



Instructions - CS-DATB-1419 2014+ Adjustable Track Bar

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 "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.

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.

Parts Checklist

- Carli Adjustable Track Bar With CUB Joint Pre-Installed in Frame End.

Misalignment Spacers

- (Qty 1) **Frame Front** Spacer Etched - **FF**
- (Qty 1) **Frame Rear** Spacer Etched - **FR**
- (Qty 1) **Axle Front** Joint Spacer Etched - **AF**
- (Qty 1) **Axle Rear** Joint Spacer Etched - **AR**
- (Qty 1) Rubber Washer/Wobble Stopper

Axle End Bearing

- 7/8"x7/8" Heim Joint - JMX14T-770
- Gold JAMMIT Nut

Stabilizer Relocation Bracket and Hardware:

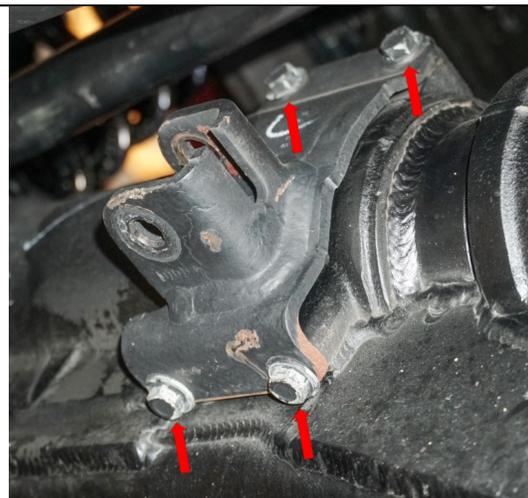
- (Qty 1) Carli Stabilizer Bracket
- (Qty 1) 1/2"-13 x 2-1/2" Button Head Bolt
- (Qty 1) 1/2" Flange Nyloc Nut



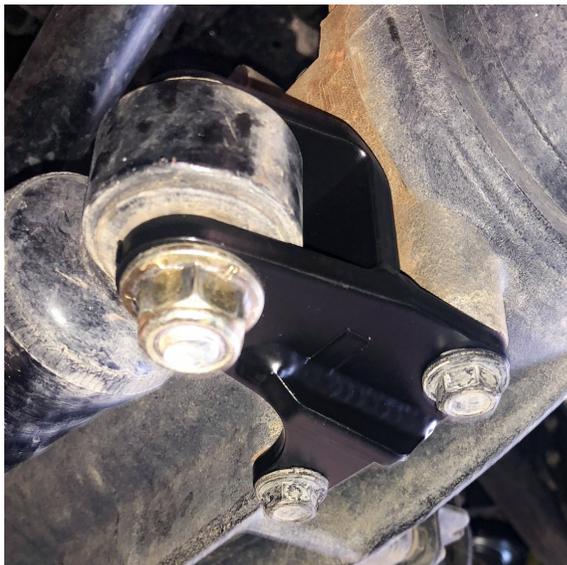
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Instructions

1. With the truck on the ground, remove O.E.M track bar from the vehicle. The truck can be under its own weight or on a lift; this step is at the discretion of the installer.
2. Remove the bolt securing the factory Stabilizer to the axle mount and pull the stabilizer out of the factory axle bracket.
3. 13MM Socket - Remove the qty. 4 factory bolts that secure the factory stabilizer bracket to the axle. Keep the lower bolts, they'll be reused with the Carli Bracket.



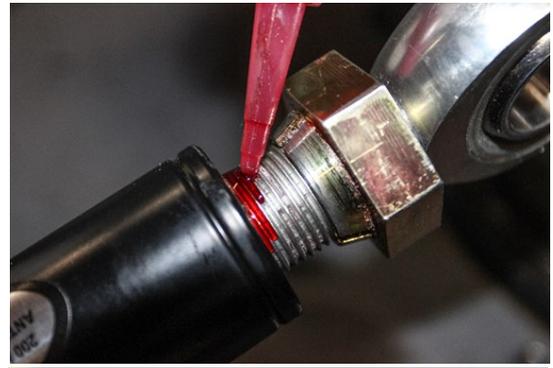
4. Install the Carli Stabilizer Bracket into the factory lower axle holes using the factory hardware; hand tight for now.
5. Reinstall the Steering Stabilizer into the Carli Bracket. If you're installing a Carli low-mount stabilizer, use the provided 2 spacers (one on each side of the bearing) to space the stabilizer in the bracket indexing the Schrader toward the front of the truck. If it's a factory stabilizer, it'll fit right into the bracket.
6. Use the provided 1/2"-13 x 2-1/2" Button Head Bolt to secure the steering stabilizer to the Carli Bracket. Ensure the nut faces the ground (insert the bolt from the top down).
7. Torque the lower, factory bracket bolts securing the Carli Bracket to the axle to 20lb.ft.
8. Torque the stabilizer button-head bolt to 35lb.ft.



9. Remove the heim joint from the Carli track bar.
10. Apply a light coat of anti-seize to the inside threads of the track bar.



11. Thread the provided jam nut all the way to the end of the shank on the heim-joint so it's tight against the housing. Thread the heim joint 1-2 threads into the track bar. Apply RED LOCTITE to ALL the exposed threads of the track bar. These are the threads on which the Tapered-Jam Nut will sit.



12. **The Misalignment spacers are etched with AF, AR, FF, and FR. These note Axle Front, Axle Rear, Frame Front and Frame Rear.**

13. Secure the frame end of the track bar (with mis-alignment spacers installed) in a bench vice and use a block of wood to elevate the heim joint (axle) end.
14. For a 2.5"-3.25" Carli lifted truck, set the Carli adjustable track bar to 39-1/8" from the center of the Heim to the Center of the Uniball. Make sure the joint holes are centered within their housings when measuring.
15. **THIS STEP IS VERY IMPORTANT:** Torque the Gold, Tapered Jam Nut to 200lb.ft. (preferably using a 1-3/8" crow's foot or huge crescent wrench) ensuring the alignment of the rod-ends is parallel to one another. It may take a few tries to get the two ends parallel as the rod end often turns when nearing 200ft.lbs. You can also use a larger wrench to adjust the rotation of the heim after torquing - just ensure you don't loosen the jammit nut when attempting this. The Jam-Nut is what holds the axle end together and it's IMPERATIVE for it to be extremely tight and have red-loctite on it. The actual yield of the Rod end is in excess of 500lb/ft. A large (24"-36") pipe wrench/crescent wrench will tighten beyond 200lb.ft. is preferred. **There will be NO WARRANTY for pulled threads.**



16. Confirm ends remained parallel during torquing and note the position of the jam nut. The flat part of the "hex" on the jam nut is indexed so it is parallel to the rod-end's orientation. This will ensure that the jam nut does not rub the factory track bar pocket. If the "point" of the jam nut faces the rear of the track bar, the jam nut will rub the bracket and could loosen.
17. Assemble the "AF—Axle Front" and "AR—Axle Rear" mis-alignment spacers to the front and rear of heim joint.
18. Remove the track bar from the vice
19. Slide the assembled heim joint with misalignment spacers into the axle pocket and assemble with the factory hardware to be torqued later.
20. Assemble the provided rubber washer/wobble stopper to the **REAR** misalignment spacer (highlighted in RED in the picture to the right—actually wobble stopper will be black). Slide the "CUB" assembly into the frame side bracket with the "FF—Frame Front" and "FR—Frame Rear" spacers installed and install factory bolt and nut to secure the frame end.
21. If the bar won't align with the bolt hole, turn the truck on and leave it in park. Have an assistant move the steering wheel SLOWLY until you're able to insert the bolt. You will need to extend the drag link to recenter the steering wheel after lifting the vehicle during your alignment anyway.
22. Torque the Factory Hardware securing the upper assembly to 255lb/ft.
23. Torque the Factory Hardware securing the lower assembly to 255lb/ft.
24. Take your truck for an alignment to recenter the steering wheel.
25. Periodically, check the assembly to ensure it remains torqued!



NOTE:

Factory height trucks will require the track bar to be set to 38-7/8". This measurement is also applicable to any lift that utilizes a track bar drop bracket meant for the factory track bar.

NOTE:

MAX ADJUSTED LENGTH: 39-1/4" for proper thread engagement. 1" MINIMUM Thread Engagement.

NOTE:

There will be NO WARRANTY for pulled threads.

It's imperative that Red-Loctite is used and the Jammit Nut is sufficiently torqued!!! If you're taking it to a shop to be installed, ensure they both understand the importance of this step and follow these instructions.