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

### FITMENT DOMINATOR 3.0 - 6" LIFT

*6" Systems Require a Drop Pitman Arm, 08.5+ "T" Style Steering & Driveshaft to be lengthened 2"*

Year	Model	Part No.	
2012	DODGE RAM 2500/3500 4x4 Diesel (10mm End Links)	CS-D30-6-12-D	*+
2012	DODGE RAM 2500/3500 4x4 Diesel (12mm End Links)	CS-D30-6-12-D-12mm	*+
2010-11	DODGE RAM 2500/3500 4x4 Diesel(10mm End Links)	CCS-D30-6-10-D	*
2010-11	DODGE RAM 2500/3500 4x4 Diesel(12mm End Links)	CS-D30-6-10-D-12mm	*
2007.5-09	DODGE RAM 2500/3500 4x4 Diesel 6.7 Liter	CS-D30-6-03-D67	
2003-07	DODGE RAM 2500/3500 4x4 Diesel 5.9 Liter	CS-D30-6-03-D59	

\* 2010-present vehicles have 2 possible sizes of Sway Bar End Links. Place a socket on the nut that compresses the rubber End Link bushings; fitment of an 18mm socket will indicate the need for the 12mm part number.

+ 2012 Dualies interested in 6" Radius Arm Systems **MUST** be checked for traction control. If traction control exists, select the appropriate 2012-13 part number based on end link size. If no traction control exists, please select the appropriate 2010-11 part number based on end link size.

### WHAT'S INCLUDED IN THE KIT

- Hardware Box 1
  - 6" Front Bump Drops
  - Sway Bar Drops with Hardware
  - Track Bar Drop with Hardware
  - Instructions.
- Hardware Box 2
  - End Links
  - Rear Bump Drops
  - (4) Radius Arm Crush Sleeves, (2) Oval Crush Sleeves
  - Brake Lines
- Crossmember - Either 1 long or 2 short (Mirrored)
- Radius Arm Crate: Axle Shock with Spacers.
- Adjustable Track Bar
- 6" Coils
- Radius Arm Drops
- Carli Shock Towers with Hardware
- Bilstein 2.65" Shock Package
  - 20" Limit Straps
  - (4) Long Reservoir Mounts
  - Self-Tapping Screws
  - Hose Clamps
- Add-A-Packs or Full Leaf Springs
- 2" Lift Rear Blocks (ONLY if Add-a-Pack)

### REQUIRED BUT NOT INCLUDED:

- Fabtech Pitman Arm:
  - **2003-08:** PN# FTS93001
  - **2009+:** PN# FTS93012 (For Larger Sector Shaft).
- MOPAR T-style Steering:
  - **2003-08:** Serious Damage WILL OCCUR if you DO NOT HAVE THE 2008.5+ Steering!  
2008.5+ Steering upgrade MOPAR Part Numbers:  
 Linkage: 52122362AH  
 Nuts: 6505623AA
  - **2008.5+:** The required steering system is standard; no modification required.
- Front Driveshaft Modification: Require 2" of additional length.
- ACCESS TO COMPRESSED NITROGEN IS A HUGE HELP!!!!

## INSTALLATION INSTRUCTIONS

- \* We recommend installation to be performed by a trained professional.
- \* Read instructions carefully before attempting installation.
- \* Secure and properly block vehicle prior to installation.
- \* Front end alignment is necessary upon completion of install.
- \* 6" Systems Require a Drop Pitman Arm, 08.5+ "T" Style Steering & Driveshaft to be lengthened 2"

## DISASSEMBLY:

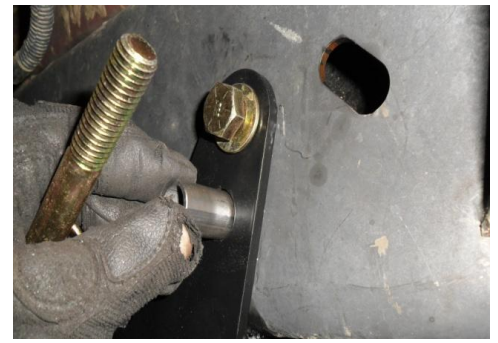
1. Set emergency brake and block rear wheels, in front and behind tires.
2. Disconnect sway bar end links from sway bar and axle, then remove.
3. Set aside nuts, bushings and washers as these will be re-used later.
4. Disconnect brake line tab bolts from axle on both sides. (They are located between upper and lower control arms.)
5. Remove track bar bolt at driver side frame mount. Remove track bar passenger bolt, then remove track bar and discard.
6. Remove upper shock bolts and washers.
7. Remove three flange nuts holding upper shock mounts to coil bucket (both sides) and set aside for reinstallation later.
8. Remove lower shock bolts and pull shocks from lower mounts.
9. Jack up front of truck until it hits full suspension droop and place jack stands under frame, behind lower control arms.
10. Remove wheels and tires.
11. Remove inner fender wells. Be sure to disconnect ABS sensor wire from fender well at this time.
12. Remove coil springs setting OEM Isolators aside for reinstallation later.
13. Remove Front Drive Shaft. (It MUST be lengthened 2" by a drive-line shop)
14. Undo Turbo Down-Pipe clamp and down pipe support bracket on transmission.
15. Remove 3 nuts inside factory transmission crossmember, and loosen the 4 factory crossmember nuts.
16. While supporting the transmission with a jack or jack stand, drop factory transmission crossmember.
17. Loosen all rubber exhaust hangers and drop exhaust far enough down to allow the removal of the Passenger Side Upper Control Arm Bolt. **Note: 6.7L Vehicles will need to disconnect all EGR tubes, sensors, harnesses, and clips to allow exhaust removal.**
18. While supporting the axle, remove the lower and upper control arms. To help facilitate removal/installation, loosen the driver side bottom control arm eccentric bolt. Loosening and rotating the bolt can help relieve pressure on the bolts on the passenger side.  
**WORK ON ONE SIDE OF THE CONTROL ARMS AND RADIUS ARMS AT ONE TIME!!!**

## RADIUS ARM ASSEMBLY:

19. Place Passenger Side Radius Arm Drop so that it straddles the frame. The oval hole at the rear of the Radius Drop will match up perfectly with the oval hole in the frame. This is how the Radius Arm Drops are indexed. Notice the 4 threaded holes for the crossmember will be facing inboard on the Radius Arm Drop.  
**Note: 6.7L Vehicles will need to relocate the Bosch Exhaust Module located outside of the frame on the passenger side. Remove the 4 bolts and cut down the bolt hole ears by ¼", or enough to not contact the body. Reinstall the Module placing the bottom holes of the unit over the 2 upper holes in the frame, using 2 bolts only. This is adequate to hold the Module.**
20. Place oval crush sleeve into the oval hole in frame and radius arm drop. Some trucks might need some slight grinding on the oval frame hole, the radius drop oval hole, or both to allow the oval crush sleeve to go all the way through. BE CAREFUL WHEN GRINDING. Use a rotary file or stone, and only grind a little at a time. The oval crush sleeve needs to have a tight fit in the oval hole. It is preferable to have to tap the Oval Crush Sleeve into the frame.
21. Once the crush sleeve is inside the frame and radius drop, insert the ¾" x 4.5" bolt with washers and nut.
22. Place a jack under the front of the radius arm drop and press up slightly to allow the drop to completely seat against the bottom of the frame.
23. Once fully seated, tighten the ¾" bolt with an impact gun until tight. You will loosen them again later.
24. Using the supplied ¾" holesaw and arbor, use the ¾" holes in the radius drop as a guide and drill out the frame to ¾". One side of the Radius Arm Drop is ¾", the other is ½". A right-angle drill makes this job extremely easy.
25. Mark the center of the ½" holes on the outside of the radius drop and drill the frame to ½". It is recommended to start with a pilot drill and open up the hole incrementally.
26. Insert two ¾" x 2.75" crush sleeves into the two ¾" holes.
27. Insert the ½" x 4" Bolts with washers and nuts. Leave the bolts loose.



28. Mount the Full Size Radius Arm WITHOUT the shock pocket into the radius arm drop. Use the supplied 3/4" x 5" Bolt.
29. Install the front of the Radius Arm into the lower axle pocket and re-using the factory cam-bolt eccentric.
30. Tighten the 3/4" bolt to 150 lbs/ft. Just barely snug up the cam bolt, but leave it loose to facilitate the driver side install.
31. REPEAT RADIUS DROP INSTALL FOR DRIVER SIDE, SAME AS PASSENGER SIDE. THE DRIVER SIDE RADIUS ARM HAS THE SHOCK POCKET (If you do not have access to Nitrogen, refer to the note at the bottom of the page).
32. Once both radius arms are bolted in, reinstall exhaust system. **6.7L Vehicles, be sure to reconnect all lines and harnesses removed during disassembly.**
33. Reinstall factory crossmember, with the Carli Crossmember straddling it. Use the 1/2" x 7" bolts to install both the factory and Carli crossmember.
34. Once all crossmember bolts are in, torque all 1/2" bolts on the crossmembers and radius drops to 50 lbs/ft.
35. Torque the 3/4" bolts on the Radius Drops to 150 lbs/ft.
36. Reinstall 3 nuts on transmission bracket, and reinstall exhaust bracket on transmission if you haven't already done so.



**NOTE:** If you DO NOT have access to Nitrogen, it is advised to install the Axle Control Shock into the Radius Arm at this time. Disconnect the Radius Arm that has the shock pocket from the Radius Frame Drop. Install the Body end of the shock up into the axle pocket intended for the factory upper control arm using the supplied Reducing Spacers, then install the bottom of the Axle Shock into the pocket on the Radius Arm. You can pull up or down and apply leverage to the Radius Arm to align the shock with the holes. Once the 14mm bolt is through the Radius Arm and Axle Shock, you can then reattach the Radius Arm to the Radius Drop. Remember to torque the 3/4" bolt again.



#### **TOWER, COIL AND SHOCK ASSEMBLY:**

37. Using the supplied 4.5" hole saw, open up the factory upper coil bucket to allow for the fitment of the 3.0 King Shock body. The hole saw will align itself on the lip of the upper coil bucket.
38. Clean the drilling oil and debris then spray paint the bare steel to prevent rust.
39. Drill 3 existing holes in coil bucket to 9/16".
40. Rotate clamp on turbo outlet, located just above coil bucket on passenger side, 180 degrees so smooth part of clamp faces outward and retighten.
41. Place the Stud Rings against the bottom of the upper coil bucket. **MAKE SURE THE LOCKING PORTION OF THE NUTS FACE DOWN!**
42. With the supplied 1/2" Bolts and washers, start the threads into the stud ring (stud ring only no tower) from the top of the coil bucket, but DO NOT TIGHTEN at this time. This will keep the stud ring in place while you work.
43. Feed shock reservoir through the bottom and out top of the coil bucket. Reservoir faces towards front of the truck.
44. Place OEM isolator on top of Carli coil and install. Rotate the Coil so that logo is facing OUT and slide the coils over the shocks and install them between the stud ring and lower coil bucket.  
**NOTE:** HEMI Coils are side specific, marked P and D for passenger and driver. For easier installation, separate right side tie rod end from knuckle.
45. Line up the bottom shock hole into shock bolt pocket and install lower bolt.
46. Tighten lower shock bolt to 100 lbs/ft.
47. Load the coils by either lowering the truck onto the ground with wheels/tire installed or jacking the front axle to seat and compress the coil for completion of shock installation.
48. Take bolts and washers out of stud ring once the coil is loaded.
49. Install supplied stainless high mis-alignment spacers into upper shock bearings
50. Feed Billet Tower over the end of the shock reservoir and up over the top of the shock. The Carli logo should face outward.
51. Secure Billet Towers with supplied fasteners and torque to 35 lbs/ft.
52. Add anti-seize to the supplied stainless Billet Shock Tower bolt.
53. Release the pressure in shock and insert the top of the shock into the Billet Tower. It might be required to lower the truck or lift the axle to line up the shock and tower.
54. Install Stainless upper shock bolt and torque to 40 lbs/ft.
55. Repeat shock installation on Driver's side.

#### **SWAY BAR AND END LINK ASSEMBLY:**

56. For 03-05 Vehicles, drill out the factory end link mounts on the axle to 1/2".  
**Note:** Make sure to start drilling the smaller side of the taper first.
57. For 06+ Vehicles, no drilling is required. Use the supplied reducer sleeve to adapt your 14mm end link hole to 1/2".
58. Adjust your end links so that the Rod End threads are halfway out of the



body, then tighten down your jam nut. Install the end link into the axle pocket in the following order: bolt head, washer, OEM mount, washer, spacer, rod end, spacer, washer, nut.

59. Remove factory sway bar and set aside.
60. Install the Sway Bar drops against frame so they angle forward.
61. Use the factory hardware to tighten
62. Reinstall Sway Bar using the supplied 3/8" bolts. Make sure the Sway Bar is now pushed forward, away from the coils.

#### **TRACK BAR DROP ASSEMBLY:**

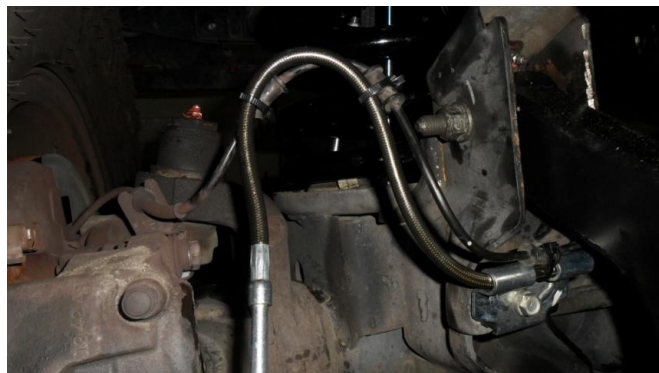
**NOTE:** 03-07 Vehicles with the 14mm bolt (18mm hex head) will require the factory frame side (DRIVER SIDE) track bar hole at the frame to be drilled out to 5/8". Use the supplied 5/8" bolt to attach the track bar drop. 2008+ Vehicles with the factory 16mm bolt (21mm hex head) will use their factory bolt and hole.

63. Place track bar drop into factory track bar pocket and install 5/8" bolt and washers (or factory 16mm bolt) leaving the bolt loose. Swing the track bar drop up to the crossmember where you will see the hole line up with another hole in the crossmember under the engine.
64. Take notice of the retaining nut and oval washer. Pay special attention to the direction that the bolt is inserted into the retaining nut.
65. Insert the paddle-looking retaining nut into the crossmember through the oval hole so that the bolt can be threaded from the bottom of the track bar drop into the retaining nut. The oval washer will go between track bar drop and the retaining nut, fitting flush with the crossmember. No drilling is needed on the engine crossmember.
66. Feed the 1/2" bolt through the track bar drop, oval washer, and into the retaining nut.
67. Tighten bolt to 35 lbs ft.
68. Tighten the upper track bar bolt to 160 lbs/ft.
69. Set Track Bar length to 39" Center to Center.
70. Tighten Jam Nut to 150 Lbs/ft.
71. Install track bar bearing end into the passenger side axle pocket. Make sure to use the correct reducing (misalignment) spacers on the bearing side for your truck. Included with the track bar are 14mm and 16mm reducing spacers for the different years of trucks.
72. Do not install driver side of the track bar at this time, it will be done later.



#### **BRAKES & BUMP STOPS**

73. Starting one side at a time, remove factory brake lines on the front caliper and at the frame.
74. Matching up the OEM Brake Line with the new one, install the new brake line. Make sure to feed the brake lines through the middle of Radius Arms so that the steel brake line bracket can be attached to the axle. DO NOT TO TWIST THE BRAKE LINE.
75. **2003-2011 Rams:** Remove the rear brake line and install new brake line.  
**2012 VEHICLES:** Remove and Replace both rear brake lines as 2012+ Traction control equipped dodge rams now are equipped with dual brake lines. **2012 Vehicles ONLY (traction Control equipped):** Reference the following two pictures for dual rear brake line routing: Undo ABS lines from clips, re-route them and zip tie to brake line.
76. Bleed brakes, starting with the rear passenger, then rear driver, then front passenger, then front driver.
77. Install both halves of the front Carli Bump Stop Drop onto the existing factory bump cup. The lip of the factory cup will rest inside the long slot. The Carli Bump Stop Drop has a relocated bump stop cup that looks similar to the factory one. This will go down.
78. Using the supplied 3/8" x 2.5" GR 5 carriage bolts, washers, and C-lock nuts, snug the bolts until the halves seat on the factory bump cup. The two halves SHOULD NOT touch; there will be separation



between the two and it's normal for the sides to slightly pull in. Ensure the bolts go in through the outside, so the nuts face the inside of the truck.

79. Torque bolts to 20 lbs/ft, making sure the drops start to BARELY crush.
80. Re-install factory rubber bump stop. A spray lubricant will assist the process. A mallet or a wood 2x4 as a lever can assist with installation



81. Unbolt the rear bump stops.
82. Install the rear Bump Stop Blocks between the factory Bump Stops.
83. Use the supplied M10x80mm bolts to tighten.

#### **LIMIT STRAP PLACEMENT:**

84. Clean the metal on the edge of the flat front of the lower coil bucket on the axle, inboard of the End Link mount.
85. Place the supplied Limit Strap Tab so that it angles UP and points straight forward. Ensure its placed as high and inward as the mounting surface will allow.
86. Tack it onto the axle and double check clearance
87. Complete the weld
88. Apply paint to prevent rust. (Refer to End Link pic above for placement, driver side is shown.)
89. Mount the Limit Strap to the bottom tab, then pull up to the front of the upper coil bucket.
90. Mark the center of the hole on the limit strap, then measure 2 inches UP and make another mark. This will allow for the stretch of the Limit Strap during heavy cycling. Center punch and drill hole to 1/2" and clean.
91. Install Limit Strap when the vehicle is on the ground.
92. The order of hardware is: 1/2" Bolt, washer, Limit Strap, Spacer, Washer, Coil Bucket, then Nut.

#### **RESERVOIR MOUNTING:**

93. Hold supplied reservoir mounting brackets between reservoir and frame. Be sure to leave a little slack in reservoir hose to allow for movement. Also be sure to mount as high up on the frame as possible.
94. Mark the two holes to be drilled.
95. Use a 3/16" drill bit and drill out marked holes.
96. Mount reservoir mounts using the self-tapping screws.
97. Use supplied hose clamps to secure reservoirs to mounts.
98. You can twist the reservoir to put a slight curve in the hose to move it away from any obstructions. If you release the pressure in the shock, you can twist the reservoir without moving the hose if you want to align the Decals so they face straight out and not crooked.



#### **FULL REAR SPRINGS (2 Person Operation!)**

99. Raise the Rear of the truck. If working without a shop hoist, support truck with suitable safety stands. To do this put the truck in park, block front wheels; both in front and behind tires, then disengage emergency brake. Place floor jack underneath rear axle and raise truck. Place safety jack stands under the frame to support the truck and lower the truck onto jack stands.
100. Remove rear wheels.
101. Supporting the axle, loosen the U-Bolts on the opposite you are working on to allow the axle to droop.
102. Remove the rear shocks at this time.
103. Remove the E-brake cable from the rotor assembly and re-route it OUT of the spring hanger. Only remove it from the spring hanger, it does not need to be removed from the body mount window. Let the cable hang until reassembly later.
104. Loosen the front bolt at the spring hanger, then the bolt on the frame at the rear shackle.
105. Remove U-Bolts and top plate
106. Slowly drop axle until the factory leaf comes off the axle pad.
107. Remove the already loosened bolts and take out the leaf.
108. Remove the shackle from the leaf spring, paying attention to which direction and its orientation when it was removed.
109. Install Factory Shackle onto new Carli Leaf Spring, remember which direction the shackle needs to be installed.
110. Torque the shackle bolt to 100 lbs/ft. The shackle will go on the side of the single wrap, the double or triple military wrap is the front of the leaf spring.
111. Lift spring on to axle and reinstall. SNUG THE HANGER AND SHACKLE FRAME BOLTS, BUT DO NOT FULLY TIGHTEN.
112. Install supplied new U-Bolts and top plate. Snug up, but leave loose to assist with the other side.
113. Repeat process on opposite side.

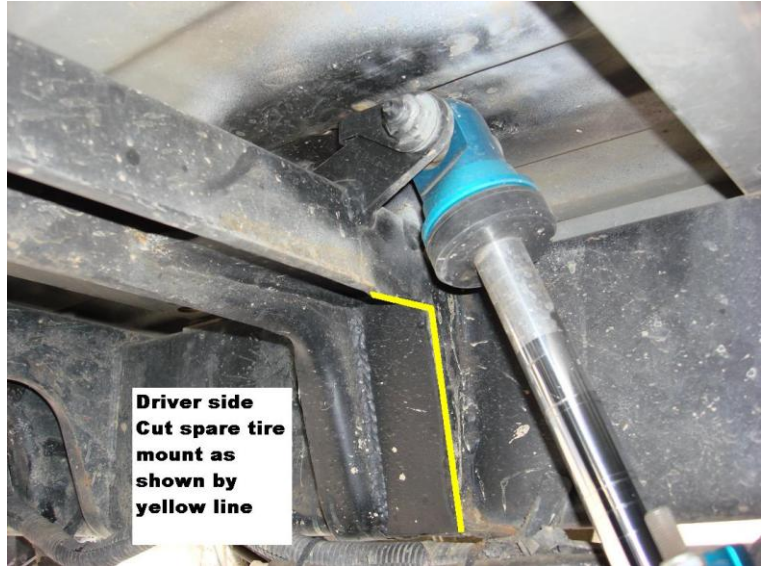
114. Reattach E-Brake cable to rotor assembly. Use supplied rubber clip to prevent the E-brake cable from moving during driving. It can be attached to the 3/8" bolts that go through the square u-brackets attached to the leaf springs.

### **REAR SHOCKS**

115. Mount the rear shocks using the factory hardware.
116. The rear shock mount must be clearanced on the Driver side to accommodate the bigger body of the King 3.0 Shock
117. Using a cut off wheel, reciprocating saw, jig saw, or Plasma Cutter, cut the front of the shock-mount crossmember at the driver side. You will cut it flush with the frame, and square it up to the straight portion of the crossmember.
118. Place the 2nd 6" flat gusset 90 degrees to the first gusset in-between the crossmember, essentially boxing in the crossmember.
119. Once tacked, weld the full perimeter of the gussets.
120. Paint the exposed metal
121. Torque the shock bolts to 100 lbs/ft.

### **FINAL ASSEMBLY:**

122. If you have not installed the Axle Control shock at this time, do it now. You can release the pressure to facilitate install. The body of the shock goes up into the upper control arm pocket.
123. Charge the shock to 250 PSI with dry Nitrogen ONLY.
124. Install fender liners and reattach ABS clips.
125. Install wheels/tires and set truck on ground.
126. Torque lug nuts to 115 lbs/ft.
127. Install Limit Straps onto welded tab and coil bucket hole with supplied hardware..
128. Install End Links onto sway bar. Reuse the factory bushings, washers, and nuts. Check for cracking or damage, new bushings can be purchased through your local Dodge dealer or parts warehouse.
129. Install Track Bar into the track bar drop. **MAKE SURE TO USED THE GRAY SLEEVE FOR THE 5/8" (16mm) BOLT!!!**  
**NOTE:** Have someone turn the steering wheel (with the key in "ON" position) to help align the bracket hole with the track bar sleeve.
130. Torque the track bar bolt to 160 lbs/ft.
131. Torque the all leaf spring bolts to 150 lbs/ft.
132. Torque U-Bolts to 110 lbs/ft in a cross pattern.
133. Install lengthened driveshaft.
134. Vehicles with 2-Piece driveshafts may need to shim the carrier bearing down to relieve a slight driveline vibration (take-off shudder). These can be fabricated or purchased through an aftermarket source.
135. Align truck; re-torque all hardware after 500 miles.



## OPERATIONAL INSPECTION AND SETTINGS

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Please note, the shocks included with this system are nitrogen charged, they require specific nitrogen pressure to operate correctly. Ensure the vehicle is supported properly and that the axle is at full droop when verifying nitrogen pressure. Many gauges will release nitrogen in the process of checking the pressure; ensure your gauge will maintain shock pressure during verification (Lock out Gauge/Charging Manifold: KING Part # T1001-100) to avoid loss of nitrogen. If you're unsure, many suspension shops, welding supplies, tire shops, or motorcycle repair shops will be able to check or refill your nitrogen charged shocks.

Without the proper nitrogen pressure, Carli Suspension's shocks will not operate properly and will be more susceptible to damage to the seals and internals of the shock. Again, No shocks will be replaced under warranty if the shocks were not properly charged before installation.

### Nitrogen Pressures:

Bilstein 7100:	200 psi
Bilstein 9100:	225 psi
King 2.5:	225 psi
King 3.0:	225 psi
F/R Hydro Bumps:	250psi
7100 Plunger shock:	250psi

## FACTORY TORQUE SPECS

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Shock Absorber Upper Nut	40ftlbs
Shock Absorber Lower Bolt	100ftlbs
Shock Tower to Frame	55ftlbs
Lower Ball Joint Nut Initial Torque	35ftlbs
Lower Ball Joint Nut Final Torque	148ftlbs
Upper Ball Joint Nut	70ftlbs
Lower Control Arm Frame Nuts	200ftlbs
Lower Control Arm Axle Nut	200ftlbs
Upper Control Arm Frame Nuts	120ftlbs
Upper Control Arm Axle Nut	120ftlbs
Stabilizer Bar Frame Bolt	45ftlbs
Stabilizer Link Axle Bracket	110ftlbs
Stabilizer Link Stabilizer Bar Nut	27ftlbs
Stabilizer Link Axle Bracket (Power Wagon)	110ftlbs
Stabilizer Bar Nut (Power Wagon)	110ftlbs
Hub/Bearing Bolts	149ftlbs
Axle Nut	132ftlbs Beginning 263ftlbs Final Torque
Track Bar to Frame (2500/3500 4x4)	200ftlbs
Track Bar to Axle (2500/3500 4x4)	200ftlbs
Tie Rod End Nut	55ftlbs
ABS Assembly Mounting Bolts	11ftlbs
ABS Assembly ABM Screws	31 inlbs
ABS Assembly Brake Line Fittings	170 inlbs
Dynamics Sensor	97 inlbs
Wheel Speed Sensors, Front Sensor Bolt	190 inlbs
Wheel Speed Sensors, Bracket To Knuckle	60 inlbs
Wheel Speed Sensors, Rear Sensor Stud	200 inlbs
ABM Mounting Screws	53 inlbs
RWAL Module Mounting Bolts	11ftlbs
RWAL Valve Brake Line Fittings	170 inlbs
Rear Wheel Speed Sensor Mounting Bolt	200 inlbs
Brake Booster Mounting Nuts	21 ftlbs
Master Cylinder Mounting Nuts	160 inlbs
Reservoir Retaining Screws	6 ftlbs
Caliper Bleed Screws	14 ftlbs
Caliper Mounting Pins, Front	24ftlbs
Caliper Mounting Pins, Rear	22 ftlbs
Caliper Adapter Mounting Bolts, Front (1500)	130ftlbs
Caliper Adapter Mounting Bolts, Front (2500/3500)	275ftlbs
Caliper Adapter Mounting Bolts, Rear (1500)	120ftlbs
Caliper Adapter Mounting Bolts, Rear Upper (2500 and 3500)	163ftlbs
Caliper Adapter Mounting Bolts, Rear Lower (2500 and 3500)	190ftlbs
Junction Block Bolts, Front (1500)	14ftlbs
Junction Block Bolts, Rear (1500)	18ftlbs
Junction Block Bolts, Rear (2500/3500)	7.5ftlbs
Brake Pedal Assembly Bracket Bolts (1500)	23ftlbs
Brake Pedal Assembly Bracket Nuts (2500/3500)	21ftlbs
Support Plate Mounting Bolts/Nuts (1500)	75ftlbs
Support Plate Mounting Bolts/Nuts (2500/3500)	150ftlbs
Brake Line Fittings, Master Cylinder	14ftlbs
Brake Line Fittings, Junction Block (Both)	14ftlbs
Caliper Brake Line Banjo Bolt, Front	20ftlbs
Caliper Brake Line Banjo Bolt, Rear	20ftlbs
Brake Hose Bolts To Frame, Front	7.5 ftlbs
Brake Hose Fitting	14ftlbs
Parking Brake Pedal Assembly (1500)	18ftlbs
Parking Brake Pedal Assembly (2500/3500)	14ftlbs
Hub/Bearing Bolts (1500)	120ftlbs
Rotor to Hub Bolt, Rear (2500 and 3500 DRW)	114ftlbs
Extension to Rotor Nut, Front (2500 and 3500 DRW)	128ftlbs
Hub/Bearing Bolts, Front (2500 and 3500 4X2)	130ftlbs
Pitman Arm Gear Shaft Nut (2500, 3500)	177ftlbs



Drag Link to Pitman Arm (2500, 3500)	100 ftlbs
Drag Link to Tie Rod (2500, 3500)	100 ftlbs
Drag Link Adjuster Clamp (2500, 3500)	40 ftlbs
Tie Rod End to Knuckle (2500, 3500)	78 ftlbs
Tie Rod End Adjuster Clamp (2500, 3500)	40 ftlbs
Stabilizer Bar Link to Axle (2500, 3500)	50 ftlbs
Steering Damper to Axle or Linkage(2500, 3500)	75ftlbs
Steering Damper Bracket U-Bolt Nuts (2500, 3500)	45 ftlbs
Track bar to Axle - M16 fastener (2500, 3500)	200 ftlbs
Track Bar to Frame - M16 fastener (2500, 3500)	200 ftlbs
Lug Nut 9/16 X 18 with 60° Cone	130 ftlbs
Lug Nut 9/16 X 18 with 60° Cone (2500, 3500 - SRW)	140ftlbs
Lug Nut 9/16 X 18 with Flat Washer (3500 - DRW)	145ftlbs
Lug Nut 9/16 X 18 with Flat Washer (4500, 5500 - DRW)	148ftlbs
Spare Tire Winch	15ftlbs
Jounce Bumper Bolts	21.5ftlbs
Shock Absorber, Lower Nut/Bolt	100ftlbs
Shock Absorber, Upper Nut/Bolt	100ftlbs
Spring Clamp U-Bolt Nuts	110ftlbs
Spring Front Nut/Bolt to Frame	254.5ftlbs
Spring Shackle Nut/Bolt, Upper/Lower	160ftlbs