



INSTALLATION INSTRUCTIONS:
(PART # 4WP62207K)
21-UP FORD BRONCO SPORT
22-UP FORD MAVERICK
1" SPACER KIT

4WP62207K BOX CONTENTS		
QTY.	PART NO.	DESCRIPTION
1	36-12240	CX430 DVR FR STRUT SPCR
1	36-12244	CX430 PAS FR STRUT SPCR
2	36-12247	CX430 RR UPR COIL SPCR
2	36-12256	CX430 RR LWR COIL SPCR
2	65-44175	CX430 .5" PRELOAD SPCR
1	90-60804	HARDWARE PACK: STRUT NUTS
6	.8CNNLZ/DIN985-CL8	M8 P1.25 DIN 985 METRIC CL 8 NYLON INS L/N ZB
6	.8RWFLZ/DIN125	M8 FL WSHR DIN 125 ZINC

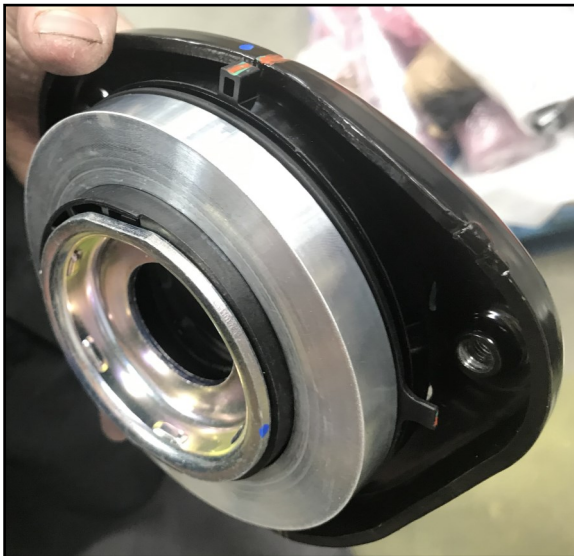
TECH NOTES:

1. Paint mark line down on all strut components with paint pen.
2. Paint mark line on strut mount to frame bucket.
3. Use Blue Loctite on strut spacer to strut fasteners.
4. Failure to use proper load tires will result in poor ride quality.
5. 17x7 +35 wheel, 245x65x17 H rated tires
6. If kit is installed with Maverick, rear components are not needed.

INSTALLATION:

FRONT INSTALLATION:

1. Park vehicle on flat level surface and chalk rear wheels.
2. Lift the vehicle, support it on jack stands and remove the front tires and wheels.
3. Remove plastic cover to remove strut from the car. Start by removing the brake line and ABS clip. Open the hood and remove the upper three strut bolts from under the hood and save for later. Next, remove the 2 bolts from the knuckle, they are pressed in, use 2 lb sledge. Finally remove the sway bar link.
4. Mark the spring and top cap orientation with a paint pen to ensure it is assembled in the proper orientation. Clocking the spring differently may cause clearance or ride issues.
5. Using a professional grade spring/strut compressor install the aluminum preload spacer (**65-44175**) as shown in **Photo A**.
6. Once the strut is back together attach the Driver Side Strut Spacer (**36-12240**) and the Passenger Side Strut Spacer (**36-12244**) to the top of the driver and passenger struts. You can tell them apart by the laser engraved part number and the small notches, triangle on Driver side, and square on Passenger Side. Angle the small notch toward the rear of the vehicle on both sides. This will ensure the spacer is bolted on in the correct orientation. Mount using OE M8 bolts previously removed in step 3. Apply Loctite and torque M8 bolts to 23ft-lbs on top of the strut. See **Photo B**.



(A)



(B)

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7. Install fully assembled strut back into the car by pushing studs on the top of the strut into the bucket, and finger tighten M8 washers and nuts from Hardware Pack (90-60804). Then install the sway bar link to the strut while it is movable. Last attach the strut to the knuckle. With all of that attached you can go back and torque upper M8 hardware to 23 ft-lbs and everything else to factory spec and reattach the brake line bracket and ABS clip.
8. Double check your work, and put the wheels back on. Lower it off of the jack stands, torque lug nuts, and move to the back of the Bronco.

REAR INSTALLATION:

9. On the same flat level surface chalk the front wheels.
10. Lift the rear of the vehicle, support it on jack stands and remove the rear tires and wheels.
11. With the rear of the vehicle lifted and the tires and wheels off mark the orientation of the spring to the isolators and the frame/lower arm to ensure reassembly goes smoothly.
12. Start on either side of the vehicle. Support the lower arm with a floor jack and remove the lower shock bolt and lower knuckle bolt from the lower arm. With both bolts out lower the aluminum arm and remove the coil spring.
13. Install upper spring spacer (36-12247) between the upper frame mount and upper isolator.
14. Install lower spring spacer (36-12256) between the lower arm and the lower spring isolator, make sure the steel pin in the spacer locates into the lower arm hole and the isolator pin lands into the spacer hole.
15. With both spacers and isolators installed put the spring back into the isolators ensuring the ends of the pig tails are clocked back into stops. (the spring may be off by .25" or 20° due to the lower isolator clocking slightly for the pin. This is fine.) See **Photo C**.



(C)



(D)

16. With your spring back between the arm and the frame raise the arm up and re attach the lower shock mount and lower knuckle. Be sure to torque all hardware back to factory torque specs.
17. With one side done move to the next side, and repeat steps 10-15.
18. Now that both sides have their spacers installed, and are put back together, double check your work and reinstall tires and wheels. Lower off the jack stands and torque lug nuts to factory spec.
19. Take vehicle in to be aligned professionally. Due to the factory suspension components there is no real adjustment other than toe setting but this kit is designed to correct caster and camber specs.
20. Recheck all components after 50 miles of driving.

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Revised
7.13.2022



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Revisions:

12.14.20 - Initial release.

1.12.21 - Step 6 updated with additional detail for driver and passenger install orientation.

7.13.22 - Cover page updated to include Maverick Fitment. Tech note added for Maverick installation regarding rear components.

Notes:

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Notice to Owner operator, Dealer and Installer:

Vehicles that have been enhanced for off-road performance often have unique handling characteristics due to the higher center of gravity and larger tires. This vehicle may handle, react and stop differently than many passenger cars or unmodified vehicles, both on and off-road. You must drive your vehicle safely! Extreme care should always be taken to prevent vehicle rollover or loss of control, which can result in serious injury or even death. Always avoid sudden sharp turns or abrupt maneuvers and allow more time and distance for braking! 4WP reminds you to fasten your seat belts at all times and reduce speed! We will gladly answer any questions concerning the design, function, maintenance and correct use of our products.

Please make sure your Dealer/Installer explains and delivers all warning notices, warranty forms and instruction sheets included with 4WP product.

Application listings in this catalog have been carefully fit checked for each model and year denoted. However, 4WP reserves the right to update as necessary, without notice, and will not be held responsible for misprints, changes or variations made by vehicle manufacturers. Please call when in question regarding new model year, vehicles not listed by specific body or chassis styles or vehicles not originally distributed in the USA.

Please note that certain mechanical aspects of any suspension lift product may accelerate ordinary wear of original equipment components. Further, installation of certain 4WP products may void the vehicle's factory warranty as it pertains to certain covered parts; it is the consumer's responsibility to check with their local dealer for warranty coverage before installation of the lift.

Warranty and Return policy:

4WP warrants its full line of products to be free from defects in workmanship and materials. 4WP's obligation under this warranty is limited to repair or replacement, at 4WP's option, of the defective product. Any and all costs of removal, installation, freight or incidental or consequential damages are expressly excluded from this warranty. 4WP is not responsible for damages and / or warranty of other vehicle parts related or non-related to the installation of 4WP product. A consumer who makes the decision to modify his vehicle with aftermarket components of any kind will assume all risk and responsibility for potential damages incurred as a result of their chosen modifications. Warranty coverage does not include consumer opinions regarding ride comfort, fitment and design. Warranty claims can be made directly with 4WP or at any factory authorized 4WP dealer.

IMPORTANT! To validate the warranty on this purchase please be sure to mail in the warranty card.

Claims not covered under warranty-

- Parts subject to normal wear, this includes bushings, bump stops, ball joints, tie rod ends and heim joints
 - Discontinued products at 4WP's discretion
- Bent or dented product
- Finish after 90 days
- Leaf or coil springs used without proper bump stops
- Light bulbs
- Products with evident damage caused by abrasion or contact with other items
- Damage caused as a result of not following recommendations or requirements called out in the installation manuals
- Products used in applications other than listed in 4WP's catalog
- Components or accessories used in conjunction with other manufacturer's systems
- 4WP accepts no responsibility for any altered product, improper installation, lack of or improper maintenance, or improper use of our products.



WARNING: Cancer and Reproductive Harm
www.P65Warnings.ca.gov

PLACE
WARRANTY REGISTRATION

HERE: _____

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