

CS-DP20-03-D – Performance 2.0 System, 2003-09 Diesel
CS-DP20-03-H – Performance 2.0 System, 2003-09 Hemi
CS-DP20-10-D – Performance 2.0 System, 2010-12 Diesel
CS-DP20-10-H – Performance 2.0 System, 2003-12 Hemi
CS-DP20-94 – Performance 2.0 System, 1994-98 Diesel
CS-DP20-985 – Performance 2.0 System, 1998.5-02 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 (2nd Gen Excluded)
- Bilstein 7100 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 Instructions in **Coil Spring Box**
2. Install supplied mis-alignment spacers in the top of the front shock bearings
3. Slide the provided clevis mount over the mis-alignment spacers and insert the provided bolt, securing the assembly with the provided nut and torque to 25lb/ft.
4. Insert 7100s though the engine bay into the coil spring/lower shock mount (with provided misalignment spacers installed) and secure hand tight with the factory lower shock bolt.
5. Use a Jack to manipulate the axle to line up the mounting hole on the clevis with the upper shock mount and secure the clevis to the tower with the provided 3/4" bolt/washer hand tight.
6. Line up the shock tower with the factory stud ring and compress the shock (and lower the axle) to seat the tower while installing the flange nuts that hold the tower to the coil bucket. Torque to 25lb/ft. Reservoir hose should exit toward the front of the vehicle.
7. Torque 3/4" upper shock bolt to 25lb/ft.
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 lower shock bolt to 100lb/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-DPAP: Add-a-Pack** or **CS-DFSP: Full Progressive Leaf Spring Pack U-Bolt Box**.
19. Install rear Bilstein 7100 with the factory hardware. These shocks mount body up, shaft down.



NOTE: PLEASE PAY ATTENTION TO PASSENGER SIDE! THE RESERVOIR MUST EXIT TOWARDS THE FRONT OF THE TRUCK! IT CANNOT EXIT TOWARD THE BED CROSSMEMBER!



20. Torque the factory shock bolts to 100lb/ft.
21. Reservoirs will attach to the provided reservoir mounts. Ensure the reservoir hose has enough slack to accommodate all shock movement during the travel stroke and affix the reservoir mount to the bed crossmember. (see previous picture)
22. Attach the reservoir to the mount with the provided hose clamps.
23. Ensure the Eccentric Bolts on the lower control arm are centered in their adjustment and take the truck for an alignment.

