



## 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

Carli Suspension, Inc.  
596 Crane St.  
Lake Elsinore, CA 92530  
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) - Carli Stainless High Mount Steering Stabilizer WITH Stainless High-Misalignment Stud installed
- (Qty. 1) - Drag-Link Saddle Clamp
- (Qty. 1) - Flange Nut
- (Qty. 2) - Gold 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 ONLU 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. Remove the factory hardware from both ends of the factory stabilizer.
2. 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.
3. 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.



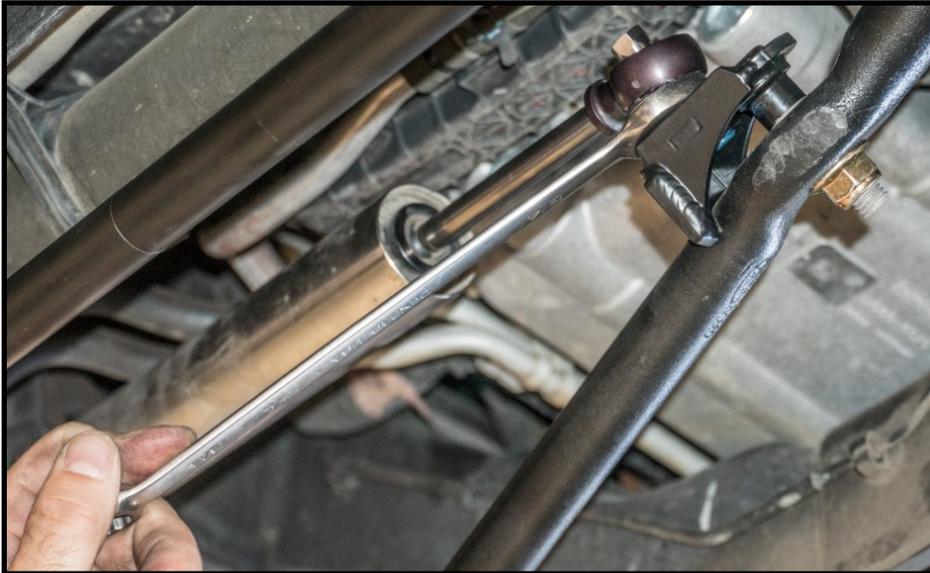
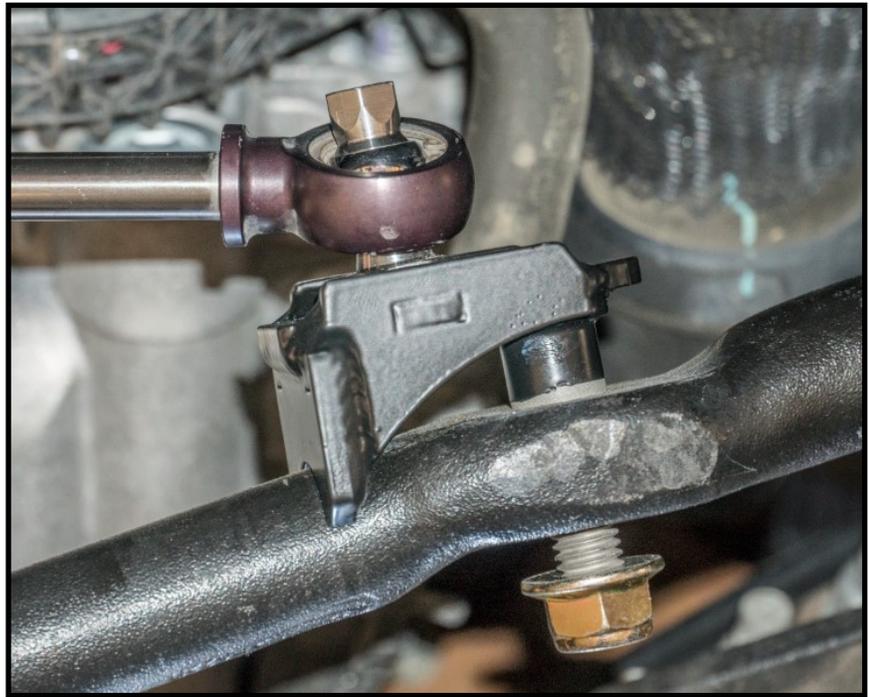
4. Coat the threads of the welded nut in the bracket with medium strength thread locker (we use Blue Loctite) as the stud you're threading in is made of Stainless Steel. Anti-Seize would also work.

5. Using a 1/2" Socket, thread the Stainless Stud (pre-installed in the rod end of the stabilizer) into the drag-link bracket until it bottoms. **DO NOT TORQUE FROM 1/2" UPPER HEX.**
6. **If you have access to a vice:** clamp the bracket into the vice with a soft jaw (or rag on each side to protect the powder coat finish). Roll the stabilizer back to expose as much of the lower hex as possible and, using a 3/4" Crows foot, torque the stud to 30lb.ft. then remove the stabilizer and bracket assembly from the vice. **If you do not have a vice:** hand tighten the stud to the bracket, it can be torqued when installed on the truck.



7. Install the body end of the Stainless Shock into the factory frame-side mount using the removed factory bolt and 2 supplied gold spacers; one on each side of the bearing. (pictured)
8. Torque the assembly to 35 ft. lbs.

9. With shock fully extended, turn the wheels all the way toward the driver's side.
10. With the frame end installed, compress the stabilizer/clamp assembly into the body of the stabilizer and insert the tapered stud of the saddle clamp into the receiver (hole) on the drag link. **NOTE:** With the stabilizer charged to 200PSI as it comes, this can prove difficult. If you have access to nitrogen, the stabilizer's pressure can be relieved from the schrader valve and recharged to 200psi upon completion of the installation.
11. Hand-thread on the provided flange-nut.
12. Use a 3/4" socket to torque the flange nut to 30lb/ft. ensuring the saddle clamps sits flush to the drag link as pictured.



13. **If the stud was torqued to the bracket in a vice in the earlier steps, ignore this step:** Roll the stabilizer back to expose as much of the lower hex as possible and, using a 3/4" Box Wrench, tighten the stud. The torque spec is 30lb.ft - thus the reason we spec blue loctite. Again, this **MUST** be tightened from the lower 3/4" portion of the stud that sits against the bracket. **DO NOT TORQUE FROM THE UPPER 1/2" HEAD.**
14. 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**

