

Installation Manual



LEVELING KIT

10430 2.0" Leveling Kit

10431 2.5" Leveling Kit

Dodge RAM 1500 Mega Cab (4WD)*

Dodge RAM 2500/3500 (4WD)*

Excludes Power Wagon models & models with Independent Front Suspension

Levels the stance of your vehicle by raising the front end a fixed amount, increasing both the ground and wheel well clearance for the installation of larger wheels.

Thank you and congratulations on the purchase of a Leveling Kit. Please read the entire manual prior to starting the installation to ensure you can complete it once started.

This manual is used across multiple kits:

KIT PART #	KIT DESCRIPTION
10430	2.0" Leveling Kit – assembly shown on Page 3
10431	2.5" Leveling Kit – assembly shown on Page 4

PLEASE NOTE: Due to the suspension geometry and vehicle tolerances, the amount of lift is a base figure. **Spacer thickness does not equate to the amount of lift due to the suspension geometry.** For example: a 1" thick spacer may provide a 2" lift. Always measure the vehicle ride height at all 4 corners before and after installation to ensure the results are as expected.

KIT CONTENTS

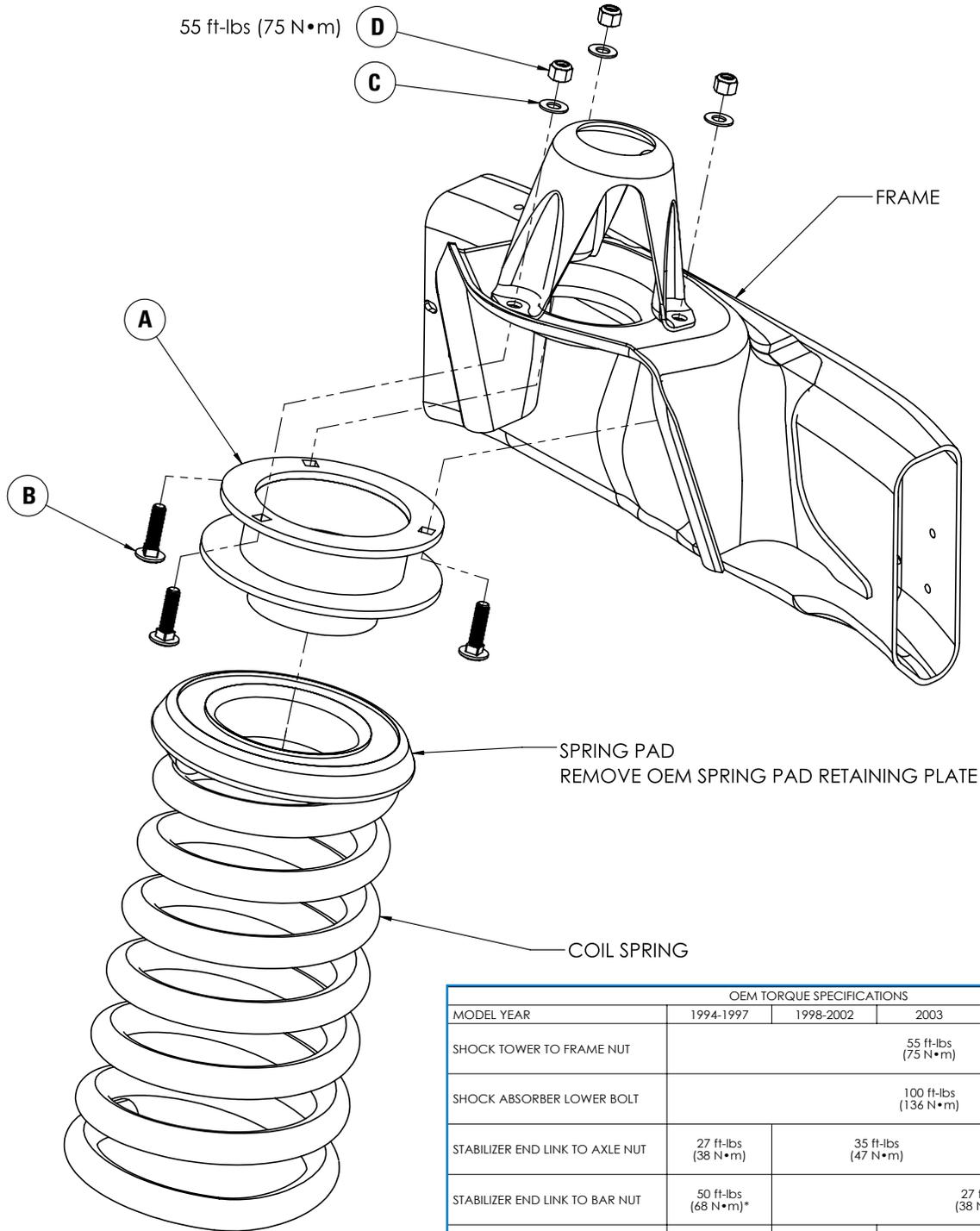
Please make sure all the items shown in the explosion diagram(s) on the following page(s) are provided in your kit before starting the installation. Reference the kit explosion diagram pertaining to your kit on the following pages for part assembly.

KIT CONTENTS			QTY	PART #	REQUIRED TOOLS	
A	Front Coil Spring Spacer:					
	• 2.0" Spacers (10430 Kits)		2	HP1769		• Hoist or Floor Jack
	• 2.5" Spacers (10431 Kits)		2	HP1770		• Safety Stands
B	Bolt, 3/8" - 16 x 1.5" Carriage		6	HP1771		• Safety Glasses
C	Washer, 3/8" Flat		6	C653		• Torque Wrench
D	Nut, 3/8" Nylon Lock		6	HP1000		• Standard Combination Wrenches
						• 7/32" Hex Allen Wrench
						• 1-1/8" Wrench or Deep Socket
						• Metric & Standard
						• Sockets Ratchet

2.0"/2.5" Leveling Kit - Dodge RAM 1500 Mega-Cab (4WD) / Dodge RAM 2500/3500 (4WD)* L6549

Please make sure all the items shown in this explosion diagram are provided in your **10430 Kit** before starting the installation.

DRIVER SIDE ASSEMBLY SHOWN FOR 2.0" LEVELING KIT:



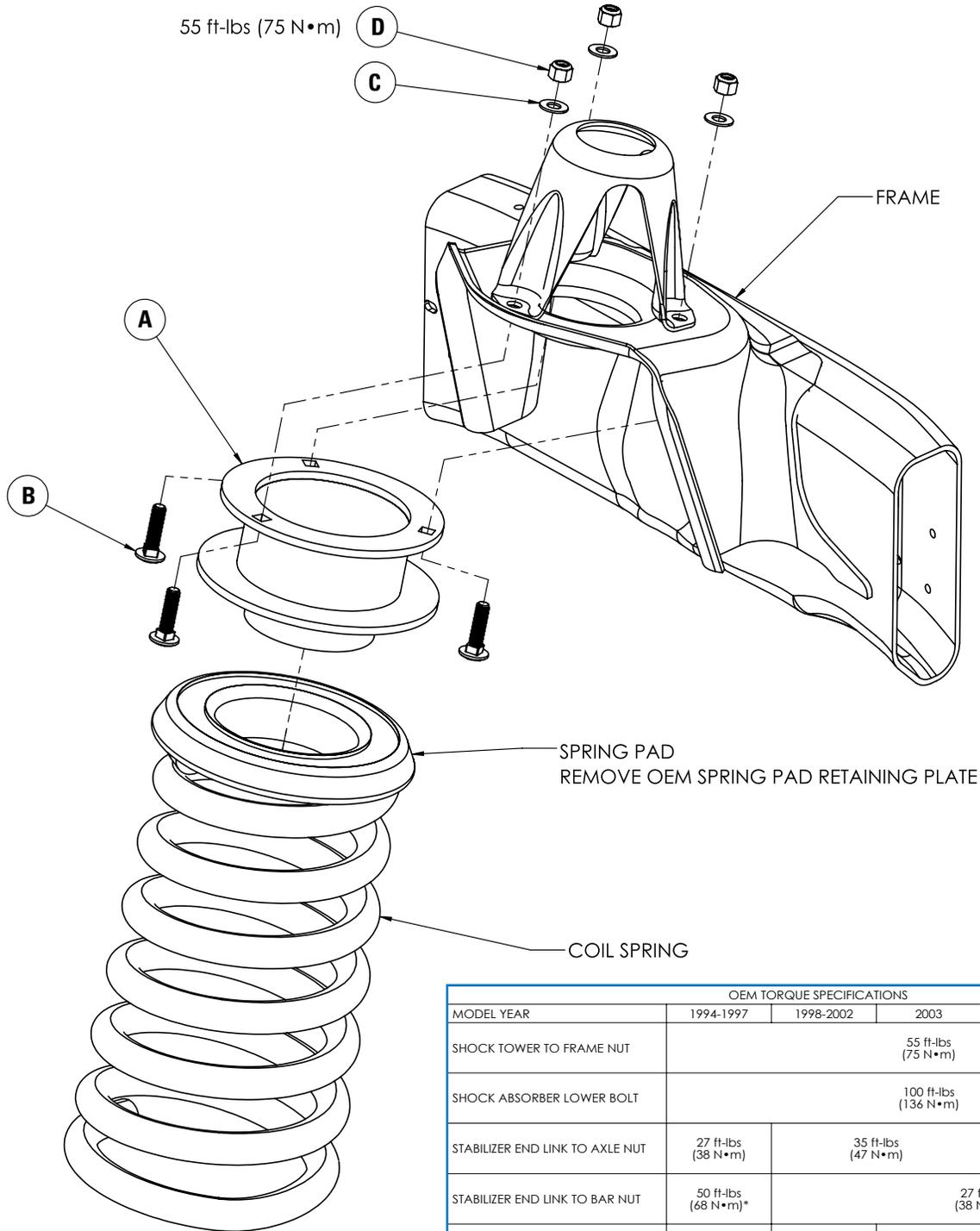
OEM TORQUE SPECIFICATIONS					
MODEL YEAR	1994-1997	1998-2002	2003	2004-2005	2006-2013
SHOCK TOWER TO FRAME NUT	55 ft-lbs (75 N•m)				
SHOCK ABSORBER LOWER BOLT	100 ft-lbs (136 N•m)				
STABILIZER END LINK TO AXLE NUT	27 ft-lbs (38 N•m)	35 ft-lbs (47 N•m)	52 ft-lbs (71 N•m)	110 ft-lbs (149 N•m)	
STABILIZER END LINK TO BAR NUT	50 ft-lbs (68 N•m)*	27 ft-lbs (38 N•m)			
STABILIZER BAR BRACKET BOLT	35 ft-lbs (47 N•m)**	40 ft-lbs (54 N•m)	45 ft-lbs (61 N•m)		

* 1994 MODELS ONLY: TORQUE STABILIZER END LINK TO BAR NUT TO 87 ft-lbs (118 N•m)
 ** 1997 MODELS ONLY: TORQUE STABILIZER BAR CLAMP BOLT TO 40 ft-lbs (54 N•m)

2.0"/2.5" Leveling Kit - Dodge RAM 1500 Mega-Cab (4WD) / Dodge RAM 2500/3500 (4WD)* L6549

Please make sure all the items shown in this explosion diagram are provided in your **10431 Kit** before starting the installation.

DRIVER SIDE ASSEMBLY SHOWN FOR 2.5" LEVELING KIT:



OEM TORQUE SPECIFICATIONS					
MODEL YEAR	1994-1997	1998-2002	2003	2004-2005	2006-2013
SHOCK TOWER TO FRAME NUT	55 ft-lbs (75 N•m)				
SHOCK ABSORBER LOWER BOLT	100 ft-lbs (136 N•m)				
STABILIZER END LINK TO AXLE NUT	27 ft-lbs (38 N•m)	35 ft-lbs (47 N•m)		52 ft-lbs (71 N•m)	110 ft-lbs (149 N•m)
STABILIZER END LINK TO BAR NUT	50 ft-lbs (68 N•m)*	27 ft-lbs (38 N•m)			
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BEFORE STARTING THE INSTALLATION:

Safety Warning!

Altering the suspension system of your vehicle may cause it to handle differently than it did from the factory. Larger wheel and tire combinations may increase the leverage on the suspension and steering components. This changes the way your vehicles handles and responds to abrupt maneuvers. Operate your vehicle at reduced speeds in all conditions to prevent loss of control. Failure to do so may result in serious injury. It is not recommend to combine the use of suspension lifts, body lifts, or other lifting methods.

Installation Warning!

Use caution when disassembling and reassembling the vehicle. The proceeding instructions are guidelines only, the installer is responsible for ensuring that the vehicle is safe for use after performing the installation. It is recommended to use the factory service manual for the model/year of the vehicle when disassembling and assembling factory related components.

Suspension components that use rubber or urethane bushings should be tightened with the vehicle at normal ride height. This will prevent premature wear or failure of the bushing. Prevent the suspension components from overextension by supporting them with a jack.

PLEASE NOTE: Due to the suspension geometry and vehicle tolerances, the amount of lift is a base figure. **Spacer thickness does not equate to the amount of lift due to the suspension geometry.** For example: a 1" thick spacer may provide a 2" lift. Always measure the vehicle ride height at all 4 corners before and after installation to ensure the results are as expected.

WHEEL ALIGNMENT AND HEADLIGHT ADJUSTMENT

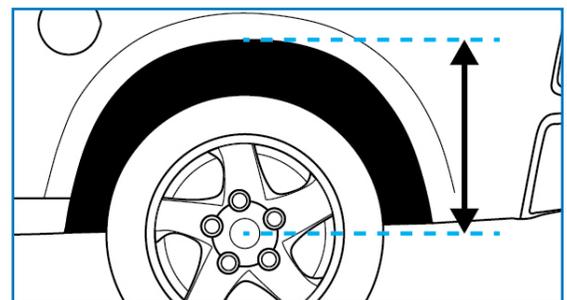
It is necessary to have a proper and professional wheel alignment performed by a certified alignment technician to align the vehicle to factory specifications. After the installation is complete, check to ensure that the vehicle's headlights are aimed properly. If not, a headlight alignment is required.

1 MEASURE STOCK RIDE HEIGHT

Park the vehicle on a level surface.

Using a measuring tape, measure the distance between the center of the wheel hub and the bottom of the fender well (as shown in Figure 1) this will give you your ride height.

Note the ride height for all four corners.



1

2 REMOVE FRONT WHEELS

Place wheel chocks in front of and behind both rear wheels.

Raise front of the truck high enough to remove both wheels and attain a comfortable working height. Place two jack stands under the vehicles frame.

Lower vehicle until the frame is supported by the jack stands and remove front wheels (21 mm).



2

3 DISCONNECT THE SWAY BAR END LINKS

Disconnect both the driver and passenger side sway bar end links.

4 DISCONNECT THE LOWER SHOCK BOLTS

Remove the OE hardware that is securing the shock to the lower shock mount. (Refer to Figure 4).

Repeat this step for both the driver and passenger side.

NOTE: It may be necessary to raise or lower the floor jack under the axle slightly (this relieves the pressure being applied by the shock on the bolt) making the removal of the lower shock bolts easier.

5 LOOSEN THE SHOCK TOWER MOUNTING NUTS

Using a wrench or socket, loosen the 3 nuts that secure the shock to the shock tower, but do not remove the nuts.

6 REMOVE THE COIL SPRING

Lower the axle until there is enough clearance to safely remove the coil spring, and rubber coil pad from the vehicle.

Remove the shock tower nuts that were loosened in the previous step.

Then remove the retaining plate from the vehicle.

Return the retaining plate to the customer; it will not be used for this installation.

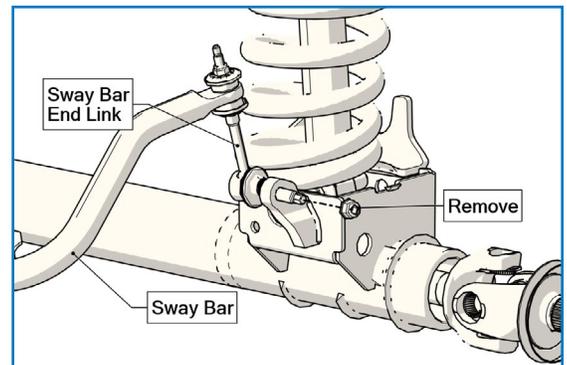
Repeat this step for both the driver and passenger side.

7 INSTALL COIL SPRING SPACER

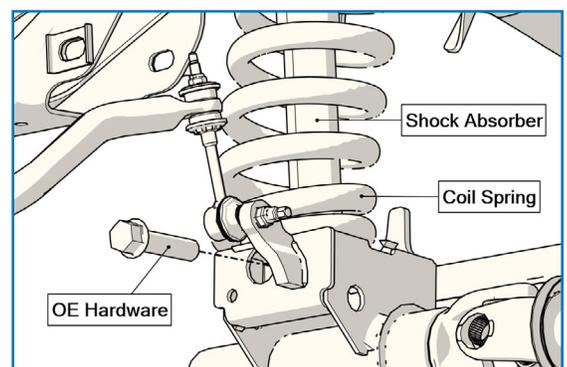
Install the coil spring spacer over the shock absorber and slide it up towards the shock tower mount

Insert a 3/8" carriage bolt upwards, through each of the square holes in the spacer, and through the holes in the shock tower mount (as shown in Figure 7 on the following page).

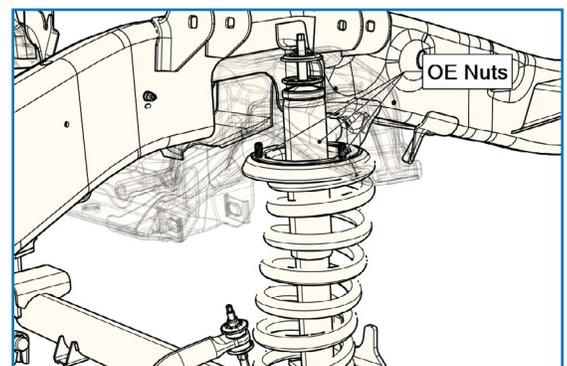
Install a 3/8" washer and nut on each carriage bolt finger tight.



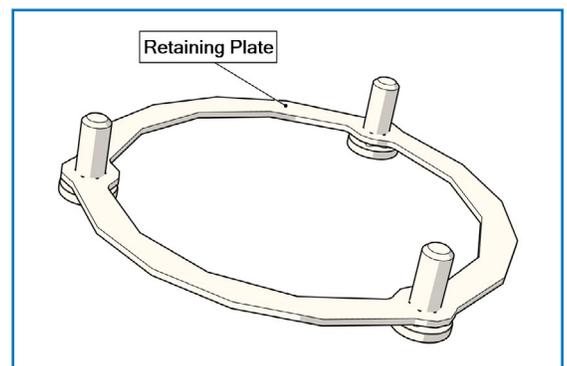
3



4



5



6

...Step Continues on following page

INSTALL COIL SPRING SPACER (continued)

Slide the factory OE rubber coil pad over the shock absorber and seat it up against the bottom of the coil spring spacer.

Slide the coil spring back into position.

Torque the 3 nuts on top of the shock tower to 55 ft-lbs (75 N•m).

Repeat for both the driver and passenger side.

8 RECONNECT THE SHOCK

Raise the axle and reattach the bottom of the shock absorber to the axle shock mount.

Torque fastener to manufacturer's specifications

Repeat for both the driver and passenger side.

9 RECONNECT THE SWAY BAR END LINKS

Use the OE hardware to reconnect the sway bar end links on both the driver and passenger side.

Do not torque the end links to specification.

NOTE: Suspension components that use rubber or urethane bushings should be tightened with the vehicle at normal ride height. This will prevent premature wear or failure of the bushing.

10 REINSTALL THE WHEELS

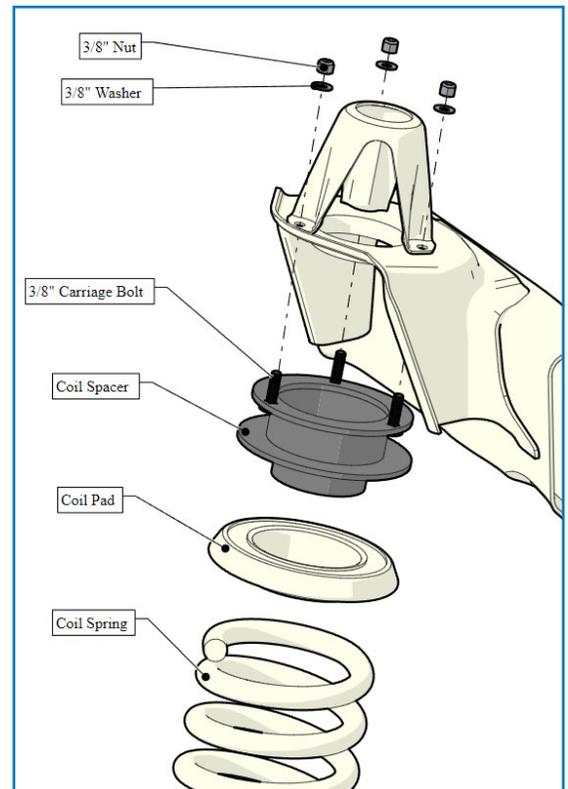
Install the wheels and torque them to the manufactures specification.

Raise the vehicle in order to remove the jack stands from under the frame and then lower the vehicle back to the ground.

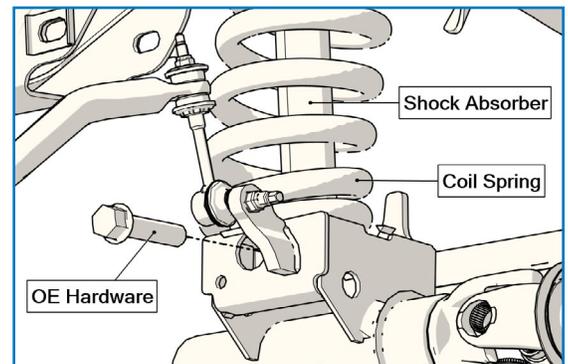
Torque the sway bar end links according to the manufacturer's specification.

Use a measuring tape to measure the distance between the center of the wheel hub and the bottom of the fender well for all four corners.

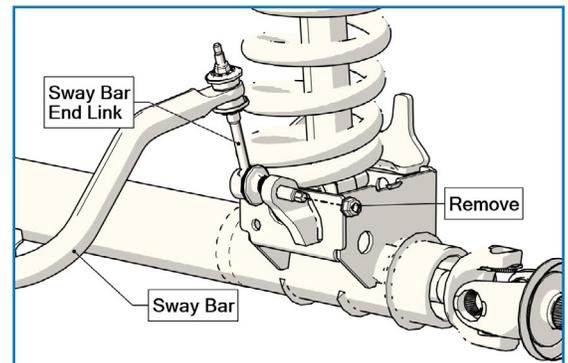
This is your new ride height. Ensure the results are as expected.



7



8



9

POST INSTALLATION WARNING

After the kit installation is complete and the vehicle is on the ground at its normal ride height, roll the vehicle backward and forward to settle the suspension. Tighten all components containing rubber bushings to the specified torque values. Verify adequate tire, wheel, brake line and ABS wire clearance by turning the front wheels completely to the left and then to the right. Ensure brake/ABS lines are not stretched when the suspension is at full droop. Test and inspect steering, brake and suspension components. Vehicle damage may result if the post installation checks are not performed.

VEHICLE HANDLING WARNING

Larger wheel and tire combinations may increase the leverage on the suspension and steering components. Increasing the height of your vehicle increases the likelihood of rollover or loss of control during abrupt maneuverer, especially at high speeds. Operate your vehicle at reduced speeds in all conditions to prevent loss of control. Failure to do so may result in serious injury.

WHEEL ALIGNMENT & HEADLIGHT ADJUSTMENT

After the kit installation is complete, a professional wheel alignment must be performed by a certified alignment technician to re-align the vehicle to within factory specifications. Additionally, ensure that the vehicles headlights are aimed properly. If not, a headlight alignment is required as well. If not properly aligned it can cause increased tire and suspension component wear.

VEHICLE RE-TORQUE & SAFETY INSPECTION

After the kit installation and adjustments have been completed and within 50 miles of driving, perform a check over of all applicable fasteners and hardware to ensure they are adequately tightened to the specifications given (or as noted in the vehicle's factory service manual).

WARRANTY

To be eligible for warranty, the owner must submit their warranty card or register online within 30 days of the purchase date.

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