

CS-FHMSS-08 – 2008-16 Ford High Mount Steering Stabilizer

NOTE:

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.

LIFETIME PRODUCT 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. 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.



FITMENT

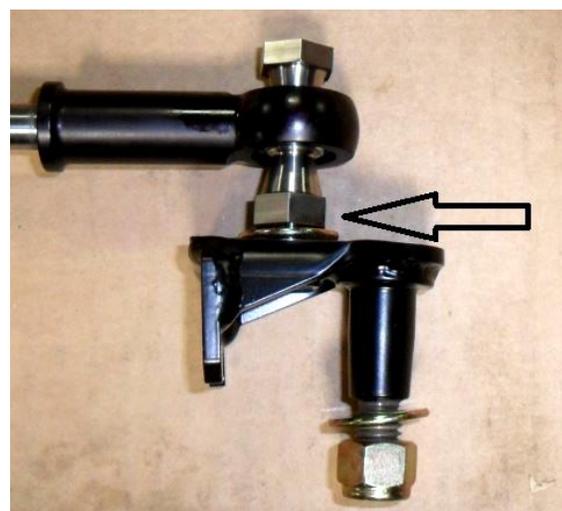
2008-15

FORD F250 / F350 4x4

CS-FHMSS-08

INSTALLATION INSTRUCTIONS:

1. Remove the factory hardware from both ends of the factory stabilizer.
2. Remove and discard the stock stabilizer.
3. Clean the mounting areas including the tapered receiver on the drag link and double-shear mount on the frame to ensure they're clean and corrosion free.
4. Secure the 1/2" threaded stud on the stabilizer to the welded nut on the drag link saddle-clamp, hand tight. **DO NOT USE A WASHER AS PICTURED.** This was an old variation of our stabilizer, pictured. Secure the stud directly to the saddle clamp, use of a washer will prevent the threads from locking into the end of the nut.
5. Install the body end of the Stainless Shock into the factory frame-side mount using the removed factory bolt and 2 supplied gold spacers; one on each side of the bearing.
6. Torque the assembly to 35 ft. lbs.
7. With shock fully extended, turn the wheels all the way toward the driver's side.
8. Insert the tapered stud of the saddle clamp into the receiver (hole) on the drag link.
9. Place the washer on exposed threads on the underside of the drag link and thread the nut on 1-2 rotations.
10. Spin the Saddle around so that it sits towards the passenger side.
NOTE: A screwdriver or aligning bar can help perform this maneuver.
11. Tighten bolts and tapered stud nut to 40 ft/lbs once properly oriented as pictured.
NOTE: YOU MUST USE A TORQUE WRENCH!!!! DO NOT OVERTIGHTEN!!
12. [SEE PICTURE] Torque the stainless stud affixed to the stabilizer's rod end (connecting it to the saddle-clamp) to 35 ft. lbs. from the inner 3/4" hex-head ONLY. Do not attempt to torque the stud from the outer head!



NOTE:

*Stabilizers come pre-charged with 200PSI of Nitrogen. If you encounter a left-hand pull, you can remove N2 pressure by depressing the Schrader for a fraction of a second. Drive the truck and repeat if necessary. **DO NOT** run stabilizer with less than 70PSI! Only use Nitrogen to charge your stabilizer.