



CS-DFDGBRKT-03 Differential Guard Bracket

Carli Suspension, Inc.
596 Crane St.
Lake Elsinore, CA 92530
888-992-2754

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.

Lifetime 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.

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: Bushings, Heim Joints, Uniballs, Limit Straps. Carli Suspension cannot warrant a product's cosmetic finish due to the varying extreme elements that may be encountered.

Parts Checklist

- (QTY 1) Differential Guard Mounted Steering Stabilizer Bracket
- (QTY 3) 3/8" x 1" Bolts
- (QTY 3) 3/8" Top Lock Nuts
- (QTY 6) 3/8" Washers
- (QTY 1) 1/2" x 2.25" Bolt
- (QTY 2) 1/2" Washers
- (QTY 1) 1/2" Top Lock Nut
- (QTY 2) AP-71GOLDSPACER

NOTES

- When used with a Carli Hi-Mount Stabilizer, you will have a true Dual-Steering Stabilizer system. Because the stabilizers are pushing against each other, they are more effective than a single stabilizer, thus requiring less pressure. It is advised to reduce the Nitrogen pressure in the stabilizers to approximately 100-150 PSI. Some situations might require a "tinkering" with the pressures to remedy any Tire Pulling. Feel free to increase one stabilizer pressure while reducing the other.
- The Stainless Low-Mount steering stabilizer utilizes a billet clamp to attach to the tie rod on the "Y" Steering. Many trucks were subject to the Dodge TSB which removed the Y steering and replaced it with the 2008.5+ "T" style steering. This clamp will not fit the "T" steering.
- "Y" Style:
This Steering linkage came on 2003-2008 Ram 2500/3500 and can be identified by a stock, lower steering stabilizer that bolts through a hole on the tie-rod, and the drag link runs directly from the pitman arm to the passenger side knuckle. This steering was recalled and Dodge replaced it with the 08.5+ "T" style in many cases.
- "T" Style:
This Linkage came on 2008.5+ vehicles and can be identified by a stock, lower steering stabilizer that bolts to a clamp retained to the Factory Tie-Rod by two u-bolts. The tie rod connects both knuckles together with the drag link going from the pitman arm and bolting to the tie rod. When running both Stabilizers, it is recommended to avoid high N2 Pressures. Running excessive or high pressures in the stabilizers will cause a "tight" steering effect. Reduce the pressure in the stabilizers when running both High Mount and Opposing Low-Mount Stabilizers.



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Installation Instructions

1. Install the stabilizer bracket to the Carli Differential Guard utilizing the 3/8" bolts, washers and nuts provided. Torque to 25lb/ft.
2. Remove the 7 bottom bolts retaining the factory cover and discard.
3. Install the Carli Diff Guard with bracket using the supplied seven M10 bolts. Torque the new bolts evenly until you reach 30lb/ft.

T-Style Instructions:

4. Remove your factory stabilizer clamp and relocate it to the passenger side of tie rod center bar. You will place the clamp so that the right edge of the bracket is in perfect line with the step of the thicker part of your center bar. Face the bracket straight out towards the front of the truck.



5. Tighten the U-bolts on factory stabilizer clamp to 45 lbs/ft and make sure the bracket is facing straight out. Install the 2 gold spacers from the Hardware kit onto the stud, then place the Body end of the shock onto the stud, one more gold spacer, then install factory nut. Tighten nut to 30 lbs/ft.



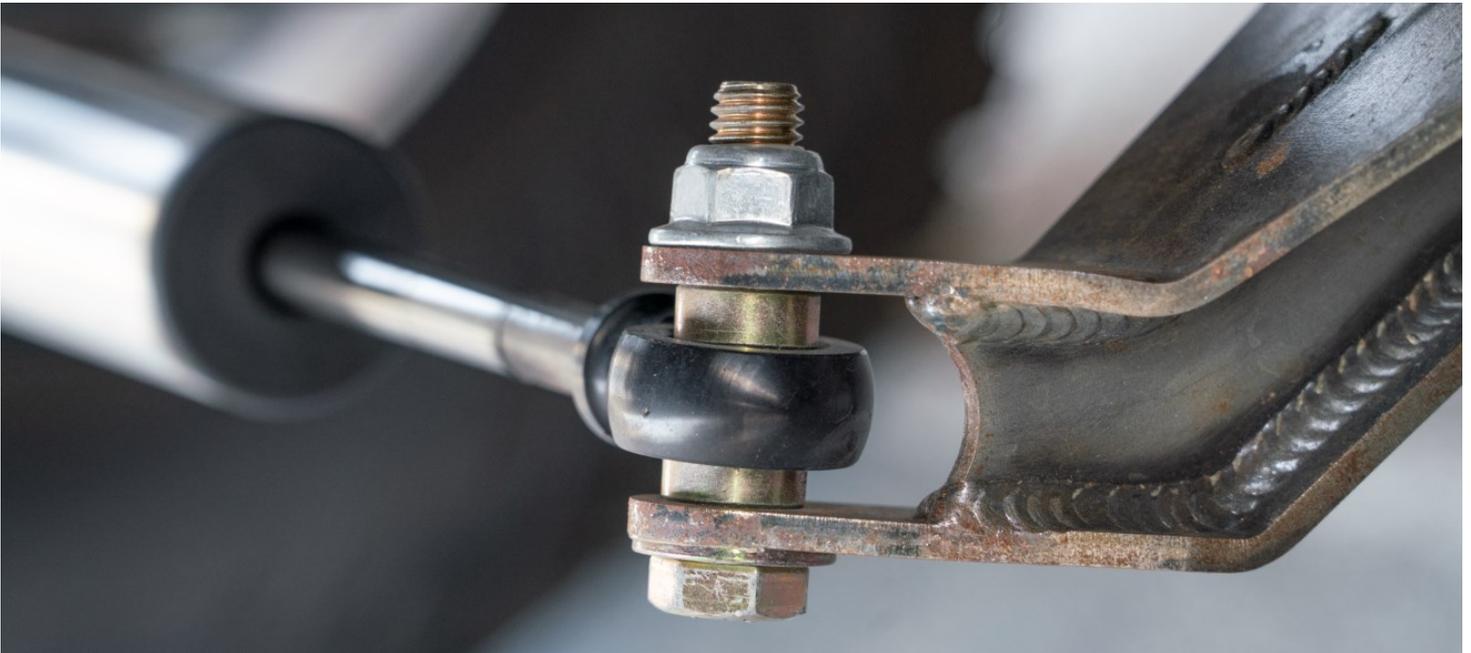
Y-Style Instructions:

1. Remove the Factory stabilizer
2. Attach the Clamp to the Y steering linkage towards the passenger side of the truck with only slight tension so it's still able to move.
3. The clamp should be facing down and be angled slightly forward (Toward the front of the truck).
4. Position the clamp so the stud measures 11.5" from the center of the stud to the center of the factory stabilizer mounting hole.



5. Torque the four allen-head bolts on the clamp to 25 ft. lbs.
6. Install the stabilizer onto the Clamp's Stud with a bearing spacer on each side. Order should be: 1/2" washer, spacer, stabilizer, spacer, washer, 3/8" Nyloc nut.
7. Torque the assembly to 35 ft. lbs. to complete the installation.

Rod End to Diff Mount Instructions



- Turn the wheels all the way to the right and install the Shaft end of Stabilizer into the Diff Guard Bracket using the supplied ½” Bolt, washers and nut. Use a gold spacer on each side of the bearing to allow misalignment. Tighten to 40 lbs/ft.
- Double check all fasteners and turn the steering wheel lock to lock to ensure the stabilizer is installed correctly. It should not bind, bottom-out, or top-out.