

CS-HMSS-Y & CS-HMSS-T

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.



What's Included

- High Mount Stabilizer Shock with Threaded Stainless Stud Installed in Rod-End
- Billet Clamp (attaches to drag link) with (4) Allen Heads
- Frame-side Bracket
- (1) ½" Bolt, (2) Flat washers and (1) Nut for Frame Bracket
- (2) Bearing Mis-Alignment Spacers

Special Notes:

1. The High Mount steering stabilizer utilizes a billet clamp to attach to the drag link. There are two types of clamp, "Y" steering and "T" steering. Please confirm you have the proper clamp prior to attempting installation as no returns will be granted on parts where installation was attempted.

"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. 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.

2. The High-Mount Steering Stabilizer is meant to work in conjunction with a Low-Mount (Factory or Carli). Running the High-Mount by itself will not damage the shock but will not provide the proper leverage to properly control the steering linkage.
3. The High mount Steering Stabilizer is meant to function with lifted/leveled applications. If installing on a stock vehicle, ensure the shock is an CS-LMSS-08 without the extended rod-end.
4. 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. RELEASE AS LITTLE AS POSSIBLE. Drive the truck and repeat if necessary.
5. DO NOT run stabilizer with less than 70PSI
6. Only use Nitrogen to charge your stabilizer.

Installation Instructions

Note: Prior to installation, carefully inspect the vehicles steering and drive train components. Be sure to check ball joints, tie rod ends, pan-rod bar, and control arm bushings. Everything must be tight and in good working condition.

1. [Figure 1] - Bolt billet clamp onto drag link tie-rod end above the adjustment sleeve at the pitman arm making sure it is properly oriented on the adjusting sleeve (Be sure 1/2" threaded hole faces towards the front of the truck).

"T" Style: The Billet clamp will have two internal diameters. Mount the clamp so the smaller diameter sits flush on the smaller diameter section of the tie-rod before the threads; then, slide it toward the pitman arm until it stops and tightens.

"Y" Style: The Billet Clamp has one internal diameter and should be mounted above the threaded portion of the tie-rod end.

2. Tighten the 4 Allen head screws in a cross pattern with 5/16" Allen Key (8mm also works). Torque bolts to 30ft.lbs.
3. Apply a small amount of anti-seize to the 1/2" threaded stud attached to the stabilizer's rod-end.
4. [Figure 2] - Thread the stud into the clamp affixed to the drag link mount.

NOTE: Use an open-box wrench and tighten from the inner 3/4" collar only. Again, do not torque the stud from the head, only from the 3/4" collar closest to the clamp as pictured. Stud should be tightened to approximately 30 ft. Lbs.

5. [Figure 3] - Remove the two bolts that hold the sway bar to the FRAME on the PASSENGER side.
6. Slide supplied bracket under sway bar and replace factory bolts. Be sure the bracket is mounted with the double-shear mount oriented toward the inside of the frame to the rear of the sway bar.
7. Insert the body-end of the stabilizer (with the schrader valve pointing down) into the double shear mount and use supplied 1/2"-13x2.5" bolt, washers and spacers to affix the shock to the bracket. [Order of assembly: Bolt, Washer, Bracket, Spacer, Steering Stabilizer, Spacer, bracket, washer, nut.]
8. Torque assembly to 30ft.lbs.

Figure 1



Figure 2

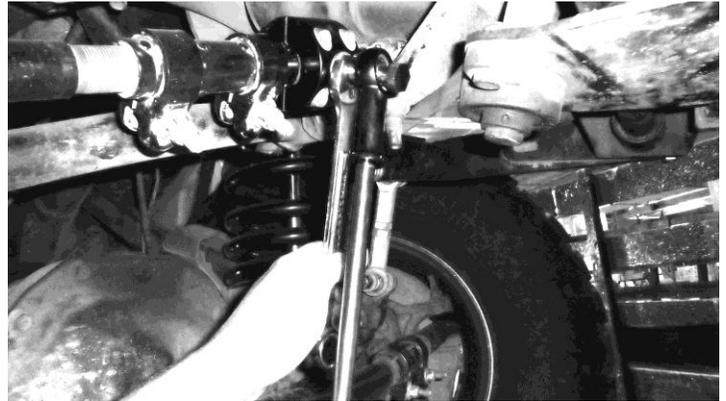


Figure 3



Figure 4

