What's Included

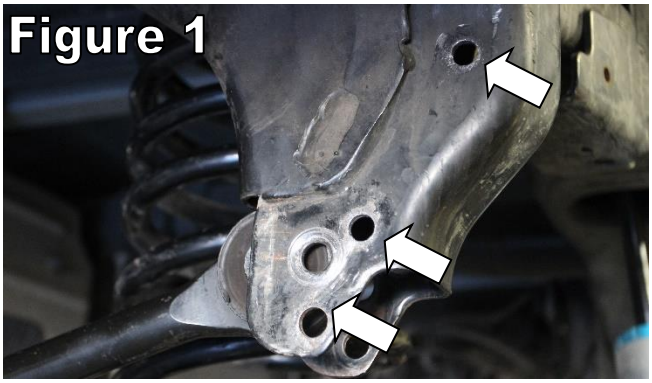
- (Qty. 1) Rear Track Bar Drop Bracket
- (Qty. 4) ½" Bolts
- (Qty. 8) ½" flat washers
- (Qty. 4) ½" C-loc nuts
- (Qty. 1) 9/16 x 4" bolt
- (Qty. 1) Crush Sleeve
- (Qty. 2) 9/16" washers
- (Qty. 1) 9/16" c-lock nut

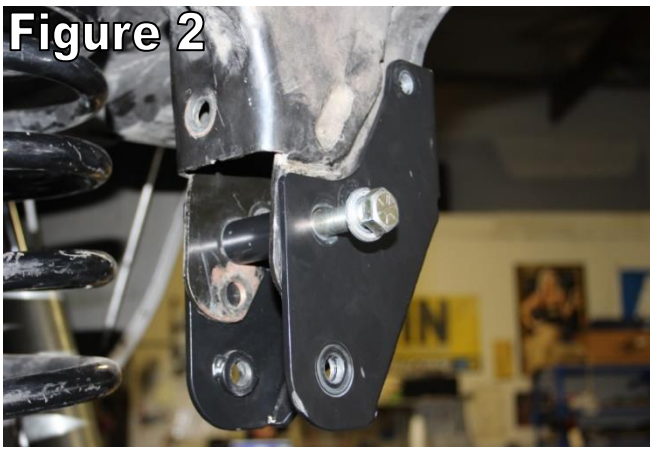
Special Notes

- This installation can be done on the ground or with the rear suspended; this will depend on the preference of the installer.
- **If installation is done on a lift or with the rear suspended, final torquing will need to be done after the truck has been lowered to ride height and the suspension is loaded to ensure no damage to the factory track bar's vulcanized bushings.**
- Removal of the rearmost section of your factory exhaust will be necessary if the installer does not have access to a right angle drill and SHORT ½" bit.

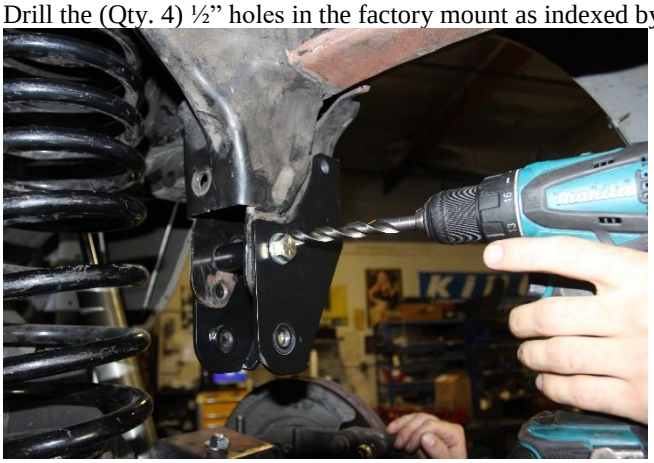
Instructions

1. Remove factory frame side (upper) track bar bolt and pull the bar out from the upper mount.
   NOTE 1: These instructions were completed on our prototype Truck. The holes referenced by the arrows in Figure 1 were drilled prior to the instructions being made. Instructions on where and how to drill these holes will be found later in the instructions.
   NOTE 2: 2017 trucks will have a shorter track bar drop bracket; this bracket fits both the pictured and the shorter 2017 factory mounts.
2. Remove the Driver's side (axle) bolt and remove the track bar.
3. Place the provided crush sleeve in the upper factory (frame-side) bracket so it aligns with the factory bolt holes and slide the Carli track bar drop bracket around the factory mount.
4. Insert the provided 9/16" bolt (with a washer) into the factory hole, through the Carli bracket, factory bracket and crush sleeve and assemble the washer and lock-nut to the backside of the bracket. – Figure 2
5. Once the bracket is confirmed straight, use a torque wrench with a 13/16" socket and box-wrench to torque the 9/16" bolt to 140lb./ft. This will index the bracket to drill the ½" holes.
   NOTE: in areas where corrosion is an issue, it's recommended to center punch all holes in the bracket, remove the bracket and drill to ½" diameter and paint to prevent corrosion; then install the bracket.





6. Drill the (Qty. 4) ½" holes in the factory mount as indexed by the Carli Bracket



NOTE: This Step is MUCH easier if the following are removed: rear coils (not necessary), rearmost exhaust section and rear bump stops. To remove your factory exhaust, pry the rearmost exhaust hanger out of the rubber support and loosen the 15mm factory bolt that clamps the exhaust. If you muscle it, you can break the junction free and remove it; we just spun it out of the way as pictured.


7. Install ½” bolts into the drilled holes with a washer on each side and hand-tight on the nuts until all bolts are installed.

8. Using a ¾” Socket and Box Wrench, torque all ½” bolts to 90 lb./ft. and double check the 9/16” is torqued to 140 lb./ft. We used a long-reach magnet to assemble the washer and nut to the upper bolts. They are easily accessible with a wrench for torqueing. The lower nuts are behind the crush sleeve; we used a prybar to apply pressure to these nuts and an impact to snug them; final torqueing was done with a torque wrench.
9. Re-install the factory track bar into the axle side, hand tight.
10. Re-install the factory track bar into the Carli drop bracket with the factory hardware, hand tight. Hooking a heavy-duty tie-down to a hole in the passenger’s side frame rail and the lower track bar bracket (on the axle) will assist in pulling the axle to align the bolt holes.
11. Re-install the factory bump stop and Carli Drop Bracket, followed by the exhaust.
12. Set the truck on the ground and torque both axle and frame side factory bolts to 155lb/ft.