



PN: CS-BRSKID-SHOCK

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INSTALLATION NOTES

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.

We recommend all fasteners that do not utilize a locking nut (Crimp-Lock or Nyloc), or reuse a lock nut (as these are technically one-time use), use a medium-strength thread-locker to ensure a good, mechanical connection. We use Loctite 243 in-shop. Further, all torqued bolts should be torque-striped/paint-marked for future inspections confirming hardware has not loosened.

Recheck all torque after the first 500 miles.

LIFETIME 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.

For full Warranty details, see: <https://www.carlisuspension.com/warranty/>

PARTS CHECKLIST

Before beginning disassembly of the vehicle, check to ensure you've received all parts necessary to complete installation to avoid potential down-time in correcting discrepancies. Any discrepancies will be handled by Carli Suspension and the correcting products will be shipped UPS Ground.

- (QTY 2) PC-BRSKID-SHOCK - Bronco Rear Coilover Mount Skid, Mirrored

- (QTY 1) AP-BRSKID-SHOCK-HK—Hardware Kit
 - (QTY 2) M20 x 150mm Grade 10.9 Bolt
 - (QTY 4) M20 Washer
 - (QTY 2) M20 Lock Nut
 - (QTY 4) 3/8"-16 x 1 Grade 8 Bolt
 - (QTY 8) 3/8" Washer
 - (QTY 4) 3/8"-16 Lock Nut



1. Jack the Bronco up in the air and support the frame rails with suitable jack stands. The rear suspension should be at full extension and wheels/tires should be off the ground.
2. Use jack stands to support the axle.
3. **27MM Socket** — Remove the factory lower shock bolt, noting it's orientation as the new bolt will go in the same direction.
4. Slide the Skid over the factory shock mount and insert the provided M20 x 150 bolt with a washer on each side and the lock-nut hand-tight.

These Skids CAN be used with the factory struts but the fit is extremely tight. When installing with the factory Bilstein's, it took a large dead-blow and an aligning pin to line up the skid and get the bolt in. It is, however, doable. These are designed to fit with the Carli-SPEC Kings that are ever-so-slightly narrower than the factory struts..

5. Install 3/8"-16 Bolts, washers and nuts to the side mounting holes of the skid to secure them to the factory shock mount.
6. **30MM Socket** — Put a jack on the skid to load it upward and torque the main pivot bolt to 350Lb/ft.
7. **9/16" Socket** — Torque 3/8" hardware to 37Lb/ft.

