Ford Bronco Wild Track + Sasquatch

FLS-227038_ revB

Written By: Laurent Metivier



Step 1 — Removing OEM front shocks

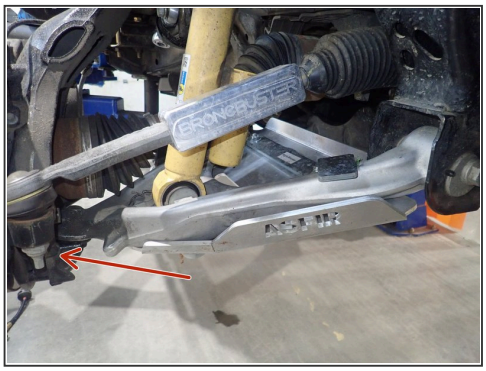




- Lift the vehicle off the ground, then remove the wheels.
- Remove the bolt that holds the brake line on each side to ensure that it will not be damaged and stretched during installation.
- Remove the sway-bar link on both sides to allow the lower arms to temporarily move separately. (no Picture)

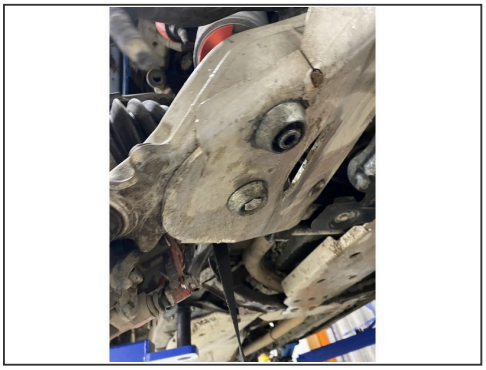
Step 2 — Removing OEM front shocks (continued)



- Support the knuckle with a strap to make sure there no excessive tension on the CV Axel during the process.
- Separate the upper control arms from the steering knuckle.
- Separate the tie rod end from the steering knuckle.

Step 3 — Removing OEM front shocks (continued)

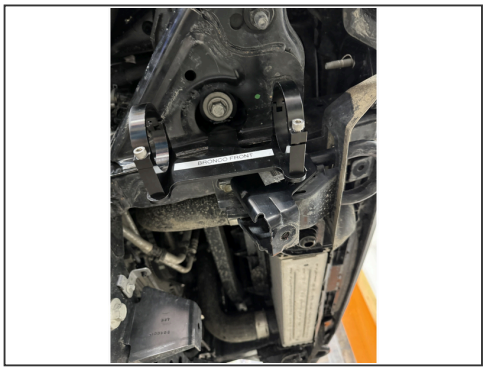




- Remove the lower shock bolts
- Remove the 3 upper shock nuts, except for the central nut.
- Remove the stock shocks.

Step 4 — Installing the front shocks

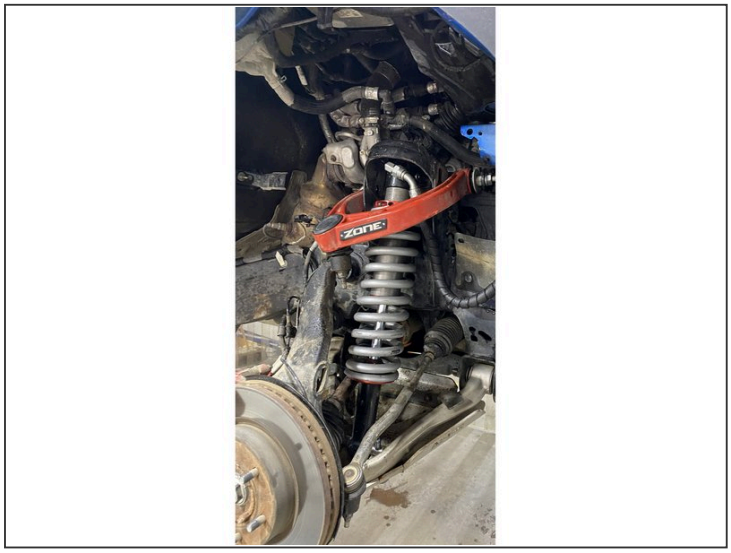




- **ELKA SHOCKS WITH RESERVOIR:**
- Remove the skid plate.
- Remove the bolt of the body mount bushing.
- place the bracket as showed in the picture.
- Instal the bolt of the body mount bushing

Step 5 — Installing the front shocks (continued)





- Install the Elka shocks using provided lower bolts and the provided upper bolts. Hoses must face the front of vehicle as shown (right side shown).
- Make sure that the flat of the lower pin is against lower arm, as shown.
- Apply thread locker, then torque the 3 upper bolts to 35 Ft-Lb, and the lower bolts to 60 Ft-Lb.

Step 6 — Installing the front shocks (continued)

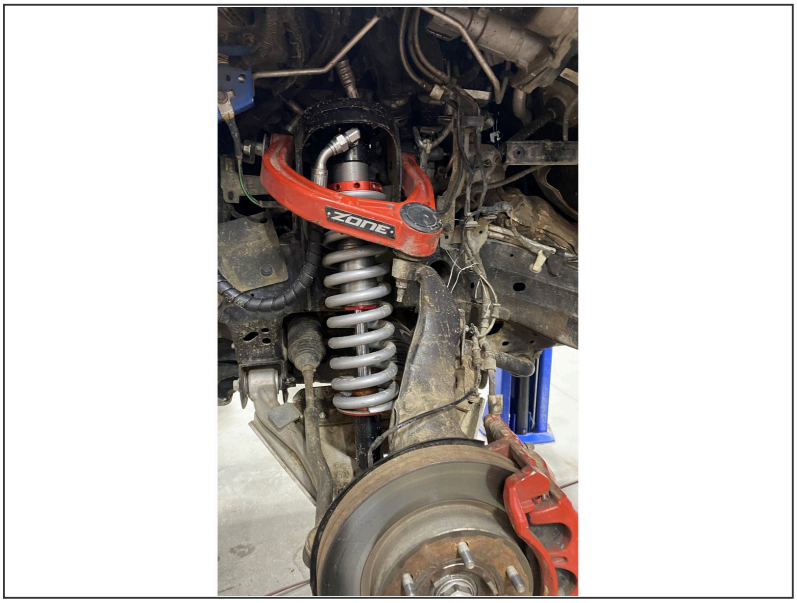






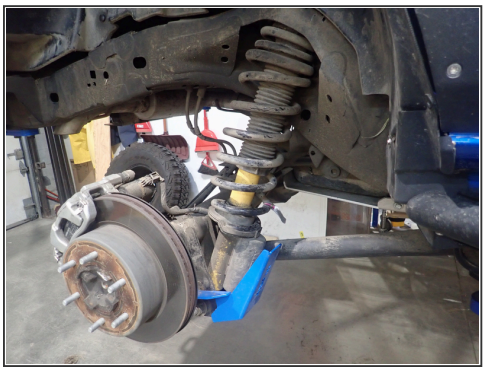
- Sit the reservoir into the bracket clamps, then place the reservoir in such a way as to place the hose properly. **BE CAREFUL TO NOT OVERBEND THE HOSE OR CREATE RUBBING ON FRAME.**
- When the reservoir is placed properly, apply thread locker on the clamp bolts and torque them at 10 Ft-Lb.

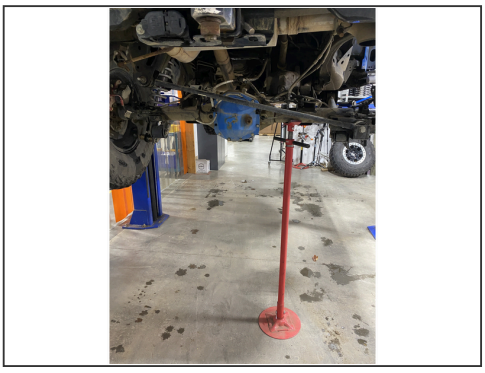
Step 7 — Installing the front shocks (continued)



- Reassemble the knuckle with the upper control arm. Torque the upper control arm nut to 70 Ft-Lb.
- Reassemble the tie rod end, then torque the nut to 70 Ft-Lb.
- Reassemble the sway bar link, then torque the nut to 70 Ft-Lb.
- Reinstall the brake line bolts.
- **ALIGNMENT IS CRITICAL:** A professional alignment must be performed before driving this vehicle at highway speeds. Do not attempt to drive your vehicle after this install without having the alignment readjusted to factory specs.

Step 8 — Removing OEM rear shocks







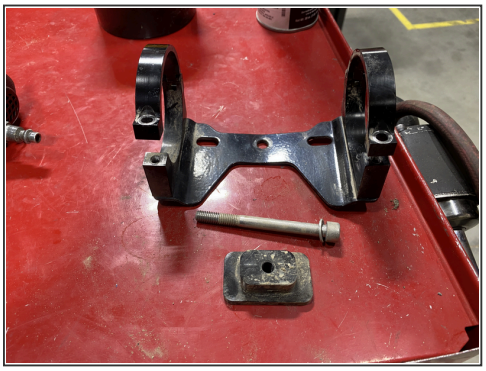
- Lift the vehicle off the ground, then remove the rear wheels
- support the rear differential before removing the OEM shock.
- Remove the lower bots of the OEm shock.

Step 9 — Removing OEM rear shocks (continued)



- Remove the 3 bolts of the top plate. (the inner fender is remove in the picture. the bolts can be accest whitout removing the inner fender.)

Step 10 — Installing the new Elka rear shocks







- **ELKA SHOCKS WITH RESERVOIR:**
- PASSENGER SIDE: Slide the small washer on the long 8mm bolt. Insert the bolt in the CENTER HOLE of the bracket assembly.
- Slide bolt into the frame hole as shown and fix the bracket with the small bracket that came with the kit on the other side of the frame hole.

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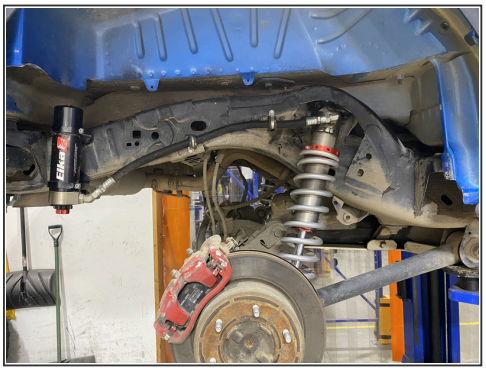
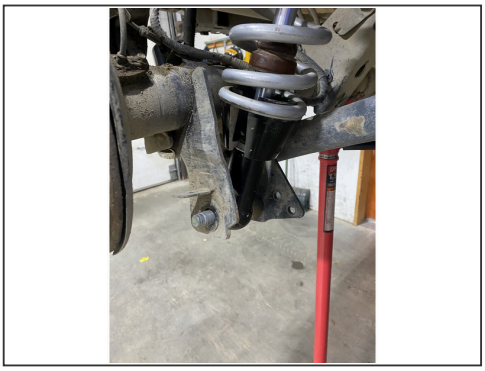
Step 11 — Installing Elka rear shocks (continued).



- Place the bracket as vertical as possible.
- Torque nut to 20 Ft-Lb.

Step 12 — Installing Elka rear shocks (continued).







- Both rear shocks are not the same. th hose must face the back of the vehicule like show in the picture. Right side show.
- install the lower bolt of the shock .
- Install the bolt for the top plate and apply thread locker, then torque the 3 upper bolts to 35 Ft-Lb, and the lower bolts to 60 Ft-Lb.

Step 13 — Installing Elka rear shocks (continued).





- Do the same with the left side rear shock and braket.
- Installation complete.

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