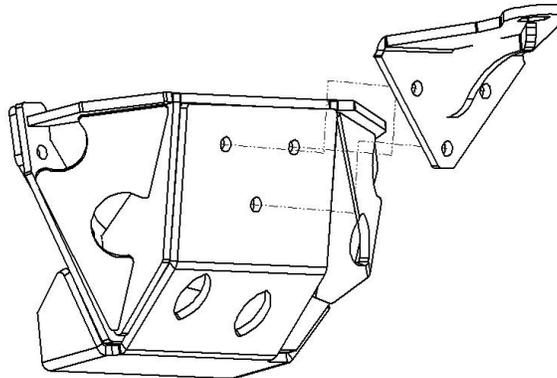


# Carli SUSPENSION

## CS-FDGBRKT Dodge Diff Guard Stabilizer Bracket Instructions



### **For T Style Steering Please Refer To #'s 4-9.**

### **For Y Style Steering Please Refer To #'s 10-19**

This bracket is designed to bolt onto your Carli Diff Guard. If your Carli Diff Guard came equipped with 3 mounting holes as shown above, your new Bracket will bolt directly to the front using the supplied hardware. If your current Diff Guard came equipped with no holes, you must drill the Diff Guard face to accommodate the new Bracket. We have supplied a template to accurately transfer the mounting holes for drilling. Before drilling, remove the Diff Guard from the axle and modify:

### **For blind Diff Guards with no holes:**

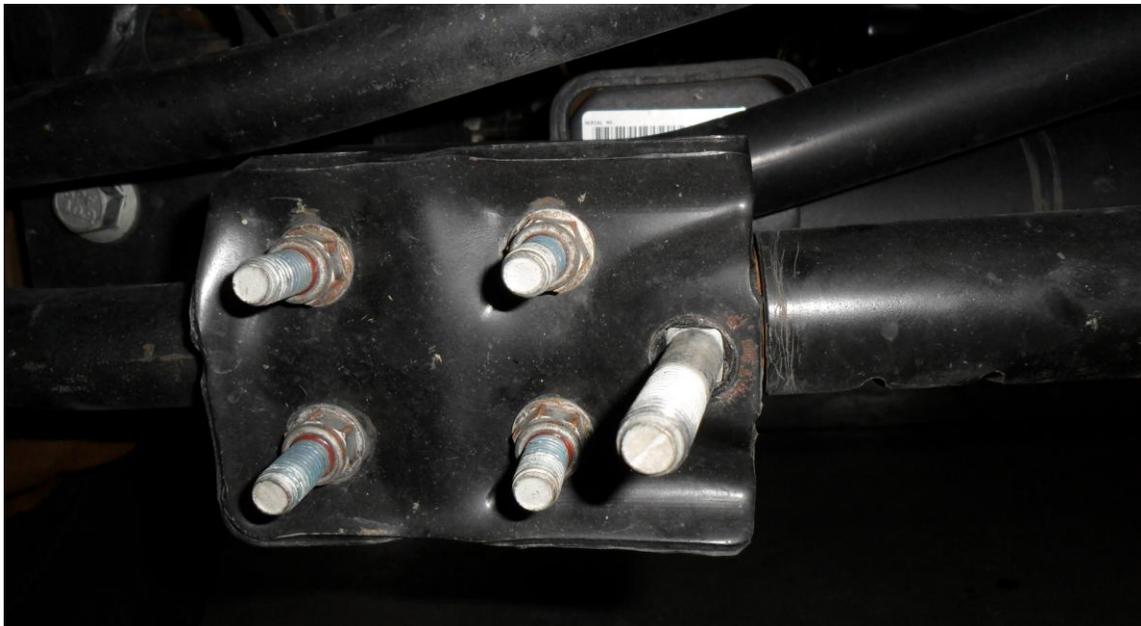
1. Cut out the template along the outer edge and place on top of your Diff Guard face. The rounded edge will go towards the top of the Diff Guard. Make note of the hole orientation and refer to the illustration above.
2. Center punch the crosshair and remove template. Drill three 3/8" holes, starting with a pilot bit. De-burr when done.
3. Attach the Bracket to the Diff Guard using the supplied 3/8"x1" bolts, washers, and nuts.

**For T Style Steering Users:**

4. Install the Diff Guard with bracket using the supplied seven M10 bolts. Torque the new bolts evenly until you reach 25 ft. lbs.
5. Remove your factory stabilizer clamp and relocate it to the passenger side of tie rod center bar. You will place the clamp so that the right edge of the bracket is in perfect line with the step of the thicker part of your center bar. Face the bracket straight out towards the front of the truck.

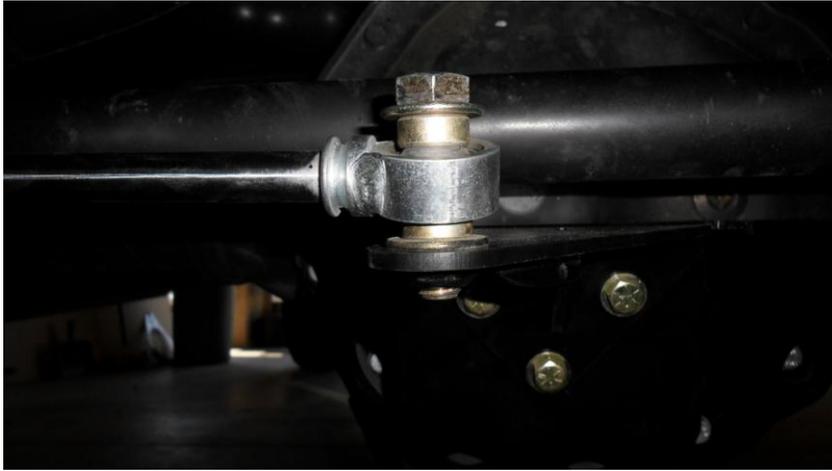


TOP VIEW



## FRONT VIEW

6. Tighten the U-bolts on factory stabilizer clamp to 45 lbs/ft and make sure the bracket is facing straight out. Install the 2 gold spacers from the Hardware kit onto the stud, then place the Body end of the shock onto the stud, one more gold spacer, then install factory nut. Tighten nut to 30 lbs/ft.
7. Install the Shaft end of Stabilizer onto the Diff Guard Bracket using the supplied  $\frac{1}{2}$ " x 2.0" Bolt and washers. Use a gold spacer on each side of the bearing to allow misalignment. Tighten to 40 lbs/ft.



8. If you had to de-charge the shock, re-charge to 200 PSI using Nitrogen.
9. Double check all fasteners and turn the steering wheel lock to lock to ensure the stabilizer is installed correctly. It should not bind, bottom-out, or top-out.



**For Y Style Steering Users:**

10. Remove the factory stabilizer
11. Install the Diff Guard with bracket using the supplied seven M10 bolts.  
Torque the new bolts evenly until you reach 25 ft. lbs.
12. Attach the Clamp to the Y steering linkage towards the passenger side of the truck with only slight tension so it's still able to move.
13. The clamp should be facing down and be angled slightly forward (Toward the front of the truck).



14. Position the clamp so the stud measures 11.5" from the center of the stud to the center of the factory stabilizer mounting hole.



15. Torque the four allen-head bolts on the clamp to 25 ft. lbs.
16. Install the Stabilizer's body-end onto the diff guard bracket with the supplied half inch spacer on each side of the bearing. Ensure the Schrader is facing forward. The order will be  $\frac{1}{2}$ " bolt,  $\frac{1}{2}$ " washer, spacer, stabilizer, spacer,  $\frac{1}{2}$ " washer and then bracket. Then torque the assembly to 40 ft. lbs.



17. When installing the stabilizer onto the Clamp's Stud, install  $\frac{1}{2}$ " washer, then a spacer, then stabilizer, then another spacer, then the  $\frac{3}{8}$ " washer, and finally the  $\frac{3}{8}$ " Nyloc nut.
18. Torque the assembly to 35 ft. lbs. to complete the installation.
19. Double check all fasteners and turn the steering wheel lock to lock to ensure the stabilizer is installed correctly. It should not bind, bottom-out, or top-out.

NOTE: When used with a Carli Hi-Mount Stabilizer, you will have a true

Dual-Steering Stabilizer system. Because the stabilizers are pushing against each other, they are more effective than a single stabilizer, thus requiring less pressure. It is advised to reduce the Nitrogen pressure in the stabilizers to approximately 100-150 PSI. Some situations might require a “tinkering” with the pressures to remedy any Tire Pulling. Feel free to increase one stabilizer pressure while reducing the other.

#### Special Notes:

The Stainless Low-Mount steering stabilizer utilizes a billet clamp to attach to the tie rod on the “Y” Steering. Many trucks were subject to the Dodge TSB which removed the Y steering and replaced it with the 2008.5+ “T” style steering. This clamp will not fit the “T” steering.

#### “Y” Style:

This Steering linkage came on 2003-2008 Ram 2500/3500 and can be identified by a stock, lower steering stabilizer that bolts through a hole on the tie-rod, and the drag link runs directly from the pitman arm to the passenger side knuckle. This steering was recalled and Dodge replaced it with the 08.5+ “T” style in many cases.

#### “T” Style:

This Linkage came on 2008.5+ vehicles and can be identified by a stock, lower steering stabilizer that bolts to a clamp retained to the Factory Tie-Rod by two u-bolts. The tie rod connects both knuckles together with the drag link going from the pitman arm and bolting to the tie rod.

When running both Stabilizers, it is recommended to avoid high N2 Pressures. Running excessive or high pressures in the stabilizers will cause a “tight” steering effect. Reduce the pressure in the stabilizers when running both High Mount and Opposing Low-Mount Stabilizers.