



FALCON SHOCKS

FORD SUPER DUTY F-250

E-TOW/HAUL SHOCK SYSTEM

QUICK START GUIDE

Compatible only with 4WD vehicles

Every aspect of vehicle dynamics must be considered in developing a properly engineered suspension system to ensure predictable handling and a smooth ride. This includes correct suspension geometry as well as properly matching the shock's compression and rebound to the spring rate.

Falcon Shocks went back to the drawing board to engineer brand-new shock absorber systems that are properly matched to the factory spring rate resulting in a sportier ride with better control and handling without sacrificing ride quality. Our in-house engineering experts have invested hundreds of hours in dyno verified – as well as real world on and off-road driving – shock tuning to deliver optimal results. Results that can be felt in a “seat-of-the-pants” drive.

All Falcon Shocks are designed, engineered, and built with state-of-the-art methods including CAD designs, finite element analysis (FEA), in-house lab simulation, and real-world street and trail testing.

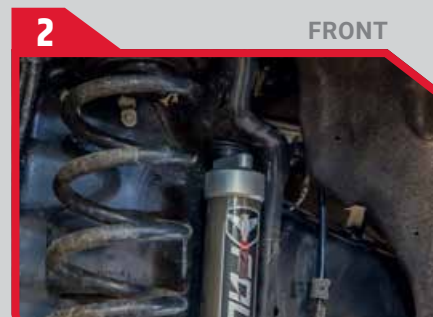
SP2 Mode Adjust give the choice of setting the Falcon Shocks base tuning to **PERFORMANCE** or **SOFT/COLD**. This choice is made during installation but can be changed later if so desired. SP2 features an internal bypass valve that is adjusted by rotating the shaft only when the shock is fully extended.

For more information regarding Falcon Shocks installation view the Video Installation Guide found on:

<https://www.falconshocks.com/videos>



- Remove the front shock.



- Install the top of the Front Shock using the provided bushing and hardware.
- Torque to 15 ft. lbs.



- With the shock fully extended, rotate the shock shaft 360° in the direction of your desired setting.

Clockwise = **PERFORMANCE**

Counterclockwise = **SOFT**



- To install, continue rotating in the direction chosen in the last step to align the lower eyelet with the bracket.
- Install using factory hardware.
- Torque to 111 ft. lbs.



- Remove the rear shocks.



- Move the wire harness from off the frame and attach it to the underside of the bed support by drilling a 1/4" hole into the support and using the provided zip tie.



- Lubricate the bushings & install the rear Falcon Shocks onto the upper post mount.
- The piggyback reservoir faces the rear of the vehicle on the driver side, and the front of the vehicle on the passenger side.
- Torque factory hardware to 52 ft. lbs.



- Adjust the “firm” setting on the shock cartridge to the desired firmness.
- The in-cabin switch allows you to alternate between soft and firm, but the firmness of the firm setting can only be adjusted on the shock cartridge.



- With the shock fully extended, rotate the driver shock shaft 360° in the direction of your desired setting.

- The driver side Roost Guard faces the front of the vehicle.

Clockwise = **PERFORMANCE**

Counterclockwise = **SOFT**



- With the shock fully extended, rotate the passenger shock shaft 360° in the direction of your desired setting.

- The passenger side Roost Guard faces the rear of the vehicle.

Clockwise = **PERFORMANCE**

Counterclockwise = **SOFT**



- To install, continue rotating in the direction chosen in the last step to align the lower eyelet with the bracket.

- Install using factory hardware.

- Torque to 66 ft. lbs.

NOTES



RED LINE FULL SYNTHETIC OIL HAS A HIGH VISCOSITY INDEX OF 540 FOR SUPERIOR ALL-WEATHER PERFORMANCE.



HAND WASH WITH SOAP AND WATER FOR CLEANING. DO NOT CLEAN WITH ACIDS.



3 YEAR WARRANTY TO BE FREE OF DEFECTS AND WORKMANSHIP. REPAIR OR REPLACE AT NO COST.

NOTES

An adjustable front track bar or a front track bar relocation bracket is required if a front leveling kit is installed with these Falcon Shocks. Centering the axle is necessary for the front shocks to have proper clearance.

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