



FALCON SHOCKS

FORD RANGER SHOCK LEVELING SYSTEM

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>



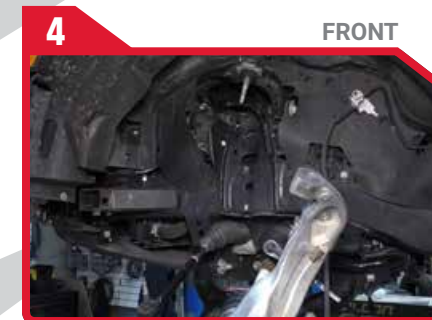
- INSTALL PREP:**
- Set the snap ring (pre-installed on “Level”) to the desired ride height.
 - Install the coil carrier and the spring retainer onto the front shocks.



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



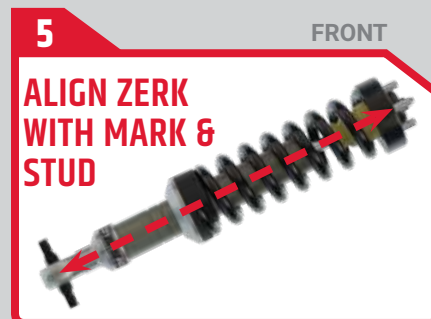
- Before removing the strut assemblies mark the coil spring, spring isolator and strut tower to ensure the spring is reinstalled correctly. **The spring must be reinstalled in the same orientation that it was removed.**



- Remove front strut assemblies (refer to factory service manual)
- Have a qualified mechanic separate coil spring from factory strut.

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.



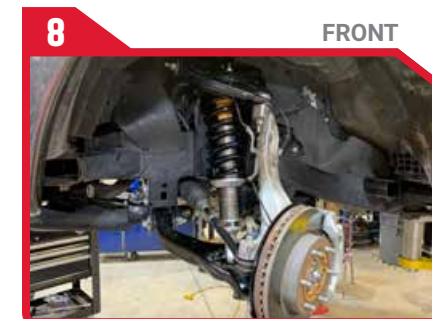
- ATTENTION INSTALLER:**
- Install the coil spring and strut mount onto the front Falcon Shock.
 - Note the strut mount orientation in relation to lower barpin and grease zerk.



- Tighten the nut until it bottoms out.
- To keep the strut mount from spinning use a prybar (as pictured) and torque to 40 ft. lbs.
- DO NOT use an impact gun to torque the shaft nut.



- Install Falcon strut assemblies using the factory hardware on top and Torque top nuts to 66 ft. lbs
- Install the provided bolts from below and torque to 75 ft. lbs.
- Install the jam nuts and torque to 75. ft. lbs.



- Reassemble the IFS components.
- Torque all the IFS hardware to factory torque specifications.

NOTES

It is strongly recommended that you install a geometry correcting upper control arm to correct alignment specifications when installing Falcon Shocks on Med, Level, or Heavy Accessory ride height. Make sure the upper control arm is designed to accommodate your selected ride height.



- Remove the rear shocks
- Install the roost guard using the provided thread lock and hardware.
- Torque to 30 in. lbs.



- Install the upper end of the rear Falcon Shocks using the factory hardware.
- Both the driver and the passenger shock reservoirs point toward the rear of the vehicle.
- Torque to 52 ft. lbs.



- Rotate the Roost guards so the Falcon logo faces forward.



- Install the lower eyelet using the factory hardware.
- Torque to 52 ft. lbs.