

NOTE:

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

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.



PLEASE VISIT: Forums.CarliSuspension.com

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

PARTS CHECKLIST:

1. (1) 2.0 Hardware kit, including:
 - (1 set) Brake Line Mounting Tabs
 - (2) 1.5 degree Caster Adjustment Cams
2. (1) **Fox 2.0** Shock Package w/ Reservoir Mounts
3. (2) CS-FLRC-05 Ford Leveling Coils
4. (1) CS-FPRB-05 Ford Track Bar
5. (2) CS-FORDPAP Ford Progressive Add-A-Pack w/ U-Bolts

SYSTEM NOTES:

- Super Duties equipped with a 3-5/8" tall block from the factory will require the factory 2" tall Block to attain leveled stance with the add-a-pack. Part Number: 7C3Z-5598-L and 7C3Z-5598-K
- Rear Driveshaft must be checked for 1 piece or 2 piece units. It is recommended that 2 piece driveshafts order a carrier bearing drop, PN# CS-CARRIERDROP-F, \$35
- We recommend a 17"-18" Wheel, no more than 9" wide with 5"-5.5" of Backspacing on Leveling Systems
- 35", E-Rated Tire Fitment is Recommended. Recommended unloaded Tire Pressure 45F/40R

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. Remove the factory front bump stops by removing the bolt in the center that retains them to the frame.
10. Re-install the factory bump stops utilizing the 1/2" drop block between the bump stop and the frame securing the assembly with longer bolt provided with the system's hardware kit.
11. Place the stock coil spring isolator on top of the Carli suspension Coil Spring; then, place supplied Carli front reservoir mount on top of

coil spring isolator during coil spring installation.

12. Be sure reservoir mount is lined up properly as coil is being seated and the offset reservoir mount is offset upward to clear the tire!
13. Slide the Carli coil spring/isolator/reservoir mount assembly into the upper coil spring mount 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!
14. Compress the front suspension using the hydraulic jack.
15. Install bottom of FRONT Shocks into lower shock mount, then insert pintop into upper shock mount.
16. Install pintop bushing hardware onto shock. Tighten nut until the rubber compresses.
17. Secure the remote reservoir to the coil-mounted reservoir mount with the supplied hose clamps.
18. Remove O.E.M. track bar from the axle with a ball joint puller.
19. Adjust the supplied Carli Track Bar to 37.5" center eye of bearing to center eye of the tapered end.
20. Apply thread locker to threads and torque Jam nut to 150 lb./ft.
21. Install Carli track bar onto factory axle mount using the factory nut. Torque to 150 lbs/ft.
22. Install factory fender liners using factory hardware.
23. If front tires were removed, reinstall and lower the truck prior to setting the torque.
24. 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.
25. Install upper factory bolt. Torque to 406 Ft Lbs (factory torque).
26. Reconnect factory Brake Lines, ABS lines and vent tubes.
27. Unbolt the brake lines from the upper mount on the frame rail if 2008+ (2005-2007, unbolt from the side of the coil bucket).
28. Using the factory hardware, attach the brake line drop brake to the frame (or coil bucket if 2005-07)
29. 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

30. 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.
31. Remove rear wheels.
32. Use a floor jack to raise the rear axle just enough to take tension from the shocks and remove them.
33. Remove rear U-bolts attaching rear axle to driver side leaf spring.
34. Carefully lower rear axle.
35. **DO NOT ALLOW AXLE TO HANG FROM ANY HOSES OR CABLES**
36. 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.
37. Remove the leaf spring center pin(s) and lower overload spring. Discard the factory overload as the add-a-pack will replace it.
38. 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.
39. **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.
40. Once tight, set F250 Blocks on the axle mount with the bump-stop tang facing inward.
41. Raise axle until the block meets the add-a-pack spring and the center pin indexes into the hole on the top of the block.
42. Drill out factory spring retainer plate in order to accommodate new, larger center-pin nuts. We use a step-chamfer bit for this.
43. Set the retainer plate on top of the leaves and install U-bolts to secure the assembly.
44. Torque U-bolt nuts to 110 ft.-lbs in a cross pattern.
45. Repeat steps on passenger side.



COMPLETING INSTALLATION:

46. Install rear wheels
47. Lower truck onto the ground
48. Torque wheels and suspension components to OEM specs once the truck is on the ground.
49. Using the supplied billet clamps, mount the reservoir to the shock body.
50. Mount the REAR shocks body up, shaft down with the reservoirs facing away from the axle (passenger reservoir should face forward and driver's side reservoir should face the rear).
51. Torque to 35 ft lbs upper and lower.

DO NOT USE AN IMPACT ON THE UPPER NUTS! YOU WILL SHEAR THE SHOCK MOUNT!

52. Take truck for an alignment.
53. Re-torque after 1000 Miles.

NOTES:

F-250's will re-use their factory lift block in the rear. F-350's will need to swap their blocks for the F-250 Blocks in order to run a Carli Leveling system. If F350 Blocks are run, the vehicle will be an inch too tall in the rear and new U-Bolts may be needed (not included). These are available at the Ford Dealer. Please note that some blocks are Driver/Passenger side specific.

After install, you must have the truck re-aligned for proper caster adjustment. Included in the kit are Ford Caster Adjustment Cams. They should ONLY be installed by a skilled professional or alignment shop. You will be able to drive the truck to an alignment shop; Carli does not recommend driving the truck for extended periods without an alignment pulled on the front end.