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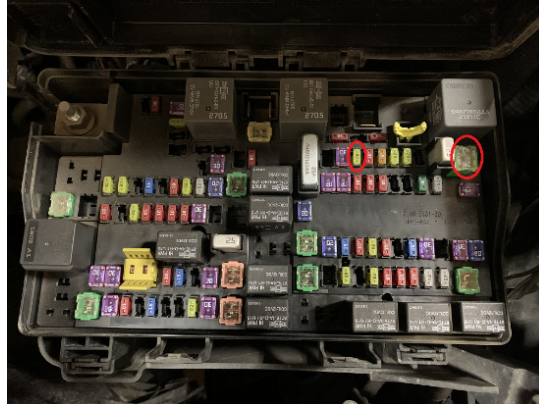
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By installing our product, you agree to the above terms. If you do not agree to the above terms, you may return the product for a refund.

Ram 1500 Lift Conversion Kit Installation Instructions

Note: Please use factory torque specifications for the installation of all components listed below. It is your responsibility to ensure that the fasteners are torqued correctly. **If you've ordered a programming tool with your kit, you may proceed with the programming instructions now.**

Next, open the hood and locate the fuse box in front of the battery. Remove fuses F05 (40 Amp, Air Compressor) and F50 (20A, Air Suspension Control Module). This will prevent the air compressor from running.



Suspend the truck on the frame at all four corners, allowing the suspension to hang freely with the wheels removed. Remove the rear mud flaps as well as the rear fender liners as this will be required to access the upper shock mount bolts and the air line which attaches to the top of the airbag.



Crack loose the air lines on all four airbags and allow the nitrogen to bleed off. Remove all four air lines and seal off the lines using a pipe cap or electrical tape. Remove the rear airbags by pulling downwards on the bag. You may have to wedge a pry bar in between the top of the bag and the frame in order to work the bag loose. Place a floor jack under the rear differential and remove both rear shocks. The upper shock nut on the inside can be a bit tricky and it is easiest to get in there with a stubby wrench. Lower the floor jack so the differential is hanging as low as possible.

Clean both the upper and lower coil mounting surfaces. The supplied rubber insulator goes on the top of the coil. If your lift kit comes with an upper spacer, push the isolator onto the spacer and install it with the isolator facing downwards. If your lift kit does not come with a spacer, ignore the following instructions on spacer install.

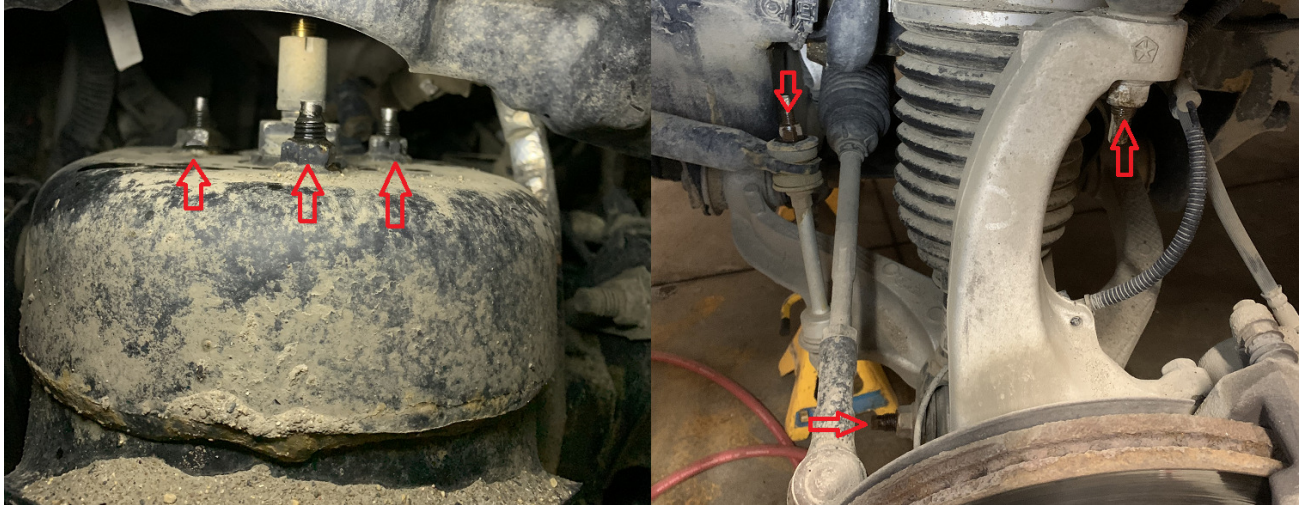


The bolt supplied with the spacer goes through the hole in the frame near where the red arrow indicates. This will attach the spacer to the frame and prevent the possibility of the spacer coming off during operation. Tighten the bolt until the spacer is firmly held in place. Install the top of the coil first and use a pry bar to push the lower portion of the coil over the centering hump. It is possible that you may need a spring compressor to install the coil if you cannot get the axle low enough. The coil should be rotated so that the end of the coil on the lower portion of the spring will be at the back of the vehicle. Slowly lift the axle with the jack while ensuring that the insulator on the upper portion of the coil is seated properly. Continue to lift the rear differential a few inches and proceed to install the rear shocks. We offer a few different variations of shocks – both the Bilstein and the Eibach shocks should be installed with black rubber shock boot towards the top.



Lift the rear axle so that all weight is on the axle and then proceed to tighten the shock bolts. Lower the truck back onto the jack stands and you may now reinstall the inner fender liner. Install the rear tires and the rear suspension install is complete.

Move to the front of the truck. In our experience, it is worth it to spend a couple of minutes cleaning the thread surfaces on each of bolts that will have nuts removed. This will prevent the nut from seizing as it is removed. Remove both sway bar mounts, both upper balljoint bolts, both lower strut mount bolts and all three upper strut mount bolts on each side. Remove the caliper and hang it to the side without keeping any tension on the brake line.



The upper balljoint may require a puller to remove. We recommend an appropriately sized pitman arm puller or a medium sized two jaw puller.



Swing the knuckle out of the way. Push the knuckle and lower control arm downwards. You can pull the airbag upwards and swing the lower mount towards the front of the truck (between the control arm and the steering rod). The top portion of the airbag fits between the knuckle and the brake line (towards the rear of the truck). This is the best way to remove the airbag. If you have new upper control arms included with your kit, you may remove the factory upper control arms and install the supplied control arms now. The control arms are side specific. Please note that you should install the control arm at the same static angle as the stock arm that you will be removing. You can do this by marking a point on the inner fender liner directly above the balljoint and then measuring from that point down to the balljoint. Record this measurement and ensure that the measurement is maintained when torquing down the new control arm.



The new strut is installed in reverse order. If your strut includes a plate on top, this goes on the strut before installation (and will be installed between the strut and the frame of the truck). Reinstall the caliper with Loctite.

Install the balljoint nut, three upper strut mount bolts and lower strut mount bolt on each side. Install the sway bar on both sides. Tighten all bolts down with the exception of the lower strut mount bolt. This is an excellent time to double check that you have properly tightened all bolts and nuts, with the exception of the lower strut mount.



Install wheels and lower the vehicle onto the tires. Tighten the lower strut mount bolt after the truck is sitting on its own weight. The bushing requires the bolt to be tightened once weight is on the vehicle. Also recheck the torque on the upper balljoint as it is common for this to loosen off after lowering the vehicle. You can access the upper balljoint bolt easily by turning the steering wheel to full lock in either direction. Torque specification for the lug nuts is 130ft/lbs. Test drive and proceed with a wheel alignment. Remember to double check the torque specification after driving the truck approximately 100km.