



CS-FLMSS-05
Ford Low Mount Steering Stabilizer

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.

Stabilizer NOTES

1. **Carli Stainless Steering Stabilizers come pre-charged with 200PSI of nitrogen. If you encounter a right-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.**
2. **DO NOT run stabilizer with less than 70PSI!**
3. **Use ONLY Nitrogen to charge your stabilizer.**
4. **DO NOT EMPTY STABILIZERS TO EASE INSTALLATION IF YOU DO NOT HAVE ACCESS TO NITROGEN!!**
5. **This stabilizer is designed to work in conjunction with a Factory OR Carli High Mount stabilizer. If you're already running the Carli High Mount Stabilizer, install this stabilizer at full pressure and adjust (as the first note dictates) whichever stabilizer is influencing direction leaving the other at full pressure.**

Installation Video:
<https://youtu.be/0irIyYVeI40>

Parts Checklist

Box 1: CS-FFDG-05

- (Qty. 1) - Ford Front Differential Guard
- (Qty. 1) - Differential Guard Hardware Kit
 - (Qty. 5) - 3/8"-16 x 1" Grade 8 Bolt
 - (Qty. 5) - 3/8" Washer

Box 2: CS-LMSS

- (Qty. 1) - Stainless Steering Stabilizer
- (Qty. 2) - 1/2" Gold Bearing Spacers (Zip Tied to End of Stabilizer)
- (Qty. 1) - Stainless High-Misalignment Pint (pre-installed in rod end)

Box 3: CS-FLMSSCLAMP

- (Qty. 1) - Tie-Rod Clamp - Allen Bolts Pre-Installed
- (Qty. 1) - Tie-Rod Clamp Hardware Kit
 - (Qty. 1) - 1/2" x 2.5" Bolt
 - (Qty. 1) - 1/2" x 3.5" Bolt
 - (Qty. 3) - 1/2" Washer
 - (Qty. 1) - 1/2" C-Lock Nut
 - (Qty. 1) - Crush Sleeve



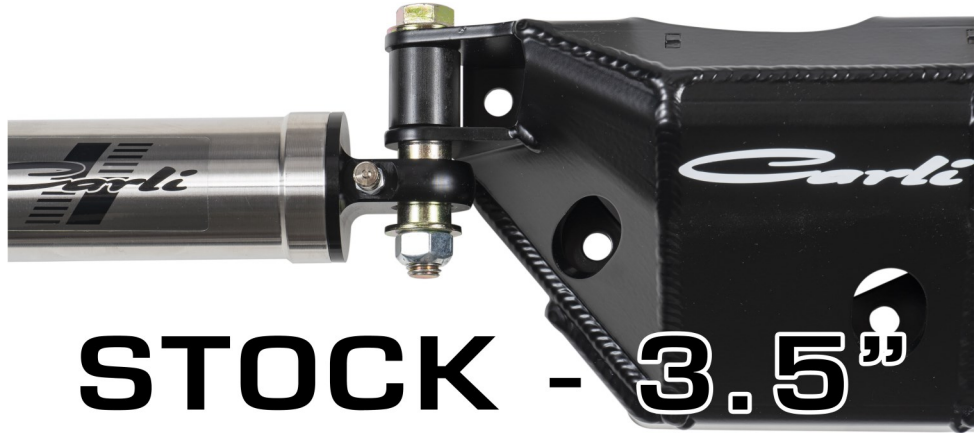
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Instructions

1. Jack the front end of the truck up and support with suitable stands by the frame rail. The front tires will need to be off the ground to properly cycle the steering and check for clearance.
2. Place a pan under the differential to catch any fluid that may drip. It's unlikely this will happen...
3. **9/16" Socket**—Remove the lowermost (5) bolts securing the factory Differential Cover.
4. Apply medium strength thread locker to the threads of the provided 3/8" hardware and secure the differential cover to the differential. Start all bolts by hand—once all hardware is started, torque fasteners to 33lb.ft.
5. Use the provided hardware to secure the stabilizer to the differential guard bracket as follows:

6. Stock up to 3.5" Carli Systems will use the 1/2" x 3.5" bolt. Put a washer on the bolt and insert the provided crush sleeve into the diff guard bracket. Slide the bolt in from the top securing the crush sleeve. Place a bearing spacer on the bolt, then the stabilizer (schrader pointing forward), then another bearing spacer, then a washer and finally the crimp lock nut, hand tight for now. This will secure the stabilizer single-shear to the bottom of the bracket on the differential guard allowing the suspension to cycle and clear the track bar at full bump with the bump stops in the factory location.
7. 4.5"-5.5" Carli Systems will use the 1/2" x 2.5" bolt. Put a washer on the bolt, place a bearing spacer on each side of the stabilizer rod end (body-side) and insert the stabilizer/spacers into the diff guard bracket. Slide the bolt in from the top securing the stabilizer. Place a washer and the crimp lock nut, hand tight for now. This will secure the stabilizer within the bracket. This works on all Carli Lifts running our bump stop drop brackets in 4.5"-5.5" lift range.



8. Coat the threads pre-installed high-misalignment stud with medium strength thread locker, place a 1/2" washer on the stud and spin the clamp on by hand until it's securely in place.
9. **3/16" Allen Driver**—Remove the (qty. 4) 1/4"-20 bolts from the tie-rod clamp so you're left with half the clamp secured to the stabilizer mounted in the diff guard bracket.
10. Key the truck on (don't turn it on, you're only trying to "unlock" the steering here).

11. With the wheels/tires off the ground and steering unlocked, turn the wheels all the way to the passenger side until the steering stops contact. *The steering stops are on both the axle outer C and the knuckle - looking from the bottom up at the back side of the knuckle/axle outer assembly, you'll see the metal on metal contact that determines "full lock" of the steering.*



12. With the steering at full lock on the passenger's side and the steering stabilizer at full extension, place the clamp on the tie-rod so it sits **flush** against it—*make sure it's not tilted with only one side of the clamp touching the tie-rod*—and mark the tie-rod on the outside of the clamp (passenger's side of the clamp) with a paint pen.
13. Pull the stabilizer clamp and let it hang under the steering linkage.
14. Turn the wheels all the way to the driver's side so the steering stops contact.



15. If you have access to nitrogen, drain the stabilizer and compress it so it's fully collapsed. If you don't, this will be a 2-man operation. One person muscle the stabilizer to collapse it and hold it compressed. With it compressed all the way and the steering turned all the way to the driver's side (against the steering stops), place the clamp against the tie-rod again and use a paint pen to mark the tie-rod on the other side (driver's side) of the clamp.



16. The area between these two marks is the viable area in which to secure the stabilizer clamp.
17. We mount them in the middle of these two marks. If you don't have access to nitrogen, put the steering back to full lock on the passenger's side; coat the 1/4"-20 allen bolts with thread locker and secure the clamp so there's 7 - 5/16" of exposed shaft (from the base of the rod end to the seal in the cap) with the steering against the stops on the passenger's side. Again, this will be a 2-man operation if you do not have access to nitrogen as someone will need to slightly preload the stabilizer while the clamp is secured.
18. The steering stabilizer should be parallel to the ground. The 4.5" position should put the stabilizer directly behind the tie-rod while the leveling configuration will run the clamp rotated downward to flatten the position of the stabilizer respective to the lower mounting position.
19. **3/16" Allen Driver**—Once the position is locked in, torque allen bolts to 13lb.ft.
20. Cycle the steering to both steering stops to ensure you can achieve FULL steering cycle.
21. **3/4" Crow's Foot**—torque the stainless misalignment stud to the tie-rod clamp to 30lb.ft.
22. **3/4" Socket and Box wrench**—Torque the hardware securing the stabilizer to the diff guard bracket to 55lb.ft.
23. If the stabilizer was discharged to assist installation, recharge to 200psi using NITROGEN ONLY.

