



CS-DATB-14

We Recommend installation be performed by a trained professional. 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.

NOTE:

This Track Bar is adjustable from 38-7/8” to 39-1/4”. There must be a minimum of 1” of thread engagement, anti-seize on the threads in the bar and Red-loctite on the jam nut. No warranty will be provided for pulled-threads.

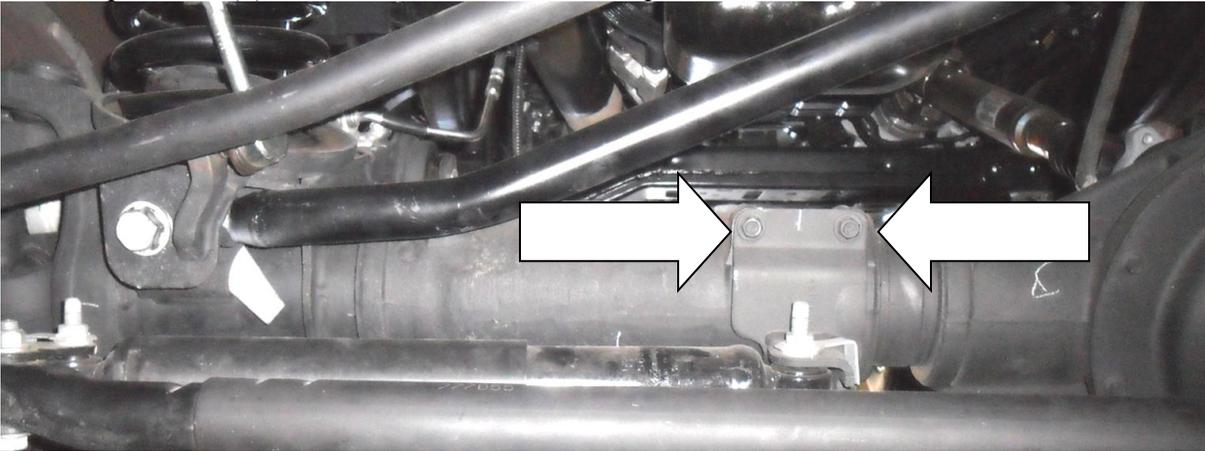


What's Included

- Track Bar
- Uniball (Pre-installed)
 - (Qty 1) Silver Thick Spacer
 - (Qty 1) Black Thin Spacer
- 7/8" Heim Joint & Jam Nut
 - (Qty 2) Black Thin Spacers
- Stabilizer Hardware:
 - (Qty 2) 3/8" Button Head Bolts
 - (Qty 1) 1/2" Button Head Bolt
 - (Qty 1) 1/2" Flange Nyloc Nut

Disassembly:

1. With the truck on the ground, remove O.E.M track bar from the vehicle. The truck can be under its own weight or on a lift; this step is at the discretion of the installer.
2. Remove the top two factory bolts that secure the factory stabilizer bracket to the axle. Replace these with the provided (2) 3/8" Button Head Bolts. Torque them to 25 ft lbs.



3. Use the provided 1/2" button head bolt to replace the factory axle side steering stabilizer bolt. Ensure the nut faces the ground and torque to 35 ft.lbs.

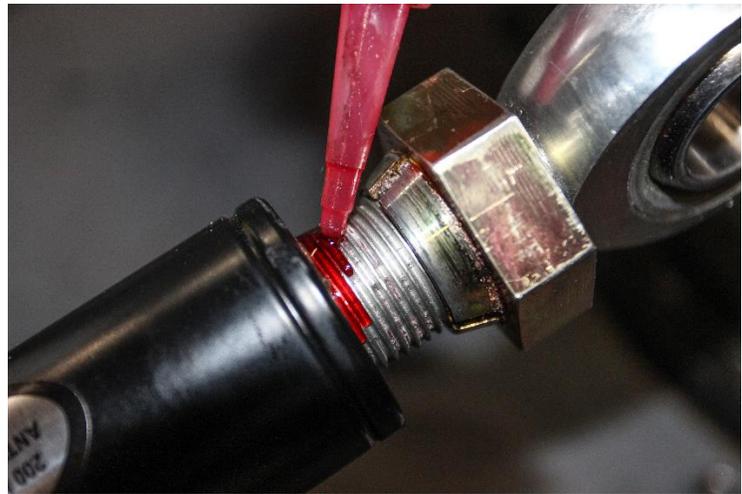


Installation:

4. Remove the heim joint from the Carli track bar.
5. Apply a light coat of anti-seize to the inside threads of the track bar.



6. Thread the provided jam nut all the way to the end of the shank on the heim-joint so it's tight against the housing. Thread the heim joint 1-2 threads into the track bar. Apply RED LOCTITE to **ALL** the exposed threads of the track bar. These are the threads on which the Tapered-Jam Nut will sit.



7. Insert the **Black Misalignment Spacer in the front** and **Silver in the rear** (side with the exposed snap ring) of the Uniball on the frame side of the Track bar.

8. Secure the frame end of the track bar (with mis-alignment spacers installed) in a bench vice and use a block of wood to elevate the heim joint (axle) end. (old style Johnny-Joint shown in the picture for reference only).



9. For a 2.5"-3", Carli lifted truck, set the Carli adjustable track bar to 39-1/8" from the center of the Heim to the Center of the Uniball.

NOTE: Factory height trucks will require the track bar to be set to 38-7/8". This measurement is also applicable to any lift that utilizes a track bar drop bracket meant for the factory track bar.

NOTE: MAX ADJUSTED LENGTH: 39-1/4" for proper thread engagement. 1" MINIMUM Thread Engagement.



10. AGAIN, APPLY RED-LOCTITE TO THE THREADS where the jam nut will assemble to the end of the track bar if you've not already.

11. THIS STEP IS VERY IMPORTANT: Torque the Gold, Tapered Jam Nut to 200 ft.lbs (preferably using a 1-3/8" crow's foot or huge crescent wrench) ensuring the alignment of the rod-ends is parallel to one another. It may take a few tries to get the two ends parallel as the rod end often turns when nearing 200ft.lbs. The Jam-Nut is what holds the axle end together and it's **IMPERATIVE** for it to be extremely tight and have red-loctite on it. The actual yield of the Rod end is in excess of 500lb/ft. A large (24"-36") pipe wrench/crescent wrench will tighten beyond 200lb.ft. is preferred. **There will be NO WARRANTY for pulled threads.**



12. Confirm ends remained parallel during torquing.
NOTE: Note the position of the jam nut. The flat part of the "hex" on the jam nut is indexed so it is parallel to the rod-end's orientation. This will ensure that the jam nut does not rub the factory track bar pocket. If the "point" of the jam nut faces the rear of the track bar, the jam nut will rub the bracket and could loosen.



13. Assemble (qty. 2) - black mis-alignment spacers to the heim joint.



14. Remove the track bar from the vice

15. Slide the assembled heim joint with misalignment spacers into the axle pocket and assemble with the factory hardware to be torqued later.

NOTE: The bend at the frame side of the track bar should protrude forward.

16. Slide the Uniball assembly into the frame side bracket (again, Short-Black Spacer in front, LONG-Silver Spacer in the rear) and install factory bolt and nut to secure the frame end.

NOTE: If the bar won't align with the upper bracket, key the truck on and have someone move the steering wheel until you're able to insert the bolt. You will need to extend the drag link to recenter the steering wheel after lifting the vehicle during your alignment anyway.

17. Torque the upper assembly to 255lb/ft.

18. Torque the lower assembly to 255lb/ft.

19. Have truck aligned, or straighten wheels and adjust the steering drag link (longer) to straighten the steering wheel.

20. Periodically, check the assembly to ensure it remains torqued!