



Instructions - CS-DHMSS-19 Ram High Mount Steering Stabilizer

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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.

Stabilizer Notes

- The High-Mount Steering Stabilizer is meant to work in conjunction with a Low-Mount Stabilizer (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.
- Combine with Carli Low-Mount Steering Stabilizer for a true, opposing steering stabilizer setup that's infinitely adjustable.
- If installing the Carli high-mount with a factory lower steering stabilizer: Our Stabilizers come pre-charged with 200PSI of Nitrogen. If you encounter a left-hand pull, find a flat road with NO crown. Drive straight and let go of the wheel. If the truck drifts to the left, pull over, remove the schrader cap and remove N2 pressure by depressing the Schrader FOR A FRACTION OF A SECOND (RELEASE AS LITTLE AS POSSIBLE). Drive the truck and repeat until the truck drives straight. Best case, add the Carli-low mount stabilizer to alleviate with a secondary nitrogen charged unit!
- DO NOT run stabilizer with less than 70PSI
- DO NOT check your stabilizer pressure with anything but a charging manifold as this will result in a loss of pressure!
- Only use Nitrogen to charge your stabilizer.



Parts Checklist

- Stabilizer Shock with pre-installed High-Misalignment Stud
- CS-DHMHK-19 - High Mount Hardware Kit
 - High Mount Clamp + Hardware:
 - (4) 3/8" Allen Head Clamp Bolts
 - (1) 1/2" Grade 8 Washer
 - Frame Bracket - Driver, Powder Coated Spacer
 - Frame Bracket - Passenger with Shock Mount + Hardware:
 - (1) 1/2" x 2.5" Bolt
 - (2) 1/2" Grade 8 Washers
 - (1) 1/2" Top-Lock Washer
 - (4) M10 x 40mm Flange-Head Bolts

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Instructions

This installation can be done on the ground or on a lift. We recommend setting the drag-link clamp orientation on the ground as the final step; it's orientation is VERY important! Given the rotation of the drag-link (tie-rods at both ends allow to to roll) - If the clamp is rotated too far forward, the stabilizer will contact the motor crossmember. If rotated too far to the rear, the drag link will contact the stabilizer body as the drag-link rolls.

More on Clamp orientation later in this instruction.

1. 15mm Socket - remove the 4 bolts securing the Carli (or factory) sway bar to the frame rail and lower the assembly.



2. Insert the provided sway bar spacer between the sway bar bracket and frame rail.
3. Use the provided M10 x 40mm bolts to secure in place. Only thread the bolts in a couple threads to hold it in place, do not tighten yet.



4. Install the Passenger side stabilizer shock mount between the sway bar bracket and frame rail securing with the remaining M10 x 40mm bolts.
5. The shock mount will face the REAR of the sway bar.
6. With both brackets in place, torque the M10 bolts to 40lb.ft./



7. Index the clamp to the adjustment collar of the drag link.
8. Use the provided 3/8" Allen Head Bolts WITH ANTI-SEIZE and a 5/16" Allen Driver to secure the clamp hand-tight (ensure it can still spin on the drag link).



9. Install the body-end of the stabilizer into the passenger side frame bracket with the schrader valve pointing to the rear of the truck. Inside the bracket, install one bearing spacer on each side of the shock bearing to center it in the bracket. Use a 1/2" washer on the outside of the bracket (both sides) and secure with the 1/2" bolt and nut. The bolt should go in from the bottom, nut on the top. The picture is looking rear to front for clarity.
10. Torque body-side assembly to 60lb/ft.



11. This step is FAR easier if you have access to Nitrogen. If you do, remove the schrader cap and use it to depress the valve-core draining the stabilizer to ease manipulation. If you DO NOT have access to nitrogen, key the truck on (if on a lift) or start the truck (if working on the ground) and cycle the steering all the way to the left.
12. Coat the threads of the 17-4 stainless stud with blue-Loctite and place the remaining 1/2" washer over the shank of the installed stud. If the stabilizer was drained, compress and thread the stud into the clamp hand-tight. If the stabilizer is charged, have an assistant compress the rod-end to align the threads and use a 1/2" socket on the top hex to thread the stud into the clamp.



13. **CLAMP ORIENTATION:** At this point, the installation is complete aside from the hand-tight allen heads on the clamp and final stud torquing. Set the truck on the ground if the installation was performed in the air, and straighten the wheels.
14. As the clamp is still loose, roll the drag link all the way down and forward, maxing out the tie-rod misalignment at both ends. *Ensure the drag link ends are parallel to each other and one doesn't bind before the other as a result of a bad alignment.*
15. At Ride height, the clamp should be resting against the adjustment collar with the stainless stud pointed Down and slightly forward (just forward of the lower Tie-Rod). As the Stabilizer is nitrogen charged, the drag link will remain rolled forward all the way once installation is complete.
16. With the orientation set, torque the clamp bolts using a 5/16" allen driver to 13lb/ft ensuring to step torque in sequence to maintain an even clamp gap on both sides!
17. With the clamp hardware torqued, use a crow's foot to toque the from the 3/4" hex on the bottom of the stud to 40lb/ft.
18. If the stabilizer was drained to ease installation, turn the wheels all the way to the left and charge the stabilizer to 200psi.

