



## 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.

### Rear Shocks: AS-BR25SPKG-21-R

- (Qty. 2) - CL52393-01A

### Reservoir Clamp

- (Qty. 2) 25042-022 — King Anodized Reservoir Clamp
- (Qty. 2) 1/4"-20 x 1 Socket Head Cap Screw

### Upper Mounting Hardware

- (Qty. 6) 3/8"-16 Nyloc Nuts
- (Qty. 6) 3/8" Flat Washers

### Reservoir Mounts

- (Qty. 1) 25048-064 — Left Reservoir Mount
- (Qty. 1) 25048-065 — Right Reservoir Mount
- (Qty. 4) 1/4"-20 x 1/2" Button-Head Cap Screw
- (Qty. 4) 3/8"-16 x 1.00" Hex-Head Cap Screw
- (Qty. 4) 3/8" Flat Washers
- (Qty. 4) 3/8" HD Flat Washers
- (Qty. 4) 3/8"-16 Nyloc Nuts

## NOTE 1:

King Shocks are nitrogen charged. Although they come pre-charged with our specification (225psi at full extension), we recommend confirming this pressure as it's imperative they're correct for proper ride and shock operation. To check it, you'll need King PN: T1001-100

## NOTE 2:

If you're installing these lift-coilovers and maintaining the factory rear control arms, you'll need to loosen all control arm hardware to reset the ride height for the factory vulcanized control arm bushings. You'll need a T25 and T30 to remove the hardware covers, then a 24MM socket to loosen all hardware to hand-tight. Do this while the bronco is on the ground, before starting disassembly. Once the installation of the coilovers is complete, set the Bronco on the ground and retorque all factory control arm hardware to 230lb/ft AT THE NEW RIDE HEIGHT.

The Carli Rear control arms have spherical bearings that are NOT Vulcanized — if you have these installed, you do not need to loosen the hardware as they're not position sensitive when torqued.

*If utilizing FACTORY rear control arms, See NOTE 2 on first page of instructions.*

1. Jack the Bronco up in the air and support the frame rails with suitable jack stands and block the front tires.
2. Remove the rear Wheels/Tires.
3. Support the axle with jack stands.
4. Remove the rear fender liners
5. **15MM** — Remove the 3 nuts retaining the top of the strut to the frame tower.



6. **27MM** — Remove the lower, factory bolt and remove the factory struts.
7. **5/32" Hex Driver** — Install the King reservoir clamp to the provided reservoir brackets using the 1/4-20" button head bolts. Use blue Loctite on these. Torque to 60in/lbs.



8. Install the reservoir mounts to the 2 frame holes behind the strut tower using the provided 3/8"-16 x 1" Bolts, washers, HD Washers and Nuts. **The thicker, HD washers will go on the inside of the frame bracket**, standard washers on the outside. *Below is Driver, Passenger will be mirrored.*
9. **9/16** — Torque 3/8" reservoir mount hardware to 37lb/ft.



10. Install the coilovers. The roost-shields on the coilovers will face forward and slightly away from the rear control arms and the reservoir fitting will face the rear of the Bronco.

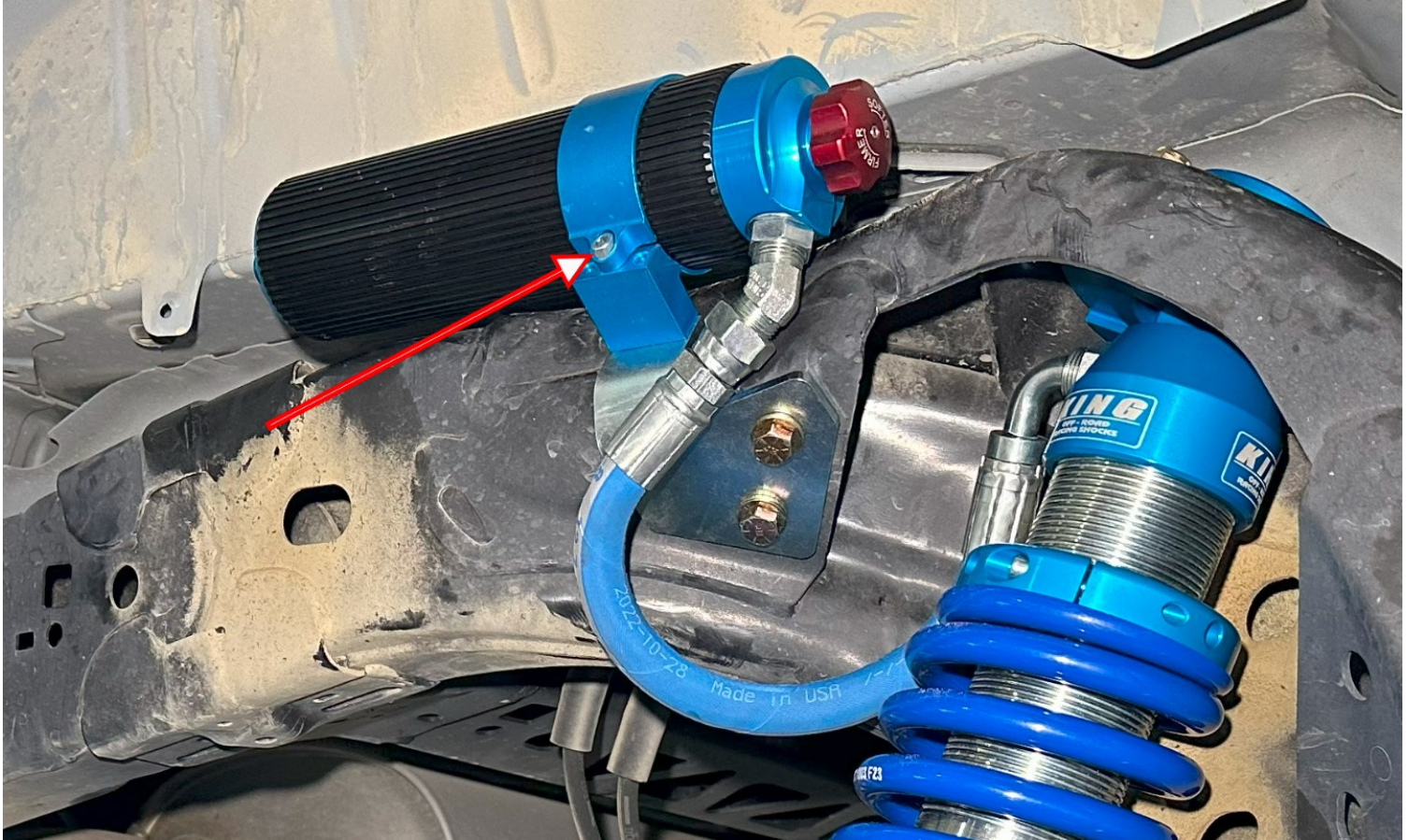
As you're installing the coilover, slide the reservoir into the king reservoir mount you attached to the frame. Have an assistant hold it while you slide the studs into the upper frame mount and secure with the provided nuts/washers and 9/16" wrench.

Swing the lower rod end into the factory mount and secure with the factory hardware & **27MM Socket**.

*If you're installing the Carli shock mount skids, follow the instructions provided with them as we provide new hardware.*



11. **3/16" Hex Driver** — With the coilover installed and hardware hand-tight, insert the 1/4"-20 x 1 Socket Head Cap Screw into the King reservoir clamp (with blue Loctite). Ensure the reservoir hose has a smooth loop and isn't rubbing anything, then secure it in place by torquing the Cap-Screw to 76in/lbs.



12. **9/16"** — Torque upper hardware to 35lb/ft.



13. 27MM — Torque lower hardware to 350lb/ft. *Shown with Carli SKID*



- 14. Reinstall the wheel well liners and factory wheels and tires.
- 15. Set the Bronco on the ground.

***IF UTILIZING FACTORY REAR CONTROL ARMS.***

- 16. 24MM — Control arm hardware should've been loosened before install — with the installation complete: **retorque all factory control arm hardware to 230lb/ft AT THE NEW RIDE HEIGHT.**

**Again, this step is ONLY necessary for factory arms (or arms with factory-style, vulcanized bushings)**