MAMMOTH
4x4 SUSPENSION PARTS

2-INCH COILOVER LIFT KIT

(2015-2023 F-150)

INSTALLATION INSTRUCTIONS

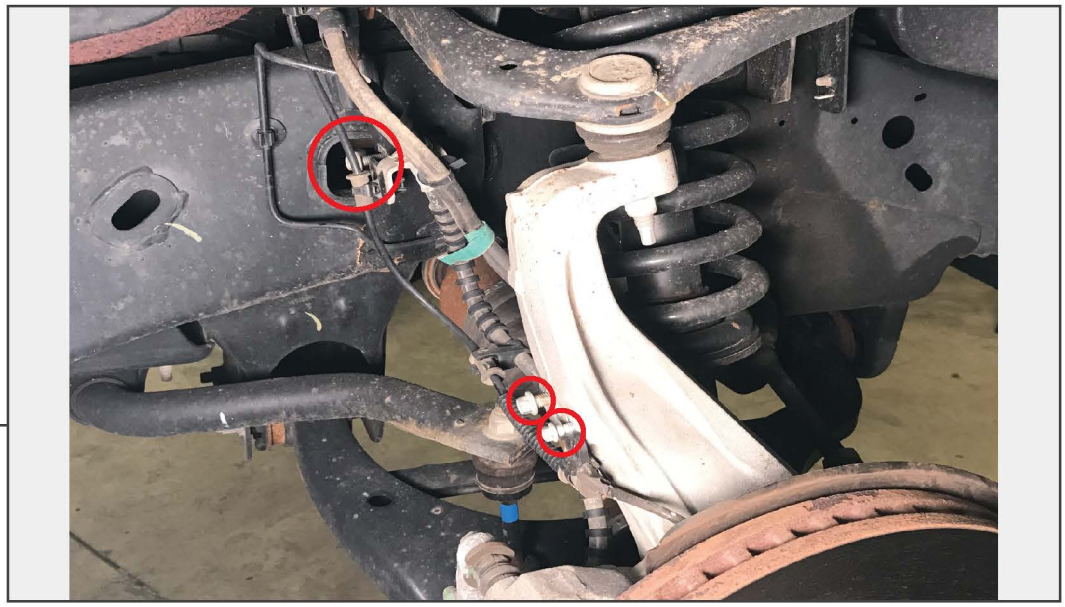
CONTENTS

(2) Front Coilover Shocks
(1) LH Front Upper Control Arm
(1) RH Front Upper Control Arm
(2) Rear Shocks
(2) Rear Lift Blocks
(4) M12x1.25 x 65mm Flange Bolts
(6) M10x1.25 Flange Nuts
(2) M12 Lock Nuts
(4) U-Bolts
(8) U-Bolt Flat Washers
(8) U-Bolt Nuts
(2) Spanner Wrench

TOOLS REQUIRED

Jack and Jack Stands
8, 10, 15, 18, 21, 22MM Socket
Wrench
Ratchet
Phillips Head Screwdriver
Pry Bar
Sledge Hammer

SKU # T596956



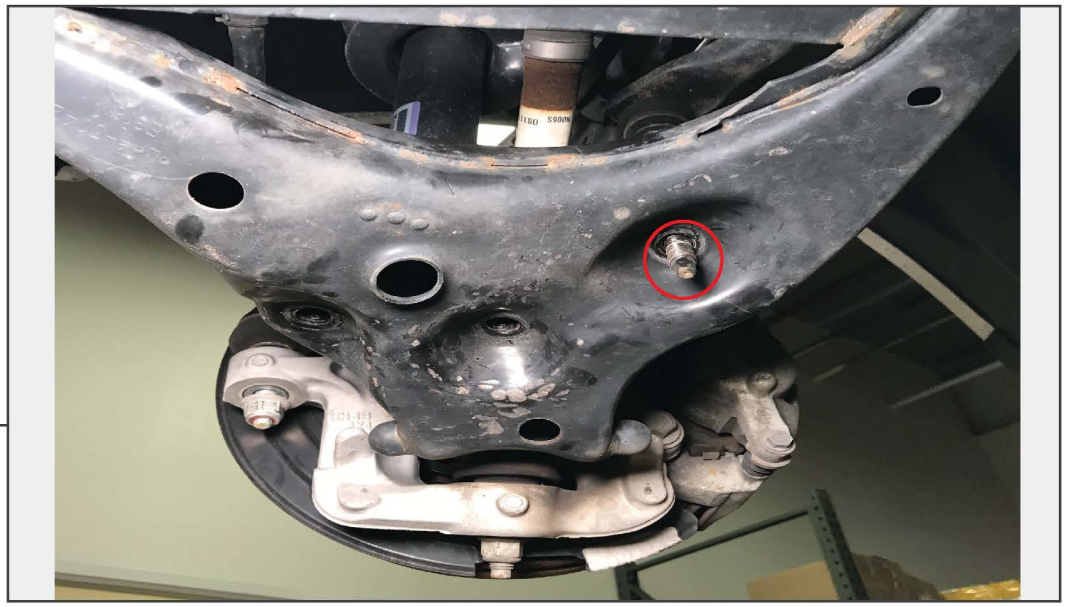
STEP 1
(Front)

Begin by raising and supporting the front of the vehicle with a jack and jack stands. Using a lug nut socket, remove the front wheels. Locate and remove the (2) 10mm bolts and (1) 8mm bolt securing the brake lines and ABS sensor wiring to the knuckle.

STEP 2

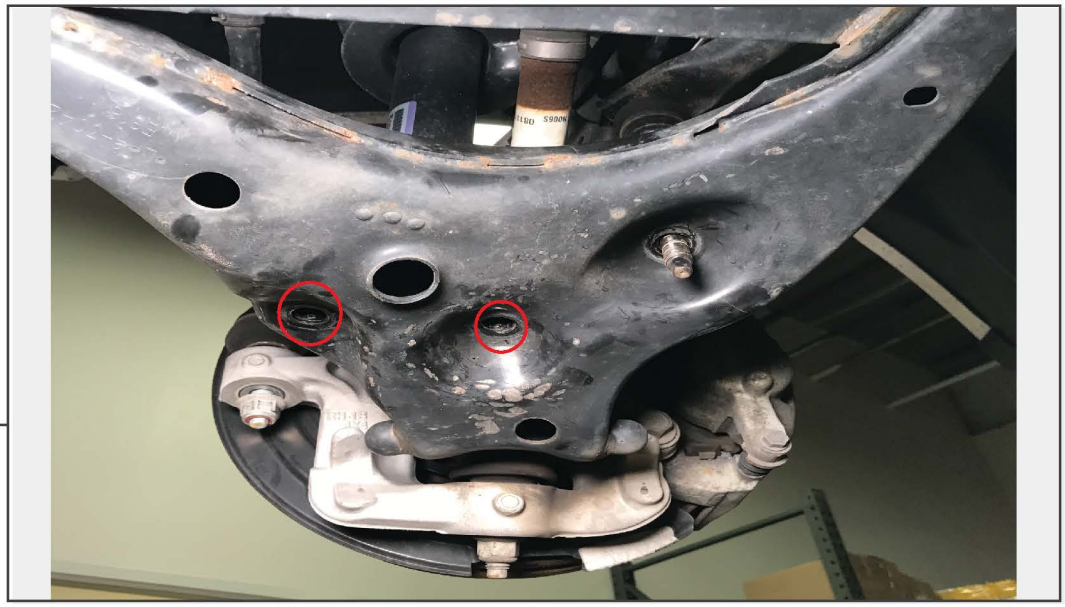
Using a 21mm socket, loosen the tie rod nut. Leave the nut on the tie rod to protect the threads. Using a sledge hammer, strike the knuckle to separate the tie rod from the knuckle. Then, remove the nut from the tie rod and the tie rod from the knuckle.

STEP 3



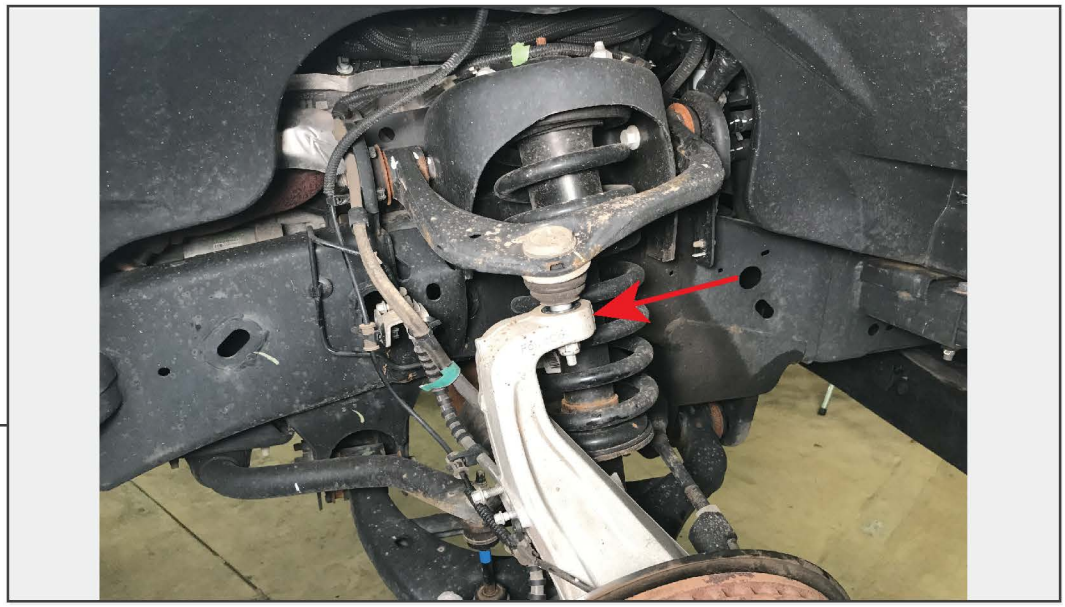
Using a 18mm socket, remove the nut from the sway bar end link.

STEP 4



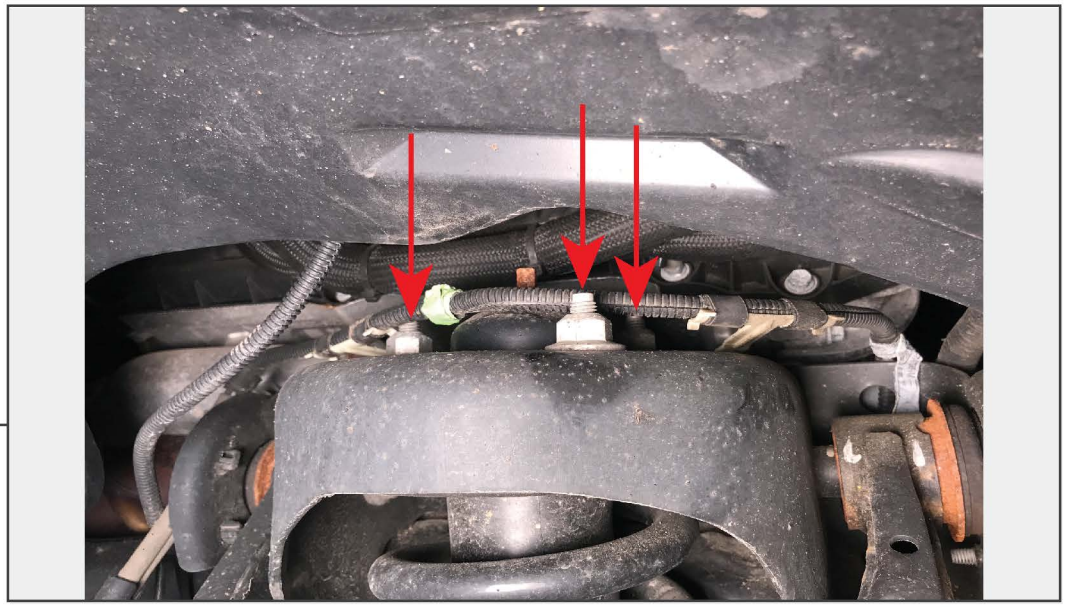
Using a 18mm socket, remove the (2) nuts securing the strut assembly to the lower control arm. Once the nuts are removed the strut studs will remain. These studs are pressed into the strut from the factory and will need to be removed to make removing the strut easier. Using a sledge hammer, hammer the studs up and out of the strut. **This takes patience, they are not easy to hammer out.

STEP 5



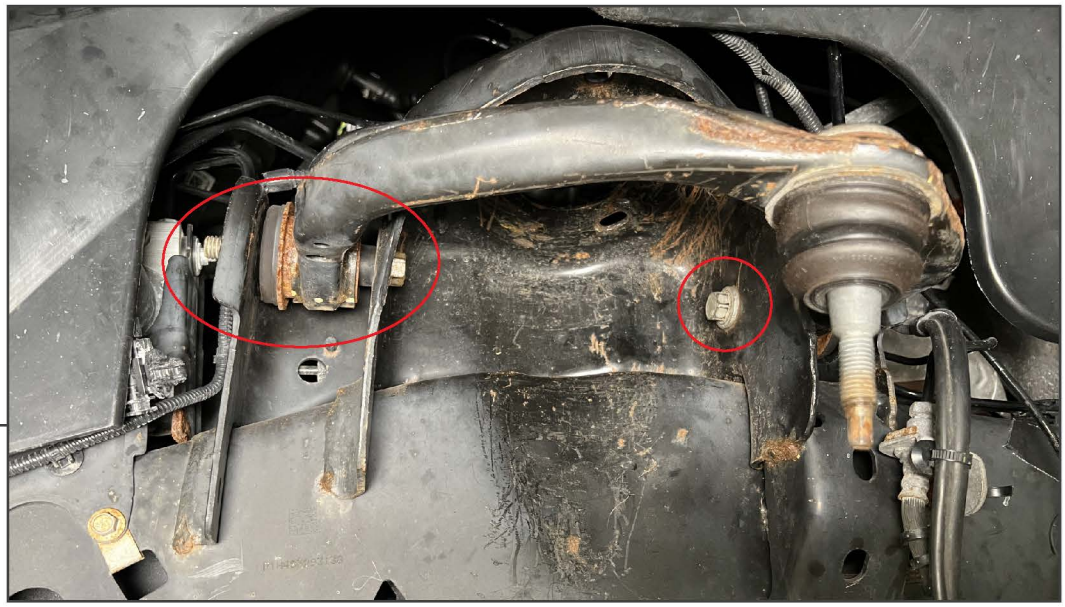
Using a 18mm socket, loosen the nut securing the upper ball joint to the knuckle. Using a sledge hammer, strike the knuckle to separate the ball joint from the knuckle. Remove the nut to separate the control arm from the knuckle.

STEP 6



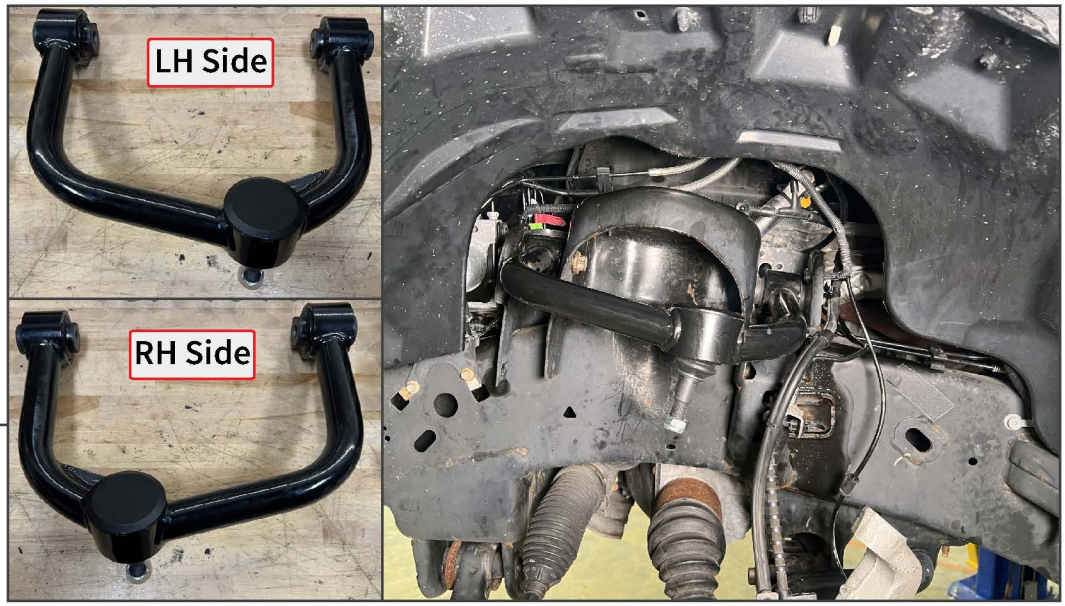
Using a 14mm socket, remove the (3) nuts securing the strut to the vehicle. Remove the strut assembly from the vehicle.

STEP 7



Remove the (2) upper control arm bolts using a 18mm socket and a 21mm wrench. Use a prybar to dislodge the control arm from the frame.

STEP 8

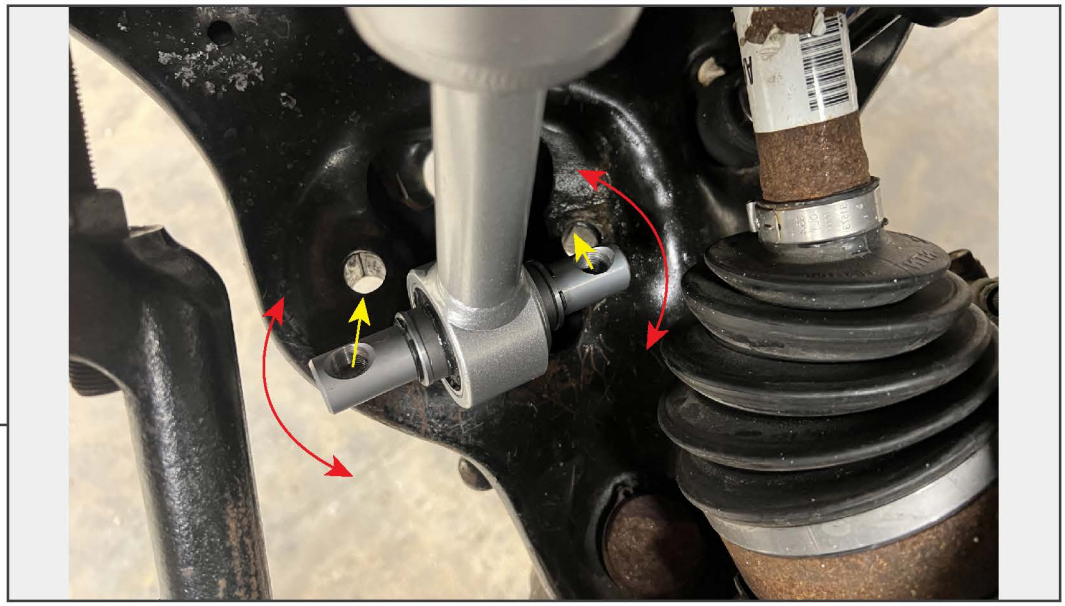


Identify the included upper control arms, each control arm is side specific.

Install the new upper control arm to the vehicle using the (2) original control arm bolts.

STEP 9

Visualize the coilover strut upper studs. Lift and align the studs with the holes in the vehicle frame. If the holes do not initally align, spin the strut until all three studs fit into the frame. Loosely secure the coilover strut using the included (3) flange nuts.



STEP 10

Align the bottom of the coilover strut to the vehicle control arm, turn the base of the strut to properly align if necessary using a pry bar.

Secure the bottom of the coilover to the control arm using the included (2) M12 x 65mm bolts. The bolts fit through the bottom of the control arm and threads directly into the new coilover strut base.

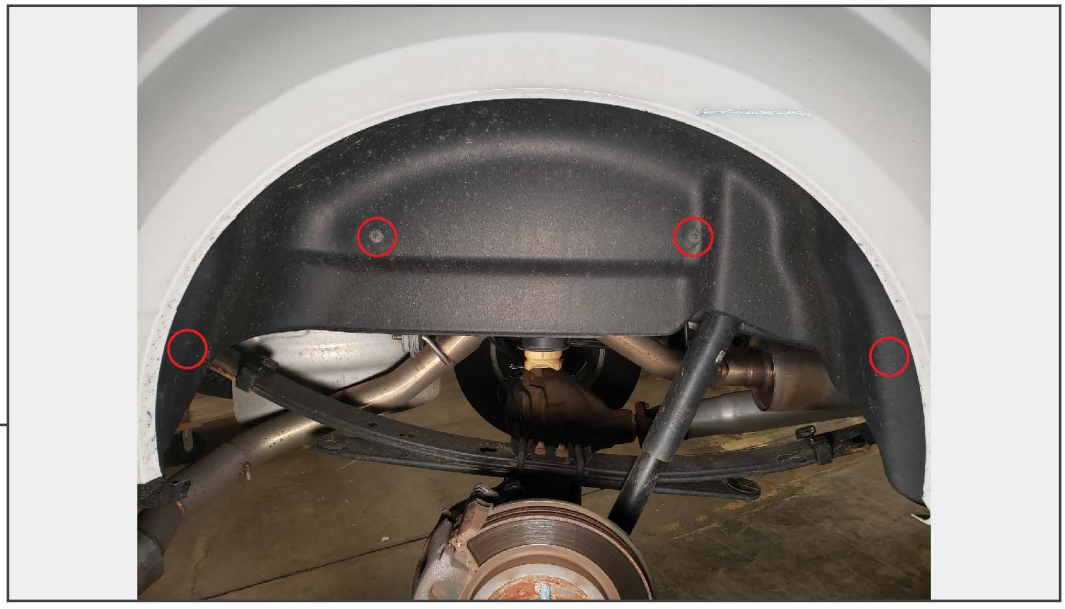
STEP 11

Re-assemble the vehicle front suspension following 1-6 in reverse order. See last page for dampening adjustments.

Front Suspension Torque Specifications:

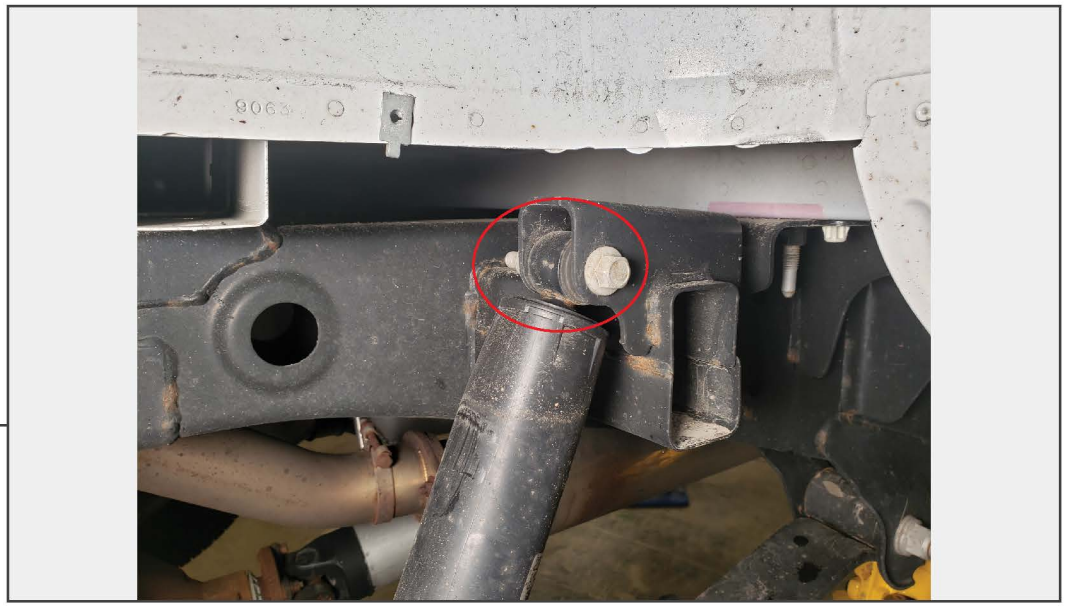
Upper Ball Joint: 46 lb. ft.
Upper Control Arm Bolts: 122 lb. ft.
Upper Coilover Strut Nuts: 52 lb. ft.
Tie Rod End: 76 lb. ft.
Sway Bar End-link Nut: 59 lb. ft.
Lower Coilover Bolts: 66 lb. ft.

STEP 12 (Rear)



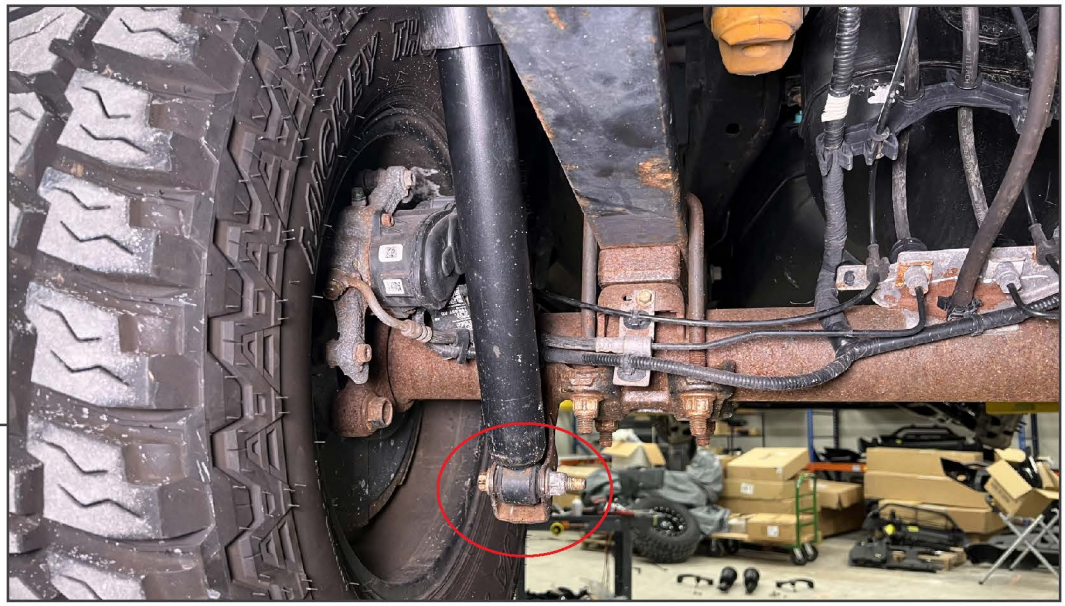
Raise and support the rear of the vehicle using a jack and jack stands. Support the rear axle using the jack. Using a lug nut socket, remove the rear wheels from the vehicle.

Using a Phillips head screwdriver, removed the (4) screws securing the fender liner to the vehicle.



STEP 13

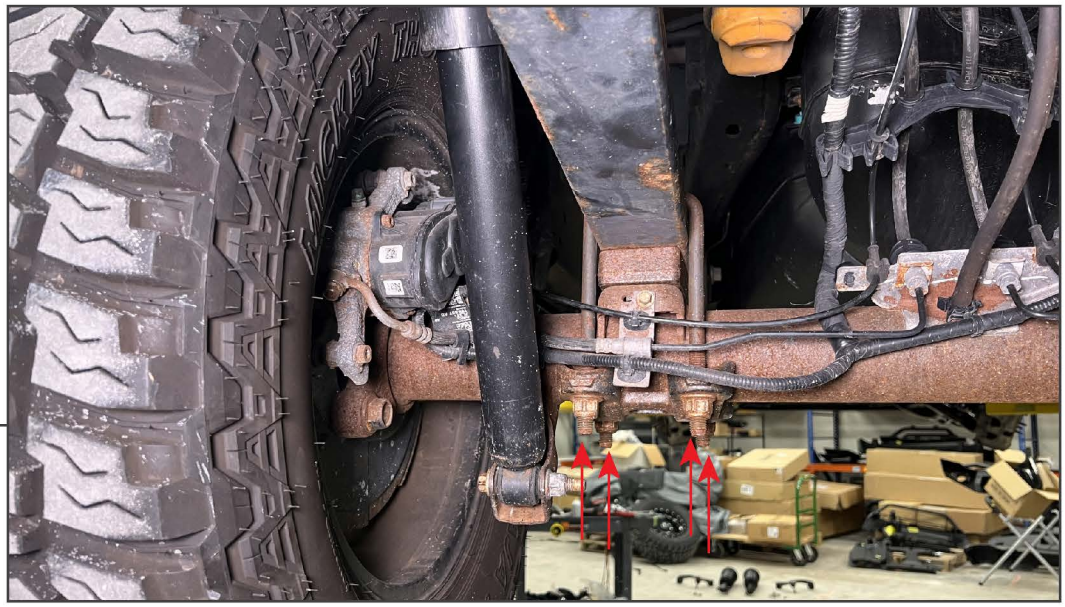
Locate the upper shock mount. Remove the upper shock bolt using a 15mm socket & 18mm wrench.



STEP 14

Remove the lower shock bolt using a 15mm socket & 18mm wrench. Remove the shock from the vehicle.

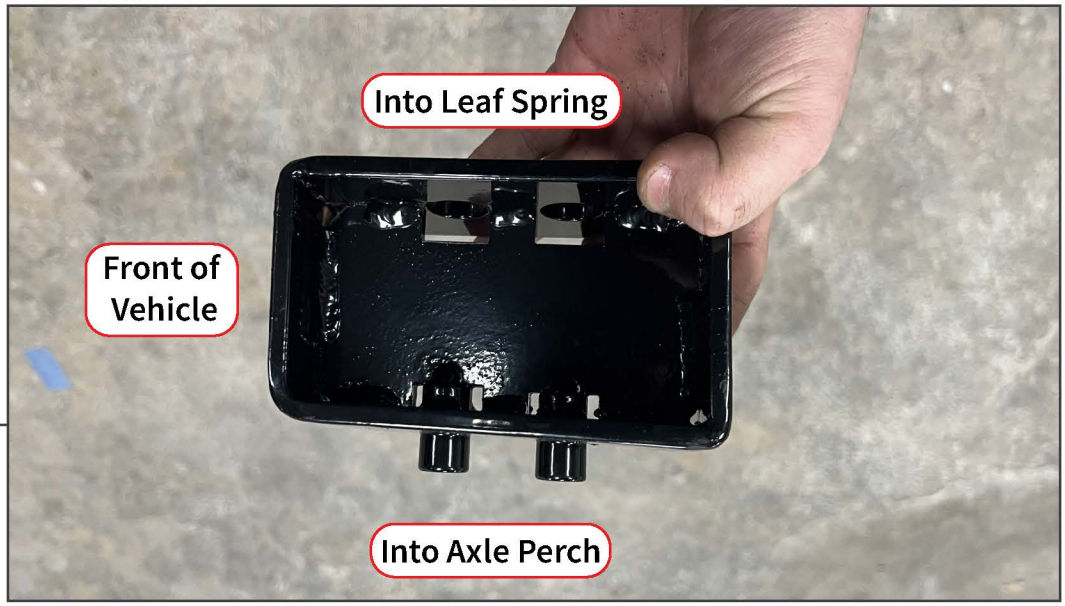
STEP 15



With the jack supporting the vehicle axle, loosen the (4) 21mm leaf spring U-Bolt nuts. Loosen the bolts evenly until the nuts are completely removed.

Repeat this step on the opposite side of the vehicle.

STEP 16



While watching the vehicle brake and sensor lines, lower the vehicle axle down slowly to remove the OEM leaf spring block. Remove the leaf spring block, and fit the new leaf spring block in between the axle and leaf spring. Ensure the small end of the block taper is fitted towards the front of the vehicle.

Note: Depending on height preference, the OEM leaf spring block can be used with the new leaf spring block. The new block would fit between the OEM block and the leaf spring in this case.

STEP 17

With the block in place on each side of the vehicle, slowly lift the axle using the jack. Ensure the dowel pins are properly aligned while lifting the axle. Fit the new U-Bolts over the leaf springs and into the OEM bolt retainer. Evenly snug the U-Bolt nuts at this time with a 22mm socket/wrench. Fully tighten the U-Bolts with the vehicle on the ground with the wheels installed.

Note: Once the U-Bolts are snug, cutting the excess stud material can be done to allow a socket to fit onto the U-Bolt nuts to aid tightening/torquing.

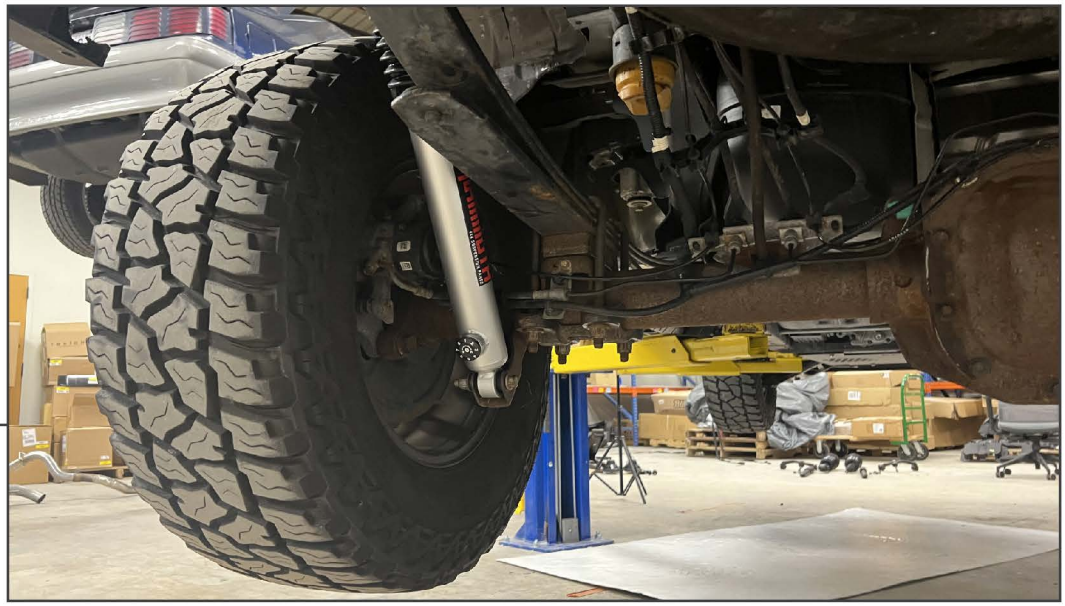
STEP 18

Fit the new shock absorber to the vehicle frame using the original shock bolt.

STEP 19

Fit the new shock absorber to the vehicle axle mount using the original shock bolt.

Note: Lifting the axle or lowering the vehicle with the wheels on may be necessary to allow the axle to align with the shock.



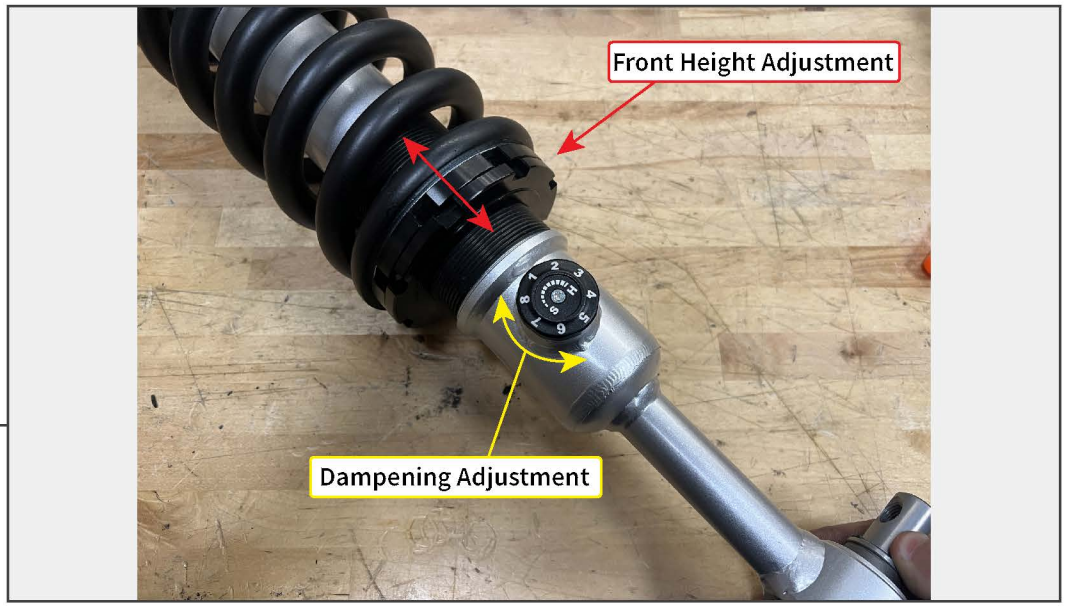
STEP 20

Re-assemble the vehicle rear wheel well liner using the original hardware.

Rear Suspension Torque Specifications:

U-Bolts: 'X' Pattern Increments: 24 lb. ft., 52 lb. ft., 74 lb. ft., 98 lb. ft.
Upper Shock Bolt: 66 lb. ft.
Lower Shock Bolt: 66 lb. ft.

STEP 21



Front Height Adjustment: Using the (2) spanner wrenches, loosen the bottom locking collar, and turn the upper collar to adjust the vehicle height. Once adjusted, tighten the bottom locking collar. Use a hammer and a punch to fully engage the bottom collar once height adjustment is finalized.

Dampening Adjustment: Locate the dampening adjustment dial on each shock. “1” indicates the softest dampening setting, while “8” indicates the hardest/stiffest dampening setting.

STEP 22

Installation is now complete.