



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.

SHOCK MOUNTS

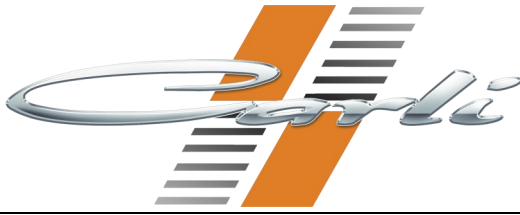
- (QTY 1) - RAW-FRSM-23-DRVR — Ford Rear Shock Mount, 2023+, RAW, DRIVER
- (QTY 1) - RAW-FRSM-23-PASS — Ford Rear Shock Mount, 2023+, RAW, PASSENGER

SHOCK MOUNTING HARDWARE

- (QTY 2) AS-FRSM-17-FLAGBOLT — M14 Ford Rear Shock Mount Flag Bolt
- (QTY 2) M14 Nyloc Nut
- (QTY 4) M14 Washer
- (QTY 4) MP-MS5/8-14MMX1.625 — Misalignment 5/8" Bearing 14MM ID

PASS SHOCK MOUNT HARDWARE

- (QTY 1) 7/16" x 1.5" Grade 8 Bolt
- (QTY 1) 7/16" Crimp Lock Nut



1. Use an 18mm Socket to remove the nut retaining the rear shocks to the factory upper shock mounting stud.
2. Use an 18mm Socket and 21mm wrench to remove the lower shock hardware.
3. Remove rear shocks.



4. Use a panel popper to remove the push lock fittings securing the wiring harness around the driver side rear shocks and tie the harness away from the work area.





5. Use a 25mm socket to remove the o2 sensor from the tailpipe section of the exhaust.



6. Use a 15mm socket to unbolt and remove the tailpipe from the factory exhaust. Spraying some WD40 on the rubber exhaust hangers will make it easier to release the factory rubber exhaust hangers. This should sufficiently clear the work area for the installation.

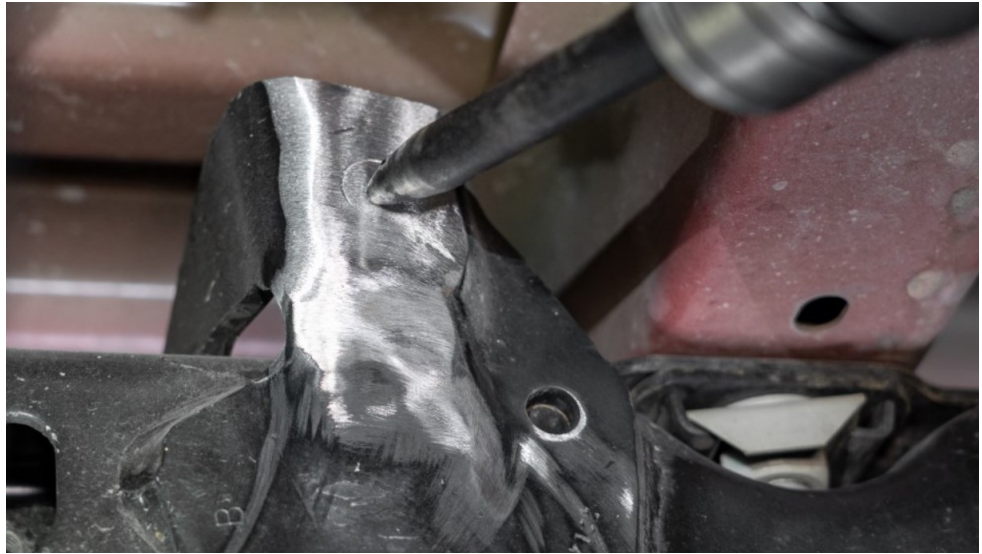


7. Use a Sawzall or cut-off wheel to cut BOTH of the factory studs; then a flap-disc to grind it flush to the mount.





8. With it ground flush, you'll see the outline of the factory hole and stud; use a punch to push the factory mounting studs out of the driver and passenger brackets.



9. Drill the hole to 9/16" on the **DRIVER side only.**



10. Place the Driver side Carli shock mount over the factory mount, lining up the holes and insert the 14mm Flag-bolt from the outside of the frame through the factory mount and the Carli mount.

11. Loosely secure with the provided nut.





- 12. Install the passenger side Carli shock mount to the factory mount. Use the provided 7/16" bolt and nut to secure the rear of the Carli shock mount to the factory stud mount hole.
- 13. Mark all areas of contact to prep them to be welded.
- 14. Remove the Carli Shock mounts and prep it and the frame for weld.



- 15. Once the areas have been prepped for weld, install the Carli Shock mount on the Passenger side with the 7/16" hardware to secure it for welding.
- 16. Install the Driver with the 14mm flag-bolt (there should be a washer on each side of the bracket), tightening the nut to securely hold the mount in place while welding.





17. Weld the driver mount in place. We weld along both legs and where the mount meets the top of the frame (this will require you to remove the rear fender liners, if equipped).

NOTE: Weld the bung to frame as well referenced by the arrow.



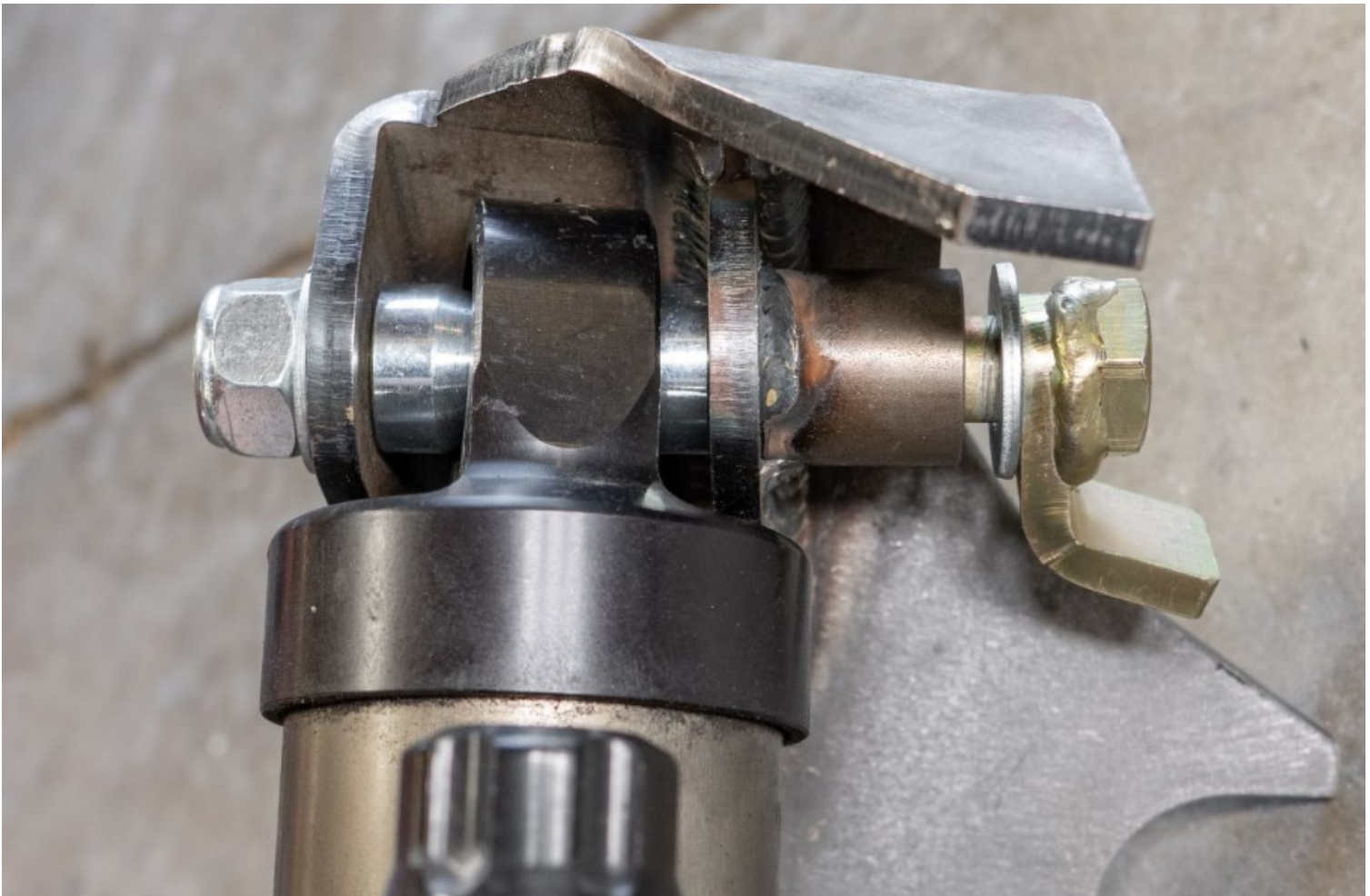
18. Passenger side also welds along both legs to the factory shock mount in the rear and the frame in the front and on top. The 7/16" hardware can be left in place.





19. Allow the welds to cool, then prime and paint to prevent corrosion.
20. Install the rear shocks; the below image shows them outside the truck for clarity.
21. The shocks install **BODY UP, SHAFT DOWN, RESERVOIRS AWAY FROM THE AXLE.**
22. If these are being installed as an upgrade to a Pintop or E-Venture, you will NOT reuse the 5/8" offset bearing spacers that came with your suspension system — these spacers fit the shocks to the factory 16mm stud. The Carli shock mounts are setup to install a performance shock equipped with a 5/8" uniball bearing in the end utilizing a 14mm Bolt x 1.667" mounting width.

The misalignment spacers included with the shock mounts will install into the Carli E-Venture, King 2.5" or 3.0" upper shock bearing to fit these mounts. These are NOT compatible with factory shocks or factory style shocks with bushings in the end.





DRIVER



PASSENGER

