

CS-DLMSS-T & CS-DLMSS-Y

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 In the Kit: T-Style

- 1 Qty Lower Steering Stabilizer
- 1 Qty ½" 13 x 2.5" Bolt
- 2 Qty Flat Washers
- 3 Qty Gold Spacers
- 2 Qty Silver Spacers
- 1 Qty Lock Nut

What's included In the Kit: T-Style

- 1 Qty Lower Steering Stabilizer
- 1 Qty ½" 13 x 2.5" Bolt
- 4 Qty Flat Washers
- 2 Qty Gold Spacers
- 2 Qty Silver Spacers
- 2 Qty Lock Nut
- Billet Clamp

Special Notes:

- This stabilizer will only work on trucks equipped with the newer T-link style steering (08.5+ models) without adaptation of factory brackets. The 2003-2007, "Y" style steering linkage requires PN: PC-LMSCAMP-Y to bolt onto the factory linkage.
- The CS-DLMSS-T is designed to counter the right hand pull of certain tire manufacturers. If you're trying to correct left pull, please purchase PN: CS-FDG and CS-FDGBRKT to reverse the orientation/push of the stabilizer to counter left hand pull. **This is common in applications on vehicles running NITTO TRAIL GRAPPLERS.**
- Stabilizers come pre-charged with 200psi of Nitrogen. If a left-hand pull is encountered after installation, Nitrogen pressure should be released to reduce the stabilizer push by depressing the Schrader for a fraction of a second. **RELEASE AS LITTLE AS POSSIBLE.** Drive the truck and repeat if necessary. **DO NOT run stabilizer with less than 70psi!**
- Only use Nitrogen to charge your stabilizer.
- The operating pressure range of the CS-DLMSS-T is 70psi-200psi; please ensure you're in this range.
- If Stabilizer is installed by a shop, confirm nitrogen pressure was not release for installation purposes. If nitrogen was released, recharge the stabilizer shock to 200psi with nitrogen (**DO NOT USED COMPRESSED AIR**) and repeat the steps outlined in the third bullet point of this list!

Both Steering Systems:

1. Remove bolt and nut holding OEM stabilizer to passenger side of axle.
2. **T-Style:** Remove nut holding OEM stabilizer to center bolt on clamp.
Y-Style: Remove the nut from the tapered stud securing the stabilizer to the tie-rod.
3. Remove the OEM stabilizer

Assembly – T-STYLE (Proceed to next section for Y-Style)

1. Install the Rod-End side of the Carli Stabilizer Shock into axle pocket with both SILVER spacers, one spacer on each side of stabilizer bearing. Install ½-13 x 2.5" bolt through axle using supplied washers and C-lock nut. Torque to 25 lb./ft.
2. Loosen factory clamp and slide it as far as possible toward the driver's side while still keeping it on the FLAT portion of tie rod. Use a mallet to ensure it is as far over as it will reach. This will ensure FULL steering radius and prevent the shock from bottoming out. **NOTE:** No stabilizer will be warrantied for the end-cap popping off due to the steering clamp not being moved.
3. Once the clamp is adjusted torque the nuts back to 25 lb./ft.
4. Place 2 GOLD spacers on the stud of the factory steering clamp.
5. Install stabilizer onto stud, place the third GOLD spacer against stabilizer, then reuse the existing OEM nut torque to 20 lb./ft.
NOTE: It's preferred to mount the stabilizer body onto the stud indexing the schrader valve upward. The shock body can be mounted either direction but verify the Schrader WILL NOT hit the differential cover during suspension cycle or turns.
6. Double check all hardware is tight. Have the steering turned lock-to-lock to ensure the steering stabilizer does not bottom out on full turn.

Assembly – Y-STYLE

1. Install the Body side of the Carli Stabilizer Shock (schrader valve pointing down) into axle pocket with both SILVER spacers, one spacer on each side of stabilizer bearing. Install ½-13 x 2.5" bolt through axle using supplied washers and C-lock nut. Torque to 25 lb./ft.
2. Attach the Clamp to the steering linkage (tie-rod) with only slight tension so it's still able to move.
3. Position the clamp so the stud measures 3" from the center of the stud to the center of the factory stabilizer mounting hole. Orient the clamp so the stud faces down and is angled slightly forward (toward front of the truck).
4. Torque the four allen-head bolts to 13 lb./ft.
5. When installing the stabilizer onto the Clamp's Stud, install 1/2" washer, then a spacer, then stabilizer, then another spacer, then the 3/8" washer, then the 3/8" Nyloc nut.
6. Torque the assembly to 13 lb./ft. to complete the installation.

