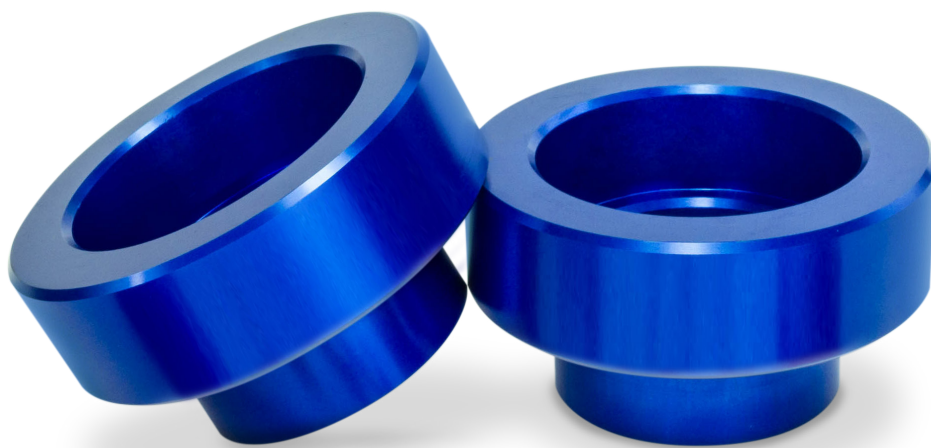


Installation Manual



10291 KIT

1.75" Leveling Kit Dodge RAM 2500 / 3500 (4WD)*

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.

KIT LAYOUT



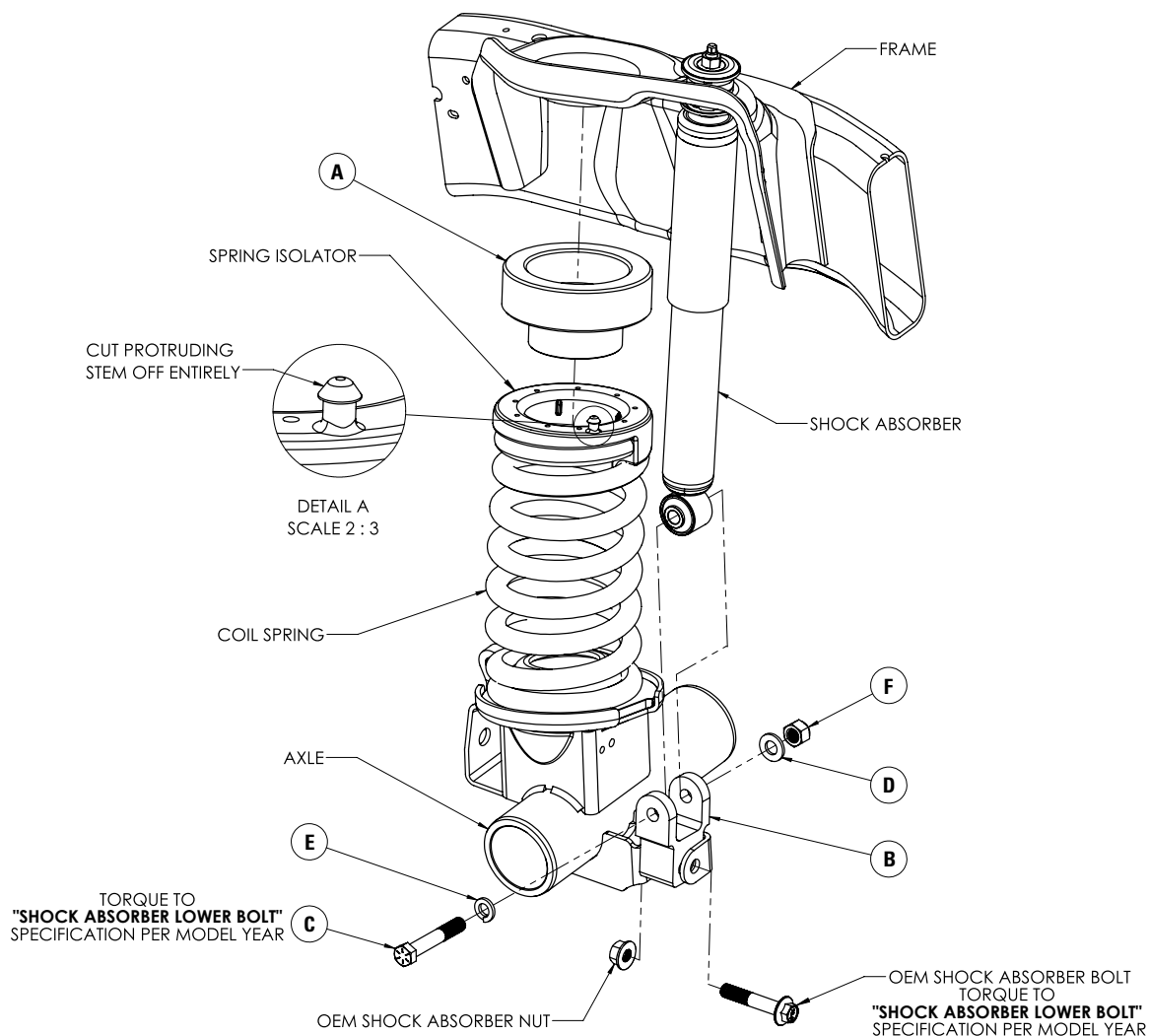
KIT CONTENTS

Please make sure all the items shown in the above kit layout are provided in your kit before starting the installation.

KIT CONTENTS		QTY	PART #	REQUIRED TOOLS
A	Coil Spring Spacer	2	HP1477	• Hoist or Floor Jack
B	Shock Extension	2	HP1478	• Safety Stands
C	9/16" - 18 X 3.5" Hex Head Cap Screw	2	HP1479	• Safety Glasses
D	9/16" Flat Washer	2	HP1480	• Torque Wrench
E	9/16" Lock Washer	2	HP1481	• Standard Combination Wrenches
F	9/16" - 18 Nyloc Nut	2	HP1482	• 7/32" Hex Allen Wrench
				• 1-1/8" Wrench or Deep Socket
				• Metric & Standard
				• Sockets Ratchet

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

KIT ASSEMBLY SHOWN:



OEM TORQUE SPECIFICATIONS		
MODEL YEAR	2013-2018	2019-2021
SHOCK ABSORBER UPPER NUT	27 ft-lbs (36 N•m)	
SHOCK ABSORBER LOWER BOLT	89 ft-lbs (120 N•m)	37 ft-lbs (50 N•m) plus an additional 105 degrees
STABILIZER BAR BRACKET BOLT	43 ft-lbs (58 N•m)	
STABILIZER LINK TO BAR NUT	60 ft-lbs (82 N•m)	
STABILIZER LINK TO AXLE NUT	110 ft-lbs (149 N•m)	
TRACK BAR TO FRAME BOLT	285 ft-lbs (387 N•m)	74 ft-lbs (100 N•m) plus an additional 160 degrees
TRACK BAR TO AXLE BOLT	285 ft-lbs (387 N•m)	

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

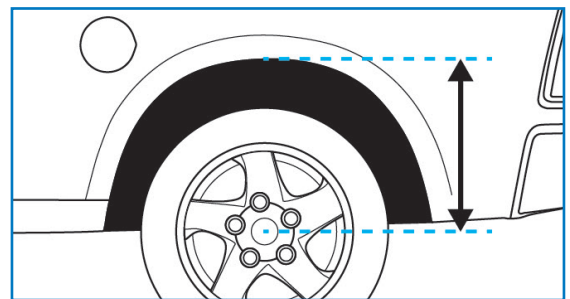
It is necessary to have a proper and professional wheel alignment performed by a certified alignment technician to align the vehicle to factory specifications. After the installation is complete, check to ensure that the vehicle's headlights are aimed properly. If not, a headlight alignment is required.

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 and lower vehicle until the frame is supported by the jack stands.

Remove front wheels.



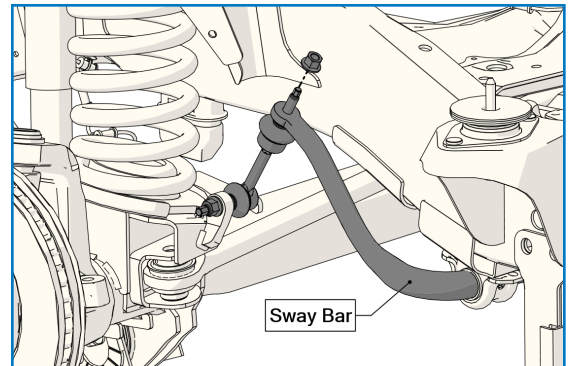
2

3 DISCONNECT THE SWAY BAR END LINKS

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

Tie the sway bar up and out of the way.

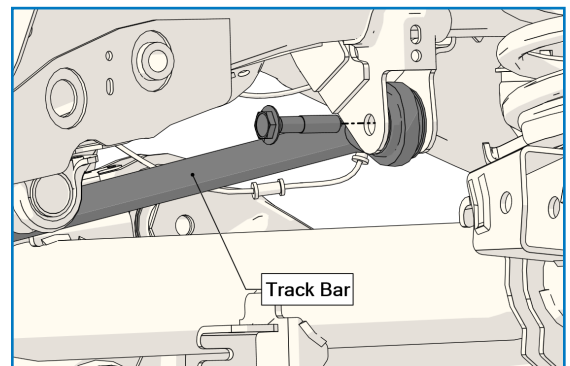
Let the end link attached to the axle hang free.



3

4 DISCONNECT THE TRACK BAR

Disconnect the track bar from the track bar mount that is connected to the frame.



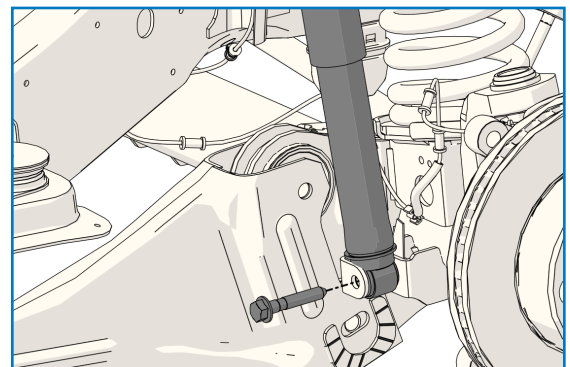
4

5 DISCONNECT THE FRONT LOWER SHOCK BOLTS

Remove the OE hardware securing the shock to the lower shock mount (as shown in Figure 5).

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 bolt easier.



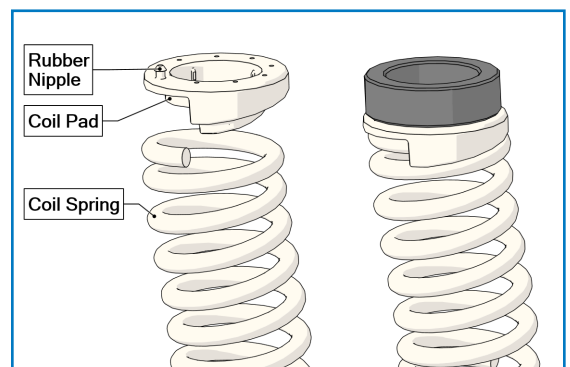
5

6 REMOVE THE COIL SPRING

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

Using a pair of side cutters, snip off the nipple that is on the coil pad. (Refer to Figure 6).

Repeat this step for both the driver and passenger side.



6

7 INSTALL THE COIL SPRING SPACER

Install the coil spring spacer, coil pad and the coil spring into the truck. (See Figure 7 on following page).

Repeat this step for both the driver and passenger side.

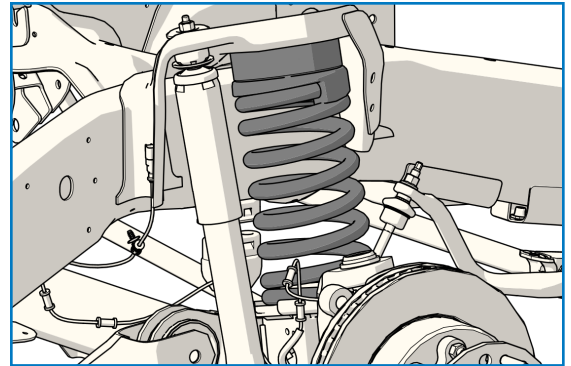
8 INSTALL THE SHOCK EXTENSIONS

Using the factory OE hardware install the shock extension into the shock axle mount and torque it according to the manufacturers specifications. (Refer to Figure 8).

Using the provided 9/16" hex head cap screw, washers and nyloc nut to connect the shock absorber to the shock extension.

Torque the 9/16" cap screw to the manufacturer's specifications (found on Page 3).

Repeat this step for both the driver and passenger side.

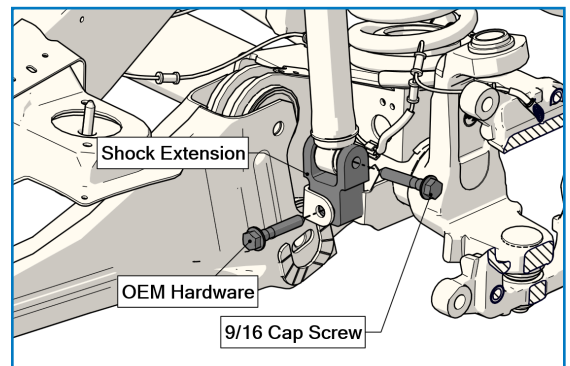


7

9 REINSTALL THE TRACK BAR

Reconnect the track bar to the frame track mount using the OE hardware.

Torque the hardware to the manufacturer's specifications (found on Page 3).



8

10 RECONNECT THE SWAY BAR END LINKS

Use the OE hardware to reconnect the sway bar end links. 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.

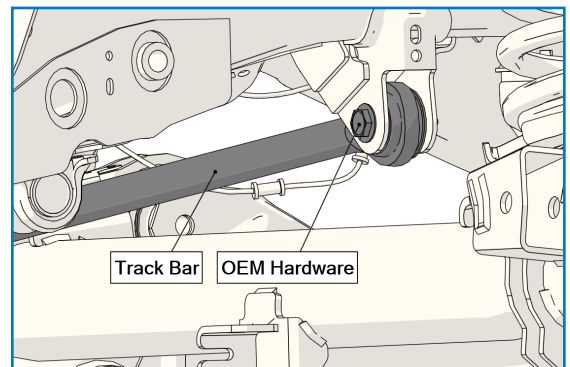
11 REINSTALL THE WHEELS

Install the wheels and torque them to factory specification.

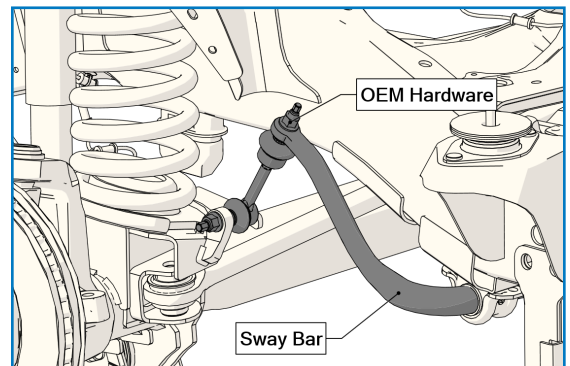
Raise the vehicle in order to remove the jack stands from under the frame and then lower the vehicle back to the ground.

Torque the sway bar end links according to the manufacturer's specifications (found on Page 3).

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.



9



10

Congratulations!

You have completed the installation

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 manoeuvres, 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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