



## CS-FLVL-PT25-17: 2.5" Ford Pintop 2.5 System

Fitment  
2017+ F250/350 4x4

Carli Suspension, Inc.  
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### Note

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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.

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### Lifetime Product Warranty

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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.

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### Parts Checklist

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- (Qty. 1) - CS-FLC-05 - Coil Springs
- (Qty. 1) - CS-FPT25SPKG-LVL-05 - Pintop 2.5 Shock Package with Reservoir Mounts
- (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
- (Qty. 1) - CS-FPRB-LVL-17 - Adjustable Track Bar
- (Qty. 1) - CS-FORDBBL-17-F - Front Brake Lines



### Installation Instructions

1. Follow instructions in "CS-FLRC-05 - 2.5 Linear Rate Coil Spring" Box
2. Follow instructions in "CS-FSBD-17 - Sway Bar Drop Bracket" Box
3. Install Front Shocks:

A. **Pintop 2.5:** These shocks are bushing upper, bearing lower. The lower shock mount is a bearing with 2 conical spacers installed to allow misalignment of the shock. Install the lower rod end with the spacer installed into the lower shock mount and insert the factory bolt.

B. Disassemble the upper shock bushing (remove the nut, washer, upper bushing retainer and upper-half of the bushing leaving the lower half of the bushing and crush sleeve on the pintop). **Figure - 1**

C. To get the upper into the factory upper shock mount, it is helpful to drain the nitrogen so the shock can be easily manipulated into the mount. If you do not have access to nitrogen, you will need to muscle the shock and the 2.5" pintops put up a good fight (**Figure - 2**).

D. Install the upper bushing half, bushing retainer, washer and nut. Tighten to preload bushing but do not overtighten!

E. Torque lower shock bolt to 100 lb/ft.

F. Secure the reservoir to the reservoir mount previously installed between the coil bucket and the upper spring isolator.

G. **PINTOP NOTE: DO NOT KINK THE HOSE IN AN ATTEMPT TO LINE UP THE RESERVOIR DECAL.** The reservoir will rotate freely around the end-cap when the nitrogen is released. If the reservoir decal is mis-aligned, drain the shock of its nitrogen from the schrader cap at the end of the reservoir, grab the hose fitting on the other end of the reservoir in one hand and the reservoir in the other and rotate until the decal is to your liking, then mount the reservoir and recharge the shocks to 225psi of NITROGEN ONLY.

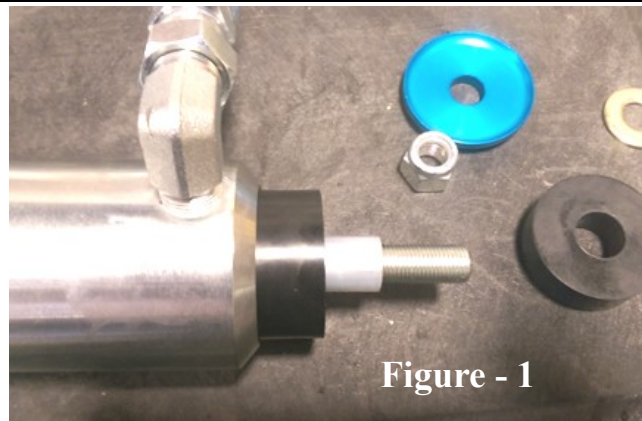


Figure - 1

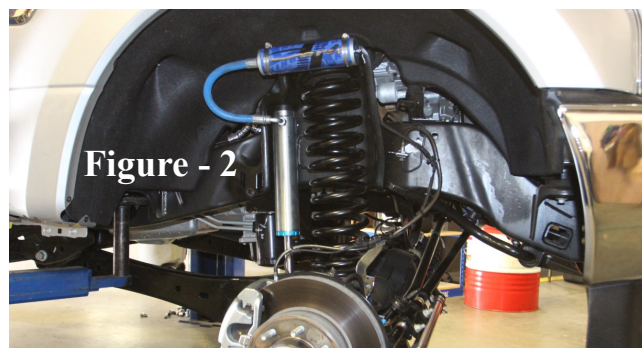


Figure - 2

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.

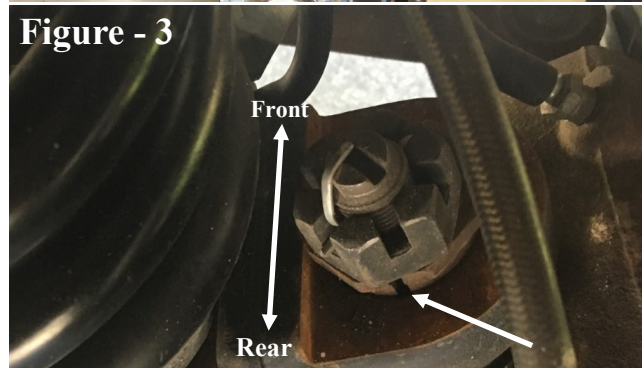


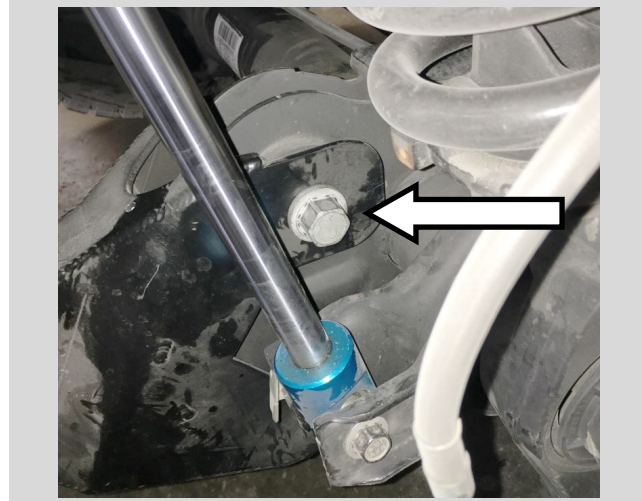
Figure - 3

#### NOTE:

The upper Radius Arm/Axle Bolt Orientation should be flipped to avoid the threads contacting the 2.5" Diameter shock Cylinder.

7. Follow instructions in "CS-FPRB-17 - 2017 Adjustable Track Bar" Box.

8. **If optional with a Progressive Add-a-Pack or Full Spring Pack:** Follow instructions in "CS-FPAP-17 - 2017 Ford Add-a-Pack" Box or "CS-FFSP-LVL-17 - 2017 Ford Full Progressive Spring Pack" followed by those in the "CS-FBDR-17 - 2017 Ford Rear Bump Drop" Box



9. Remove the factory rear shocks if not already removed.
10. Install the King 2.5" Remote Reservoir shocks body up, shaft down with the reservoir fittings facing inward. There will be one wide and one narrow spacer on the top mount. The wide spacer goes on the stud first to space the shock away from the frame, then the shock slides over the stud, then the narrow spacer, then the factory nut. Torque factory nut to 35lb/ft.
11. The spacers installed in the lower shock bearing are a 1.5" width x 14mm inside diameter. These fit the 2017+ lower shock hardware. We provide (Qty 2) 12mm reducer sleeves installed in the spacers to accommodate 05-16 trucks. Remove this reducer sleeve if installing on 2017+.
12. Install the bottom of the shock (with installed spacers) into the factory mount and secure with the factory bolt. Torque to 100lb/ft.
13. Pull the remote reservoir up to the under-bed crossmember to mock it up ensuring there's sufficient slack in the hose to allow fore and aft movement of the shock body during suspension cycling. (Aftermarket 5th wheel hitches may require the reservoirs to be mounted to the hitch itself or an alternate location). Once the position has been determined, secure the reservoir mounts to the predetermined location with the included self-tapping hardware.
14. Secure the reservoirs to the mounts with the included hose clamps.
15. Double Check Nitrogen and add if needed. Pressure in 2.5" King Shocks should be 225psi. **NITROGEN ONLY**. Do not use a tire gauge; a lockout gauge/charging manifold (King PN: T1001-100) is required to properly check the nitrogen pressure. Improper gauges will cause substantial pressure loss.
16. 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.
17. Retorque all fasteners after 500 miles.

