

## **NOTE:**

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Please review the product instructions prior to attempting installation to ensure installer is equipped with all tools and capabilities necessary to complete the product installation. We recommend thoroughly reading the instructions at least twice prior to attempting Installation.

Before beginning disassembly of the vehicle, check the “What’s Included” section of the instructions to ensure you’ve received all parts necessary to complete installation. Further, verify that the parts received are PROPER TO YOUR application (year range, motor, etc.) to avoid potential down-time in correcting potential discrepancies. Any discrepancies will be handled by Carli Suspension and the correcting products will be shipped UPS Ground.

## **LIFETIME PRODUCT WARRANTY**

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Carli Suspension provides a limited lifetime product warranty against defects in workmanship and materials from date of purchase to the original purchaser for all products produced by Carli Suspension. Parts not manufactured by, but made to Carli Suspension’s specifications by third party manufacturers will carry a warranty through their respective manufacturer. (i.e. King Shocks, Bilstein Shocks, Fox Shocks). Deaver Leaf Spring’s warranty will be processed by Carli Suspension.

Proof of purchase (from the original purchaser only) will be required to process any warranty claims. Carli Suspension products must be purchased for the listed Retail Price reflected by the price listed on the Carli Suspension Website at the time of purchase. Carli Suspension reserves the right to refuse warranty claims made by any customer refusing or unable to present proof of purchase, or presenting proof of purchase reflecting a price lower than Carli Suspension’s Retail Price at the time the item was purchased.

Carli Suspension’s Limited Lifetime Warranty excludes the following parts which are subject to wear: Track Bar Bushings, Track Bar Heim Joints, Limit Straps, Control Arm Bushings, Radius Arm Bushings, Shock Bushings, Sway Bar End Link Heim Joints, Shock Seals, Shock Bearings, and Corrosion on Shock Shafts or Bodies. These items will be warranted for a period of 60 days from the date of purchase only if determined to be installed properly signifying manufacturing defect. Carli Suspension cannot warrant a product’s cosmetic finish due to the varying extreme elements that may be encountered.

Any alterations, modifications, or improper installation, of the product will void this warranty. Products should be inspected for defect upon receipt and approved before installation. Any defect in NEW product will be warranted if returned before installation in its original packaging. Carli Suspension’s obligation under this warranty is limited to the repair or replacement of the defective product only. All costs of removal, installation or reinstallation, freight charges, incidental or consequential damage are expressly excluded from this warranty.

Carli Suspension is not responsible for damages and/or warranty of other vehicle parts related or non-related to the installed Carli Suspension product. This warranty shall not apply to any product that has been subjected to accident, negligence, alteration, abuse or misuse as determined by Carli Suspension. Carli Suspension reserves the right to refuse warranty claims if produced parts are combined and/or substituted with other aftermarket suspension products. Combination and/or substitution of other aftermarket suspension components may cause premature wear and/or product failure. Carli Suspension reserves the right to change/alter product without obligation to update any previously purchased products.



# KING 2.5" PINTOP SHOCKS

- Carli Engineered Ride Quality, our Favorite Street Tune custom Sage Carli-designed 2.5" low-flow shock pistons
- The most ride quality for the money
- larger piston works smoother
- Tuned for every day, work and play



PLEASE VISIT: [Forums.CarliSuspension.com](http://Forums.CarliSuspension.com)

Troubleshooting advice or to download an electronic copy of this document.

Ford King Pintop 2.5: Leveling Lift System

## FITMENT:

2011-13	FORD F250 / F350 4x4	CS-FORDLVL-2.5-11
2008-10	FORD F250 / F350 4x4	CS-FORDLVL-2.5-08
2005-07	FORD F250 / F350 4x4	CS-FORDLVL-2.5-05

## PARTS CHECKLIST: 2005–2012 (FORD SUPERDUTY F250/F350)

1. Pintop Hardware kit includes:
  - (4) King Hose Clamps
  - (2) Coil Mounted Reservoir Mounts
  - (2) Brake Line Relocation Tabs
  - (2) Caster Correction Cams
2. (1) Ford Pintop Shock Package
3. (2) Ford Linear-Rate Coils
4. (1) Ford Track Bar
5. (2) Ford Progressive Add-A-Pack

## INSTALLATION INSTRUCTIONS

**Note:** Prior to installation, carefully inspect the vehicles steering and drive train components. Be sure to check all front end components. Everything must be tight and in good working condition prior to installation of a Lift system.

- \*We recommend installation be done by a trained professional.
- \*Read instructions carefully before attempting installation.
- \*Secure and properly block vehicle prior to installation.
- \*Front end alignment is necessary upon completion of install.
- \*Re-torque all nuts and bolts Front and Rear after 500 miles to ensure tightness.

1. Set emergency brake and block rear wheels, in front and behind tires
2. Jack up the front end and properly support the frame on jack stands that are rated for the weight of the vehicle. Use a hydraulic jack under the axle to compress the front suspension.
3. Remove the front wheels and wheel well liners if necessary.
4. Disconnect sway bar end links from the axle.
5. Disconnect brake lines and ABS wires from lower factory spring mount (disconnect 4wd vacuum lines as necessary). You are not removing brake lines, but simply "unclipping" them from the axle.



6. Remove upper track bar bolt at the frame end.
7. Remove factory shocks.
8. Fully extend front suspension and remove factory coils. Keep Rubber Isolators for new coils.
9. Place the stock coil spring isolator on top of the Carli suspension Coil Spring.
10. Place supplied Carli front reservoir mount on top of coil spring isolator.
11. Slide the Carli coil spring/isolator/Reservoir mount assembly into the upper coil spring mount and first, then seat the lower part of the coil spring into the lower bucket securing the assembly. Ensure the coils are seated properly into the lower coil mount! Be sure reservoir mount is lined up properly as coil is being seated.
12. Compress the front suspension using the hydraulic jack.
13. Install bottom of FRONT Pintop Shocks into lower shock mount, then insert pintop into upper shock mount.
14. Install pintop bushing hardware onto shock. Tighten nut until the rubber compresses.
15. Rotate reservoir so that the hose bends towards the frame away from the tire. Mount the shock reservoir using supplied hose clamps.
16. Attach the supplied Carli Decal; this will help re-align the reservoirs if removed in the future.
17. Remove O.E.M. track bar from the axle with a ball joint puller.
18. Adjust the supplied Carli Track Bar to 37.5" center eye of bearing to center eye of the tapered end.
19. Apply thread locker to threads and torque Jam nut to 150 lb./ft.
20. Install Carli track bar onto factory axle mount using the factory nut. Torque to 150 lbs/ft.
21. Install factory fender liners using factory hardware.
22. If front tires were removed, reinstall and lower the truck prior to setting the torque.
23. Install frame end of track bar into the factory mount.  
**NOTE:** Have someone turn the steering wheel to help line up the rod-end to the mount.
24. Install upper factory bolt. Torque to 406 Ft Lbs (factory torque).
25. Reconnect factory Brake lines, ABS lines and vent tubes.
26. Unbolt the brake lines from the upper mount on the frame rail if 2008+ (2005-2007, unbolt from the side of the coil bucket).
27. Using the factory hardware, attach the brake line drop brake to the frame (or coil bucket if 2005-07)
28. Mount the factory brake line tabs to the relocation hole on the installed tab using the provided hardware and trim the bolt as necessary. This may require slight manipulation of the hard lines. Bend the hard lines with slight pressure and avoid sharp bends to ensure not to kink them).



#### REAR INSTALLATION – ADD-A-PACK

29. Raise the rear of the truck and place floor jacks underneath rear axle. Place safety jack stands under the frame to support the truck and lower the truck onto jack stands.
30. Remove rear wheels.
31. Use a floor jack to raise the rear axle just enough to take tension from the shocks and remove them.
32. Remove rear U-bolts attaching rear axle to driver side leaf spring.
33. Carefully lower rear axle.
34. DO NOT ALLOW AXLE TO HANG FROM ANY HOSES OR CABLES
35. Secure main spring assembly together with 2 C-clamps on outer edges of lower leaf. Do not include the lower overload (thick leaf on the very bottom). If your truck has Upper Overload (Helper Springs), you can reuse them, but longer U-Bolts (NOT INCLUDED) will be required to keep the Helper Springs. We STRONGLY recommend you remove them for rear suspension performance.
36. Remove the leaf spring center pin(s) and lower overload spring. Discard the factory overload as the add-a-pack will replace it.
37. Install 6 leaf Add-A-Pack using supplied new center pin.  
(Order of assembly = New center pin- 6 leaf add-a-pack- remaining leaves on the truck.)  
Note: You may have to slightly loosen U-bolts on opposite side of the truck to droop axle enough for install of Add-A-Pack.
38. CAREFULLY tighten center pin to bring the leaves together. It might be required to compress them together with a C-Clamp to get the center pin to fully tighten.
39. Once tight, set F250 Blocks on the axle mount with the bump-stop tang facing inward.

