

READ THE INSTRUCTIONS THOROUGHLY AND COMPLETELY BEFORE BEGINNING THE INSTALLATION.



**PART# 703440**  
**FORD F150 2WD**  
**(2009-2014) 4" LIFT SPINDLES**  
**(2015-UP) 4.5" LIFT SPINDLES**

2	LIFT SPINDLES	2	3/8" ADEL CLAMP
2	EXTENDED BRAKE LINE	4	M6-1.0 HEX CAP SCREW
2	1/4" ADEL CLAMP	4	M6 FLAT WASHER



**NOTE**

Please double check the parts list before beginning installation, to ensure all parts are present.

**PRIOR TO INSTALLATION:**

- 1. Factory service manual is recommended to have on hand.**
- 2. Secure and properly block vehicle prior to beginning installation**
- 3. Always wear safety glasses when using power tools or working under the vehicle**
- 4. Modifications to any part will void the warranty associated with that product.**

**⚠ AFTER REMOVING PARTS FROM VEHICLE, SAVE HARDWARE FOR REINSTALLATION.**



*Approximate  
install time 2hrs.*



*Will work with OE offset wheels.  
Must be 17" or larger with a maximum backspacing of 5.25".  
Track width is increased 9/16" on 09-14 models and 5/16" per side on 2015+ models.*

**STEP 1:** Jack up the front of the truck and support under the frame rails with jack stands.

**STEP 2:** Unbolt the tie rod from the spindle and break loose by striking the side of the steering arm with a hammer.  
*(Do not hit the tie rod on the threads)*

**STEP 3:** Unbolt the ABS wire guide bracket from the spindle, remove the plastic clamp and discard.

**STEP 4:** Unbolt the brake line guide bracket from the spindle.



**STEP 5:** Unbolt both caliper mounting bracket bolts and support the caliper out of the way.

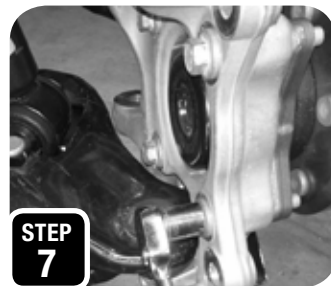
**(Do not allow the caliper to hang by the brake line)**



**STEP 6:** Remove the brake rotor and unbolt the ABS sensor from the spindle. Carefully guide the wire away from the dust shield and hang out of the way.



**STEP 7:** Unbolt all 4 wheel bearing bolts and remove. NOTE: Remove and discard the dust shield as it will not be reused.



**STEP 8:** Loosen the upper and lower ball joint nuts but do not remove.



**STEP 9:** Break the spindle loose by hitting the spindle right at the ball joint, first the upper and then the lower. The nuts will catch the spindle. Once loose, remove the nuts and the stock spindle.



**STEP 10:** On 2015+ models the front of the lower control arm will need to be trimmed to clear the dust cap of the wheel bearing when the new spindle is installed.



**STEP 10:** On 2009-2014 models, the whole front of the arm will need to be ground down about 1/4" NOTE: IF YOU DON'T WANT TO GRIND, YOU CAN ALSO REMOVE THE

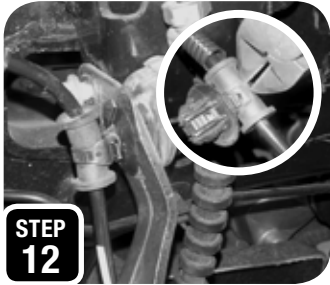
**DUST CAP ON THE BACK OF THE WHEEL BEARING FOR CLEARANCE.**

**STEP 11:** Install the new spindle. Tighten both the upper and lower ball joints and then re-install the wheel bearing.



**STEP 11 NOTE:** Cycle the spindle through its turning cycle, if the wheel bearing makes contact with the lower control arm, clearance the control arm more until the spindle cycles freely. Once the control arm is cleared enough, spray paint the control arm for rust prevention.

**STEP 12:** Remove the ABS guide clips at both the brake line bracket and at the side of the upper control arm mount and cut off the clip. This will allow for more slack in the line.



**STEP 13:** Install the ABS sensor into the wheel bearing then guide the wire up the neck of the spindle using the provided loom clamps.



**STEP 14:** Unbolt the brake line bracket at the frame to provide enough slack to allow you to bolt up the brake caliper. Then re-install the rotor & the caliper, and tighten.



**STEP 15:** Unbolt the brake line at both ends and disregard. Attach the new extended brake line at the frame first and allow fluid to run through the line before attaching it to the other end. Once both sides are attached, re-attach the brake line bracket to the frame and install the clip.



**NOTE:** 2015 MODELS WILL USE THE BRAKE LINE WITH THE THREADED ADAPTOR. 2009-2014 MODELS WILL NOT USE THE THREADED ADAPTOR.

**STEP 16:** Re-install the tie rod into the new spindle and tighten.



**STEP 17:** Repeat step on other side.

**NOTE:** Once both sides have been installed, all air will need to be bleed from the system and the vehicles toe will need to be adjusted before driving to an alignment shop.

**NOTE**

**IT IS RECOMMENDED THAT YOU HAVE YOUR VEHICLE'S ALIGNMENT CHECKED WHENEVER INSTALLING NEW SUSPENSION. IT IS ALSO RECOMMENDED THAT YOU ADJUST YOUR HEADLIGHTS WHENEVER YOUR VEHICLE'S RIDE HEIGHT IS ALTERED.**