

## **CS-LSK-3, CS-LSK-6, CS-LSK-94**

### **NOTE:**

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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**

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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.



**Please Visit:** [Forums.CarliSuspension.com](http://Forums.CarliSuspension.com)  
*Troubleshooting advice or to download an electronic copy of this document.*

**Fitment**

**CS-LSK-3 & CS-LSK-6**

**2003--2013:** DODGE 2500-3500 4X4 – Diesel/Hemi

**CS-LSK-94**

**1994-2002:** DODGE 2500-3500 4X4 - Diesel

**What's Included In the Kit: CS-LSK-3(6)**

- (2) Quad Wrapped Limit Straps
- (2) ½-13X1.5” Bolts
- (2) ½-13X1” Bolts
- (4) ½” Washers
- (2) Silver Spacers
- (4) Lock Nuts
- (2) Limit Strap Tabs

**CS-LSK-94:**

- (2) Quad Wrapped Limit Straps
- (4) ½-13X1” Bolts
- (4) ½” Lock Nuts
- (4) Limit Strap Tabs

**Tools Required for Installation**

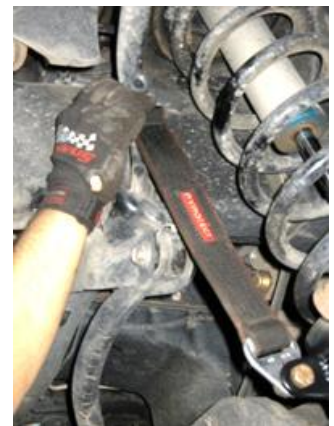
- ¾ Inch Socket
- 3/8 Inch Drive Socket
- ¾ Inch Open End Wrench
- Drill
- ½ Inch Drill Bit
- Grinder
- Welder
- Marker
- Tape Measure

**Installation Instructions**

**NOTE:** Instruction are written on the assumption you have Track Bar and shocks installed and the truck is on jack stands (supporting the truck by the frame) allowing the front end of truck to reach full droop.

**2003-2013 Ram (1994-2002 Proceed to next section)**

1. Ensure front axle is at full droop (Until shocks limit downward movement)
2. Grind a patch of bare metal on the lower coil bucket on which to weld the tabs.
3. Weld supplied limit strap tab to the lower coil bucket. It should angle UP to clear the steering.



4. Attach limit strap to tab. Orientation of the bolt is not critical and no washers/spacers are utilized. We assemble them in the following orientation (starting outward, working inward) Bolt head, Axle Tab, Limit Strap, Nut.
5. Pull tight to coil bucket edge
6. Make a mark in in the center of limit strap tab hole on the coil bucket.
7. From the mark in step 4, measure 1.5 inches straight up and center punch the coil bucket.
8. Drill the center punch with increasing bit sizes until you're left with a 1/2" hole.
9. Repeat Steps on opposite side of vehicle.
10. You can now lower your truck back onto the ground removing all jacks/stands.
11. Once Truck is on the ground, bolt upper part of the limit strap to the Coil Bucket  
**NOTE:** upper mount bolt arrangement (starting outward, working inward). Bolt, Washer, Strap, Spacer, Washer, Coil Bucket, then Nut.



## CS-LSK-94

1. Ensure front axle is at full droop (Until shocks limit downward movement)
2. Grind a patch of bare metal on the lower coil bucket on which to weld the tabs.
3. Weld supplied limit strap tab to the lower coil bucket. Generally, the tab will angle “down” to provide enough room and for everything to clear. Test fit limit strap for interference before welding.



4. Attach limit strap to tab. Orientation of the bolt is not critical and no washers/spacers are utilized. We assemble them in the following orientation (starting outward, working inward) Bolt head, Axle Tab, Limit Strap, Nut.
5. Pull strap tight upward to coil bucket edge and mark the center of the hole in the limit strap on the coil bucket.
6. Measure 1.5” up from the mark you just made and make another mark. This is where you will want your limit strap to be placed.  
**NOTE:** Make the second mark in a location that will not be affected when prepping the metal for welding.
7. Clean off a section of metal on which to weld the tab.
8. Line up the tab so the center of the hole is level with the upper mark and tack the tab in place.
9. Double check your measurements and finishes weld the tab.
10. Repeat steps on the other side of truck and paint the tabs.
11. Lower truck back onto the ground, remove jack stands.
12. Bolt both ends of the limit strap to their appropriate tab to complete the installation.  
**NOTE:** Upper Mount bolt arrangement. Sequence as follows (starting outward, working inward): bolt, washer, strap, spacer, washer, coil bucket, and nut  
**NOTE:** Orientation of the lower bolt is not critical and no washers/spacers are utilized. We assemble them in the following orientation (starting outward, working inward) Bolt head, Axle Tab, Limit Strap, Nut.

