

# aFe CONTROL 1.25" Front Lift Kit

2021-2024 Ford Bronco 2/4-Door

\*Excludes Raptor and Wildtrak HOSS 3.0 Models

1. Raise the vehicle with a 2-post lift or floor jack. If using a floor jack, place jack stands in the factory designated jack points. Be sure to place wheel chocks on the rear tires.
2. Using a 21mm socket, remove the front wheels and tires by removing the lug nuts.
3. Remove the upper nut on the sway bar end link where it connects to the sway bar using a 21mm socket and 6mm allen wrench. Repeat this step on both sides and disconnect the sway bar. Save the nuts for reinstallation later.
4. Start with one side of the vehicle, before repeating Steps 5-21 for the other side.
5. Disconnect the brake line bracket on the steering knuckle with a 10mm socket.
6. Remove all but one nut from the top of the coilover frame mount. (Leave one nut loose but attached to hold up coilover assembly). **CAUTION:** Do not remove the center nut from the shock shaft!
7. Loosen upper control arm ball joint nut from steering knuckle using an 18mm socket. An 8mm socket may be required to hold the ball joint stud from spinning. **DO NOT FULLY REMOVE NUT**
8. Now use a ball joint separator tool or hammer to remove ball joint stud from the steering knuckle. Leave the nut installed for now.
9. Remove the outer tie rod end nut where it mounts to the steering knuckle using a 21mm socket.
10. Now use a ball joint separator tool or hammer to remove the tie rod stud from knuckle. Do not hit directly on threads.
11. Fully remove tie rod end from knuckle and swing it aside.
12. Remove the lower coilover bar pin nuts where it connects to control arm using an 18mm socket.
13. Use a jack to support the lower control arm.
14. Fully Remove upper control arm ball joint nut and remove the ball joint from knuckle completely.  
**NOTE:** Use a ratchet strap to hold the knuckle from swinging out. This will prevent the CV joint from slipping off of the half shaft
15. Remove the jack from the lower control arm and remove the last nut from upper coilover to frame mount.
16. Push down on the lower control arm until the upper coilover mount is free from the frame.  
**NOTE:** You may need to loosen lower control arm chassis bolts/nuts to allow for more flexibility. If required, mark them beforehand to retain your factory alignment. (21 mm and 24mm)  
**NOTE:** If more wiggle room is needed, you can fully remove the lower control arm rear bolt. Then you can remove the lower control arm from the chassis mounts to help remove the lower bar pin studs.
17. Pull out the coilover bar pin studs from lower control arm and fully remove coilover assembly from vehicle.
18. With the coilover removed from the vehicle, press out the lower bar pin studs using your preferred method. (We used a large 1" socket in a vice). Once the studs are removed, discard them as they will not be used.
19. Install the aFe Control top spacer on top of the coilover, orienting it so the alignment pin fits in its corresponding hole.
20. Now reinstall the coilover into the truck, aligning the three top studs into the upper frame mount. Install the appropriate nyloc nuts on top with washers. Look at the below picture to see what a properly threaded nyloc nut looks like with the right thread pitch chosen. Top of the stud should be flush with the nylon. (White Nyloc nut is M8-1.25, purple Nyloc M8-1.5).
21. Now install the aFe control lower spacer between the control arm and the coilover bar pin with the loop facing towards the wheel and tire. Use the included 14mm bolts, nuts, and washers to fasten the lower shock to the control arm, with the head of the bolt on the bottom of the control arm. (You will need to use a pry tool on one side of the bar pin while installing the bolt on the other side).
22. Repeat Steps 5-21 for the other side of the vehicle.
23. Using a 21mm socket, reinstall the sway bar end links on both sides of the vehicle.
24. Using a 10mm reinstall the brake line brackets to the steering knuckles.
25. Using a 21mm socket, reinstall the wheels and tires with the lug nuts.
26. Lower the vehicle on the ground, and torque all fasteners to the factory specifications.

**Your installation is now complete!** Take your vehicle to get professionally aligned, and retighten all bolts after 100 miles of driving.

## Contents:

- (2) aFe CONTROL Billet Top Mount Spacers
- (2) aFe CONTROL Billet Bar Pin Spacers
- (6) M8 x 1.25 Nyloc Nuts (White lock ring)
- (6) M8 x 1.50 Nyloc Nuts (Purple lock ring)
- (6) M8 Flat Washers
- (4) M14 x 80mm Bolts
- (8) M14 Flat Washers

## Required Tools

- |                 |                        |
|-----------------|------------------------|
| - Socket wrench | - Ball joint separator |
| - Wheel chocks  | - Floor jack           |
| - 21mm socket   | - Jack stands          |
| - 18mm socket   | - 24mm wrench          |
| - 10mm socket   | - 14mm wrench          |



Step 19



Step 20



Step 21