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PRO COMP SUSPENSION

IMPORTANT! DO NOT install this lift kit on 2WD, TRX4, Ram Rebel or Air bag equipped models.

2012 thru 2018 models may require replacement upper controls arms due to factory parts compatibility with use of this leveling spacer kit.

Pro Comp offers performance replacement upper arms PN 56004B or OE replacements PN 61181.

61180

2006-2019 Dodge Ram 1500 4WD 2" Spacer Kit

This document contains very important information that includes warranty information and instructions for resolving problems you may encounter. Please keep it in the vehicle as a permanent record.

| Part # | Description | Qty. |
|----------|---|------|
| 90-4311m | STRUT SPACER | 2 |
| 90-6317m | HARDWARE PACK: SPACER MOUNT 10mm-1.25 Flange Nut 6 | 1 |

Introduction:

- · This installation requires a professional mechanic!
- · We recommend that you have access to a factory service manual for your vehicle to assist in the disassembly and reassembly of your vehicle. It contains a wealth of detailed information.
- · Prior to installation, carefully inspect the vehicle's steering and driveline systems paying close attention to the tie rod ends, ball joints, wheel bearing preload, pitman and idler arm. Additionally, check steering-to-frame and suspension-to-frame attaching points for stress cracks. The overall vehicle must be in excellent working condition. Repair or replace all worn or damaged parts!
- · Read the instructions carefully and study the illustrations before attempting installation! You may save yourself a lot of extra work.
- · Check the parts and hardware against the parts list to assure that your kit is complete. Separating parts according to the areas where they will be used and placing the hardware with the brackets before you begin will save installation time.
- · Check the special equipment list and ensure the availability of these tools.
- · Secure and properly block vehicle prior to beginning installation.
- · ALWAYS wear safety glasses when using power tools or working under the vehicle!
- · Use caution when cutting is required under the vehicle. The factory undercoating is flammable. Take appropriate precautions. Have a fire extinguisher close at hand.
- · Foot pound torque readings are listed on the Torque Specifications chart at the end of the instructions. These are to be used unless specifically directed otherwise. Apply thread lock retaining compound where specified.
- · **Please note that while every effort is made to ensure that the installation of your Pro Comp lift kit is a positive experience, variations in construction and assembly in the vehicle manufacturing process will virtually ensure that some parts may seem difficult to install. The use of pry bars and tapered punches for alignment is considered normal and usually does not indicate a faulty product. However, if you are uncertain about some aspect of the installation process, please feel free to call our tech support department at 800-776-0767. We do not recommend that you modify the Pro Comp parts in any way as this will void any warranty expressed or implied by the Pro Comp Suspension Company.**

PLEASE NOTE:

Due to differences in manufacturing, dimensions and inflated measurements, tire and wheel combinations should be test fit prior to installation. Tire and wheel choice is crucial in assuring proper fit, performance, and the safety of your Pro Comp equipped vehicle. For this application, we recommend no larger than a 35" x 12.50" tire on a 9" wide rims with 5" backspacing. Additionally, quality tire of radial design wide is also recommended. Violation of these recommendations will not be endorsed as acceptable by Pro Comp Suspension and will void any and all warranties either written or implied.

FRONT INSTALLATION:

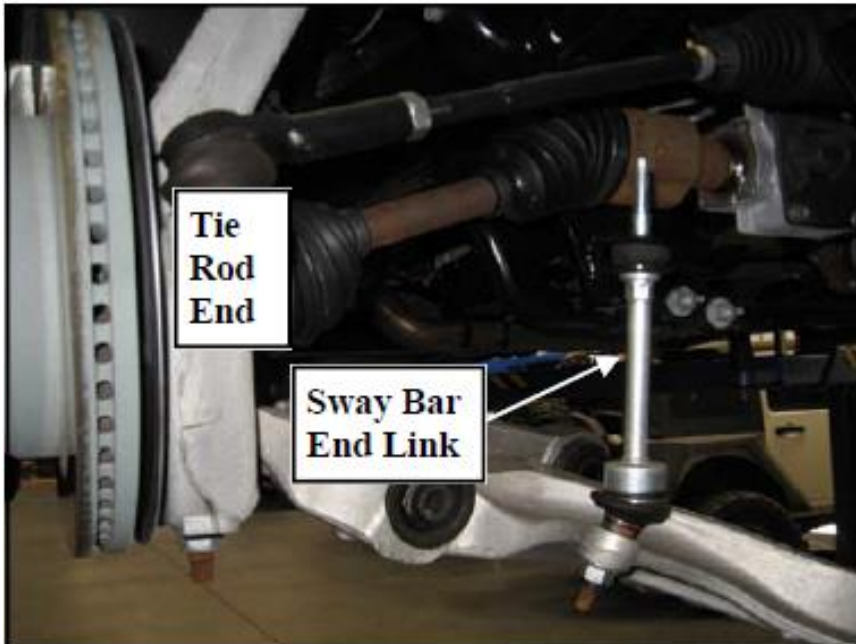
1. Measure the height of your vehicle prior to the installation of this kit.

With the vehicle on a flat level surface, measure from the center of the hubs straight up to the edges of the inner fender lips. Record the measurements below.

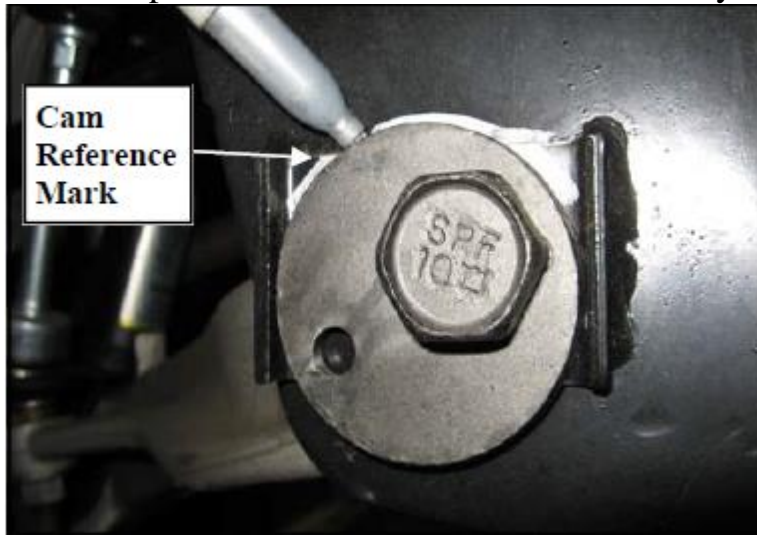
LF: _____ **RF:** _____

LR: _____ **RR:** _____

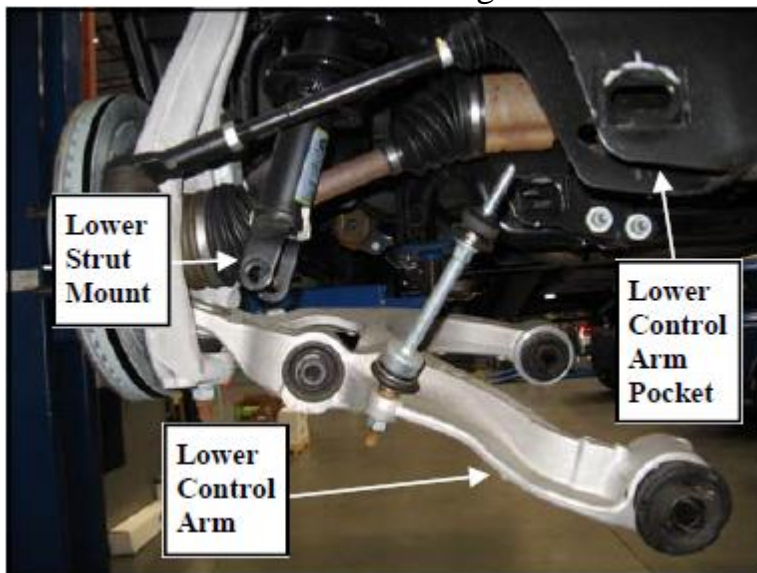
2. Ensure that your work space is of adequate size and the work surface is level. Place the vehicle in neutral. Place your floor jack under the front cross member and raise vehicle. Place jack stands under the frame rails behind the front wheel wells and lower the frame onto the stands. Remove the jack and place the vehicle back in gear, set the emergency brake, and place blocks both in front of and behind the rear wheels. Remove the front wheels.
3. Remove any skid plates or debris shields from the bottom of the vehicle.
4. Unbolt the sway bar end links from the lower control arms. Save the hardware for reuse. Note; 2019 models have the sway bar mounted behind the front lower arms with the end links on the back sides of the arms.



5. Mark the position of the cam bolts on the factory cross member.



6. Support the lower control arm with a jack. Loosen the three upper strut mounting nuts. **DO NOT** loosen the middle strut nut. Save the hardware for reuse.
7. Remove the lower strut retaining bolt and hardware. Save the hardware for reuse.



8. Remove the lower control arm bolts. Use a pry bar to remove the lower control arm out of it's mounting pocket. Save the hardware for reuse.
9. Carefully remove the strut from the vehicle.
10. To ensure adequate upper a arm to coil spring clearance at full suspension extension, the upper strut mounts must be rotated 180 degrees from their original position. Mark the struts to identify driver and passenger locations. Scribe an index mark on the tops of the **OE** coil spring to the upper strut mounts.

Upper strut mount in OE position



Upper strut mount rotated 180 degrees



CAUTION: The coil is under extreme pressure and severe bodily injury may occur if the coil spring is disassembled without using a coil spring compressor.

11. Compress the coil spring on the strut assembly with a suitable coil spring compressor so that the coil spring has about **3/8"** play in the strut and remove the retaining nut and upper strut mount. ***NOTE: Do not use an impact gun to remove the retaining nut. It will damage the strut shaft.***
12. Rotate the index mark on the upper strut mount 180 degrees from the mark on the isolator and spring, reinstall strut mount and retaining nut. Decompress the coil spring on the strut assembly. Make sure that the spring is seated correctly onto the strut assembly.
13. Torque the upper strut mounting plate retaining nut to 20 ft./lbs
NOTE: Failure to properly tighten the upper strut mounting nut will result in suspension noise.
14. Install the strut spacer, 90-4311m, to the strut assembly and secure using the OE hardware. Torque the hardware to manufacturers' specifications.



15. Reinstall the strut assembly and spacer into the stock upper mounting location. Fasten using the supplied **10mm** hardware on the top from hardware pack (**90-6317m**) torque to **45-50** ft./lbs.
16. Use a jack to raise the lower control arm into the **OE** mounting pockets and secure using the previously removed **OE** bolts. **DO NOT** tighten these bolts at this time.
17. Install the **OE** strut retaining bolt through the lower strut mount and control arm. Torque to factory specifications.
18. Repeat steps 6 through 17 on the remaining side of the vehicle.
19. Install your wheels and tires and lower the vehicle to the ground.
2006-2018 Tighten 1/2 lug nuts to **90** ft./lbs.
2019 Tighten 14mm lug nuts to **120** ft./lbs.
20. With the vehicle on the ground, align the lower control arms to the previously applied markings and torque the lower control arm bolts to **125** ft./lbs.

NOTES:

- • **Have your headlights adjusted.**
- • **After 100 miles recheck for proper torque on all newly installed hardware.**
- • **Recheck all hardware for tightness after off road use.**