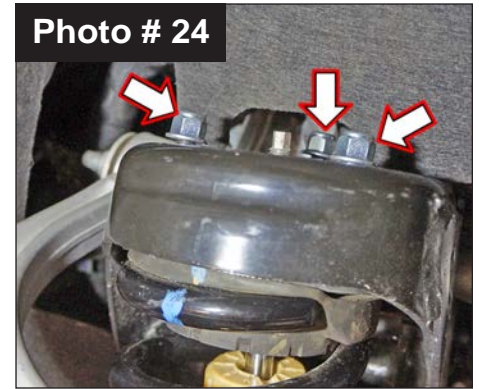
23. Place the top hat upper strut mounting isolator in a vise. Carefully knock out the three (3) pressed in studs with a ball peen hammer. (See Photo # 20)
24. Install the three (3) supplied 10mm x 60mm bolts in through the bottom of the Skyjacker #FB2120FMS-1 Aluminum spacer making sure the hex heads of the bolts recess into the head lock position. Assemble the strut assembly in this order: coil spring, rubber isolator, Skyjacker Aluminum spacer and top hat upper strut mounting isolator. **Note:** Make sure your 'marks' align on the reassembly. (See Photo # 21)
25. Compress the coil spring on the strut assembly and install the OEM top hat upper strut mounting isolator nut using a 18mm socket \ wrench. **Note:** Make sure that your 'marks' align and that the components are seated correctly into the strut assembly alignment spiral. (See Photo # 22)



26. Place the Skyjacker #FB2120FMS-2 upper Aluminum spacer on top of the Skyjacker\OEM strut assembly. (See Photo # 23)



27. Install the Skyjacker\OEM strut assembly into the upper strut mount at the frame mount using the supplied 10mm Nylon Insert Flange Nuts and a 15mm socket \wrench. (See Photo # 24)



28. Install the Skyjacker\OEM strut assembly to the lower control arm mount using the factory bar pin studs, factory nuts and a 18mm socket \wrench. (See Photo # 14) **Note:** To properly seat the stud splines into the bar pin, it may be necessary to strike the factory studs with a punch and hammer.

29. Connect the upper OEM ball joint nut to the OEM knuckle using an 8mm wrench and a 21mm wrench. (See Photo # 9) **Note:** While connecting the upper ball joint, be sure the CV shaft properly aligns into the hub.

30. Install the CV axle nut using a 36mm socket \wrench. (See Photo # 12)

31. Connect the ABS sensor bracket to the outside of the OEM knuckle at the with a 8mm socket \wrench. (See Photo # 7) **Note:** Make sure the knuckle area and the sensor are clean from any dirt and debris. Any debris on the sensor may cause the ABS system to work improperly causing dash warning lights and unruly handling.

32. Connect the ABS sensor \brake line bracket to the rearward side of the OEM knuckle with a 10mm socket \wrench. (See Photo # 6)

33. Connect the ABS sensor \brake line bracket to the OEM frame mount with a 10mm socket \wrench. (See Photo # 5)

34. Connect the OEM tie rod to the OEM knuckle using a 21mm socket \wrench. (See Photo # 4)

Note: Perform Steps 7-34 on the Opposite Side At This Time.

35. Connect the three (3) Electronic Power Assist Steering (EPAS) plugs to the steering assembly by the front differential. (See Photo # 3)

36. Connect the OEM lower skid plate with factory bolts and 15mm socket \wrench. (See Photo # 1 & # 2)

37. Install the front tires \wheels using a 19mm socket. Lower the vehicle to the ground.

38. Connect the OEM sway bar end link to the OEM knuckle using a 18mm socket \wrench. (See Photo # 8)

REAR Installation:

Note: Save all factory components and hardware for reuse, unless noted.

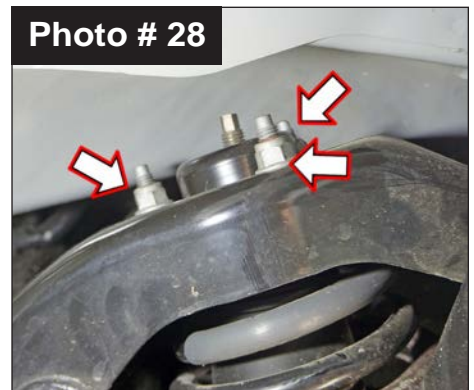
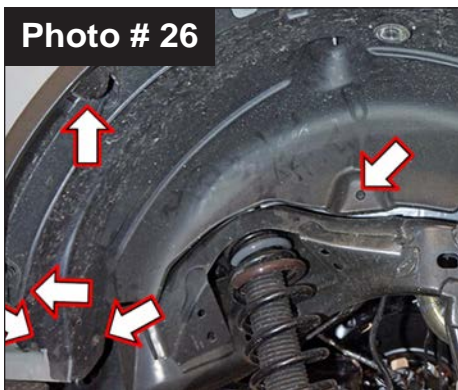
1. Raise the rear of the vehicle, support the frame rails using jack stands.
2. Remove the rear tires\wheels using a 19mm socket.
3. Support the rear axle with a hydraulic jack. Allow ample room to lower the rear axle.

Note: Perform Steps 4-10 on One Side At A Time.

4. Disconnect the OEM lower strut mounting bolt & nut using a 27mm|1-1/16" socket\wrench. (See Photo # 25)

Note: To make it easier to access the OEM upper strut mount, you can remove or disconnect the factory inner fender. Loosen as few or as many of the screws and screw push clips you desire with a Phillips screw driver and 7mm socket\wrench.

5. Disconnect OEM inner fender screws and screw push clips to access to the OEM upper strut mount. (See Photo # 26 & # 27)
6. Disconnect the three (3) OEM upper strut mounting nuts from the frame mount using a 15mm socket\wrench. (See Photo # 28) **Note:** Do NOT remove the center strut rod nut.



7. Install the Skyjacker strut spacer to the top of the OEM strut assembly using the factory hardware and a 15mm socket\wrench. (See Photo # 29) **Tech Note:** Start each of the three (3) nuts before you begin the final tightening sequence.

8. Install the Skyjacker\OEM strut assembly to the upper strut mount at the frame mount using the supplied 10mm Nylon Insert Flange Nuts and a 15mm socket\wrench. (See Photo # 30)



9. Install the Skyjacker\OEM strut assembly to the lower OEM mount using the factory bolt and nut using a 27mm|1-1/16" socket\wrench. (See Photo # 25) (See Photo # 25)
10. Install the removed factory screws and screw push clips back into the OEM inner fender.

Note: Perform Steps 4-10 on the Opposite Side At This Time.

11. Install the rear tires\wheels using a 19mm socket. Lower the vehicle to the ground.

Final Notes:

- After the installation is complete, double check that all nuts & bolts are tight. Refer to the following chart for the proper torque specifications. (**Note:** 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 align the vehicle to the OEM specifications.
- After the first 100 miles, check all hardware for the proper torque & periodically thereafter.

TORQUE SPECIFICATIONS					
<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.