

**CS-DC20-14-D - Ram Commuter System**  
**CS-DBC-14-D - Ram Backcountry System**  
**CS-DPT25-14-D - Ram Pintop 2.5 System**

**NOTE:**

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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**

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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.



**PLEASE VISIT:** [Forums.CarliSuspension.com](http://Forums.CarliSuspension.com)  
*Troubleshooting advice or to download an electronic copy of this document.*

**WHAT'S INCLUDED IN THE KIT: Parts Checklist per component can be found in each component box**

- CS-DFBD-1: Dodge Front Bump Drop, 1"
- CS-DRAD-14: Dodge Radius Arm Drops
- CS-DRBD-AL: Dodge Rear Bump Drop, Aluminum 1"
- CS-PRBDROP-14-R: Dodge Track Bar Drop, 2014, Rear
- CS-DPRB-14: Dodge Track Bar, 2014+
- CS-DEL-R-14: Dodge End Links, Rear, 2014
- CS-DSBD-14: Sway Control Drops
- CS-DLRC-14-D: Dodge Front Linear Coil, 2014+, Diesel
- CS-DMRC-14-R: Dodge Multi Rate Coil, 2014+, REAR
- Shock Package

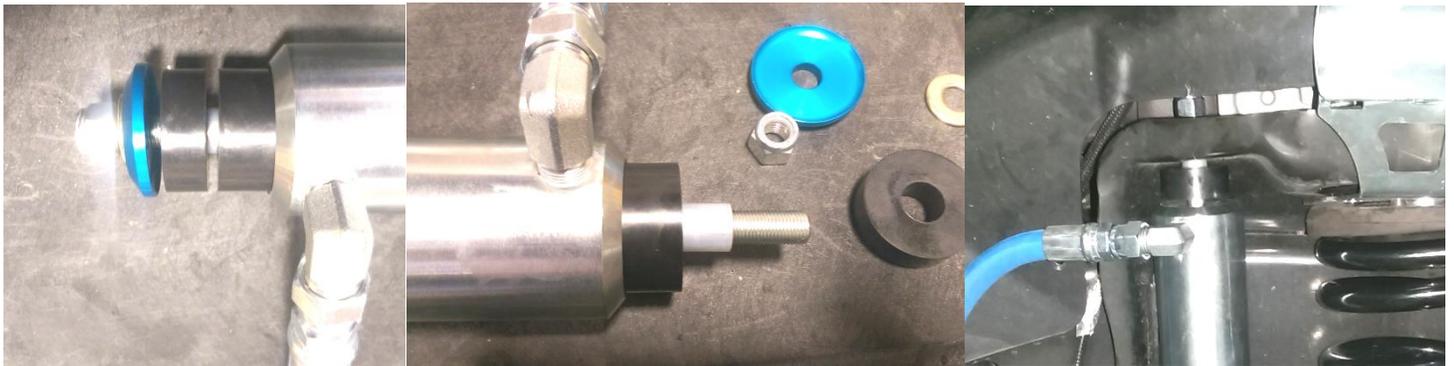
**Installation Instructions:**

1. Start installation with the instructions in the "**CS-DRAD-14: Dodge Radius Arm Drops**" Box
2. Remove the factory front shocks, disconnect the sway bar end links from the sway bar and swing it up out of the way  
**Note:** Remove the links from the axle is Torsion sway bar is being installed.
3. Remove OEM Track-Bar and Droop out the front axle to remove the factory coil springs, setting aside the upper isolator for re-installation on the Carli-Coils
4. Remove Factory Bump Stops and follow instructions in the instructions in the "**CS-DFBD-1: Dodge Front Bump Drop**" Box.
5. Follow Instructions in the "**CS-DLRC-14-D: Dodge Front Linear Coil, 2014+, Diesel**" Box. Ignore step 5 for now.
6. Compress the front suspension to load the coils and install the front Shocks.

**Commuter 2.0:** These shocks are bushing equipped, top and bottom. Install the lower bushing into the factory lower shock mount, remove the top half of the bushing, compress shock and guide the stem-top through the factory upper shock mount. Reassemble the upper bushing half on top of the shock mount and tighten the provide nut to preload the bushing.

**Backcountry 2.0:** Installation is exactly the same as the commuter shocks above, but the remote reservoir will mount with hose clamps to the installed reservoir mount.

**Pintop 2.5:** These shocks are Bushing upper, bearing lower. Install them exactly as you would the Backcountry 2.0 but the lower are bearings with 2 conical spacers installed to allow for shock misalignment. Ensure both spacers are present, then install the lower with the factory shock bolt. To get the upper into the factory upper shock mount, it is helpful to drain the nitrogen so the shock can be easily manipulated into the mount. If you do not have access to nitrogen, you will need to muscle the shock and the 2.5" pintops put up a good fight.



7. Install the wheels and tires and set the truck on the ground to load the suspension.
8. Install Carli Track Bar following the instructions provided in the "**CS-DPRB-14: Dodge Track Bar, 2014+**" Box.
9. Follow the Instructions in the "**CS-DSBD-14: Sway Control Drops**" Box.

**Note:** If a torsion Sway Bar was purchased, follow the instructions in that box in lieu of the Sway Control Drops.

10. With everything installed in the front and the weight of the truck on the suspension, center the eccentric bolts in their adjustment range and torque Upper and Lower Axle Connections to 220ft.lbs. To set the Vulcanized bushing to the new ride height, torque the Radius Arm at the drop bracket to 280ft.lbs.
11. Extend the drag link to recenter the steering wheel.  
**Note:** A full alignment is recommended upon completion of lift installation. The above is sufficient to drive to the alignment shop.
12. Block the front wheels on both sides to ensure the truck doesn't shift while working on the rear. Brake the lug nuts free while the rear is on the ground and remove the factory rear track bar and sway bar eng links.
13. Jack the rear end up remove the factory rear coil springs, setting the upper and lower isolators aside for re-installation later. Watch all Factory Brake and ABS lines while drooping the rear.
14. With the coils and track bar removed, follow the instructions in the "**CS-PRBDROP-14-R: Dodge Track Bar Drop, 2014, Rear**" Box.
15. After installing the rear track bar drop, Follow instructions in the "**CS-DRBD-AL: Dodge Rear Bump Drop, Aluminum 1**" Box.
16. Now, Follow instruction in the "**CS-DMRC-14-R: Dodge Multi Rate Coil, 2014+, REAR**" Box
17. With the rear coils properly seats and the axle slightly compressed, Install your rear shocks. If equipped with reservoirs, install body down, shaft up with the reservoirs facing away from the axle. This may cause the E-Brake cable on the passenger side to rub the forward portion of the reservoir. This can be alleviated by slightly bending the factory bracket to create a bit of slack.
18. Lower the rear of the truck onto the ground so the suspension holds the weight of the vehicle.
19. Follow the instructions in the "**CS-DEL-R-14: Dodge End Links, Rear, 2014**" Box.
20. Torque the factory rear track bar bolts to 155ft. lbs to set the vulcanized bushings at the new ride height.
21. Take truck in for a complete alignment and retorque all bolts after 1000 miles. Periodically check to ensure bolts remain torqued per the instructions.