



CS-DD30-1319-D
2013+ Ram 3500 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.

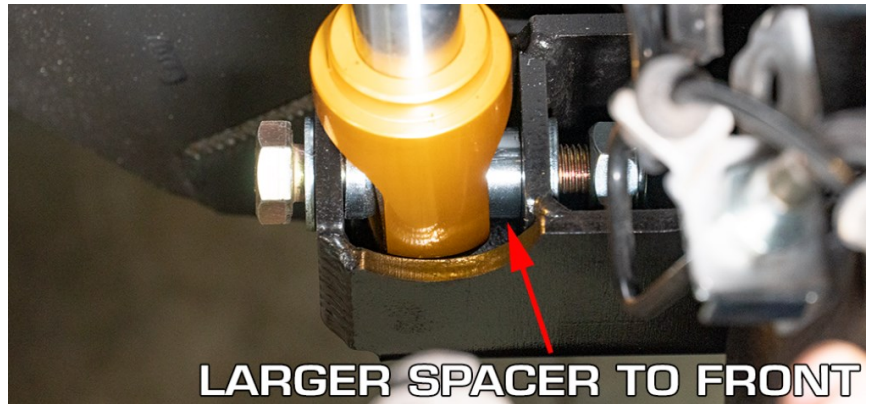
Parts Checklist

- (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-13-D - Dominator Shock Package, 2013+ 3500, 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-DUSM-13-R - Dodge Dominator Upper Shock Mount, 2013 3500, Rear



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. Follow instructions with rear Spring Option—The Dominator is **ONLY** compatible with the Carli Full Progressive Leaf Spring Packs—Instructions for these should be found in the U-Bolt box but can also be found on their product page on our website.
28. Follow instructions in Rear Shock Mount Box—“**CS-DUSM-13-R - Dodge Dominator Upper Shock Mount, 2013 3500, Rear.**”



29. Install Carli Dominator Shocks into the installed Shock Mounts. They should install Body Down, Shaft Up, Reservoirs facing AWAY from the axle.
30. Charge the Shocks to 250psi of NITROGEN (NO compressed air) while they're at full extension.
31. Reinstall Wheels/Tires and 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.
32. Torque the Lug Nuts to 130lb.ft.
33. Take truck in for a complete alignment and retorque all bolts after 1000 miles. Periodically check to ensure bolts remain torqued per the instructions.



NOTE:

The 2013+ 3500 Dominator system requires removal of the factory spare tire. If not removed, the Driver's side shock reservoir will contact the tire.

