Vehicle Application:

1999-07: F250/F350 2008+ Leaf Spring Conversion

Conversion Instructions:

1) Suspend the rear of the vehicle by the frame rails so the rear wheels are off the ground.

2) Remove wheels and tires from the rear of the vehicle

3) Support the axle with jack stands

4) Start on the passenger side as it's much easier, remove u-bolts. Loosen the u-bolts on the driver's side to allow the passenger side of the axle to droop a bit.

5) Lower the axle on the passenger side to remove the spring tension, then remove front and rear hanger bolts (keeping the shackle attached to the leaf springs)

6) Remove passenger side leaf spring assembly.

7) Transfer leaf spring shackle to the new Carli leaf springs (attach to the rear which is the side without the double-wrap). Hand tight is fine for now.

8) Grind an "X" in the head of the 6 factory rivets which retain the front leaf spring hanger to the frame.

9) Using an air hammer/chisel, remove the rivet heads and push them through the frame.

10) Remove the hanger and clean the frame rail about 8" in front and behind the front hanger mounting holes

11) Looking at the frame, you'll have (6) holes, three on each side from removing the bracket. Insert a 1/2 -1.5" Grade 8 bolt with a 1/2 washer into the REAR Upper and lower mounting holes of the removed hanger.

12) Using the FRONT upper and lower mounting holes on the frame, install the bracket so the REAR of the bracket installs into the upper and lower frame holes that previously mounted the FRONT of the mount. This will index the leaf springs forward from their original mount. Only the upper and lower holes will line up, the other 4 will need to be drilled once the bracket is tightened using the upper and lower mounting holes as an index.

14) Drill the other 4 holes with a 1/2" drill bit and secure the remaining 4 mounting points using 1/2" – 1.5" Grade 8 hardware with a washer and nyloc on each side of the assembly. You will need (4) 1/2" x 2" bolts with washers and nylocs to re-secure the spare tire crossmember as well. When you move the bracket forward, 2 of the 3 rivets that retained the rear of the factory located hanger secured the spare tire crossmember, as these holes are now un-utilized, you will need to secure the upper two open holes with the abovementioned hardware.

13) Torque all the newly installed hardware to 80 ft. lbs.

14) Install passenger side leaf spring into the front hanger and attach the shackle to the rear hanger and spin the nuts on hand tight. Final torquing will be done on the ground with the weight of the truck on the leaf springs. Attach leaf springs to the axle with supplied U-Bolts torquing to 115ftlbs. In a cross pattern.

15) Reinstall wheel/tire on passenger side.

16) Repeat process on Driver's side which requires the world's skinniest hands or dropping of the fuel tank to rear the back side of the frame rail.

Notes:

- Route E-Brake Cable through the fuel tank strap when installing the driver's side leaf
- When the weight of the vehicle is back on the suspension, torque the front leaf spring bolt to 340ftlbs front and both rear shackle bolts to 180ftlbs.