



CS-DC20-1419-D - Ram Commuter System  
 CS-DBC-1419-D - Ram Backcountry System  
 CS-DPT25-1419-D – Ram Pintop 2.5 System

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### 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 “Parts Checklist” 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.

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### Parts Checklist

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- (QTY. 1) CS-DFBD-1: Dodge Front Bump Drop, 1"
- (QTY. 1) CS-DRAD-14: Dodge Radius Arm Drops
- (QTY. 1) CS-DRBD-AL: Dodge Rear Bump Drop, Aluminum 1"
- (QTY. 1) CS-PRBDROP-14-R: Dodge Track Bar Drop, 2014, Rear
- (QTY. 1) CS-DATB-1419: Dodge Track Bar, 2014+
- (QTY. 1) CS-DEL-R-14: Dodge End Links, Rear, 2014
- (QTY. 1) CS-DLRC-14-D: Dodge Front Linear Coil, 2014+, Diesel
- (QTY. 1) CS-DMRC-14-R: Dodge Multi Rate Coil, 2014+, REAR
- (QTY. 1) CS-DCM-20-HK: 2020+ Ram Transmission Crossmember Hardware

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### Shock Package

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#### COMMUTER

- (QTY. 1) CS-DC20SPKG-1419-D: Commuter Shocks

#### BACKCOUNTRY:

- (QTY. 1) CS-DBC20SPKG-1419-D: Backcountry Shocks
- (QTY. 1) CS-DRM-2.0: Shock Reservoir Mounts
- (QTY. 1) CS-DBLT-1419-R: E-Brake Routing Tabs

#### PINTOP:

- (QTY. 1) CS-DPT25SPKG-1419-D: Pintop Shocks
- (QTY. 1) CS-DRM-2.5: Shock Reservoir Mounts
- (QTY. 1) CS-DBLT-1419-R: E-Brake Routing Tabs



## Installation Instructions

1. Start installation with the instructions in the “CS-DRAD-14: Dodge Radius Arm Drops” Box. **NOTE:** 2020+ Rams will need to utilize the “CS-DCM-20-HK - Crossmember Bolts” as the factory bolts will be too short to sandwich the front of our Radius Arm Drop Bracket.
2. If you’re installing the Carli Radius Arms, now is the time to install them—follow the instruction provided with the arms.
3. Remove the factory front shocks, disconnect the sway bar end links from the sway bar and swing it up out of the way. If you’re going to run the Torsion Sway Bar, remove the sway bar and the sway bar end links from the truck.
4. Remove the factory front shocks, disconnect the sway bar end links from the sway bar and swing it up out of the way
5. Note: Remove the links from the axle is Torsion sway bar is being installed.
6. 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
7. Remove Factory Bump Stops (Pry them to the side to remove them) and follow instructions in the instructions in the “CS-DFBD-1: Dodge Front Bump Drop” Box.
8. Follow Instructions in the “CS-DLRC-14-D: Dodge Front Linear Coil, 2014+, Diesel” Box. Be sure to install the Reservoir mount on the Coil Spring if you’re installing a Backcountry or Pintop System!
9. Compress the front suspension to load the coils and install the front Shocks.

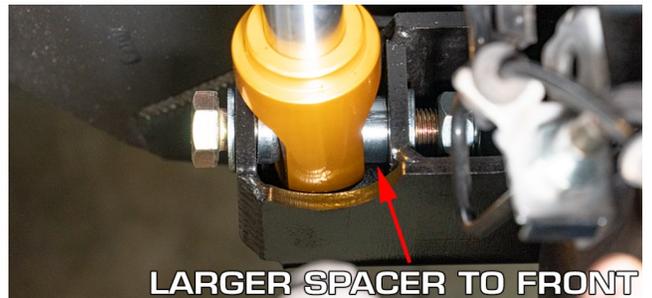
**NOTE:** The 2014+ Rams have a notoriously weak front, lower shock mount. It’s the reason we sell a weld-on replacement. MOST of the issues we see with the factory shock mount would be avoided by completing the weld on the factory shock mount! Looking at it, you’ll see it’s half-welded from the factory. This led to MANY shock mounts tearing for the axle under even mild use. If you have the ability, Finish weld your mount while your factory shocks are out!

• **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 as the King shock is mounted in the picture below. Rolling the reservoir back in the shock mount will ensure the reservoir hose stays away from the tire. Fox charges these shocks with the correct 225psi from the factory. Access to nitrogen will make the installation MUCH easier. These shocks can be “muscle” into position if you don’t have access to nitrogen but draining them from the Schrader under the cap on the end of the reservoir will make them go in much easier to manipulate into the mounts.

• **Pintop 2.5:** These shocks are Bushing upper, bearing lower. Access to Nitrogen will make the installation MUCH easier. These shocks can be “muscle” into position but the nitrogen pressure will need to be confirmed to ensure proper operation, once installed. **THEY ARE NOT ALWAYS SHIPPED FROM KING WITH THE CORRECT NITROGEN PRESSURES!!**

1. Remove the nut, washer and upper bearing retainer.
2. Remove the upper bushing assembly from the shock. The Bushing assembly consists of an internal metal sleeve with a plastic outer liner - around this is a 2-piece bushing. Separate the bushing so the internal sleeve is connected to the lower half and assemble it to the factory mount securing it by assembling the upper bushing half back to the lower half & crush sleeve sandwiching the factory Shock Mount.
3. Drain the king shocks of their nitrogen pressure by depressing the Schrader valve on the end of the reservoir and compress the shock shaft about half way into the shock body.
4. Install the shaft end into the lower shock mount. **THE LONGER OF THE TWO SPACERS GOES TO THE FRONT** - this offsets the shock position slightly rearward. Secure with the factory shock bolt (or, if installed, with the hardware provided with your Carli Shock Mounts).
5. With the lower rod end installed, Guide the pin of the shock into the assembled bushing in the factory upper shock mount until enough thread is exposed that you can install the bushing cap, washer and nut.
6. Tighten the upper bushing assembly until you feel the crush sleeve engage and there’s slight bushing preload.
7. Mock the reservoir to the mount to see the outward facing portion and install the reservoir stickers.
8. Secure the Reservoir to the mount with the provided hose clamps.
9. Charge the Shocks to 225psi of NITROGEN (NO compressed air) while they’re at full extension.



10. **Torque the lower shock bolt to 100lb.ft. (125lb/ft. if running Carli Lower Shock Mounts)**
11. Install the wheels and tires and set the truck on the ground to load the suspension.
12. Install Carli Track Bar following the instructions provided in the “CS-DATB-1419: Dodge Track Bar, 2014+” Box.
13. Install your selected sway bar option (sway bar drop brackets OR Torsion Sway Bar)
14. With everything installed in the front and the weight of the truck on the suspension, center the eccentric bolts (Lower axle to Radius arm hardware used to adjust caster) 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 Pivot at the drop bracket to 280ft.lbs. **ONLY DO THIS AT RIDE HEIGHT** if you’re installing factory Radius Arms as this will set the center of travel for the vulcanized bushing. Carli Radius Arms with the spherical bearing in the rear can be torqued in the air or on the ground.
15. 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 shocks, track bar and sway bar end links.
16. Jack the rear end up and support the truck by the frame rails ensuring there’s NO tension on any rear brake lines or ABS lines.
17. Remove the factory rear coil springs, setting the upper and lower isolators aside for re-installation later. Again, watch all Factory Brake and ABS lines while drooping the rear.
18. With the coils and track bar removed, follow the instructions in the “CS-PRBDROP-14-R: Dodge Track Bar Drop, 2014, Rear” Box.
19. After installing the rear track bar drop, Follow instructions in the “CS-DRBD-AL: Dodge Rear Bump Drop, Aluminum 1” Box.
20. Now, Follow instruction in the “CS-DMRC-14-R: Dodge Multi Rate Coil, 2014+, REAR” Box
21. Follow Instructions in box for the “CS-DBLT-1419-R: E-Brake Routing Tabs”
22. 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 forward. The upper stem-top mount should be installed exactly as the front was; lower installs into the factory shock mount and again, the torque spec is 100lb/ft and proper nitrogen charge is 225psi (at full extension).
23. **Nitrogen charged shocks require proper pressures to operate as designed and tuned. The King Pintop Shocks require the nitrogen to be filled to the same 225psi at full extension and should be confirmed regardless of whether they were drained or not. King does NOT always fill them to 225psi!**
24. Lower the rear of the truck onto the ground so the suspension holds the weight of the vehicle.
25. Follow the instructions in the “CS-DEL-R-14: Dodge End Links, Rear, 2014” Box.
26. Torque the factory rear track bar bolts to 155ft. lbs to set the vulcanized bushings **at the new ride height.**
27. Extend the drag link to re-center the steering wheel.
28. Take truck in for a complete alignment and retorque all bolts after 1000 miles. Periodically check to ensure bolts remain torqued per the instructions.

## ALIGNMENT

### If you’re taking the truck for an alignment, give them the following specs:

**Toe:** 0 - 1/16” TOE IN

**Caster:** 3.8° to 4.5°, positive — *DO NOT CROSS CASTER*

**Camber:** None-adjustable on these trucks.

### If you’re doing your own alignment:

Don’t get too hung up on “0” overall toe, many people read about this on other’s recommended alignment specs. Any variance on this could lead to toe-out which you DO NOT want. 1/32” to 1/16” toe-in ensures you’re erring on the right side of 0° and, if you look at this measurement on a tape measure, you’ll see why we describe this as a better option—it’s extremely minimal.

#### **Caster:**

All 3.25” Carli Systems should have Carli Radius Arm Drops installed. This will allow you to center the eccentric bolts (caster adjustment bolts on the lower radius arm to axle connection) in their adjustment range. If you’re going to cross caster for any reason, we do not recommend deviating more than 2 hash marks, side to side. In the radius arm trucks, extreme cross caster (i.e. one adjuster maxed in each direction) will pull one side down and push the other side up causing a significant lean.

#### **Final Notes:**

Aligning these trucks is easy, confirm the toes is correct as this measurement will NOT change with the lift and should still be set from a previous alignment or the factory, if new enough. That said, ALWAYS confirm the toe—we use 2 straight edges and a tape measure (old school beats alignment racks in our opinion). You can find 100 videos on toe adjustment on YouTube if you’re interested in doing a manual alignment.

As for the Caster, on 3.25” systems, we adjust both sides to the center of the adjustment range. Finally, we center the steering wheel.