



FALCON SHOCKS

FORD BRONCO COILOVER SHOCKS

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.

Scan for Video Instructions

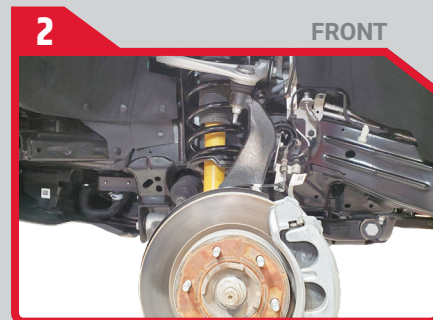


<https://www.falconshocks.com/videos>



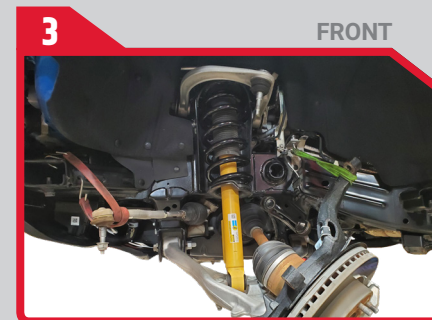
1 PREP

INSTALL PREP:
• Remove tires.



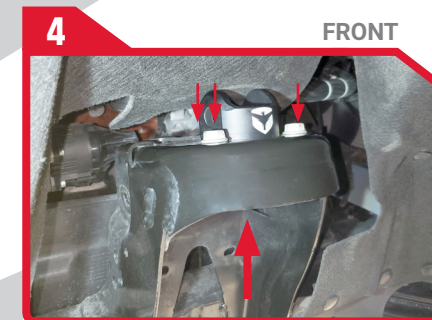
2 FRONT

• Tie rod end, sway bar link end, upper ball joint, and the cv axle nut need to be unbolted to properly remove and install front coilover assemblies.



3 FRONT

• Remove front factory coilovers.



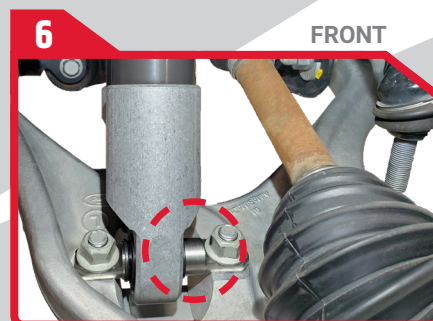
4 FRONT

• Install upper body cap bracket with Falcon logo facing outward.
• Bracket is inserted from below and secured from the top.
• Apply supplied blue loctite to bolt threads.
• Torque bolts to 35 ft-lbs.



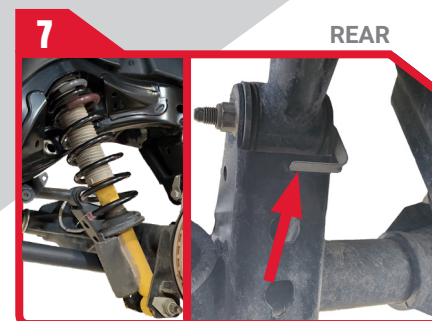
5 FRONT

• Install front upper shock bolt.
• Shock reservoir orients inward to vehicle with Falcon badge facing front of vehicle.
• Torque to 160 ft-lbs.



6 FRONT

• **NOTE ORIENTATION:** Wider offset side of barpin faces the cv shaft for clearance.
• Install barpin using supplied hardware.
• Torque bolts to 130 ft-lbs.
• Reinstall front assemblies.



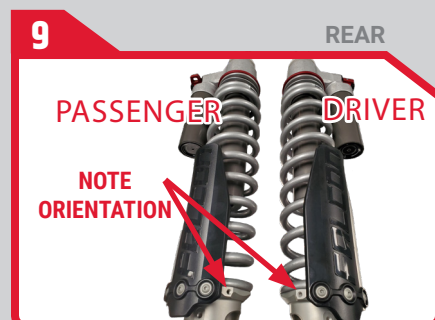
7 REAR

• Remove rear coilover assemblies.
• Unbolt, flip orientation and reinstall passenger upper control arm bolt.
• **NOTE: INSTALL BRAKE LINE RELOCATION AND TRACK BAR BRACKET KITS HERE.**



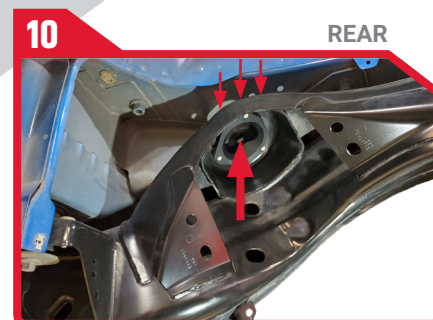
8 REAR

Lower Roost Guards:
• Apply blue loctite to the 2 short screws and install lower guards. Torque to 50 in-lbs
Upper Roost Guards:
• Place spacers on back side, slide screws through, and apply loctite to threads.



9 REAR

• Install upper roost guards onto rear shocks orienting them as shown.
• Roost guards are offset to clear the control arms.
• Torque to 50 in-lbs.



10 REAR

• Install upper body cap bracket with Falcon logo facing to rear of vehicle.
• Bracket is inserted from below and secured from the top.
• Apply supplied blue loctite to bolt threads.
• Torque supplied hardware to 35 ft-lbs.



11 REAR

• Orient rear shock with reservoir facing towards tire and install.
• Flag nut bracket orients to rear of vehicle.
• Torque upper bolt to 160 ft-lbs.



12 REAR

• Slide lower bolt partially into factory bracket and through one supplied spacer.
• Swing lower shock eyelet into bracket.
• Install second spacer and slide bolt through.
• Torque to factory specification.

NOTES

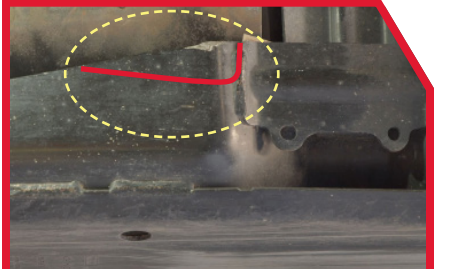
UNLESS SPECIFIED REFER TO FACTORY SERVICE MANUAL FOR INSTRUCTIONS AND TORQUE SPECIFICATIONS

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 errors. Repair or replace at no cost.

DISCLAIMERS



FOR MODELS EQUIPPED WITH FACTORY METAL GAS TANK SKID PLATE

• Rear driveline can contact the gas tank skid plate at full articulation.
• Clearancing the skid plate in the location circled above is recommended.

WHEEL BACKSPACING OF 4.25" MINIMUM IS NEEDED WITH THESE PERFORMANCE COILOVERS

• This is to avoid contact with the rear coilover adjustment knobs.
• Some factory wheels paired with 1.25" wheel spacers meet backspacing requirements.