



# FALCON SHOCKS

## FORD F-150 SPORT TOW/HAUL

## QUICK START GUIDE

Every aspect of vehicle dynamics must be considered in developing a properly engineered suspension system to ensure predictable handling and a smooth ride. This includes correct suspension geometry as well as properly matching the shock's compression and rebound to the spring rate.

Falcon Shocks went back to the drawing board to engineer brand-new shock absorber systems that are properly matched to the factory spring rate resulting in a sportier ride with better control and handling without sacrificing ride quality. Our in-house engineering experts have invested hundreds of hours in dyno verified – as well as real world on and off-road driving – shock tuning to deliver optimal results. Results that can be felt in a “seat-of-the-pants” drive.

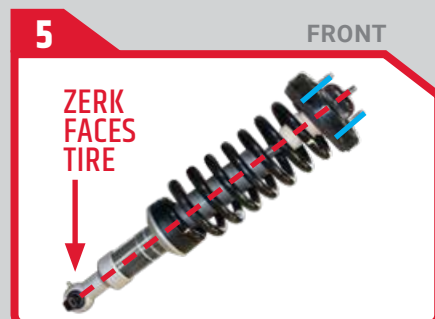
All Falcon Shocks are designed, engineered, and built with state-of-the-art methods including CAD designs, finite element analysis (FEA), in-house lab simulation, and real-world street and trail testing.

For more information regarding Falcon Shocks installation view the Video Installation Guide found on: <https://www.falconshocks.com/videos>



### INSTALL PREP:

- Move the snap ring to the desired ride height (pre-installed on “Level” setting).
- Install the coil carrier and the spring retainer onto front shocks.



### ATTENTION INSTALLER:

- Install the factory spring and strut mount onto the Falcon Shock.
- Note the strut top cap orientation in relation to the bar pin.



### INSTALL PREP:

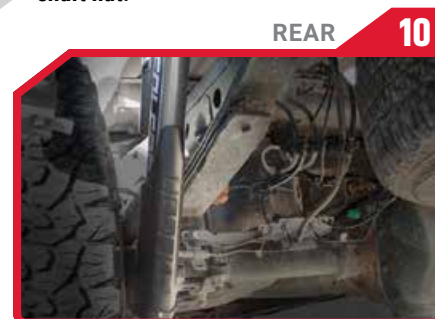
- Install the roost guard onto the rear Falcon Shock. Use thread lock on the roost guard bolts and torque to 30 in. lbs.
- Remove the rear shocks (refer to the factory service manual).



- Orient and install the bump stop on the shock shaft as shown.



- Apply anti-seize to the shaft threads.
- Install the nut onto the shaft until it bottoms out.
- Torque to 40 ft. lbs.
- DO NOT use an impact gun to torque the shaft nut.



- Install the upper end using the factory hardware and torque to 66 ft. lbs.
- Orient the driver side reservoir to the front With the roost guard facing to the rear.



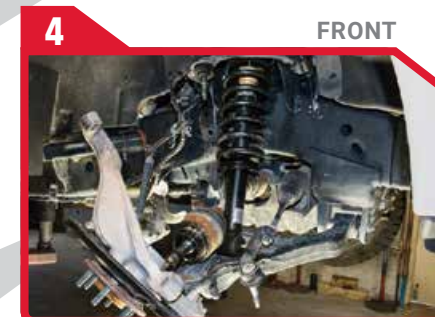
- Before removing the strut assemblies mark the coil spring, spring isolator and strut tower to ensure the spring is reinstalled correctly. **The spring must be reinstalled in the same orientation that it was removed.**



- Install the Falcon strut assemblies.
- Install the bolts from below the arm and into the barpin. Torque to 75 ft. lbs.
- Add the jam nut and torque to 75 ft. lbs.



- Orient the passenger side reservoir to the rear with the roost guard facing to the front.



- Remove the front strut assemblies (refer to the factory service manual).
- Have a qualified mechanic separate the coil spring from the factory strut.
- Do not install the dust shield onto the Falcon Shocks.



- Reinstall the IFS components
- Torque all the IFS hardware to factory torque specs.



- Install the lower eyelet using the factory hardware and torque to 66 ft. lbs.

### NOTES



RED LINE FULL SYNTHETIC OIL HAS A HIGH VISCOSITY INDEX OF 540 FOR SUPERIOR ALL-WEATHER PERFORMANCE.



HAND WASH WITH SOAP AND WATER FOR CLEANING. DO NOT CLEAN WITH ACIDS.



3 YEAR WARRANTY TO BE FREE OF DEFECTS AND WORKMANSHIP. REPAIR OR REPLACE AT NO COST.