



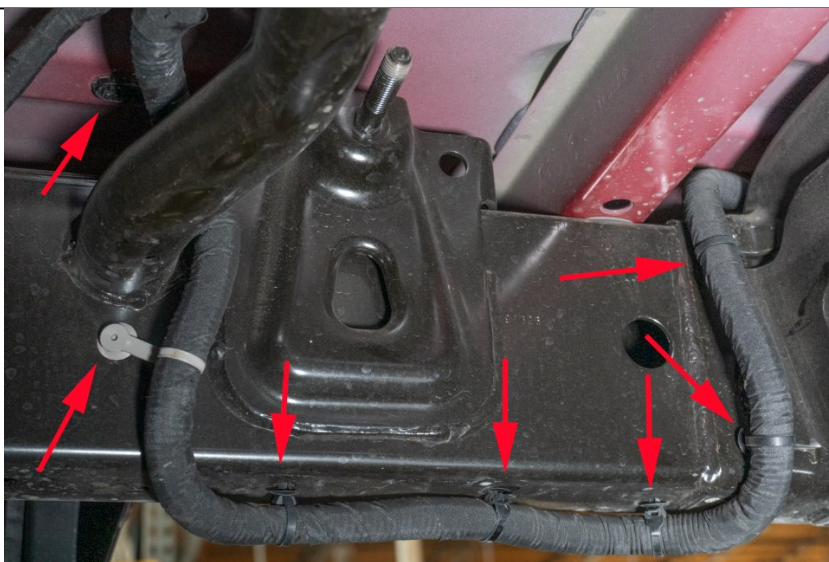
CS-DUSM-13-R
2013+ 3500 Rear, Upper Shock Mounts

Parts Checklist

- | | | |
|---|--|---|
| <input type="checkbox"/> (Qty. 2) - Rear Shock Mounts | <input type="checkbox"/> (Qty. 4) - 1/2" x 4.5" Bolts | <input type="checkbox"/> (Qty. 2) - 2.75" Crush Sleeves |
| <input type="checkbox"/> (Qty. 2) - M14 x 80mm Bolts | <input type="checkbox"/> (Qty. 8) - 1/2" Washers | <input type="checkbox"/> (Qty. 2) - 3" Crush Sleeves |
| <input type="checkbox"/> (Qty. 2) - M14 Nylock Nuts | <input type="checkbox"/> (Qty. 4) - 1/2" Top Lock Nuts | |

Instructions

1. Remove Rear Shocks from vehicle
2. Clear the wiring harness from your work area by dislodging all push-fittings in the factory frame holes. Once free, use a zip tie to secure it to the tubular crossmember to keep it out of your work area.



3. Remove the factory rear "stud" from the OEM Shock mount. We use a cutoff wheel to remove the stud, then a flap disk on a grinder to level the remainder of the stud to the factory bracket. Clean all areas to be welded. Mocking up the shock mount to the existing two holes in the factory bracket will allow you to trace the weld-paths.



4. Insert the 2.75" width crush sleeves into the factory driver's side shock mount and the 3.0" into the passenger's side mount. Retain the crush sleeves into the factory holes by inserting the provided 1/2"x4.5" hardware with a washer on the bolt head from the outside set of holes to the inside. NOTE: If you have a factory or aftermarket 5th wheel hitch that uses these holes, you can reuse the hardware already installed OR replace it with our hardware.



5. Place the Carli Shock Mount over the threads and secure hand tight with the provided washers and nuts.
6. If you tighten the hardware, it may pull the legs of the shock mount slightly away from the frame section to which they're to be welded. If this is the case, leave the hardware loose, push the shock mount so the legs are flush to the frame and throw a few strong tack welds along each leg.
7. Torque the 1/2" hardware to 90lb/ft.



8. Finish weld the legs of the shock mount to the frame.
9. Paint the shock mount and welds to prevent corrosion.
10. Once cooled, reinstall wiring harness to the factory locations.
11. It's TIGHT slipping between the shock mount and crossmember. On a few trucks, we've had to slit the loom and flatten the wires/harness to pass it through, then tape to seal.
12. Passenger's side is identical to driver's side installation but with a longer crush sleeve.
13. These shock mounts are designed to run a 14mm x 1.667 misalignment spacer configuration.
14. Install Rear Shocks, body down, shaft up, reservoirs facing AWAY from the axle.
15. Torque provided 14mm Bolt to 100lb/ft.

