



CS-FHMSS-08 & CS-FHMSS-17 Ford High Mount Steering Stabilizer

Fitment
2005-16 F250/350 4x4 - Extended Rod End
2017+ F250/350 4x4 - Short Rod End

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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.

Parts Checklist

- (Qty. 1) - Carli Stainless High Mount Steering Stabilizer WITH Stainless High-Misalignment Stud installed
- (Qty. 1) - Drag-Link Saddle Clamp
 - Drag Link Bracket w/ welded nut
 - Tapered Sleeve Adapter
 - (QTY 1) 1/2"-13 Nyloc Flange Nut
 - (QTY 1) 1/2" x 2.75" Grade 8 Bolt
 - (QTY 1) 1/2" Washer
- (Qty. 2) - Bearing Spacers (Should be zip-tied to body-end bearing)

NOTES:

- **Carli Stainless Steering Stabilizers come pre-charged with 200PSI of nitrogen. If you encounter a left-hand pull following installation, remove nitrogen pressure by removing the cap and using it to depress the schrader valve core for a fraction of a second. Drive the truck and repeat if necessary. DO NOT run stabilizer with less than 70PSI!**
- **Use ONLY Nitrogen to charge your stabilizer.**
- **The Carli Suspension Ford High Mount Steering Stabilizers are designed to work on Carli 2.5" and 4.5" lifts ONLY. They will work on other lifts of this height NOT utilizing a dropped pitman arm. Do NOT install if your truck is stock height or runs a dropped steering geometry.**
- **DO NOT EMPTY STABILIZERS TO EASE INSTALLATION IF YOU DO NOT HAVE ACCESS TO NITROGEN!!**



Installation Instructions

1. Key the truck on and turn the wheels all the way to the left (fully extend the stabilizer).
2. Remove the factory hardware from both ends of the factory stabilizer.
3. Remove and discard the stock stabilizer. This is the easy version as the tapered end of the stabilizer takes some coercion to remove. A puller, heat, prybar or hammer may be required to remove the factory stabilizer from the drag link.
4. Once removed, clean the mounting areas including the tapered receiver on the drag link and frame-side bolt/stud to ensure they're corrosion free.



5. Place the Tapered Sleeve Adapter into the Drag link hole.



6. Place the bracket onto the drag link and Tapered Sleeve Adapter. The bracket will extend from the adapter, down the drag link toward the passenger side.



7. Insert the provided 1/2" bolt & washer through the bracket and adapter
8. Secure with the provided Nyloc Flange-Nut
9. Torque to 40lb/ft.



10. Coat the threads of the stainless stud with blue Loctite and thread into the welded nut in the installed drag-link Clamp..
11. Use a Crow's foot to torque the 3/4" hex (lower portion of the installed stainless stud seated against the bracket) to 50lb.ft. **DO NOT TORQUE FROM THE UPPER 1/2" HEAD; IT WILL SNAP.**

NOTE:

If you do not have blue Loctite, use anti-seize or grease. Threading stainless into the weld-nut (differentiating metals) will likely cause the joint to seize if not lubricated.



12. Coat the threads of the factor bolts with blue Loctite and slide one bearing spacer over the shank.
13. Slide the bolt through the body-side eyelet of the shock, then put on the other spacer. The schrader valve should face forward.
14. With the wheels turned all the way to the left, have an assistant compress the stabilizer as needed to start the bolt threads into the factory frame bracket.
15. Use a 15mm Socket to torque this to 30lb/ft.

NOTE:

Earlier SD Trucks may have a frame stud vs. the bolt shown. The process is the same. Slide one spacer onto the stud, then the stabilizer (schrader forward) then the 2nd spacer, then nut. Torque to 30lb/ft.

16. If the stabilizer was discharged to ease installation, recharge to 200psi of Nitrogen. **DO NOT USED COMPRESSED AIR**

As noted Stabilizers come pre-charged with 200PSI of Nitrogen. If you encounter a left-hand pull, you can remove N2 pressure by depressing the Schrader for a fraction of a second. Drive the truck and repeat if necessary. DO NOT run stabilizer with less than 70PSI! Only use Nitrogen to charge your stabilizer

