

**CS-DD30-1419-D**
2014+ Ram 2500 Dominator, Base Kit

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 "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.

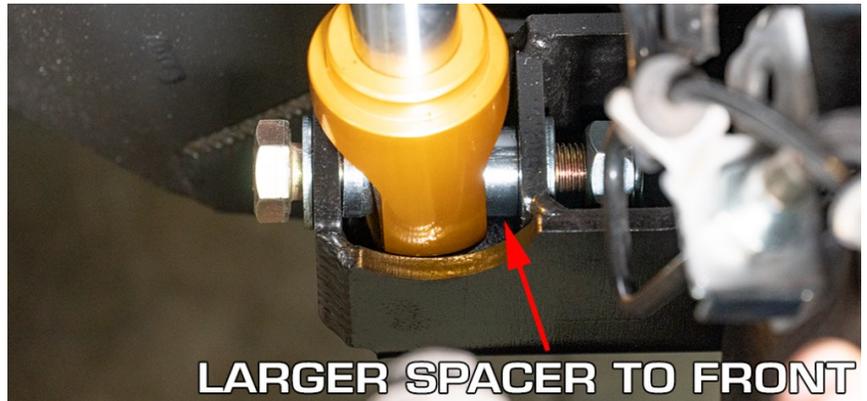
Parts Checklist

- (Qty. 1) - **CS-DLRC-14-D** - Dodge Front Linear Coil, 2014+, Diesel
- (Qty. 1) - **CS-DRM-14-2.5** - RAM Reservoir Mount, 2014+, 2.5
- (Qty. 1) - **CS-DATB-1419** - RAM Track Bar, 2014/2019
- (Qty. 1) - **CS-DRAD-14** - Dodge Radius Arm Drops
- (Qty. 1) - **CS-DCM-20-HK** - Crossmember Bolts
- (Qty. 1) - **CS-DFBD-1** - Dodge Front Bump Drop, 1"
- (Qty. 1) - **AS-DD30SPKG-14-D** - Dominator Shock Package, 2014+ 2500, Diesel
- (Qty. 1) - **CS-D3BBL-14-F-D30** - Dodge RAM Brake line, Dominator, Front, 2014+
- (Qty. 1) - **CS-DD30-14-COILRETAINER** - Dodge Dominator Coil Retainer, 2014+
- (Qty. 1) - **CS-DLSM-14-F** - Dodge Dominator Lower Shock Mounts, 2014+, Front
- (Qty. 1) - **CS-DMRC-14-R1** - Dodge Multi Rate Coil, 2014+, REAR
- (Qty. 1) - **CS-DEL-R-14** - Dodge Rear End Links, 2014+
- (Qty. 1) - **CS-DRBD-AL** - Dodge Rear Bump Drop, Aluminum 1"
- (Qty. 1) - **CS-DPRBDROP-14-R** - RAM 2500 Rear Track Bar Drop, 2014+
- (Qty. 1) - **CS-DBEDSUPPORT-14** - Dodge Bed/Fender Support Bracket, 2014+
 - ◇ (Qty. 2) 3/8" x 1" Bolts
 - ◇ (Qty. 4) 3/8" Washers
 - ◇ (Qty. 2) 3/8" Top Lock Nut
- (Qty. 1) - **CS-DLSM-14-R** - Dodge Dominator Lower Shock Mount, 2500, Rear
 - ◇ (Qty. 4) M14 x 100mm Bolts
 - ◇ (Qty. 8) M14 Washers
 - ◇ (Qty. 4) M14 Nylock Nuts
 - ◇ (Qty. 4) 3/8"-16 x 1.00" Bolts
 - ◇ (Qty. 8) 3/8" Washers
 - ◇ (Qty. 4) 3/8"-16 Top Lock Nuts
 - ◇ (Qty. 1) MP-DLSM-14-R-CRUSH—Crush Sleeve
- (Qty. 1) - **CS-DUSM-14-R** - Dodge Dominator Upper Shock Mount, 2014 2500, Rear
 - ◇ (Qty. 2) M14 x 80mm Bolts
 - ◇ (Qty. 4) M14 Washers
 - ◇ (Qty. 2) M14 Nylock Nuts
 - ◇ (Qty. 1) 3/8"-16 x 1.75" Bolt
 - ◇ (Qty. 2) 3/8" Washers
 - ◇ (Qty. 1) 3/8"-16 Top Lock Nut
 - ◇ (Qty. 1) AP-PCLIP-1/2—Insulated P-Clamp
 - ◇ (Qty. 1) AP-7100GOLDSPCR— 1/2" Gold Spacer



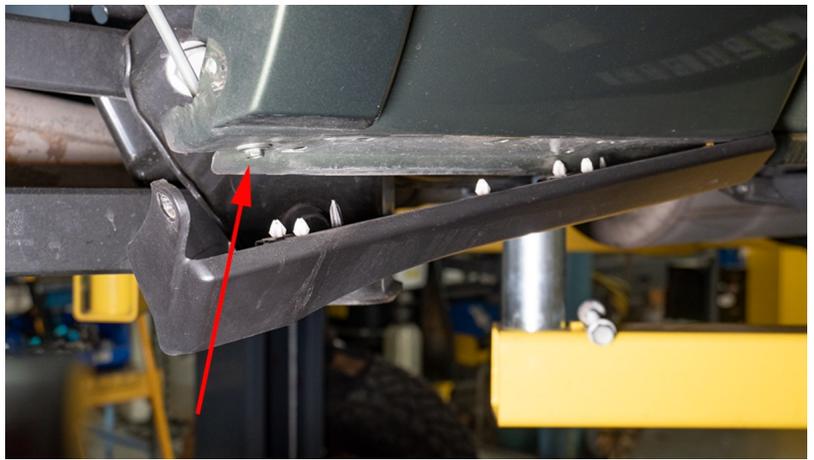
Installation Instructions

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. Follow Instructions in the “**CS-D3BBL-14-F-D30 - Dodge RAM Brake line, Dominator, Front, 2014+**” Box
5. 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
6. Remove Factory Bump Stops. They’re press-fit, push and pull until you’re able to remove them.
7. Follow instructions in the “**CS-DFBD-1: Dodge Front Bump Drop**” Box.
8. Follow Instructions in the “**CS-DD30-14-COILRETAINER - Dodge Dominator Coil Retainer, 2014+**” Box
9. Follow Instructions in the “**CS-DLSM-14-F - Dodge Dominator Lower Shock Mounts, 2014+, Front**” Box
10. 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!
11. Compress the front suspension to load the coils and install the front shocks.
12. These shocks are Bushing upper, bearing lower. Remove the nut, washer and upper bearing retainer.
13. 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.
14. 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.
15. 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 bolt provided with your Carli Shock Mounts.
16. 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.
17. Tighten the upper bushing until you feel the crush sleeve engage and there’s slight bushing preload, then take it 1/4-turn past that.
18. Torque the lower shock bolt to 125lb.ft.
19. Route the shock’s reservoir up to the Carli mount and install the reservoir stickers onto the outward facing section of the reservoir can.
20. Secure the reservoir to the mount using the provided Hose Clamps.
21. Charge the Shocks to 250psi of NITROGEN (NO compressed air) while they’re at full extension.

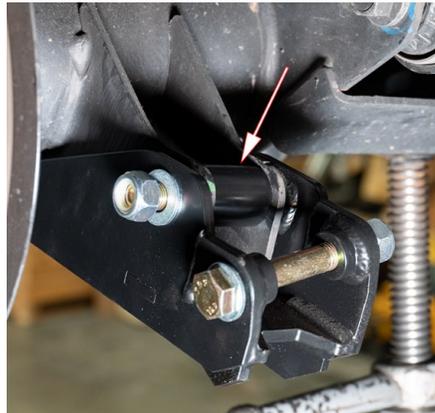


22. Follow Instructions in the “**CS-DATB-1419 - RAM Track Bar, 2014/2019**” Box.
23. Install your Sway Bar Option following the instructions provided.
24. Install the wheels and tires on the front and lower it onto the ground.
25. With everything installed on the front and the weight of the truck on the suspension, center the eccentric bolts (Caster adjustment hardware on the lower Radius Arm/Axle Connection) in their adjustment range and torque Upper and Lower Radius Arm Axle Connections to 220ft.lbs.
26. If running the Factory Radius Arms, the rear pivot (Vulcanized bushing that installs into the Carli Drop Brackets) are to be torqued to 280ft.lbs while the truck is sitting on the ground at ride height. The Carli Arms are spherical bearings and can be torqued in the air.
27. 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.
28. Remove the factory frame-side rear track bar bolt and loosen the axle side track bar hardware allowing the track bar to rest on the axle/sway bar.

29. Remove the rear sway bar end links.
30. If equipped, remove the lower fender protection from the front of the bed to gain access to the bed support bolt in the fender.
31. 10MM Socket - Remove the 3 bolts holding the front bed supports from the bottom and inner bed structure.
32. 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.**
33. With the coils and track bar removed, follow the instructions in the "CS-PRBDROP-14-R: Dodge Track Bar Drop, 2014, Rear" Box.
34. After installing the rear track bar drop, remove the two bolts securing the factory bump stops to the frame.
35. Install the Carli bump drops - **DO NOT INSTALL THE BUMPS AT THIS TIME.**
36. Using the factory bolt, secure the factory track bar hand tight (both bolts should be loose) to the Carli Track Bar Drop.



37. Install the Carli Lower Shock Mount. The mount itself will slide over the factory lower shock mount. Remove all hardware and slide the Carli shock mount over the factory mount from front to back, not bottom up.
38. With the mount in place, use the provided 3/8"-16 x 1" bolts, washers and nuts to secure the mount to the existing two holes on the bottom of the factory shock mount.
39. Slide the provided crush sleeve into the factory lower shock mount position and secure with the Provided M14 x 100mm bolt, washers and Nyloc Nuts. Front 14mm shock bolt can stay in place hand-tight for now.
40. Torque the 3/8" bolts to 40lb/ft.
41. Torque the 14mm Hardware to 125lb/ft.



42. Locate the tube crossmember exit on both sides of the frame in front of the rear axle.



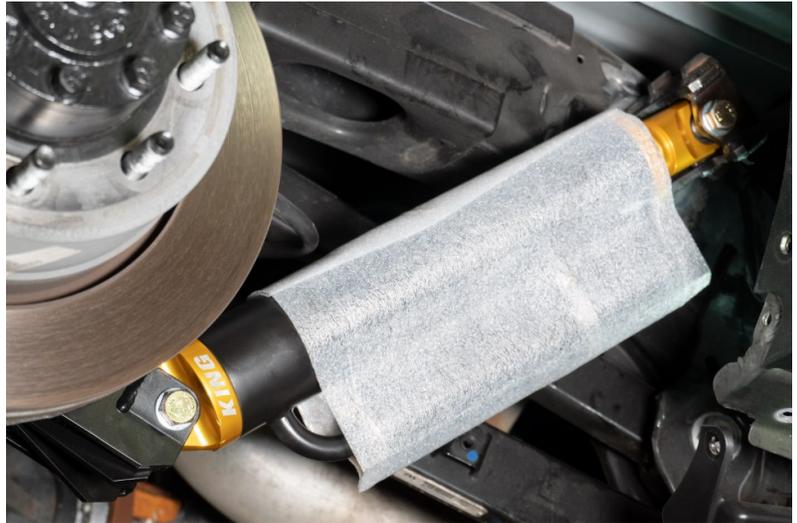
43. Grab the provided Carli rear upper shock mounts and test fit them into the crossmember.
44. If they sit flush, you're good to install. If something is holding them up, barrel sand the inside of the crossmember until they sit flush to the end.
45. Using a wire wheel, clean and prep all surfaces to which you're going to weld. The Carli mounts will come raw but the frame paint to should be removed and all welded parts should be degreased.
46. An assistant is required in setting up the rear.
47. Drain the nitrogen from the rear shocks and fully collapse them.
48. Loosely install the upper rear Carli Shock Mount onto the shaft end of the shock, weld-portion facing inward.



49. Jack the rear axle up until the Carli bump stop drops are resting the bolt heads on the axle strike plates. The passenger's side might hang up a touch (1/8" or so before it hits the bolt heads) as the control arm bolt-heads contact the frame - this is of no concern as the axle will never get there with the bumps installed.
50. With the rear axle at full compression, loosely install the body end of the Carli shock into the lower mount, reservoir facing forward.
51. Pull the shaft out with the upper shock mount installed until the mount is seated perfectly flush into the crossmember.
52. Place a small spacer (.080" is perfect like a washer or quarter) between the shock rod end and shock mount and rotate the shock mount down until it tightly sandwiches the "spacer".
53. While you hold this position, have your assistant put 3 tack welds around the mount to hold it's position.



54. With the tack welds in place, remove the spacer and inspect everything. The rear end should be completely bottomed out with the rear track bar drop installed (Track bar pivot bolts loose), the rear shock installed loosely into the mounts, upper mount tack welded in with only a small gap between the rod end and shock mount (plenty of room for shock to swing down).
55. With all this confirmed, remove the shock, droop the rear end and finish weld, primer & paint the upper shock mount.
56. Install the factory rear bump stops onto the Carli Drop Brackets.
57. Now, Follow instruction in the "CS-DMRC-14-R: Dodge Multi Rate Coil, 2014+, REAR" Box
58. With the rear coils properly seats and the axle slightly compressed, Install your rear shocks. Again, install body down, shaft up with the reservoirs facing forward.
59. Follow the instructions in the "CS-DEL-R-14: Dodge End Links, Rear, 2014" Box.



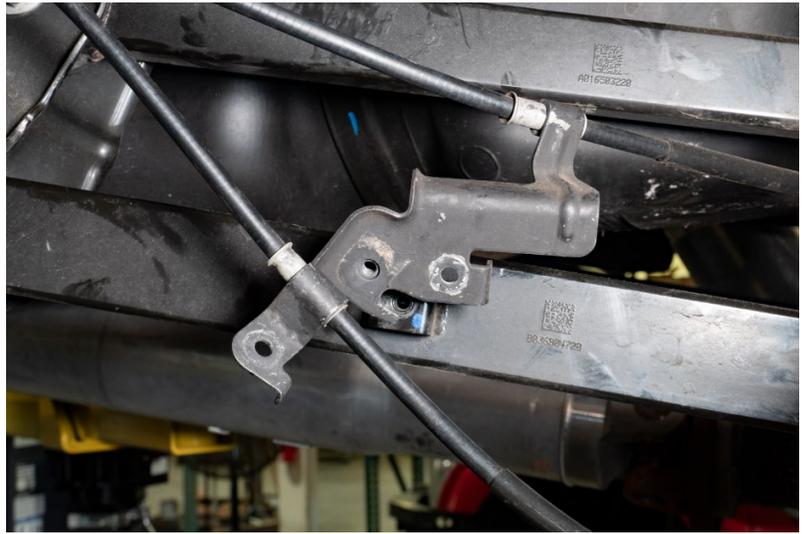
60. Grab the factory bed supports that were removed.
61. Mark and cut the factory INNER (shorter) support from the longer support. Leave the factory bed mounting hole attached to the longer support as this will be reinstalled.



62. Loosely install the Carli bed support to the factory hole above the rear, lower control arm bolt with the provided 3/8"-16 x 1.00" bolt, washers and nut—hand tight for now.
63. Install the factory vertical support to the upper fender well with the factory hardware.
64. Install the lower fender bolt through the carli bed support into the factory vertical support. Once the factory two bolts are snug (sandwiching the carli lateral bed support), torque the 3/8" carli bolt to 40lb/ft.



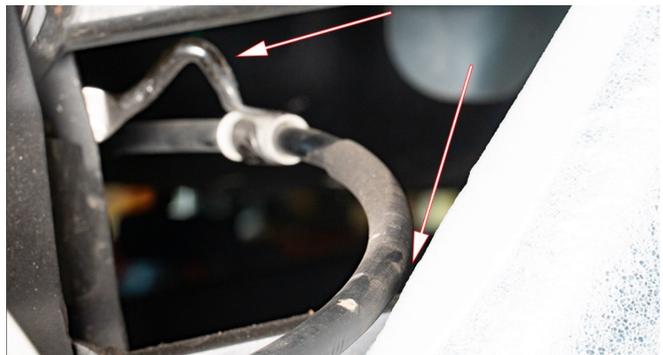
65. Remove the bolt securing the factory e-brake lines to the driver's side rear control arms. Remove the brackets from the crimped sleeves; they will not be reused. We use vice grips and a small pry bar to pry open the clamped area and discard.



66. Install the double p-clamp bracket onto the factory e-brake lines and secure to the factory hole in the frame side control arm bracket (above the upper control arm bolt). The gold spacer installs between the bracket and the p-clamps to space the lines off the bracket.
67. Hold tension on the e-brake cables DOWNWARD and tighten the bolt to secure them in place. This will route the lines around the driver's side shock.



68. On the passenger side, the e-brake cable will likely be touching the back side of the shock; use vice grips to bend the factory routing bracket on the inner side of the passenger control arm mount upward to ensure the brake lines clear the shocks at full extension.



69. Charge the Shocks to 250psi of NITROGEN (NO compressed air) while they're at full extension.
70. Lower the rear of the truck onto the ground so the suspension holds the weight of the vehicle and it's sitting at ride height.
71. Torque the factory rear track bar bolts to 155ft. lbs to set the vulcanized bushings at the new ride height.
72. Take truck in for a complete alignment and retorque all bolts after 1000 miles. Periodically check to ensure bolts remain torqued per the instructions.