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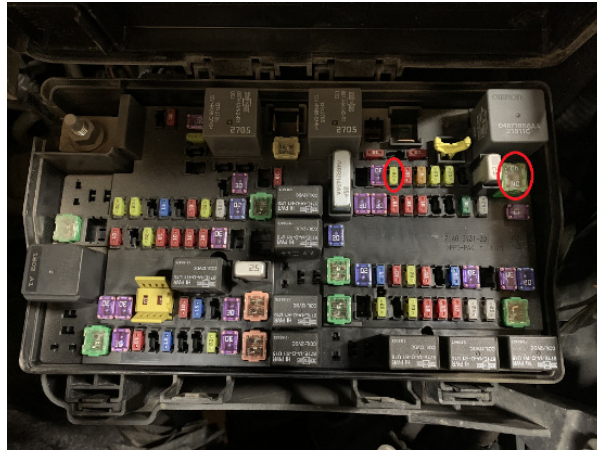
Airdelete.com recommends a certified technician installs our products. Professional knowledge of disassembly and re-assembly as well as post installation checks must be followed. Attempts to install our products without expertise and knowledge may lead to unsafe operation of the vehicle. The purchaser expressly agrees to indemnify and hold harmless airdelete.com for all claims resulting from the purchase, ownership, or use of our products.

By installing our product, you agree to the above terms.

## Ram 1500 Coil Spring 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.**

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.



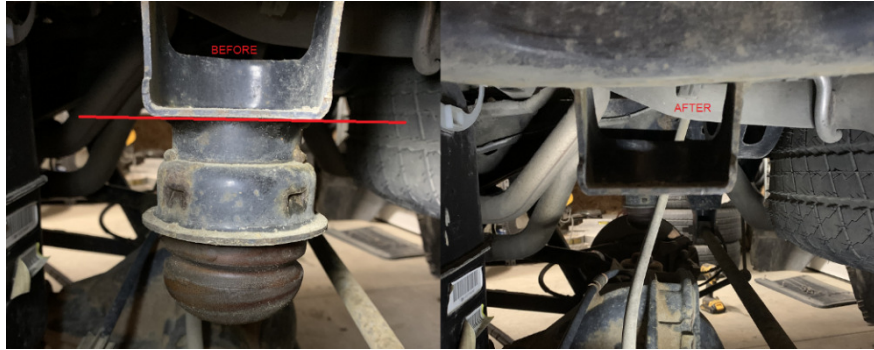
Suspend the truck on the frame at all four corners, allowing the suspension to hang freely with the wheels removed. Remove the rear mud flaps as well as the rear fender liners as this will be required to access the upper shock mount bolts and the air line which attaches to the top of the airbag.



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. Lower the floor jack so the differential is hanging as low as possible.

Using a reciprocating saw with a good quality metal blade, cut off the bump stop housing along the red line as shown in the image below. **(If you have upgraded to the +1" rear springs, your kit will not include bump stops and you may ignore this step).** We find that is it best to target cutting along the welds on the front and the rear of the bump stop. After removal, use a file to ensure that the pad is

smooth and flat in order to facilitate mounting of the new bump stop. You may cover the exposed metal with a coat of black spray paint if you deem this necessary for corrosion/rust resistance.



Mount the supplied bump stops as follows. There are a few different variations of bump stops depending on the kit you have purchased, so yours may or may not look the same as the image. If you have the bump stop that utilizes a mounting tab, you'll need to drill a small 5/16" hole in the bracket that you just cut. This hole needs to be 1" from the centerline of the mounting bolt and is necessary for the tab on the new bump stop (see the bump stop).

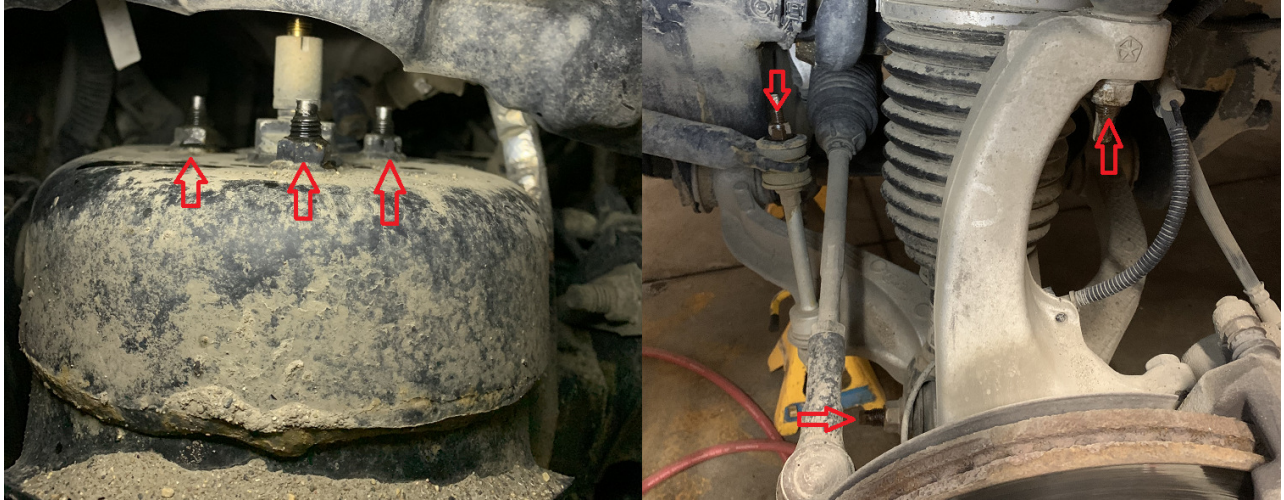


Clean both the upper and lower coil mounting surfaces. The supplied rubber insulator goes on the top of the coil. Install the top of the coil first and use a pry bar or similar to push the lower portion of the coil over the centering hump. The coil should be rotated so that the end of the coil on the 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 – The Bilsteins should be installed so the Bilstein decal can be read (with black rubber shock boot towards the top). If the decal is upside down, then so is the shock. All other shock models are installed as below.



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.



The new strut is installed in reverse order. If your kit included a steel plate on top of the strut, this is installed between the strut and the frame of the truck. Reinstall the caliper with Loctite.

Install upper control arm bolt, three upper strut mount bolts and lower strut mount bolt. Install sway bar. Tighten all bolts down with the exception of the lower strut mount bolt.



Install wheels and lower the vehicle onto the tires. Tighten the lower strut mount bolt. The bushing requires the bolt to be tightened once weight in on the vehicle. Torque specification for the lug nuts is 130ft/lbs. Test drive and proceed with a wheel alignment.