



LOW MOUNT STEERING STABILIZER

- Bilstein 7100 Series Internal Floating Piston shock with our custom stabilizer tune
- Fits factory bracket for 08+ T-style steering



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Troubleshooting advice or to download an electronic copy of this document.

Fitment

CS-LBS-08 & CS-LBSS-08

2003--2013: DODGE 2500-3500 4X4 - "T" Style Steering

What's Included In the Kit

- 1 Qty Lower Steering Stabilizer
- 1 Qty ½" 13 x 2.5" Bolt
- 2 Qty Flat Washers
- 3 Qty Gold Spacers
- 2 Qty Silver Spacers
- 1 Qty Inch Lock Nut

Tools Required

- ¾ Inch Socket
- ¾ Inch Open End Wrench
- 3/8 Inch Drive Socket
- 15MM Deep Socket

Special Notes:

- This stabilizer will only work on trucks equipped with the newer T-link style steering (08.5+ models).
- The LBS(S)-08 is designed to counter the right hand pull of certain tire manufacturers. If you're trying to correct left pull, please purchase PN: CS-FDG and CS-FDGBRKT to reverse the orientation/push of the stabilizer to counter left hand pull.
- Stabilizers come pre-charged with 200PSI of Nitrogen. If a left-hand pull is encountered after installation, Nitrogen pressure should be released to reduce the stabilizer push by depressing the Schrader for a fraction of a second. **RELEASE AS LITTLE AS POSSIBLE.** Drive the truck and repeat if necessary. **DO NOT** run stabilizer with less than 70PSI!
- Only use Nitrogen to charge your stabilizer.
- The operating pressure range of the LBS-08 is 70psi-200psi; please ensure you're in this range.
- If Stabilizer is installed by a shop, confirm nitrogen pressure was not release for installation purposes. If nitrogen was released, recharge the stabilizer shock to 200psi with nitrogen (**DO NOT USED COMPRESSED AIR**) and repeat the steps outlined in the third bullet point of this list!

Installation Instructions

Note: Prior to installation, carefully inspect the vehicles steering and drive train components. Be sure to check ball joints, tie rod ends, pan-rod bar, and control arm bushings. Everything must be tight and in good working condition.

- *We recommend installation be done by a trained professional.
- *Read instructions carefully before attempting installation.
- *Secure and properly block vehicle prior to installation.
- *Re-torque all nuts and bolts Front and Rear after 500 miles to ensure tightness.

Disassembly

1. Remove bolt and nut holding OEM stabilizer to passenger side of axel.
2. Remove nut holding OEM stabilizer to center bolt on clamp.
3. Remove the OEM stabilizer

Assembly

4. **Loosen factory clamp and slide it as far as possible toward the driver's side while still keeping it on the FLAT portion of tie rod bar. Feel free to use a brass/rubber hammer to ensure it is as far over as it will reach.**
5. This will ensure FULL steering radius and prevent the shock from bottoming out.
6. **The above is very important as no stabilizer will be warrantied for the end-cap popping off due to the steering clamp not being moved.**
7. Once the clamp is adjusted torque the nuts back to 40ft.lbs.



8. It is preferred to mount the stabilizer in a position allowing the Schrader valve to point upward but clearance for an air chuck should be verified before installation. If there is not sufficient room, you may mount the Schrader facing down but note, it will be more susceptible to shearing and contacting road obstacles when facing downward.. The shock body can be mounted either direction but verify the Schrader WILL NOT hit the differential cover during suspension cycle or turns.
9. Install the shock into axle pocket with both SILVER spacers, one spacer on each side of stabilizer bearing. Install $\frac{1}{2}$ -13 x 2.5" bolt through axle using supplied washers and C-lock nut. Torque to 40ft.lbs.
10. Place 2 GOLD spacers on the stud of the bracket on the factory steering clamp. Install stabilizer onto stud, place the third GOLD spacer against stabilizer, then reuse the existing OEM nut torque to 35ft.lbs.
11. Double check all hardware is tight. Have the steering turned lock-to-lock to ensure the steering stabilizer does not bottom out on full turn.

