



00-05 Ford Excursion 5" Suspension Kit

Thank you for choosing Rough Country for your suspension needs.

Rough Country recommends a certified technician install this system. In addition to these instructions, professional knowledge of disassemble/reassembly procedures as well as post installation checks must be known. Attempts to install this system without this knowledge and expertise may jeopardize the integrity and/or operating safety of the vehicle.

Please read all the instructions before beginning the installation. Check the kit hardware against the parts list. Be sure you have all the needed parts and understand where they go. Also please review the tools needed list and make sure you have needed tools.

PRODUCT USE INFORMATION

As a general rule, the taller a vehicle is the easier it will roll. We strongly recommend, because of rollover possibility, that the vehicle be equipped with a functional roll-bar and cage system. Seat belts and shoulder harnesses should be worn at all times. Avoid situations where a side rollover may occur.

Braking performance and capabilities are decreased when significantly larger/heavier tires and wheels are used. Take this into consideration while driving. Also, speedometer recalibration is necessary when larger tires are installed.

Do not add, alter, or fabricate any factory or after-market parts which increase vehicle height over the intended height of the Rough Country product purchased. Mixing component brands, lifts, and/or combining body lift with suspension lifts voids all warranties. Rough Country makes no claims regarding lifting devices and excludes any and all implied claims. We will not be responsible for any product that is altered.

This 5" suspension system was developed for 35"x12.50x17" tire on an after market wheel with 4.5" of back spacing. If using any other combination of tire/wheel, please check tire / wheel fitment.

NOTICE TO DEALER AND VEHICLE OWNER

Any vehicle equipped with any Rough country product must have the "Warning to Driver" decal installed on the sun visor or dash. The decal is to act as a constant reminder for whoever is operating the vehicle of its unique handling characteristics. **INSTALLING DEALER**—It is your responsibility to install the warning decal and to forward these installation instructions on too the vehicle owner for review and to be kept in the vehicle for its service life.

KIT CONTENTS

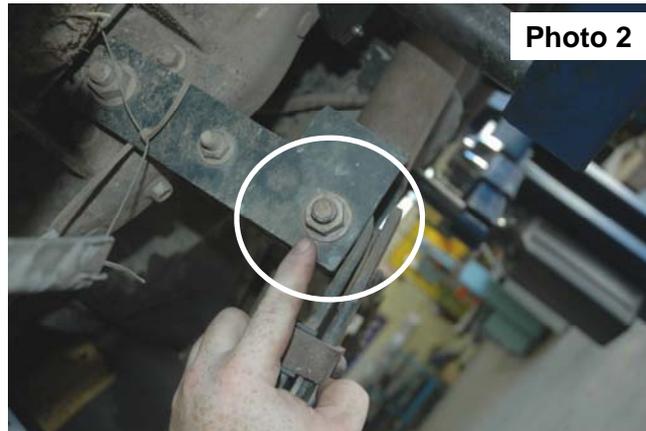
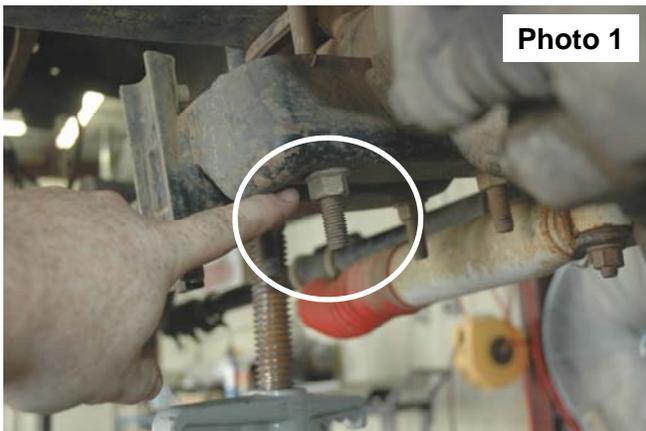
2-Fr Leaf Springs (8057)
 7582 Box Kit:
 1-Track Rod
 2-Sway Bar Drop Brackets
 1481:
 Pitman Arm
 Rear Blocks
 4-Rr U-bolts
 4-Fr U-bolts
 1481Box2:
 2-Fr Hydro Shock
 2-Rr Hydro Shock

TOOLS NEEDED:

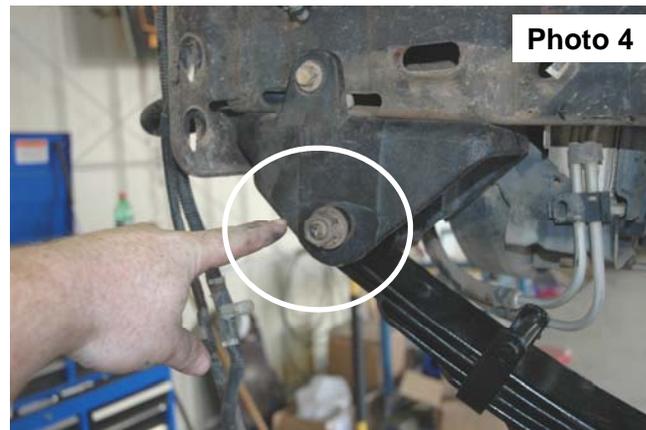
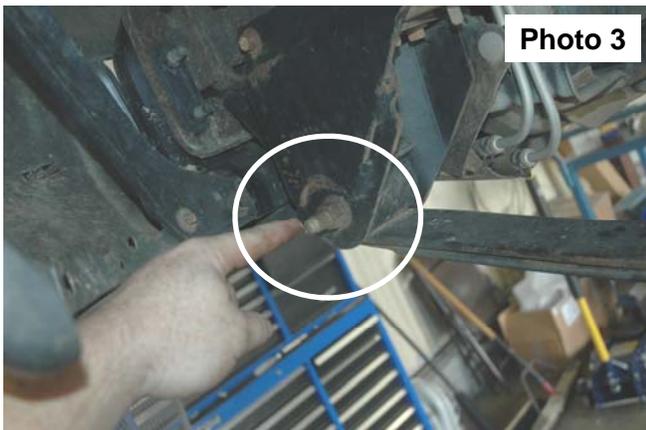
13mm Socket	22mm Socket
13mm Wrench	24mm Socket
15mm Socket	30mm Socket
15mm Wrench	32mm Wrench
16mm Wrench	34mm Socket
18mm Wrench	4 Ton Floor Jack
18mm Socket	2 Jack Stands
19mm Wrench	
19mm Socket	
21mm Wrench	
7/8 Deep Well Socket	

FRONT INSTALLATION INSTRUCTIONS

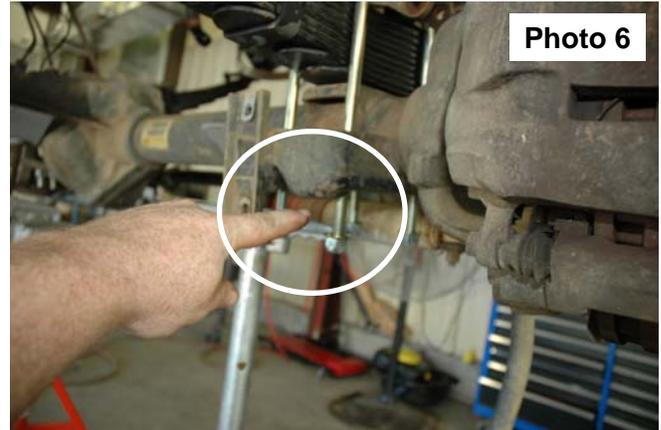
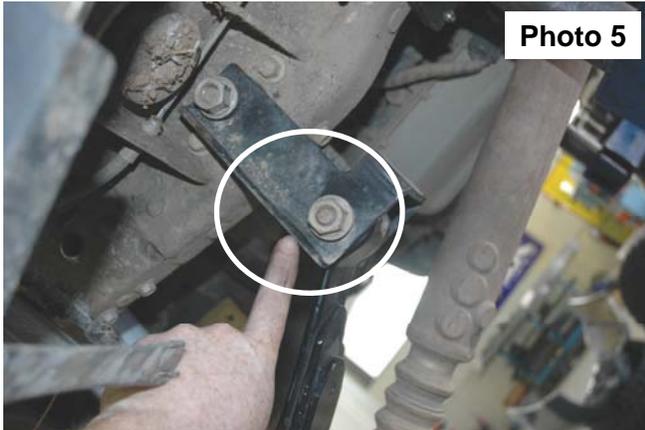
1. The tools needed , and parts for this installation are on the front cover. Make sure you have all of the proper tools and an understanding of these directions before you proceed.
2. Place the truck on a clean level surface and set the parking brake. Chock the rear wheels and using a floor jack raise the front of the truck and support the frame rails with approved jack stands. **NEVER WORK UNDER AN UNSUPPORTED VEHICLE**, Using a 7/8 deep well socket remove the front wheels.
3. Using a 18mm and 13mm socket, remove the front bumper. Using a clip tool or a large flat head screwdriver, disconnect the rubber valance panel from underneath the front bumper. Disconnect the block heater plug from the bumper. (if equipped).
4. Using a 21mm socket, remove front crash bar. (if equipped).
5. Using a 30mm socket, unbolt the track rod from the frame mount and let the bar hang. Using a 15mm wrench, unbolt the track rod bracket from the frame
6. Using a 18mm socket and 15mm wrench, remove the sway bar links from the sway bar, and the frame mounts on the frame rail.
7. Using a 18mm socket and wrench, remove the factory shock absorbers.
8. Leaf spring removal is done one side at a time starting with the drivers side. Position the floor jack under the driver side knuckle. Slightly load the jack so that it supports, not raises the axle. Make sure the frame rails are still secure on the frame stands.
9. Using a 22mm socket, remove the leaf spring u-bolts that secure the spring to the axle. Now remove the spring plate/ shock plate and the bottom u-bolt cradle. **See PHOTO 1**
10. Using a 21mm and a 24mm wrench, remove the spring shackle bolt and swing the shackle back away from the spring. **See PHOTO 2**



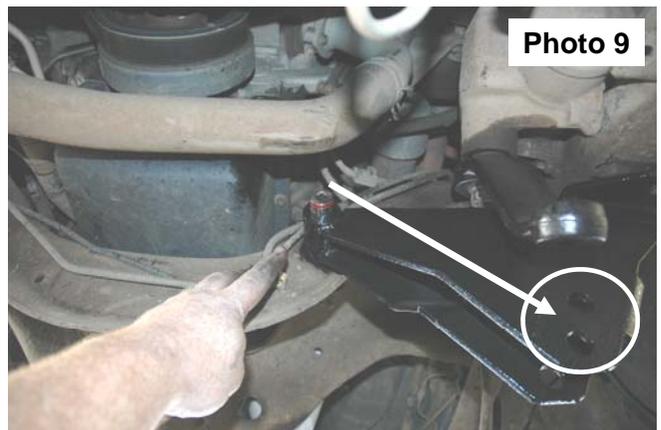
11. Using a 15mm socket remove the front spring hanger to allow the spring bolt to come out.
12. Using a 24mm socket and wrench, unbolt the spring's front eye from the hanger, then lower the jack enough to allow the spring to be removed. **See PHOTO 3.**
13. Install the new springs, with the double wrap end towards the front of the truck. Insert the spring from the front of the vehicle and position the front spring eye in the spring hanger and install the factory bolt from the inside facing outward. Install the factory nut, do not tighten at this time. Using a 15mm socket re-install the spring hanger. **See PHOTO 4.**



14. Position the rear of the spring in the spring shackle and install the factory nut from the inside, facing outward. Install the factory nut, but do not tighten at this time. The spring eyebolts will be tightened later when the weight of the vehicle is on the springs. **See PHOTO 5.**
15. Position the u-bolt plate and bottom u-bolt cradle and install the supplied u-bolts. Snug up u-bolts, but do not tighten. **See PHOTO 6.**



16. Repeat steps on passengers side of vehicle.
17. Using a 22mm socket tighten u-bolts to 99 ft/lb.
18. Using a 15mm socket remove the factory track bar, retain hardware for re-use. Install the new track bar bracket # 94002001 in the original track bar bracket location, using a 15mm socket. Reuse the factory fasteners. Torque to factory specs. Attach the upper end of the track bar to the bracket using the supplied 5/8" x3 1/2" bolt and nyloc nut. The track bar sleeve clearance is tight for this bolt and it might require some light taps with a hammer to seat fully, use caution not to damage the bolt threads. The bolt should be installed from the front to rear and hand tighten only. It will be fully tightened in a later step.
19. Using a 15mm socket, install the new track bar bracket # 94002008 in the original track bar bracket location. Reuse the factory fasteners. Torque to factory specs. **See PHOTO 7,8, and 9.**



19. Using a 32mm socket, attach the upper end of the track bar to the new bracket in the upper hole for the 4" lift, lower mounting hole for the 6" lift—see PHOTO 9. Using the factory hardware. Insert the bolt from the front to the rear and hand tighten only, it will be tightened in a later step.

20. Using a 18mm socket and wrench, install the shock absorbers in the factory location, part # 650328 hydraulic/ 650380 gas charged shock using hardware included in kit. Tighten the upper shock nut and lower bolt to 75 ft/lbs.
21. Remove the factory anti-sway bar frame brackets (where the upper end of the sway bar link attaches to the frame). Save all the hardware for reuse. **See PHOTO 10.**
24. Using a 13mm wrench, remove the factory anti-sway bar frame brackets (where the upper end of the sway bar link attaches to the frame). Save all the hardware for reuse. **See PHOTO 11.**



Photo 10



Photo 11

25. Attach the new anti-sway bar drop brackets to the frame in the same location as the original brackets using the supplied 1/2" x 1 1/2" bolts, washers / nuts and tighten using a 18mm socket / wrench. **See Photo 12.**
26. Using a 18mm socket, and 15mm wrench, attach the upper ends of the factory anti sway bar links to the new brackets using the supplied 12mm x70mm bolt and 12 mm stover nut. Tighten to 37 ft/lbs. **See PHOTO 13.**



Photo 12

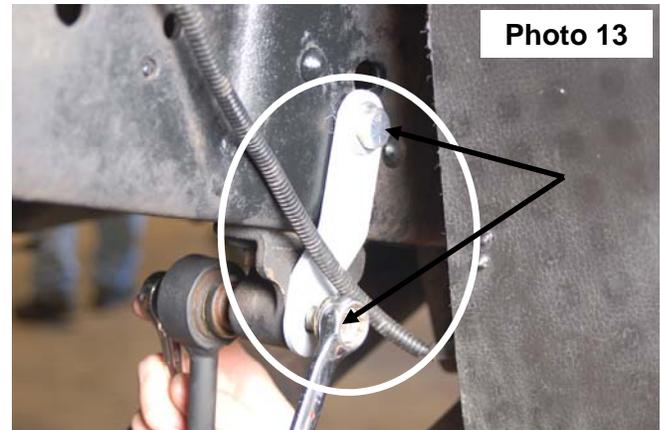


Photo 13

27. Remove the cotter pin and nut using a 21mm wrench, from the drag link end where it attaches to the pitman arm. Dislodge link with a tie rod end puller, or a pickle fork. **See PHOTO 14.** Note: replace the link if any stud looseness is detected, or if you can twist the studs in its socket with your fingers. Using a 34mm socket, remove the nut from the steering sector and remove the pitman arm with a puller tool. Inspect the splines on the shaft for excessive wear, repair if needed.
28. Install new arm, lock washer, and nut. Using a 34mm socket, torque to 200 ft/lbs. **See PHOTO 15.**



Photo 14



Photo 15

29. Attach the drag link stud to the pitman arm. Torque nut to factory specs, and install cotter pin. Check for adequate linkage clearances while turning steering wheel full lock in both positions.
30. Install front tires and tighten lug nuts to factory specs, using a 7/8 deep well socket.
31. Install the front bumper assembly using stock hardware. Plug in the block heater plug. (If applicable).
32. Raise the vehicle and remove the jack stands. Lower the vehicle to the ground so the suspension is supporting the full weight of the vehicle. Torque the following: axle to spring u-bolts to 99ft/lbs. Front leaf springs rear shackle eye to 185 ft/lbs. Front leaf spring front eye to 259 ft/lbs, 5/8" track bar eye bolt upper end to 112 ft/lbs, or factory track bar eye bolt upper end to 129 ft/lbs.

REAR INSTALLATION

1. Chock front wheels and jack up the rear of the vehicle. Secure with jack stands on the frame rail.
2. Place a floor jack under the rear differential on the rear axle. Using a 18mm socket and wrench, remove the stock shock absorbers as shown in **Photo 1**. Retain the stock hardware for reuse.
3. Remove the e-brake cable mount from the upper spring plate using a 10mm wrench. **See Photo 2**. Retain the stock hardware.
4. Using a 24mm socket, remove the stock u-bolts as shown in **Photo 3**. Using the floor jack, lower the axle assembly to allow for lifted block installation.



Photo 1



Photo 2



Photo 3

5. Discard the factory block, if so equipped and install the Rough Country block in between the leaf spring and axle with the short end of the block to the front of the truck. **See Photo 4**.
6. Jack up the axle and align the pins in the blocks and axle seat. Secure with new u-bolts and torque evenly to 85 ft/lbs. **See Photo 5**.



Photo 4



Photo 5

7. Locate shock part number 658049 Hydro Shock / 658048-Nitro shock and assemble poly bushings and sleeve in shock.
8. Using a 18mm socket and wrench on the bottom and 10mm socket on the upper, install using factory hardware on upper and lower shock mount.
9. Install the tires and wheels.
10. Reinstall the e-brake cable mount to the spring plate with the stock hardware using a 10mm wrench. **See Photo 6.**
11. Jack up the rear of the vehicle and remove the jack stands. Lower the vehicle to the floor.

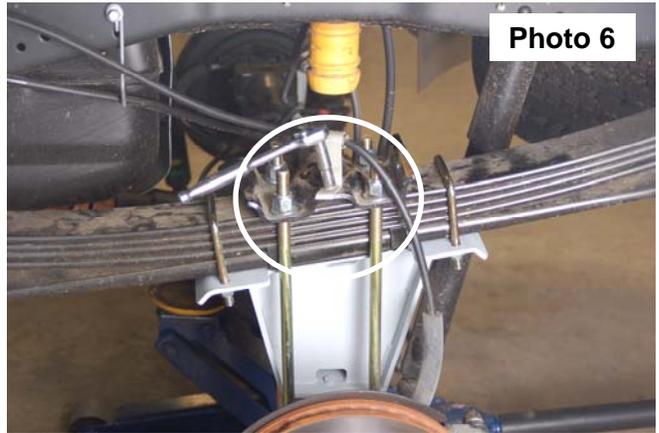


Photo 6

POST INSTALLTION INSTRUCTIONS

1. Perform steering sweep. The distance between the tire sidewall and the brake hose must be checked closely. Cycle the steering from full turn to full turn to check for clearance. Failure to perform inspections may result in component failure.
2. Have a qualified alignment center realign front end to factory specs.
3. Install Warning to Driver decal on sun visor.
4. Re-torque all nuts, bolts, and especially u-bolts after the first 100 miles, again after another 100 miles and then check periodically thereafter.
5. All components must be retightened after 500 miles, and every three thousand miles after installation
6. Adjust headlights to proper settings.

KIT CONTENT

FR LEAF SPRINGS



PITMAN ARM



SWAY BAR BRKTS



TRACK BAR BRACKET



REAR BLOCKS AND U-BOLTS