CS-DD30-03-D – Dominator 3.0 System, 2003-09 Diesel
CS- DD30-10-D – Dominator 3.0 System, 2010-12 Diesel

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

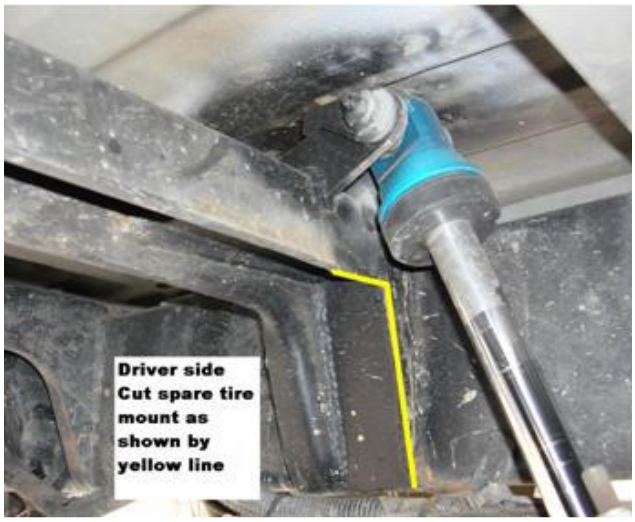
- Mutli-Rate Coil Springs
- Adjustable Track Bar
- Full Progressive Leaf Spring Pack
- Fabricated Shock Towers
- King 3.0 Shock Package

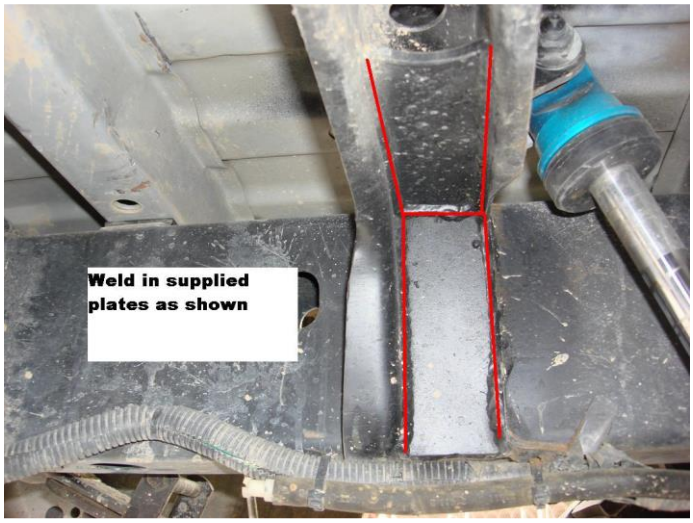
DISASSEMBLY (OF OEM FRONT END NOT AFTERMARKET)

1. Set emergency brake and block rear wheels, in front and behind tires.
2. Remove inner fender wells. Be sure to disconnect ABS sensor wire from fender well at this time.
3. Loosen the tie rod end nuts that retain the tie-rod to the knuckles. With a dead-blow hammer, strike the outside of the knuckle where the tie rod end connects and it will drop. Remove the nut and the tie rod from the knuckle ensuring to retain all hardware.
4. Disconnect sway bar end links from sway bar and axle, and then remove end links.
5. Disconnect brake line bolts from axle on both sides. (13mm Bolts located between upper and lower control arms.)
6. Remove track bar bolts at driver's side frame mount and axle side and remove factory track bar.
7. Remove Nut and Washers from top of the shock, and bolt from the bottom of the shock. (both sides)
8. Jack up front of truck and place jack stands under frame behind lower control arms.
9. Remove wheels and tires.
10. Remove lower shock bolts (both sides)
11. Lower the axle and remove coil springs and front shocks. You will reuse OEM isolators.
12. Remove the three flange nuts holding the factory shock tower and set the factory stud ring/shock tower and hardware aside for reuse later.

ASSEMBLY: START INSTALL ON DRIVER SIDE OF TRUCK

1. **Follow Steps 1-5** in the instructions in **Fabricated Shock Tower Box**.
2. Follow Instructions in **Coil Spring Box**
3. Ensure the misalignment spacers are installed in the upper and lower shock bearings and insert the shock though the engine bay into the coil spring/lower shock mount and secure hand tight with the factory lower shock bolt.
4. Torque lower shock mount to 100lb/ft.
5. Remove the 3 bolts from the stud ring if not yet removed and slide the Carli Shock Tower over the reservoir and up to the top of the spring bucket.
6. Use a jack to manipulate the axle to line up the upper shock assembly with the tower. Secure using the provided hardware. Install hand tight for now.
7. Line up the shock tower with the stud ring access holes and compress the shock to seat the tower while installing the provided bolts/washers that hold the tower to the coil bucket. Torque to 35ft.lbs. Reservoir hose should exit toward the front of the vehicle.
8. Position reservoir mount on the frame rail in front of the coil. Ensure to position the mount as high on the frame as possible to avoid the sway bar contacting the reservoir when mounting.
9. Install reservoir mount with supplied self-tapping screws.
10. Secure reservoir to the mount with supplied hose clamps.
11. Torque upper shock bolt to 80lb/ft.
12. Repeat steps for other side.
13. Follow Instructions in **CS-DEL: Sway Bar End Link Box** or **CS-DTSB: Torsion Sway Bar Box.**
14. Reinstall wheels and tires and set truck on ground.
15. Follow Instructions in the **CS-DPRB: Track Bar Box**.
16. Follow Instructions in the **CS-DLSK: Limit Strap Box**.
17. Remove Rear Shocks
18. Follow instructions in: **CS-DFSP: Full Progressive Leaf Spring Pack U-Bolt Box**.
19. Cut out the following portion of the Driver's side, spare tire crossmember and weld in the provided gussets to brace the structure. (pictures on the following page) This will allow the larger, 3.0" shock to fully cycle. After area has cooled, paint the raw metal with spray paint to prevent rust.





20. Install rear shock with the factory hardware. Orientation, Body down, shaft up and reservoirs should face away from the axle.
21. Torque upper and lower shock mounts to 100lb/ft.
22. Ensure the Eccentric Bolts on the lower control arm are centered in their adjustment and take the truck for an alignment.

2nd Gen Ram Supplement
1994-2002 Ram 2500/3500

2nd Gen Ram trucks see a ton of frame variance making it difficult to make products that are exact fit to all year ranges.

3.0" Rear Weld-on Piggyback Reservoir shocks should be drained of nitrogen and cycled to their collapsed dimension to ensure the reservoirs clear all under-bed crossmembers. These shocks Mount body down, shaft up, reservoirs point TOWARD the axle. The passenger's side will require a 3"x 1.5" Section to be removed to clear the shocks. Once confirmed, put installed rear shocks to full extension and charge to 250psi of Nitrogen.