

CS-AAMTRUSS – Fabricated Axle Truss, AAM 9.25

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.



FABRICATED AXLE TRUSS

- 1/4" Cold Rolled Steel construction
- Internal X-bracing and triangulation
- Upper C gussets
- DIY must-have for the serious off-roader



Fitment

2003-13 Dodge Ram 2500 4x4

2003-12 Dodge Ram 3500 4x4

2006-08 Dodge Ram 1500 4x4 *MegaCab ONLY*

Material: A-1011-00-CS-TYPE A, Cold Rolled Steel

- Axle Truss
- Upper "C" Gussets (Front plate, rear plate, top plate)
- Truss End Caps
- Flat Plates (used for clamping truss to axle)
- Axle Saddles
- Control Arm Gussets

Installation Notes

Warning: This product should only be installed by a competent and knowledgeable fabricator/welder. Due to variances in production methods, castings, and model year changes, it might be necessary to trim/grind/fit both the Truss and the Axle. Gaps should be minimized before welding, check fitment and parts **BEFORE** starting your weld procedure.

Recommendations: All 3 of the above can greatly help with your install.

- 1) The Axle **DOES NOT** need to be removed from the truck.
- 2) The Knuckles and Ball Joints **DO NOT** need to be removed.
- 3) The Diff Fluid **DOES NOT** need to be dumped before welding.

POWER WAGONS will be unable to re-use their factory stabilizer skid-plate as originally configured.

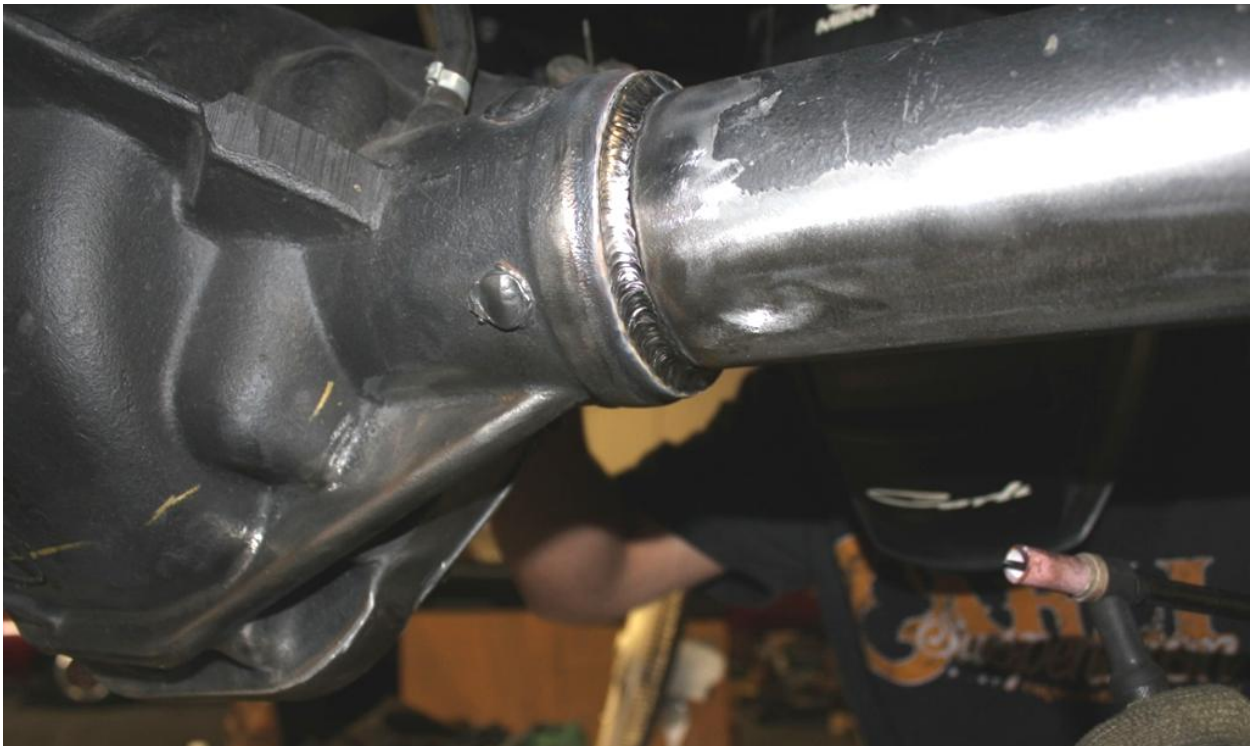
Owners with Carli Diff Guards might be required to trim 1" off the lower "chin" of the Diff Guard to allow proper fitment.

Installation:

- 1) Remove the factory tab that is welded onto the lower control arm pockets. This tab runs across the control arm pockets. Grind smooth the tab's welds and prep the pockets for welding.



- 2) Prep the axle by cleaning all the weld areas down to CLEAN metal. A wire wheel WILL NOT cut it. Use grinding discs and flap discs for this.
- 3) Weld both of the axle tubes to the cast center housing for added strength.

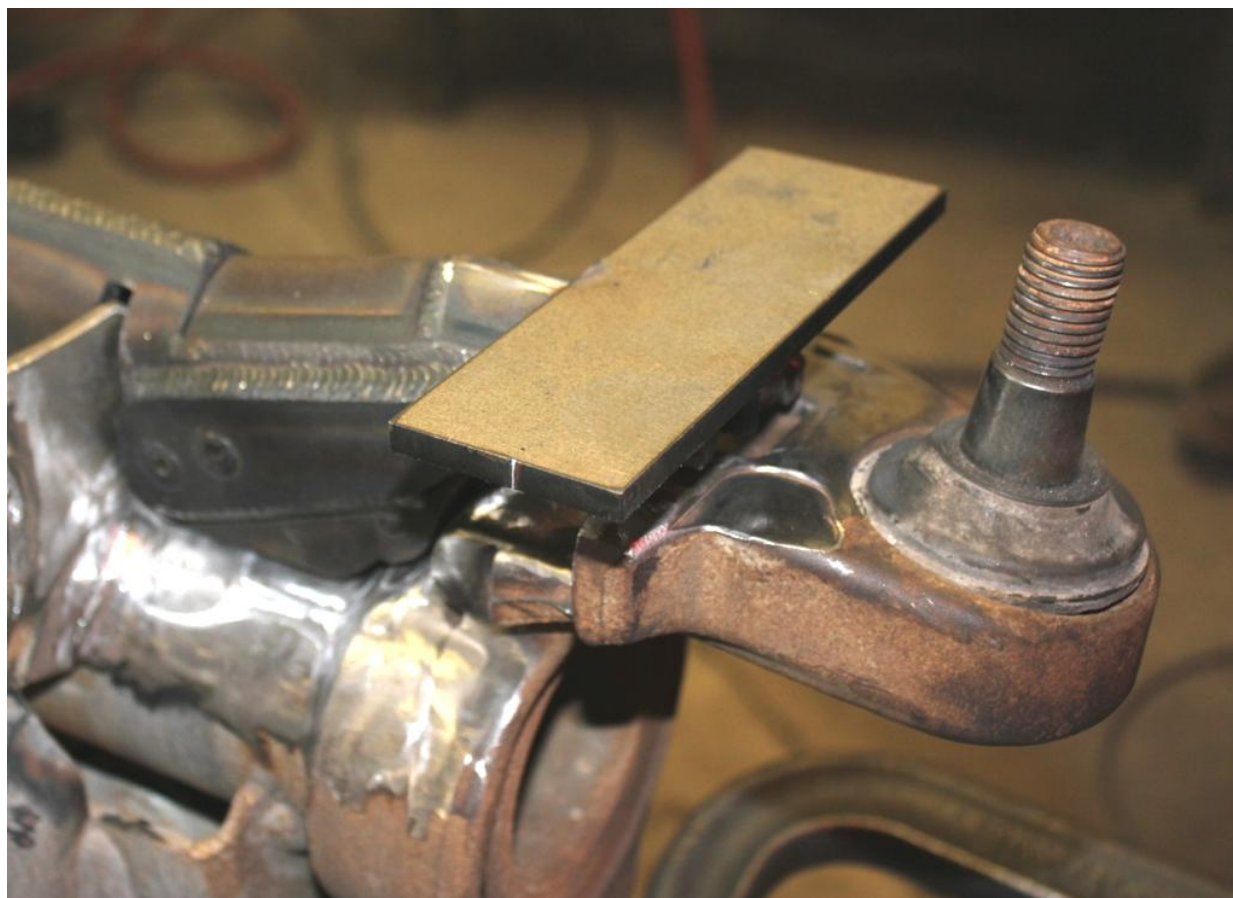


- 4) Remove Truss from Box and break off the 2"x6" plates from ends. SAVE FOR NEXT STEP. Slip the pre-welded Truss up to axle and check for fitment. Relieve and trim any areas that require attention. Once the fitment is

finalized, BEFORE WELDING make sure to install the Axle Tube Saddles into the truss. They will only go onto the axle one direction, so please mind which way you insert them into the Axle Truss.

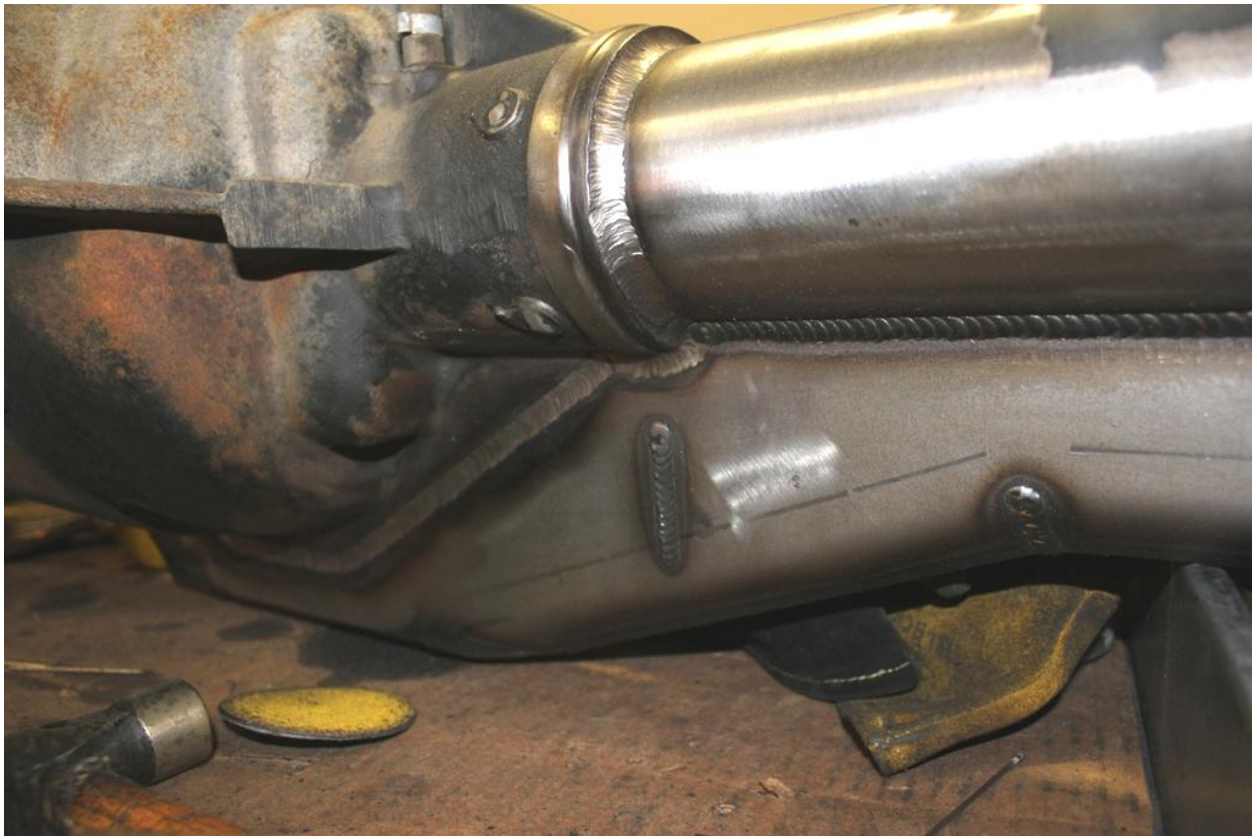


- 5) Attach the 2"x6" plates to the ends of the Axle Truss and apply a small stitch weld about 1/4" long. Use these plates to help secure the truss to the axle with a C-clamp or other clamping method.



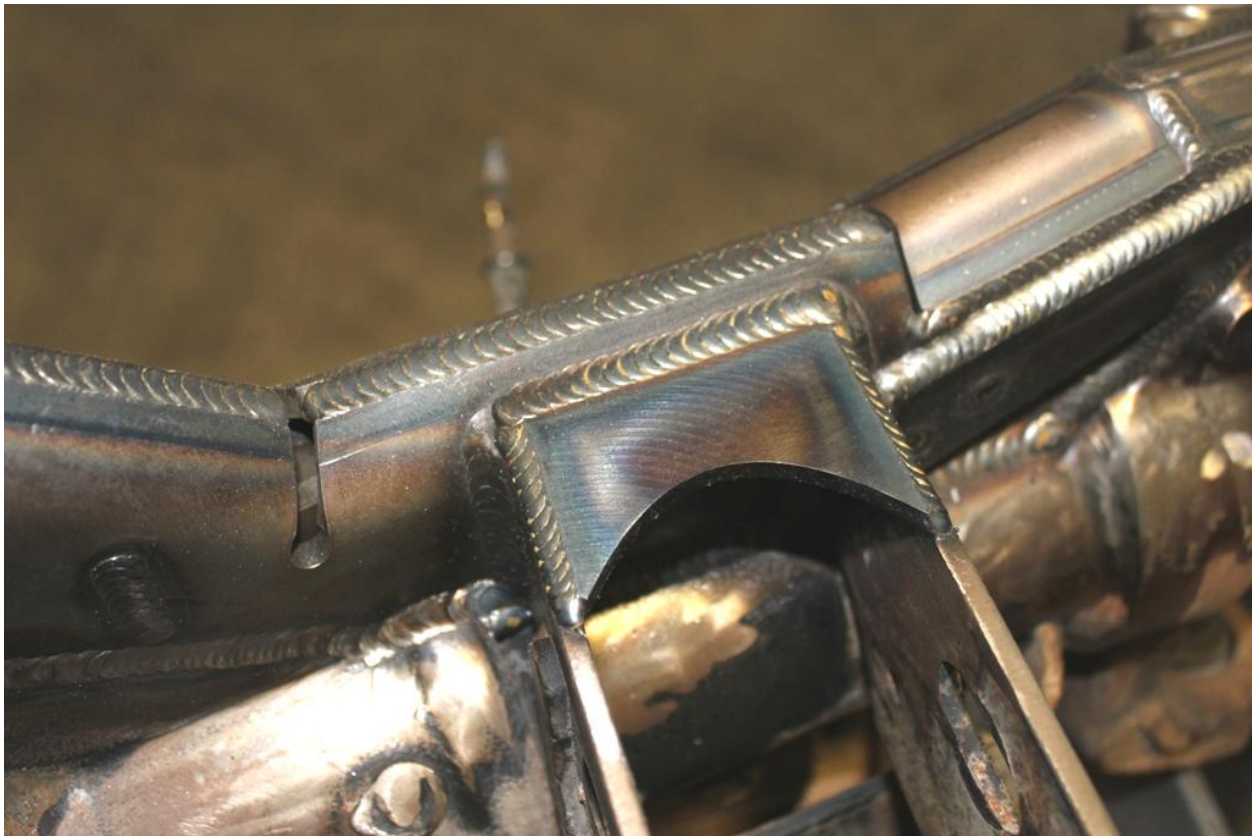
- 6) Tack weld the Truss to the Axle as needed. You may remove the plates after tack welding the truss and the clamps are no longer needed. Once tacked, we recommend starting the welding at the cast center section. After the center is welded, apply small stitches over the axle to mitigate warping and hot spots. Weld areas like the control arm pockets and outer C's first. This will help lock in the truss and prevent warpage and inconsistent gaps. We intentionally left a few welds open on the truss, weld these areas up last.





7) BE MINDFUL OF YOUR AXLE SEALS AND GROUNDING LOCATION.

8) After welding the truss, install the outer Truss Cover Plates (Pentagon shaped) by the ball joints. Make sure not to overheat or cook your ball joints. Make sure to weld up any omitted welds or open areas on the truss. It should be completely sealed up when done. Then install the Control Arm pocket gussets as shown.



- 9) Install the Upper C Gussets, paying attention to how the plates fit between the C's and the coil buckets. For strongest install, wedge the gussets BETWEEN the Upper C Forging and the coil bucket. Try to avoid placing them on the outside of the Upper C Forging.



- 10) Reinstall any removed parts. A gear oil change is recommended.