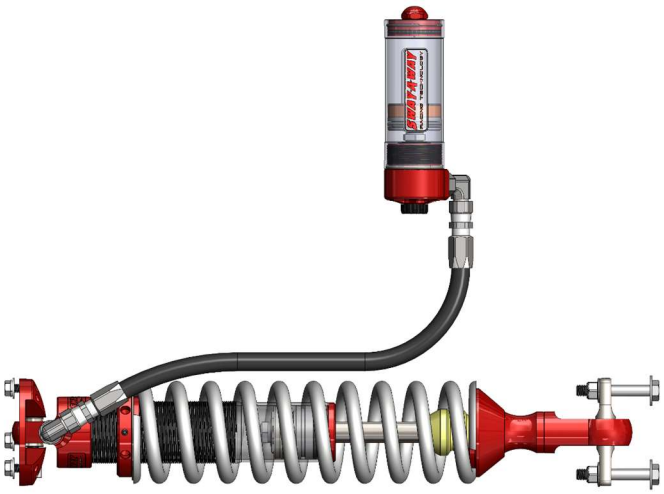
Sway-A-Way 2.5 Front Coilover Kit
Installation Instructions
For 6th Gen Ford Bronco

Product Number: 301-5600-17-CA
Installation Time: 3-4 HRS.

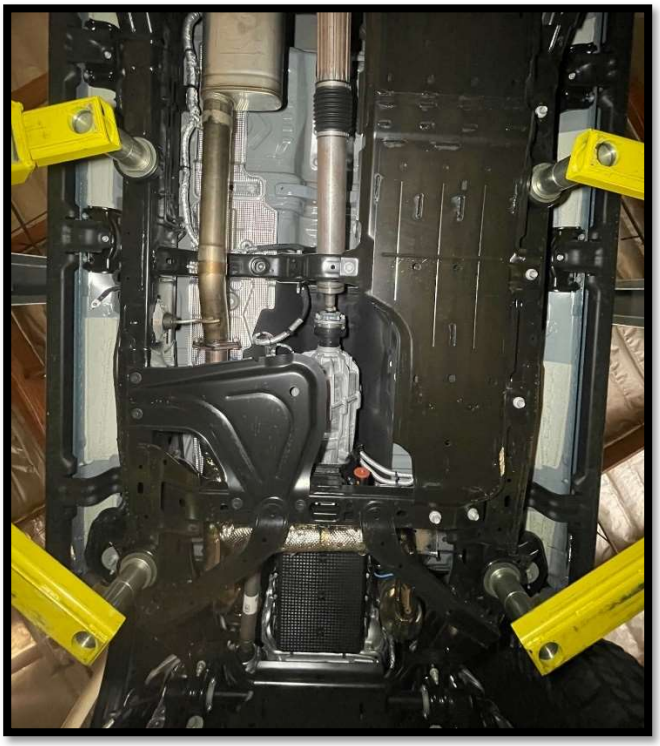


Part Number	Description	Qty.
56000-1522L-CA	Shock, 2.5" Coilover RR-CA, 21+ Bronco Front Left	1
56000-1522R-CA	Shock, 2.5" Coilover RR-CA, 21+ Bronco Front Right	1
50003-203	Spanner Wrench	1
81575-L	Reservoir Bracket, 21+ Ford Bronco Front Left	1
81575-R	Reservoir Bracket, 21+ Ford Bronco Front Right	1
00P-0C1789-A	Bolt, Hex M12-1.75x100mm, CL 10.9 Zinc	4
00P-0C1788-A	Nut, Flange Lock M12-1.75, Zinc	4
81833	Washer, 1-1/4"Od X1/2"Id X.064	4
56200-008	Hose Clamp, #40, 2" - 3", SS	4

Recommended Tools:
Sockets: 9/16", 8mm, 10mm, 15mm, 18mm, 19mm, 21mm
Wrenches: 8mm, 18mm, 19mm, 21mm, 24mm
Allen Wrench: 6mm

Preferable Equipment:
- 2-Post Lift
- Screw Jack
- Impact Wrench
- Breaker Bar
- Pry-bar/Cheater Bar
- Ball Joint Separator

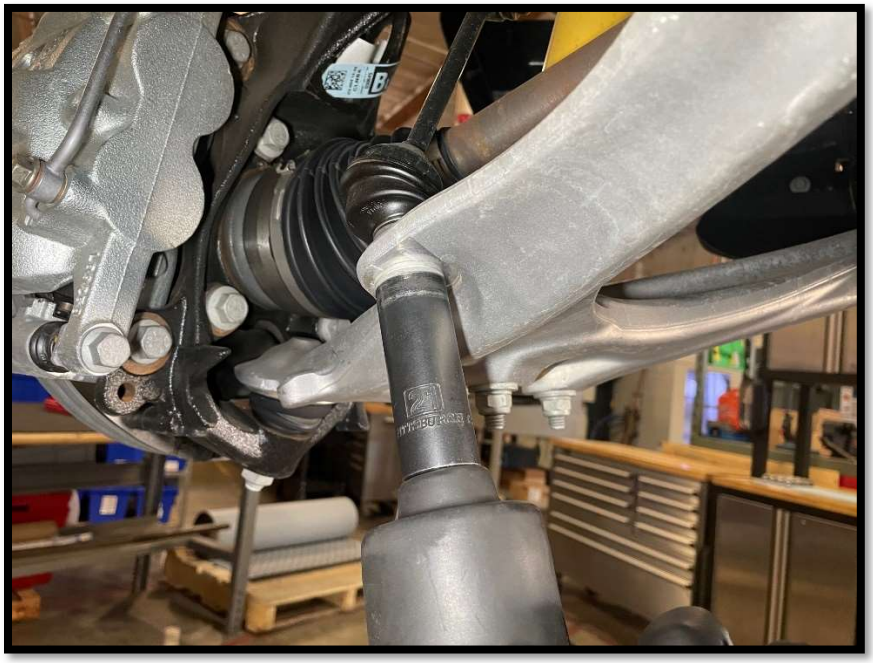
1. Raise the vehicle with a 2-post lift (preferable), or floor jack. If using a floor jack, place jack stands in the factory designated jack points.



2. Using a **19mm** socket, undo the lug nuts and remove the wheels.

3. Using a **6mm** Allen wrench and **21mm** wrench, remove the upper sway bar link nuts.

4. Using a **21mm** socket, remove the lower sway bar link nuts, and remove the sway bar links completely.

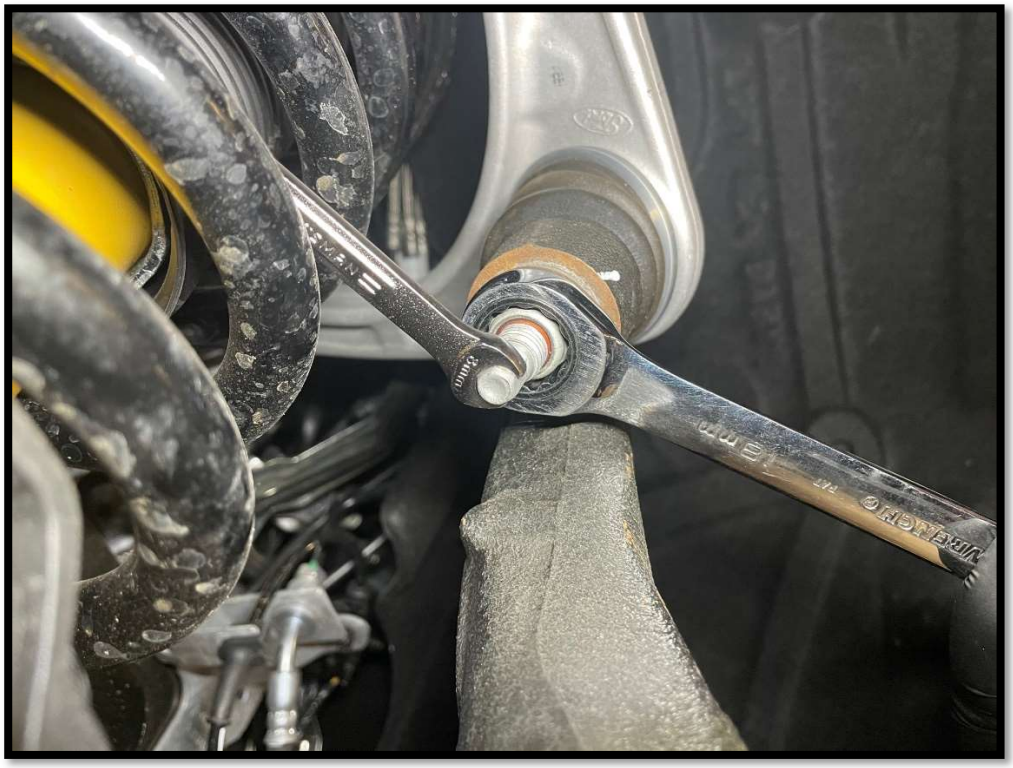


5. It is recommended to complete **Steps 6-27** on one side of the vehicle before proceeding to repeat the steps for the other side.

6. Using a **10mm** socket, remove the brake bracket bolt on the steering knuckle.

7. Using a **15mm** socket or wrench, remove all but one of the top hat mounting nuts from the factory coilover. Leave one nut loose, but still attached.

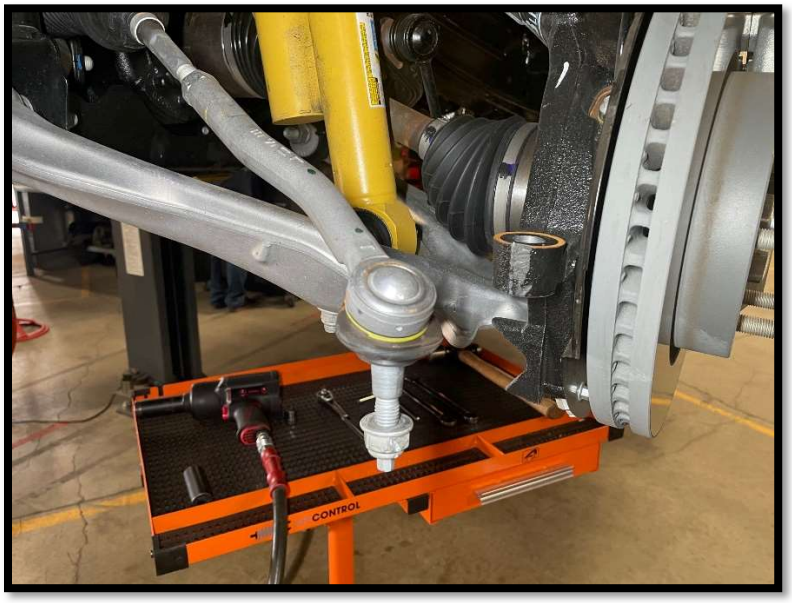
8. Using an **8mm** and **18mm** wrench, loosen the upper control arm ball joint nut from the steering knuckle, but do not fully remove.



9. Using a ball joint separator tool, break the upper ball joint stud free from the steering knuckle, allowing it to hang from the loosened nut from **Step 8**.

10. Using a **21mm** socket, remove the outer tie rod end nut.

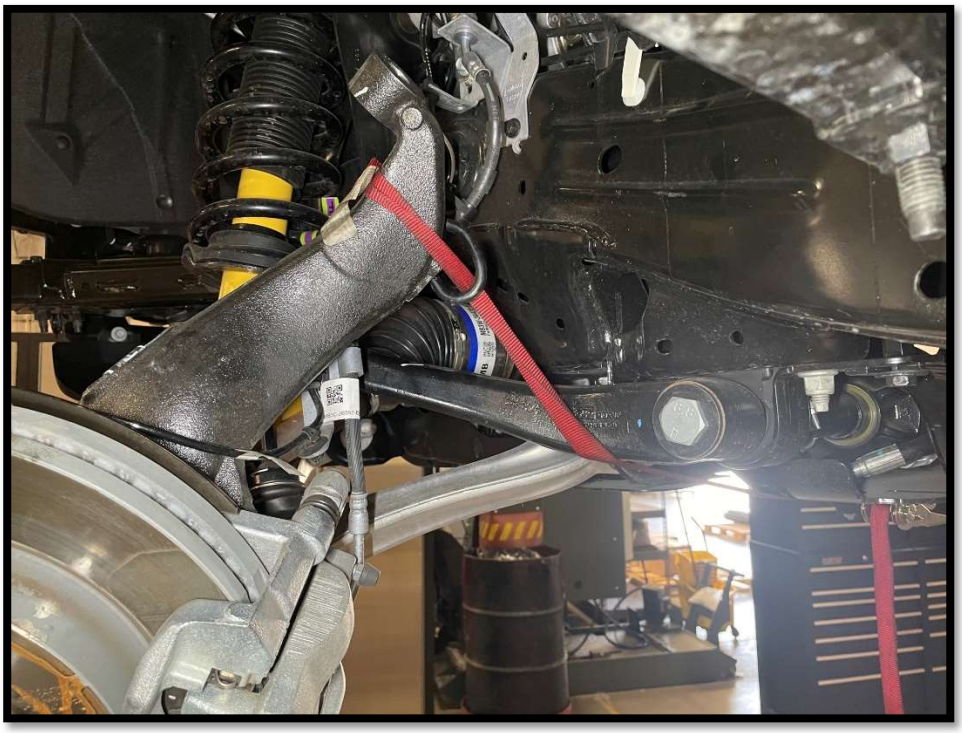
11. Using a ball joint separator tool, break the outer tie rod end stud free from the steering knuckle, then fully remove the outer tie rod end from the steering knuckle, swinging it forward in the wheel well for clearance.



12. Using a screw jack (preferable), or floor jack, support the lower control arm.

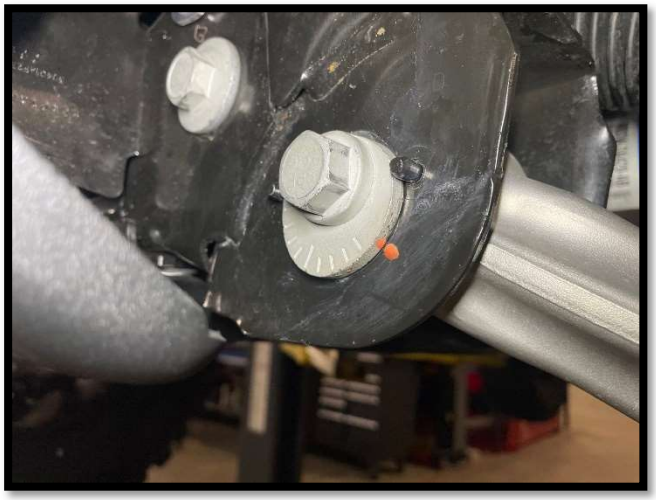
13. Using an **18mm** socket, remove the lower coilover bar pin nuts.

14. Fully remove the upper control arm ball joint nut and remove the ball joint from the knuckle, swinging it backwards in the wheel well. Use a ratchet strap to hold the knuckle from swinging outwards to prevent the CV joint from splining out from the half shaft, as shown in the below photo.



15. Fully remove the last coilover top hat mounting nut, and slowly lower the screw jack until the upper top hat studs are free from the frame. You may need to push down on the lower control arm to allow enough room to fully remove the coilover.

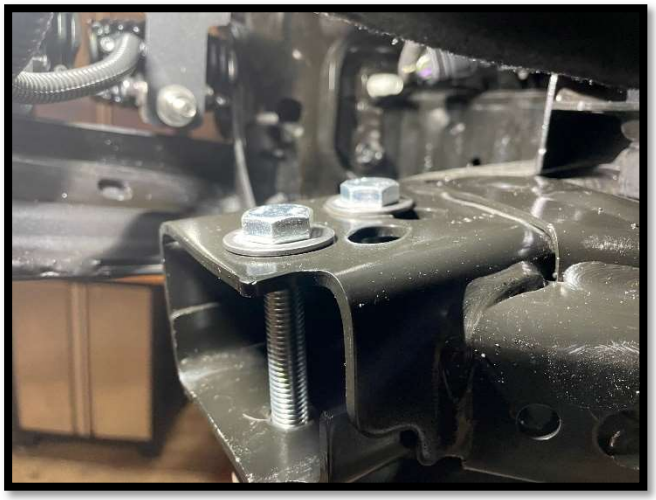
NOTE: If there is still not enough room to remove the coilover, using a **21mm** socket and **24mm** wrench, you can loosen the lower control arm frame mounting bolts for more flexibility, but be sure to mark the alignment cams, as shown in the below photos, to retain alignment when retorquing. If this is still not enough room to remove the coilover, you can fully remove the lower control arm chassis mounting bolts and lower the whole control arm from the frame as shown in the below photo. To do this you will first need to remove the sway bar bracket mounting bolts using an **18mm** socket.



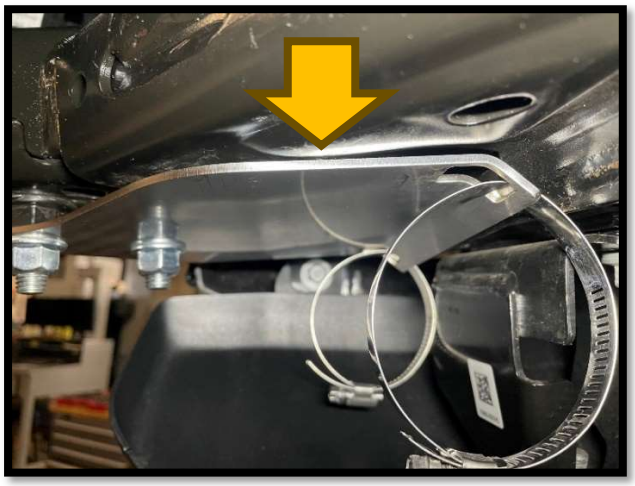
16. Once free from the frame bucket, remove the factory coilover by lifting the lower bar pin studs out from the lower control arm, pivoting the lower part of the shock forward, then lowering the whole assembly forward.

17. Using a **15mm** socket, remove the factory intrusion beam bolts.

18. Use the included M12x100mm bolts, flange lock nut, and washers, mount the corresponding reservoir bracket to the frame as shown in the below photos, (driver side bracket shown below). The washer and bolt head should be on top of the frame, and the flange lock nut should be used on the bottom to attach the reservoir bracket to the frame. The intrusion beam can be reused if desired. Loosely attach the included reservoir hose clamps as shown in the below photo.

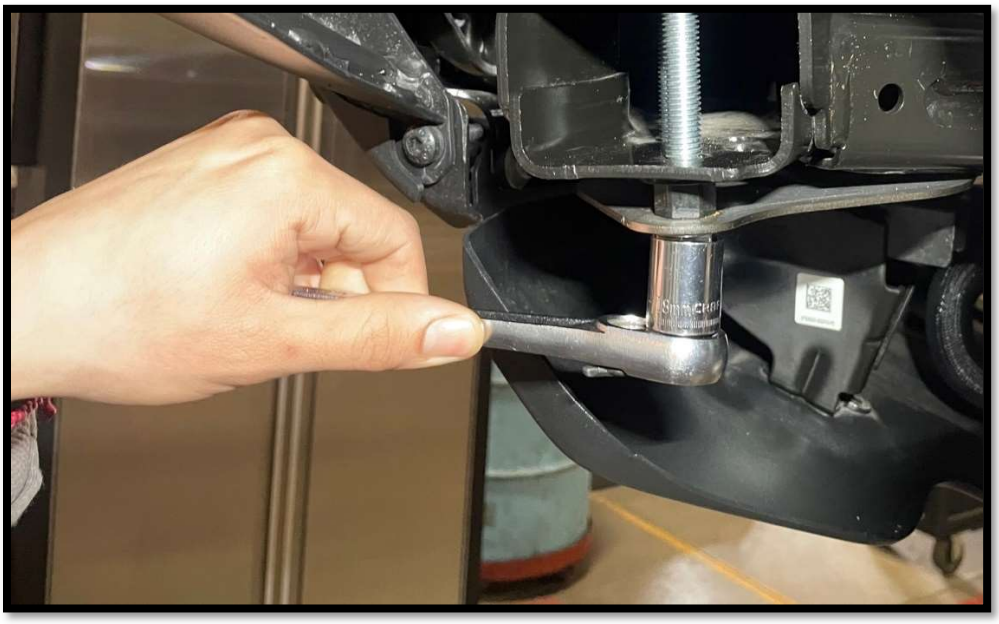


NOTE: You may need to adjust the bracket so there is a slight air gap between the frame and the bracket as shown in the photo below.



19. Using a **19mm** socket, torque the M12 bolts to 40 Ft-Lbs. If retaining the intrusion beam, torque the M12 bolts to 60 Ft-Lbs.

20. Using an **18mm** socket, torque the M12 flange lock nuts to 40 Ft-Lbs.

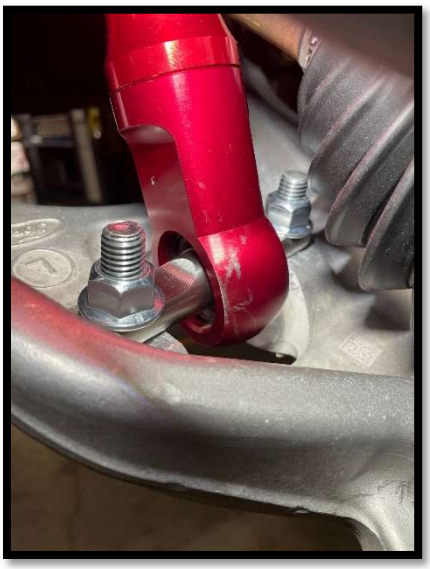


21. Loosely install the three top hat 3/8" bolts, lock washers, and washers in the designated holes as shown in the below photos.

Driver Side

Passenger Side

22. Using an **18mm** socket and **19mm** wrench, install the lower bar pin M12 bolts, control arm bolt sleeve, flange lock nut, and washer. Orient the head of the bolt and washer on the bottom side of the control arm, the sleeve in the control arm holes, and the flange lock nut on top of the bar pin, as shown in the below photos. Torque to 90 Ft-Lbs.

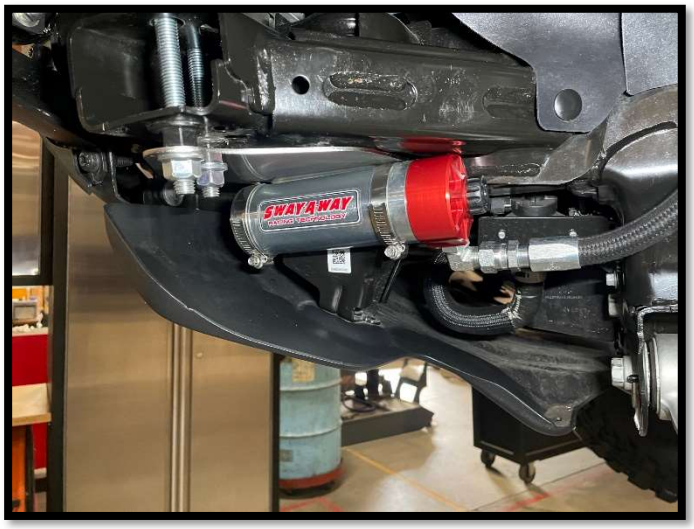


NOTE: If you removed the lower control arm and/or sway bar from the frame in **Step 15**, using a **21mm** socket and **24mm** wrench, reinstall the lower control arm in the frame as you install the bar pin bolts in **Step 22**. Torque the lower control arm frame mounting bolts to 210 Ft-Lbs, keeping them aligned with the markings you made in **Step 15**. Then using an **18mm** socket, reinstall the sway bar mounting bolts and torque to 66 Ft-Lbs.

23. Using a **9/16"** socket, torque the three top hat 3/8" bolts to 50 Ft-Lbs.

24. Using an **8mm** socket, mount the reservoir to the bracket as shown in the below photos.

NOTE: You may need to adjust the reservoir on the bracket forward to back, so there is a small air gap as shown in the below photo. If mounted properly, the 90 degree reservoir fitting should be clocked approximately 30 degrees towards the frame as shown in the below photos.



25. Remove the ratchet strap holding the steering knuckle rearward, and using an **18mm** socket, reinstall the upper control arm ball joint nut and torque to 46 Ft-Lbs.

26. Using a **21mm** socket, reinstall the outer tie rod end nut and torque to 46 Ft-Lbs.

27. Using a **10mm** socket, reinstall the brake line bracket bolt to the steering knuckle.

28. Repeat **Steps 6-27** on the other side of the vehicle.

29. Using a **21mm** socket, reinstall the lower sway bar link nuts and torque to 122 Ft-Lbs.

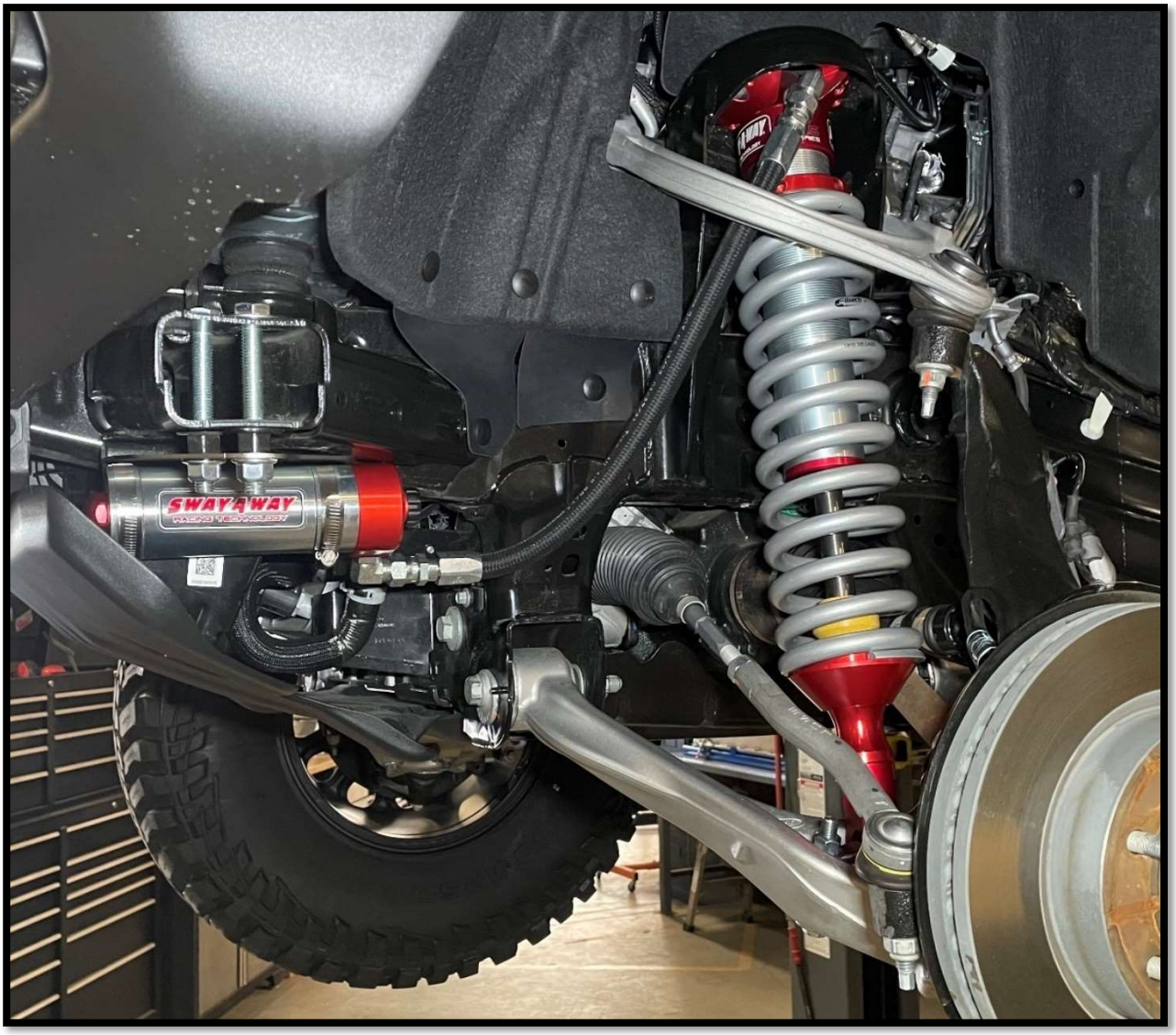
30. Using a **6mm** and **21mm** wrench, reinstall the upper sway bar link nuts and torque to 122 Ft-Lbs.

31. Using a **19mm** socket, reinstall the lug nuts and wheels.

32. Lower the vehicle on the ground and torque the lug nuts to 100 Ft-Lbs.

33. If you are happy with the achieved lift, your installation is now complete! If you would like to adjust your lift height, lift the vehicle back up with a jack, loosen the set screw on the preload collar, then using the included spanner wrench, spin the preload collar. 3 full turns (or 1/4" of adjustment) of the collar, will achieve 1/2" of lift or drop. Remember to tighten the set screw when all the adjustments have been made.

    NOTE: After your installation is complete, you must get the front suspension on your vehicle aligned. It is recommended to drive the vehicle for 5 miles and check for loose hardware. Recheck after another 50 miles.



Part Torqued	Socket Size	Torque Value
Intrusion Beam Bolt (w/o Beam Installed)	19mm	40 Ft-Lbs
Intrusion Beam Bolt (w/ Beam Installed)	19mm	60 Ft-Lbs
Reservoir Bracket Mounting Nut	18mm	40 Ft-Lbs
Coilover Bar Pin Bolt	18mm	90 Ft-Lbs
Lower Control Arm Chassis Mounting Bolt	21mm	210 Ft-Lbs
Sway Bar Chassis Mounting Bolt	18mm	66 Ft-Lbs
Sway-A-Way Coilover Top Hat Mounting Bolt	9/16”	50 Ft-Lbs
Upper Control Arm Ball Joint Nut	18mm	46 Ft-Lbs
Outer Tie Rod End Nut	21mm	46 Ft-Lbs
Lower Sway Bar End Link Nut	21mm	122 Ft-Lbs
Upper Sway Bar End Link Nut	21mm	122 Ft-Lbs
Wheel Lug Nuts	19mm	100 Ft-Lbs

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