



CS-FPRB-17: 2.5" & 4.5" Lift Ford Adjustable Track Bar

Fitment
2017+ F250/350 4x4

Carli Suspension, Inc.
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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.

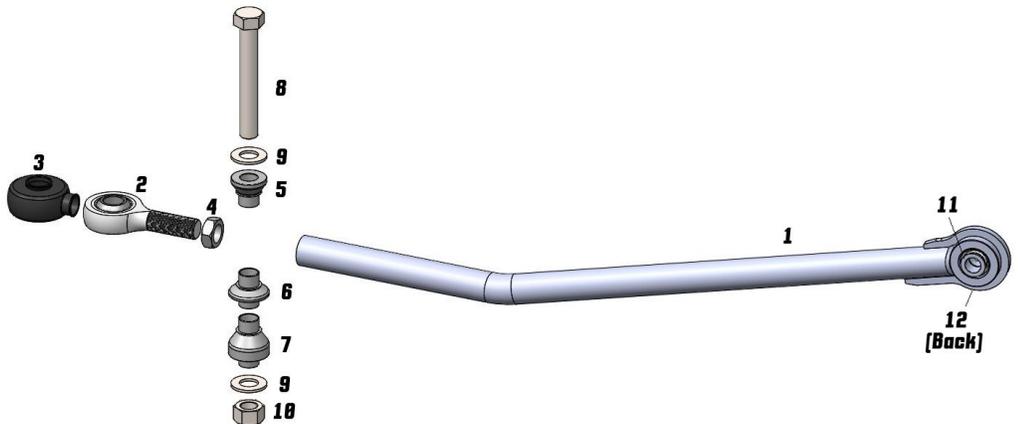
Carli Suspension's Limited Lifetime Warranty excludes the following parts which are subject to wear: Track Bar Bushings, Track Bar Heim Joints, Limit Straps, Control Arm Bushings, Radius Arm Bushings, Shock Bushings, Sway Bar End Link Heim Joints, Shock Seals, Shock Bearings, and Corrosion on Shock Shafts 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.

Parts Checklist

- 1 - (Qty. 1) - Carli Adjustable Track Bar, Assembled
- 2 - (Qty. 1) - 1" x 1.25" - FK Bearing Heim
- 3 - (Qty. 1) - Heim Joint Boot
- 4 - (Qty. 1) - 1" - 14 Jam Nut
- 5 - (Qty. 1) - Upper Misalignment Spacer
- 6 - (Qty. 1) - 2.5" Lower Misalignment Spacer
- 7 - (Qty. 1) - 4.5" Lower Misalignment Spacer
- 8 - (Qty. 1) - 7/8"-14 x 6" Grade 8 Bolt
- 9 - (Qty. 2) - 7/8" Grade 8 Washer
- 10 - (Qty. 1) - 7/8"-14 Lock Nut
- 11 - (Qty. 1) - Short Uniball Misalignment
- 12 - (Qty. 1) - Long Uniball Misalignment





Disassembly Instructions

With the vehicle on the ground, remove the factory track bar by removing the frame and axle side hardware. The Frame Hardware takes a 30mm Socket/Box Wrench, the axle side a 24MM and Puller.



Installation Instructions

1. With the factory track bar removed, secure the Encapsulated Uniball end of the Carli track bar in a bench vice and support the other end with a block of wood to level the bar. **[Figure 1]**
2. Remove the Heim Joint from the track bar and clean the antiseize from the threads on the shank of the Heim Joint. The anti-seize is applied to maintain the thread quality in assembly and shipping but will contaminate the loctite on the jam nut if not removed.
3. Once clean and dry, install the jam-nut onto the Heim Joint and thread it all the way to the end of the shank.
4. Thread the Heim Joint into the end of the track bar until there is 1.5" of thread showing between the Jam Nut and end of the track bar.
5. Apply Red Loctite liberally to the exposed threads. **[Figure 2]**
6. Thread the Heim Joint into the bar until it is perpendicular to the Uniball end and the center to center (center of the Uniball to the center of the Heim Joint) measures **37-5/16" for a 2.5" lift** or **37-7/16" for a 4.5" lift**.
7. Once set, apply Red Loctite to the threads exposed between the Jam Nut and end of the bar (on which the jam-nut will seat when torqued).
8. Spin the Jam Nut against the end of the track bar. Using a Crow's Foot, torque the Jam Nut to 200lb/ft. It will be necessary to hold the orientation of the rod end while the Jam Nut is torqued to prevent the heim from spinning with the Jam Nut. We use an assistant and a large, adjustable wrench to hold the orientation while torqueing.
9. Confirm the ends are perpendicular and torque is proper. **[Figure 3]**

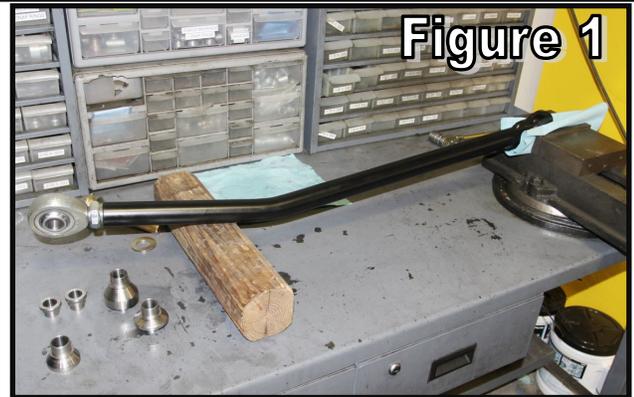


Figure 1

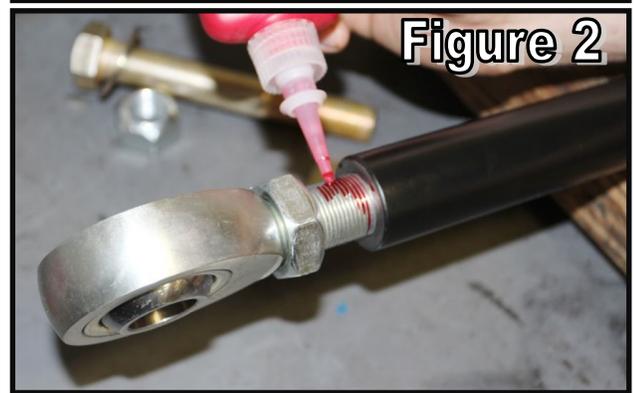


Figure 2



Figure 3



Installation Instructions Continued

10. Install the boot onto the heim and secure the shank end of the boot with a zip-tie to seal the boot (next to the Jam Nut). **[Figure 4]**
11. Install the upper misalignment spacer into the heim/boot. Stretch the boot around the spacer to ensure the spacer seats against the joint and the boot seals to the spacer.
12. Install the proper lower misalignment spacer for the lift height; again, seating the spacer to the heim and sealing the boot to the spacer. The lower misalignment spacer is tapered on the axle seat to match the factory taper in the axle. **[Figure 5]**
13. Place a 7/8" washer over the 7/8" bolt and insert it into the upper spacer/heim/lower spacer assembly.
14. Install this assembly into the tapered axle mount of the track bar, followed by another 7/8" washer and the lock nut. **[Figure 6]**
15. Torque the assembly to 250 lb/ft. This lock-nut is a one-time use nut; the lock loses effectiveness once removed.
16. Assemble the Uniball Mis-alignment spacers to the frame end of the track bar. The thick spacer should be in the rear, the thin spacer in the front. This offsets the track bar to the front of the bracket. **[Figure 7]**
17. Have someone key the truck on and turn the steering wheels to assist in aligning the bolt hole once the frame end has been inserted into the bracket (this may require persuasion; we use a large dead-blow hammer).
18. Tighten the frame-side factory bolt to 406 lb./ft.
19. Proceed to the next step in the instructions.



Figure 4



4.5" Figure 5
2.5"

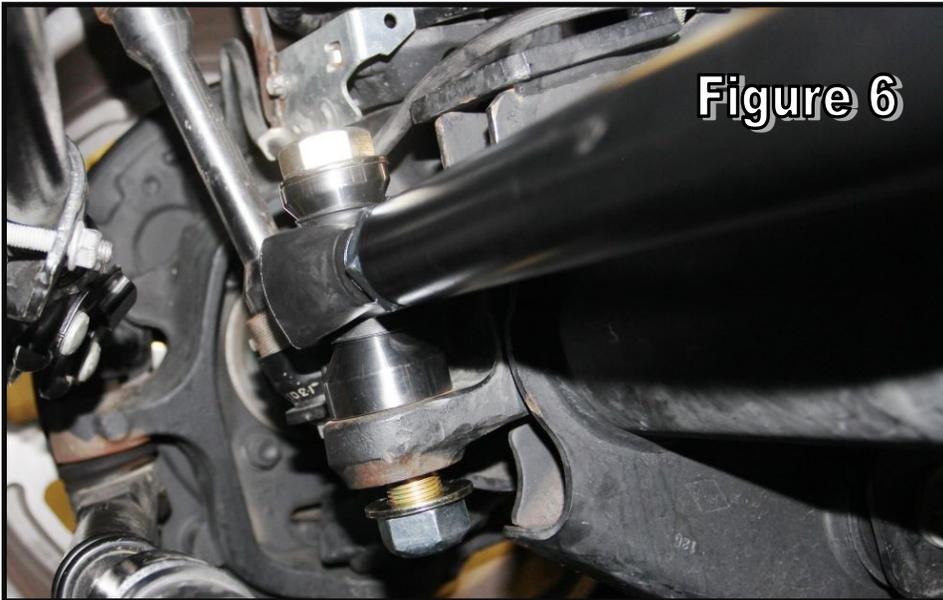
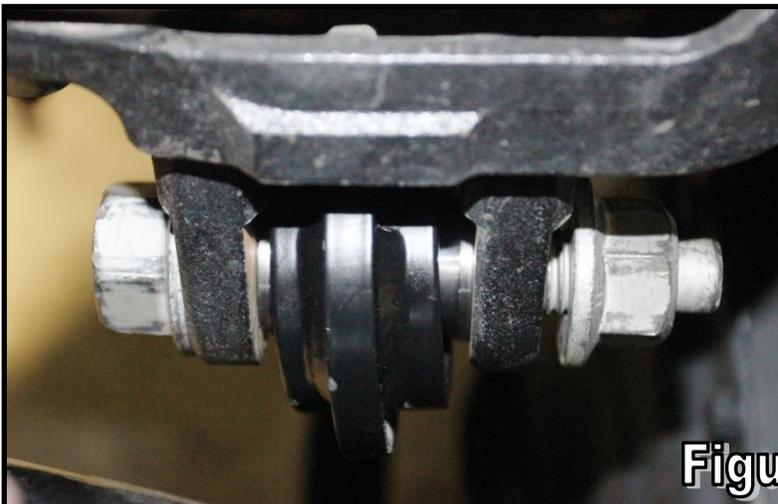


Figure 6



Front

Back

Figure 7