



CARLI / DEEVER FULL PROGRESSIVE SPRING PACK

- The most ride quality improvement of any bolt on component
- Custom all-purpose progressive spring rates and our split pack design for maximum daily drive comfort



Please Visit: Forums.CarliSuspension.com

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

Fitment:

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

Rear Installation –Full Spring Pack

1. Disconnect emergency brake cable from top spring plate.
2. If working without a shop lift, support truck with suitable safety stands. To do this put the truck in park, block the front wheels, both in front and behind the tires, and then disengage the emergency brake. Place floor jack underneath rear axle and raise truck. Place safety jack stands under the frame to support the truck and lower the truck onto jack stands. Remove rear wheels.
3. Use a floor jack to raise the rear axle just enough to take tension from the shocks and remove them.
4. Remove rear U-bolts attaching rear axle to driver side leaf spring, and loosen U-bolts on passenger side to allow some movement.
5. Carefully lower rear axle.

DO NOT ALLOW AXLE TO HANG FROM ANY HOSES OR CABLES

6. Loosen shackle and hanger bolts on driver side. Heat may be necessary to remove front bolt (be careful near the fuel tank).
7. Remove shackle to frame bolt so the shackle comes out with the spring.
8. Remove hanger bolt and remove the spring from the truck.
9. Remove shackle from factory leafs and install on Carli Spring Pack. Make note of its orientation and bolt placement/clearance. The rear if your new spring pack is the side with no double (military) wrap.
10. Install the new leaf pack with the double (military) wrap towards the front of the truck.
11. **Note:** You may have to slightly loosen U-bolts on opposite side of the truck to droop axle enough for install of Full Spring Pack.
12. Carefully raise axle until spring meets the axle perch. Make sure center pin is aligned in axle perch correctly.
13. Re-mount axle to spring using supplied U-bolts, washers and nuts.
14. Torque U-bolt nuts to 100 ft.-lbs.

NOTE: The factory U-Bolt plates (on top of the springs) must be re-used and will require installer to drill out the center pin hole to accommodate the new, larger Carli Center-pin.

15. Repeat steps 66 through 78 on passenger side.
16. Remove the clip that held the e-brake cable to the spring plate as it is no longer needed. After installation, ensure the e-brake cable is not in danger of being caught on anything.
17. **PLEASE NOTE:** All leaf spring factory hardware should be tightened but do not torque until the truck is on the ground under its own weight. This procedure will ensure the bushings are properly preloaded.



18. Torque front leaf spring bolt to 340 lbs/ft.
19. Torque both shackle bolts to 180 lbs/ft.
20. Tighten U-bolts in the air, then torque to 100ft.lbs. when it the vehicle is on the ground.
21. Remove the factory rear bump stops from both sides of the frame.
22. Install the factory bump stop to the bottom (small) side of the rear bump stop drop.
23. Install the competed bump stop drop assembly back onto the frame. The factory bump stop will be offset towards the front of the truck.
24. Install rear wheels
25. Lower truck onto the ground
26. Torque wheels and suspension components to OEM specs once the truck is on the ground.
27. Mount the REAR shocks so the bodies are up and shafts are down. Torque to 35 ft lbs upper and lower.
- DO NOT USE AN IMPACT ON THE UPPER NUTS! YOU WILL SHEAR THE SHOCK MOUNT!**
28. Re-torque after 1000 Miles.

