

CS-FLVL-PT-05 – 2005-07 Ford Pintop 2.5” Leveling Lift System

CS-FLVL-PT-08 – 2008-10 Ford Pintop 2.5” Leveling Lift System

CS-FLVL-PT-11 – 2011-16 Ford Pintop 2.5” Leveling Lift System

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.



PARTS CHECKLIST:

1. Ford Leveling Coils
2. Extended Brake Lines
3. Caster Correction Shims
4. Adjustable Track Bar
5. Pintop 2.5" Shock Package

DISSASSEMBLY

1. Set emergency brake and block rear wheels, in front and behind tires
2. Break lug nuts loose while the truck is on the ground (do not remove until the truck's weight is off the tires)
3. Jack up the front end and properly support the frame on jack stands that are rated for the weight of the vehicle. Use a jack under the axle to compress the front suspension.
4. Remove the front wheels and wheel well liners.
5. Disconnect sway bar end links from the axle.
6. Disconnect brake lines and ABS wires from lower factory spring mount (disconnect 4wd vacuum lines if necessary). You are not removing brake lines yet, but simply "unclipping" them from the axle.
7. Remove upper track bar bolt at the frame end.
8. Using a Ball-Joint puller, remove the axle track bar connection from the axle ball joint and remove the track bar.
9. Remove factory shocks.
10. Droop front suspension slowly to unload the spring and remove the factory coil springs. Set aside factory coil spring isolators for re-use with the Carli Springs.

FRONT INSTALLATION INSTRUCTIONS

11. Install provided extended, stainless brake lines in the front.
12. Follow Directions in **CS-FLRC-05 – 2.5" Coil Spring Box**. Ensure to install the reservoir mounts between the spring isolators and stock coil bucket at this time.
13. Disassemble the upper bushing assembly on the front Pintop shock leaving half of the bushing and the thread sleeve in place for the bottom of the upper, factory shock mount.
14. With the front suspension loaded and new coil springs installed, insert the lower rod end of the King 2.5" shock (with the 2 bearing misalignment spacers installed) into the factory lower shock mount. Secure with the factory bolt hand tight.
15. Compress the shock and slide it into place so the thread sleeve slides through the factory, upper shock mount hole.
NOTE: Access to compressed Nitrogen will make this process MUCH easier as the shocks can be drained allowing the shaft to plunge without resistance. Without draining the nitrogen, the shocks will be VERY difficult to compress. DO NOT fill shocks with compressed air!!
16. Assemble the upper bushing half, billet bushing retainer, washer and nut to the top of the shock and tighten by hand until you feel the billet cap hit the thread sleeve. This ensures proper bushing preload; do not tighten past this point.
17. Torque lower shock bolt to 100lb/ft.
18. Mount the shock reservoir using supplied hose clamps.
NOTE: The reservoir is assembled with snap rings and O-Rings. With no nitrogen pressure, they can be rotated to face the Carli/KING reservoir sticker outward. Do this before re-charging the shocks. If you're working without access to nitrogen, do not attempt to rotate the reservoir. Secondly, do not rotate the reservoir to orient the sticker outward if it stresses/kinks the hose!
19. Reattach factory Sway-Bar Links
20. If front tires were removed, reinstall and lower the truck prior to setting the torque.
21. Follow instructions in the **CS-FPRB-05 – Adjustable Track Bar Box**
22. Install factory fender liners using factory hardware.
23. Reattach vent tubes if they were disconnected.



REAR INSTALLATION INSTRUCTIONS

24. Jack up the rear end and support the frame and axle with jack stands.

25. Remove rear wheels and tires.
26. Install provided extended, stainless brake lines in the rear.
NOTE: 2011-16 trucks equipped with dual rear brake lines will require manipulation of the rear ABS lines to achieve the travel of the new brake lines. If they require modification, pull them from the axle bracket and zip-tie them to the new brake lines.
27. Remove rear shocks and discard. Keep the shock fastening hardware as it will be reused with the Carli Shocks.
28. Follow Instructions provided in the U-Bolt box of the **CS-FPAP-05(08)(11) – Progressive Add-a-Pack** or **CS-FFSP-LVL-08(11) – Full Progressive Leaf Springs**.
NOTE: 2005-2007 trucks will require spring hangers to be moved forward to run the 2008 style Full Progressive Leaf Springs. Instructions for this conversion should be included in the U-Bolt Box; if they're not, Call Carli for an emailed copy.

COMPLETING INSTALLATION:

29. Install rear wheels.
30. Lower truck onto the ground.
31. BLEED BRAKES to ensure proper operation.
32. Torque Lug Nuts and double check torque on all suspension components to OEM specs once the truck is on the ground.
33. Install the King 2.5" Remote Reservoir shocks body up, shaft down with the reservoir fittings facing inward. There will be one wide and one narrow spacer on the top mount. The wide spacer goes on the stud first to space the shock away from the frame, then the shock slides over the stud, then the narrow spacer, then the factory nut. Torque factory nut to 35lb/ft.
34. The spacers installed in the lower shock bearing are a 1.5" width x 14mm inside diameter. These fit the 2017+ lower shock hardware. We provide (Qty 2) 12mm reducer sleeves installed in the spacers to accommodate 05-16 trucks.
35. Install the bottom of the shock (with installed spacers) into the factory mount and secure with the factory bolt. Torque to 50lb/ft.
36. Pull the remote reservoir up to the under-bed crossmember to mock it up ensuring there's sufficient slack in the hose to allow fore and aft movement of the shock body during suspension cycling. (Aftermarket 5th wheel hitches may require the reservoirs to be mounted to the hitch itself or an alternate location). Once the position has been determined, secure the reservoir mounts to the predetermined location with the included self-tapping hardware.
37. Secure the reservoirs to the mounts with the included hose clamps
38. Torque upper and lower shock mounts to 35 lb/ft.
39. Double Check Nitrogen and add if needed. Pressure in 2.5" King Shocks should be 225psi. NITROGEN ONLY. Do not use a tire gauge; a lockout gauge/charging manifold (King PN: T1001-100) is required to properly check the nitrogen pressure. Using a gauge not designed specifically for "lockout" applications (like the charging manifold) will cause substantial nitrogen pressure loss when checking pressure.
40. Take truck for an alignment.
NOTE: If desired, a home alignment can be performed as the Toe measurement doesn't change when lifting a straight axle truck. Install the provided caster shims FAT side to the front (slit facing directly REAR).
A. Follow instructions in the Caster-Shim Box.
B. Set the truck on the ground and ensure the wheels are straight and the truck is at ride height, then adjust the drag link to center the steering wheel.
41. Re-torque after first 500 Miles

