



CS-FPAP-17 : Ford Progressive Add-a-Pack

Fitment
2017+ F250/350 4x4

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

2.5" Lift

- (Qty. 2) - Progressive Add-a-Packs
- (Qty. 4) - Zinc Plated U-Bolts
- (Qty. 8) - U-Bolt Washers
- (Qty. 8) - U-Bolt Nuts
- (Qty. 2) - Center Pins & Nuts

4.5" Lift

- (Qty. 2) - Progressive Add-a-Packs
- (Qty. 4) - Zinc Plated U-Bolts
- (Qty. 8) - U-Bolt Washers
- (Qty. 8) - U-Bolt Nuts
- (Qty. 2) - Center Pins & Nuts
- (Qty. 2) - 2" Fabricated Lift Blocks

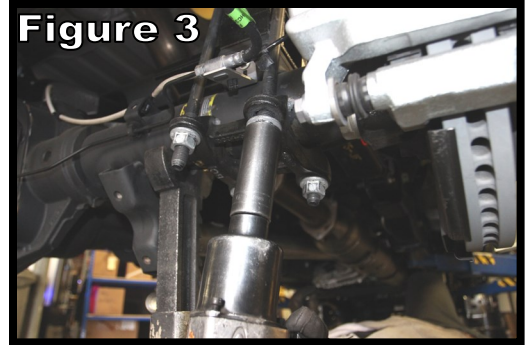
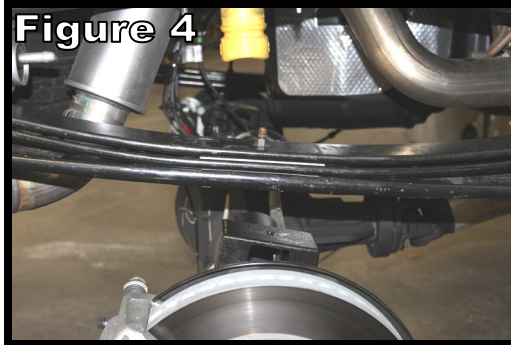
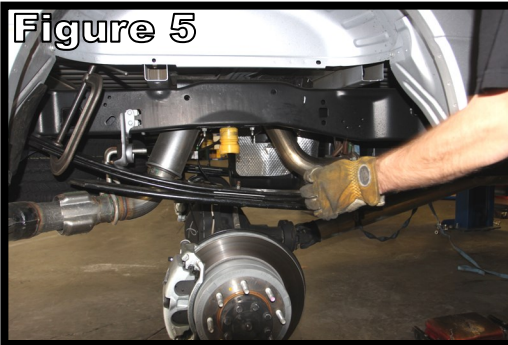
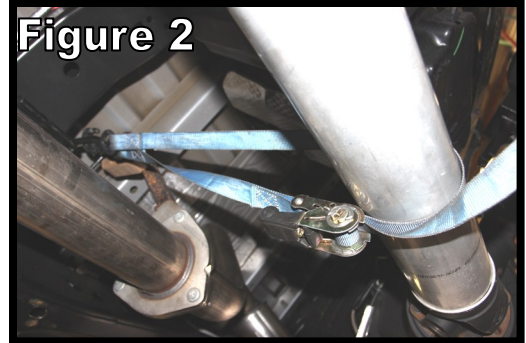


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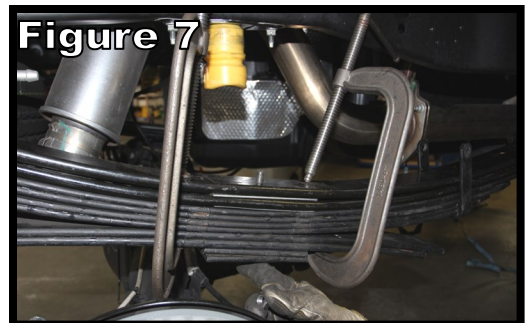
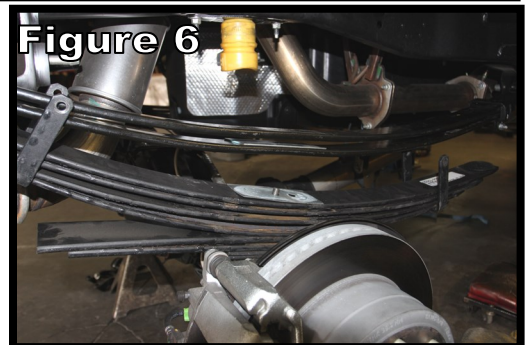
Disassembly Instructions

1. Raise the rear of the truck and place floor jacks underneath rear axle. Place safety jack stands under the frame to support the truck and lower the truck onto jack stands.
2. Remove lug nuts with a 13/16" Socket, then rear wheels.
3. Using an 18mm socket for the upper mount and 21mm for the lower mount, remove the rear shocks.
4. Using a ratchet strap, support the driveshaft/pinion to the closest exhaust hanger. (very important if you're doing both sides at the same time) - **Figure 2**
5. We recommend working on one side at a time, remove Passenger side rear U-bolts using a 15/16" socket and set the Upper & Lower U-Bolt Plates to the side. - **Figure 3**
6. Carefully lift the truck from the frame to droop the rear axle and separate the leaf springs from the factory 3.25" Block. - **Figure 4**
DO NOT ALLOW AXLE TO HANG FROM ANY HOSES OR CABLES
7. Remove the factory block assembly.
8. Secure main spring assembly together with 2 C-clamps on outer edges of lower leaf; **Do not include the lower overload** (thick leaf on the very bottom). F250 will have 2 main springs as pictured, F350 and F250 equipped with the "High Cap Tow" or "Tremor" Package will have 3 main springs ****DO NOT REMOVE THE 3RD MAIN LEAF SPRING IF EQUIPPED****. If your truck has Upper Overload (Helper Springs), you can reuse them, but longer U-Bolts (NOT INCLUDED) will be required to keep the Helper Springs. We **STRONGLY** recommend you remove them for rear suspension performance. - **Figure 5**
9. Remove the leaf spring center pin (15mm socket).
10. Remove lower overload spring. Keep the slider from the top and discard the factory overload as the add-a-pack will replace it.
11. Remove the temporary center pin from the add-a-pack and remove the bolts/crush sleeves from the add-a-pack's spring retainers - **Figure 8 (Next Page)**



Installation Instructions

12. Slide the add-a-pack in place of the factory overload spring and place the slider onto the top of the add-a-pack (between the add-a-pack and factory spring pack) **Note**: If you're doing one side at a time, it may be necessary to slightly loosen U-bolts on opposite side of the truck to droop axle enough for install of Add-A-Pack. - **Figure 6**
13. Install Add-A-Pack using supplied new center pin. This may take some time but an aligning pin helps substantially to align the add-a-pack, sliders and factory springs. Slide the center pin through the bottom and work it up through the assembly until you can get a nut on the top. It may be necessary to use a couple C-Clamps to tighten the leaf spring assembly together before you can get a nut on it.
14. Once you have a nut on the center pin, use an 18mm socket and ratchet to compress the pack together until it's tight & remove C-Clamps. **DO NOT OVERTIGHTEN** - **Figure 7**
15. With the assembly together, lower the truck from the frame (or lift the axle) so the axle spring perch meets the leaf springs. Ensure the center pin seats in the index in the axle; the springs should be flush with the perch. **NO BLOCKS** are needed/re-used with the add-a-pack equipped leveling system. If you're installing a 4.5" variation, Set the Carli 2" Block on the axle, then lower the truck so the center pin rests in the index. - **Figure 9 & 10**
16. Reinstall the bolts & Crush sleeves in the spring retainers. - **Figure 8 (next page)**
17. Drill out factory, upper U-Bolt plate in order to accommodate new, larger center-pin nuts. (We use a step-chamfer bit for this) and cut off the excess center pin.
18. Place the upper U-Bolt plate over the new center pin and re-assemble hand-tight with the Carli U-Bolts ensuring they're tightened evenly
19. Torque U-bolt nuts to 110 lb/ft. in a cross pattern.



20. Repeat installation on opposite side.
21. Remove ratchet strap from driveshaft.
22. Continue to the next step in the kit instruction.
23. Re-torque in 1000 Miles.

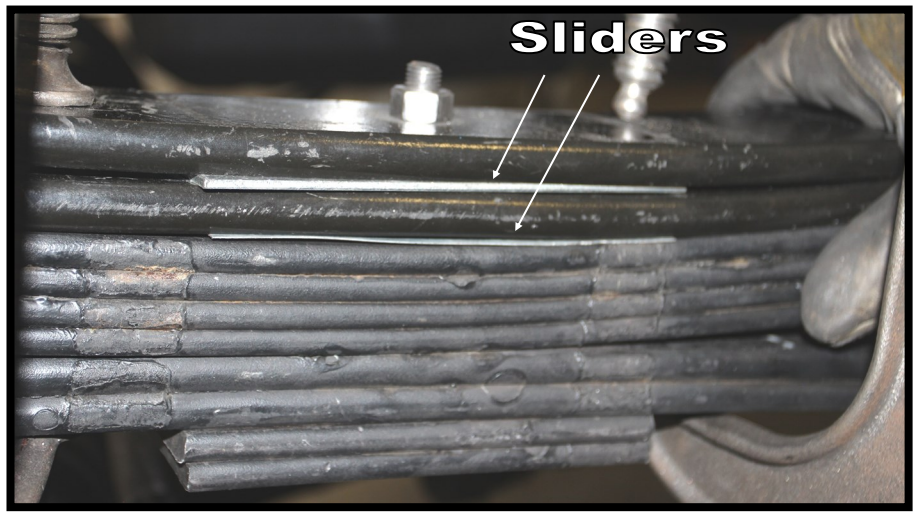


Figure 8



Figure 9



Figure 10



Addendum

F350's with a 3-leaf main spring pack will need to remove the front –most spring keeper from the factory leaf spring pack during add-a-pack installation!

