



## PN: CS-BRSKID-RLCAM

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### INSTALLATION NOTES

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.

We recommend all fasteners that do not utilize a locking nut (Crimp-Lock or Nyloc), or reuse a lock nut (as these are technically one-time use), use a medium-strength thread-locker to ensure a good, mechanical connection. We use Loctite 243 in-shop. Further, all torqued bolts should be torque-striped/paint-marked for future inspections confirming hardware has not loosened.

Recheck all torque after the first 500 miles.

### LIFETIME 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.

For full Warranty details, see: <https://www.carlisuspension.com/warranty/>

### PARTS CHECKLIST

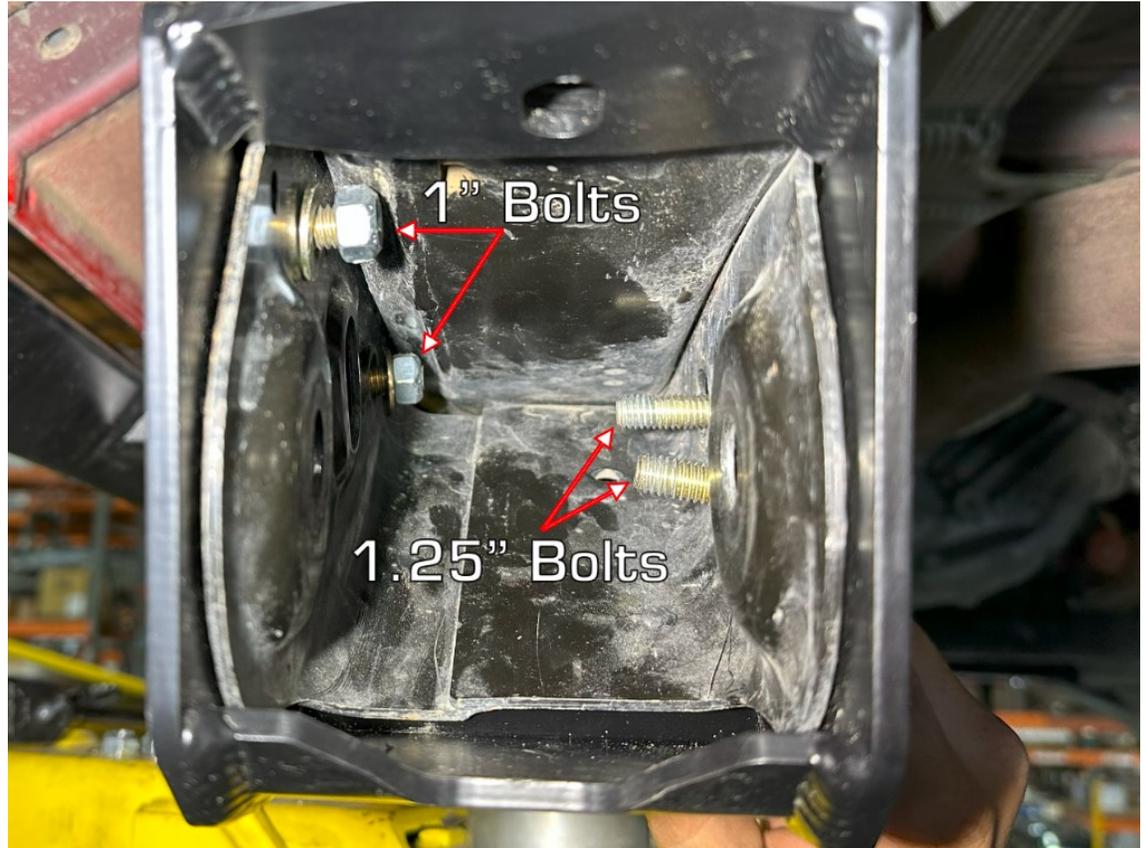
Before beginning disassembly of the vehicle, check to ensure you've received all parts necessary to complete installation to avoid potential down-time in correcting discrepancies. Any discrepancies will be handled by Carli Suspension and the correcting products will be shipped UPS Ground.

- (QTY 2) PC-BRSKID-RLCAM — Bronco Rear Lower Control Arm Mount Skid, Mirrored
- (QTY 2) PC-BRSKID-RLCAM-DBLR—Bronco RLCAM Doubler Washer
  
- (QTY 1) AP-BRSKID-RLCAM-HK — Hardware Kit
  - (QTY 4) 3/8"-16 x 1 Grade 8 Bolt
  - (QTY 4) 3/8"-16 x 1-1/4" Grade 8 Bolt
  - (QTY 16) 3/8" Washer
  - (QTY 8) 3/8"-16 Lock Nut

1. Jack the Bronco up in the air and support the frame rails with suitable jack stands. The rear suspension should be at full extension and wheels/tires should be off the ground.
2. **24MM** — NOTE ALL BOLT ORIENTATIONS (the factory hardware will be re-used when reinstalling the arms), support the axle with jack stands and remove the lower factory control arm on the Driver side. ONLY work on one side at a time — this, with the track bar, and other 3 control arms, will ensure the axle stays put.

3. Place the Driver side Carli Control Arm Mount Skids over the factory bracket and secure in place using the 3/8" x 1" hardware with the provided washers and nuts. The shorter 1" hardware will secure the outside of the bracket to the factory mount.

*The picture is from the rear perspective looking forward into the control arm pocket on the Driver side mount.*



4. The 1.25" Hardware will secure the inside of the mount to the factory bracket utilizing the "double-washer" provided, then the washers and nuts—thus the extra bolt-length.



5. **9/16" Socket** — Place a jack under the skid to preload it upward and torque the 3/8" Bolts to 37Lb/ft



6. Install the control arms (loosely) with the factory hardware.



7. Repeat this installation on the passenger side. The removal of the frame-side bolt on the passenger side is impeded by the fuel tank. If you loosen the fuel tank straps (use an 18mm socket), you can slide something (we used a dead-blow hammer) between the frame and fuel tank to scoot it over enough to clear the bolt. Other than this, installation is exactly the same, just mirrored.



8. **24MM** — The Carli Arms are built with 17-4 Stainless Spherical Joints, The hardware can be torqued at any position; there's no need to torque at ride height. If you're re-installing the factory arms (or any arm with a vulcanized bushing), the Bronco will need to be at ride height when torquing. Torque all factory control arm mounting hardware to 230lb.ft.