

## Ford Dominator 3.0" Leveling Lift System

### NOTE:

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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

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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.



**PLEASE VISIT:** [Forums.CarliSuspension.com](http://Forums.CarliSuspension.com)  
*Troubleshooting advice or to download an electronic copy of this document.*

#### **PARTS CHECKLIST:**

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|--|-----------------------------------|
| 1. Ford Leveling Coils                                     | 6. Dominator 3.0" Shock Package   |
| 2. Extended Brake Lines                                    | 7. Bump stop drops bracket, Front |
| 3. Caster Correction Shims                                 | 8. Fabricated Coil Bucket         |
| 4. Adjustable Track Bar                                    | 9. Fabricated Rear Shock Mounts   |
| 5. Progressive Leaf Spring Pack, U-Bolts + Bump Stop Drops |                                   |

#### **INSTALLATION INSTRUCTIONS**

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1. Set emergency brake and block rear wheels, in front and behind tires
  2. Jack up the front end and properly support the frame on jack stands that are rated for the weight of the vehicle. Use a jack under the axle to compress the front suspension.
  3. Remove the front wheels and wheel well liners.
  4. Disconnect sway bar end links from the axle.
  5. Disconnect brake lines and ABS wires from lower factory spring mount (disconnect 4wd vacuum lines if necessary). You are not removing brake lines yet, but simply "unclipping" them from the axle.
  6. Remove upper track bar bolt at the frame end.
  7. Remove factory shocks.
  8. Fully extend front suspension and remove factory coils. Keep Rubber Isolators for new coils.
  9. Remove factory bump stops and mounts. Do not discard these as they will be used later.
  10. Remove pan rod bar bracket. Do not discard this will be used later.
  11. Remove factory front bump stops from the cups that hold them. They're press in and only require a bit of manipulation to remove.
  12. Remove factory hardware retaining the factory bump stop to the frame. Set aside as the cup/bump stop will be re-used.
  13. Remove bolt on backside of driver's side spring/shock mount that holds wiring loom bracket.  
**NOTE:** 2011/12 Vehicles require the ABS pump to be unbolted from the back of the OEM coil bucket prior to removal.
  14. Remove factory spring/shock bucket by removing 7 rivets that retain it to the frame. We use a grinder to "X" the rivet heads and an air-chisel to remove the heads. A punch will push the rivets through the frame; some are more difficult than others and will require drilling as well.
  15. Drill out factory rivet holes to 1/2"



16. Replace factory brake lines (front and rear) with supplied steel braided brake lines

**NOTE:** After installing Braided Brake Lines, You will need to bleed the brakes to ensure proper operation!

17. Install upper Coil Bucket with supplied ½” hardware and torque hardware to 119 ft/lbs.

**NOTE:** 2011 Vehicles will require the ABS pump to be bolted onto the Coil Bucket at this time. Be sure to attach the Brake Lines back into their clips behind the coil bucket). ABS Pump will be secured using the factory bolt on top of the coil bucket and using the provided bolt behind the spring seat. (Referenced by the upper and lower arrows in the following picture).



18. Mount previously disconnected wiring loom bracket to new upper coilover mount with supplied 5/16” hardware.

19. Using the provided M8 x 50mm bolts/washers, assemble the provided spacer between the bump stop cup and frame mount/coil bucket. Torque hardware to 20ft.lbs. and re-insert O.E.M. bump stops

20. Install the Carli lift coils using the factory coil isolator on top.

21. Compress the front suspension once springs are properly seated and indexed (in the lower spring perch) so there is a slight preload on the coil and install the King 3.0 shock into the upper coil bucket and factory lower shock mount.

**NOTE:** The 3.0” Kings are VERY tough to manipulate when loaded with nitrogen. Access to a nitrogen tank will make installation far easier allowing the shocks to be drained to assist in installation.

22. Torque upper shock mount to 119 ft/lbs and lower factory shock mount to 117ft.lbs.

23. Re-mount factory pan rod bar bracket using factory hardware and torque to 70 ft/lbs

24. Secure ABS lines to factory radius arm (or Carli Radius arm is equipped).

25. Use the OEM Bolts to connect the new brake lines to the front of the lower spring retainer.

26. Reattach ABS lines using the provided M6 x 10mm button-head hardware. The button heads will provide more clearance between the hardware and shock bodies at full bump. Do not overtorque! Bolts are rated to 3ft.lbs.



27. Remove O.E.M. track bar from the axle with a ball joint puller.

28. Follow instructions inside **CS-FPRB-05** Box.

29. Reattach factory Sway-Bar Links.

30. Install factory fender liners using factory hardware.

31. If front tires were removed, reinstall and lower the truck prior to setting the torque.

32. Install frame end of track bar into the factory mount.

**NOTE:** Have someone key the truck on and turn the steering wheel to help line up the rod-end to the mount.

33. Install upper factory bolt. Torque to 406 Ft Lbs (factory torque).

34. Reattach vent tubes if they were disconnected.

35. Install Rear leaf springs and Bump Stop Drops according to the instructions provided in the U-Bolt box of the **CS-FFSP-LVL-08/CS-FFSP-LVL-11**.

**NOTE:** 2005-2007 trucks will require spring hangers to be moved forward to run the 2008 style leaf springs.

Instructions for this conversion should be included in the U-Bolt Box; if they're not, Call Carli for an emailed copy.

## REAR SHOCK MOUNTS

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36. Remove the factory rivets retaining the Upper, Rear shock mount.
37. Remove the shock mounts and discard. We use a grinder to "X" the rivet heads and an air-chisel to remove the heads. A punch will push the rivets through the frame; some are more difficult than others and will require drilling as well.
38. Attach the fabricated shock mounts using supplied ½" hardware in the factory location. Torque to 119 ft. lbs.  
**NOTE:** Carli Shock Mounts are identical for 2008-2015 trucks (2005-07 are side specific). Either mount can be used on either side.

## COMPLETING INSTALLATION:

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39. Install rear wheels
40. Lower truck onto the ground
41. Torque Lug Nuts and double check torque on all suspension components to OEM specs once the truck is on the ground.
42. Mount the REAR Piggyback shocks body up, shaft down with the reservoirs facing away from the axle (driver's resi to the rear, passenger facing front).
43. Torque to 100 ft lbs upper and 35ft.lbs. lower.
44. Place Carli Sticker (from hardware kit) onto the shock reservoir facing rearward.
45. Take truck for an alignment.
46. Re-torque after first 500 Miles.

## OPERATIONAL INSPECTION AND SETTINGS

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Please note, the shocks included with this system are nitrogen charged, they require specific nitrogen pressure to operate correctly. Ensure the vehicle is supported properly and that the axle is at full droop when verifying nitrogen pressure. Many gauges will release nitrogen in the process of checking the pressure; ensure your gauge will maintain shock pressure during verification (Lock out Gauge) to avoid loss of nitrogen. If you're unsure, many suspension shops, welding supplies, tire shops, or motorcycle repair shops will be able to check or refill your nitrogen charged shocks.

Without the proper nitrogen pressure, Carli Suspension's shocks will not operate properly and will be more susceptible to damage to the seals and internals of the shock. No shocks will be replaced under warranty if the shocks were not properly charged before installation. Shock should ship charged but should be verified prior to installation. **ONLY USE NITROGEN TO CHARGE THE SHOCKS.**

Nitrogen Pressures:

King 3.0: 250 psi