



CS-FLVL-17: 2.5" Ford Leveling 2.0 System

Fitment
2017+ F250/350 4x4

Carli Suspension, Inc.
422 Jenks Circle
Corona, CA 92880
888-992-2754

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

- (Qty. 1) - CS-FLC-05 - Coil Springs
- (Qty. 1) - CS-FC20SPKG-LVL-17 - Shock Package
- (Qty. 1) - CS-FCASTERSHIM-2.5 - 2° Caster Shims
- (Qty. 1) - CS-FBDF-2.5-17 - High Clearance Bump Stop Drops, Front
- (Qty. 1) - CS-FSBD-17 - Sway Bar Drop Bracket



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Installation Instructions

1. Follow instructions in "CS-FLRC-05 - 2.5 Ford Linear Rate Coil Spring" Box
2. Install Front Shocks:
 - A. **Fox 2.0 IFP:** Install the lower bushing into the factory lower shock mount (Figure - 1), remove the top half of the bushing (Nut, upper bushing retainer, upper bushing half), compress shock (this may prove difficult, use your body weight) and guide the stem-top through the factory upper shock mount (Figure - 2). Reassemble the upper bushing half on top of the shock mount and tighten the provided nut to preload the bushing. Torque lower shock bolt to 100 lb/ft.
4. Install the provided, "CS-FORDBBL-17-F - Extended Front Brake Lines".
5. Follow instructions in "CS-FSBD-17 - Sway Bar Drop Bracket" Box
6. Install the provided 2° Caster Shims
 - A. Work on one side at a time. Remove the cotter pin from the upper ball joint stud, then, remove the upper ball joint nut that retains the factory alignment shim.
 - B. Using a pry-bar, work around the upper edge of the shim until it pops loose (Southern California version... if corroded, this may require cycling penetrating lubricant and heat).
 - C. Once removed, clean out the knuckle bore as much as possible and install the caster-correcting spacer on the upper ball joint stud. The gap on the thin part of the spacer will face **DIRECTLY REAR** (Figure - 5)! This puts the fat part at the front, essentially rolling the axle back to achieve additional caster.
 - D. Once installed, thread the ball joint nut back onto the stud, this step will finish pressing in the shim. While holding the shim's orientation with a wrench, torque the upper ball joint nut to 69ft.lbs.
 - E. Check your work and ensure the shim did not rotate while torquing the ball joint. Once confirmed, install cotter pin and wheel/tire.
 - F. Repeat on other side.
 - G. 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.
7. Remove the factory rear shocks.
8. Install the Fox 2.0" IFP shocks: slide the upper bushing over the factory stud and torque the factory nut on the factory upper shock mount to 35lb/ft.
9. Install the bottom of the shock into the factory axle-mount and secure with the factory bolt. Torque to 100lb/ft.
10. If the alignment was in spec before the lift was installed, the cams were installed properly, and the steering wheel was centered, there is no alignment needed. If unsure, take the truck for a full alignment.
11. Retorque all fasteners after 500 miles.

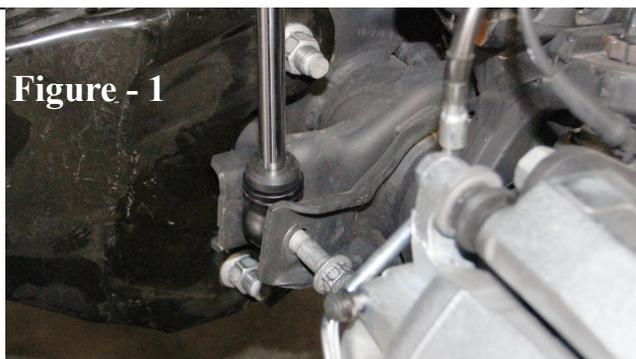


Figure - 1



Figure - 2

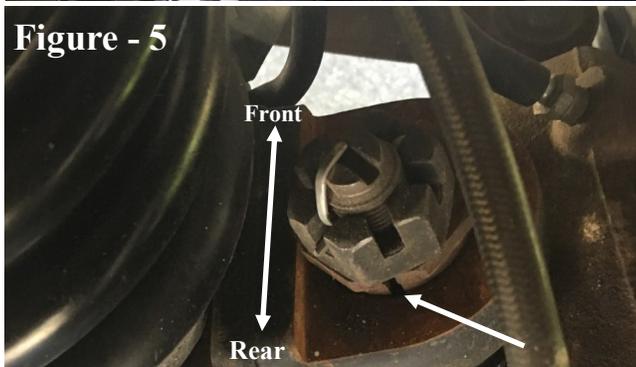


Figure - 5