

Installation Manual

PACPRO[®]
PERFORMANCE PARTS by PACBRAKE

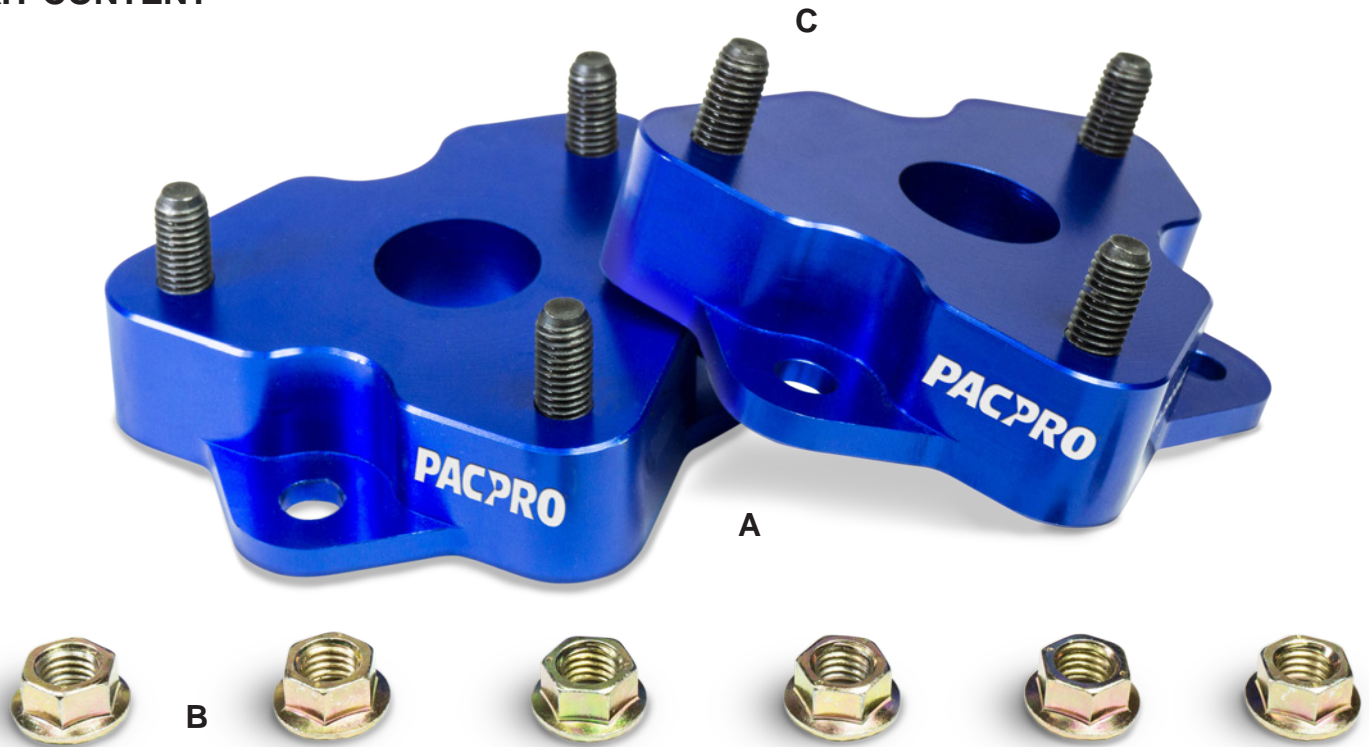


HP10252 KIT

RAM 1500 4WD (NON-MEGACAB)
2" Leveling Kit*

**See PacPro Application Guide for proper fitment*

KIT CONTENT



KIT CONTENTS

- A** Upper Strut Spacer (2)
- B** M10 x 1.5 Flange Nut (6)
- C** M10 x 1.5 x 35mm Set Screw (6)
- D** Blue Loctite Threadlocker (1)

Make sure all the items shown in the photo are provided in your kit before starting the installation.

Thank you and congratulations on the purchase of a PacPro Leveling Kit by Pacbrake.

Please read the entire manual prior to starting the installation to ensure you can complete it once started.

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 vehicle 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. Pacbrake does not recommend the combined 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.

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.

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 vehicles head lamps are aimed properly. If not, a head light alignment is required.

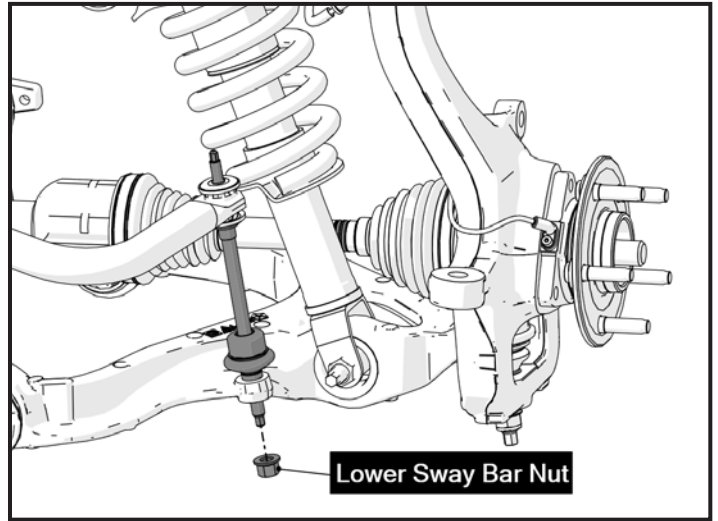
1 RAISE THE FRONT AXLE

- Park the vehicle on a level surface.
- Place wheel chocks in front and behind both rear wheels.
- Raise the front of the truck high enough to remove both wheels and attain a comfortable working height.
- Place two jack stands under the frame.
- Lower the floor jack until the vehicle frame is supported by the jack stands.
- Once the front of the vehicle is raised correctly, remove the front wheels.

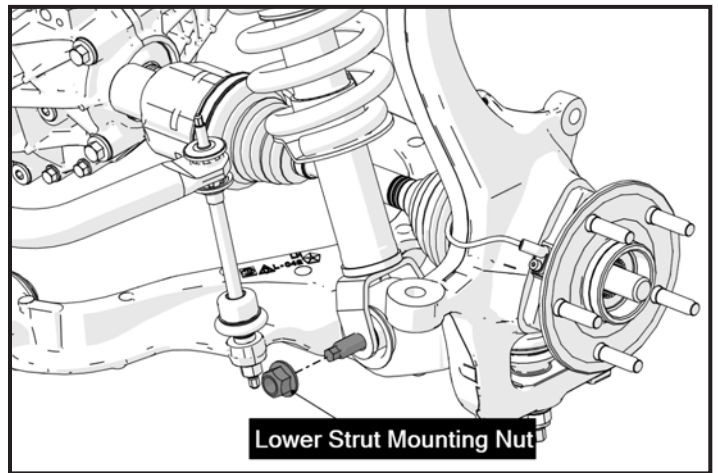
PLEASE NOTE: The factory RAM 1500 front upper control arm is known to have issues with the ball joint "popping out" of the upper control arm, whether at stock ride height or leveled/lifted.

It is recommended to upgrade the front upper control arms as a precaution.

2 Loosen and remove the lower sway bar nut.
(See figure 2).

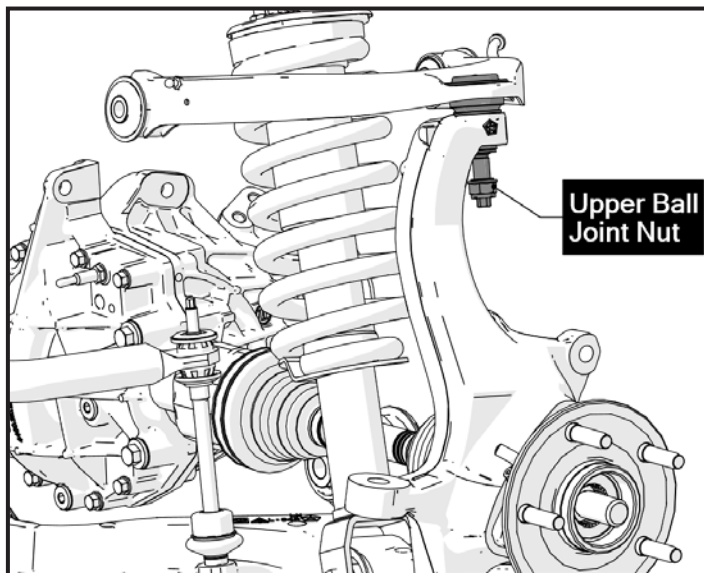


3 Remove the lower strut mounting nut.
(See figure 3).

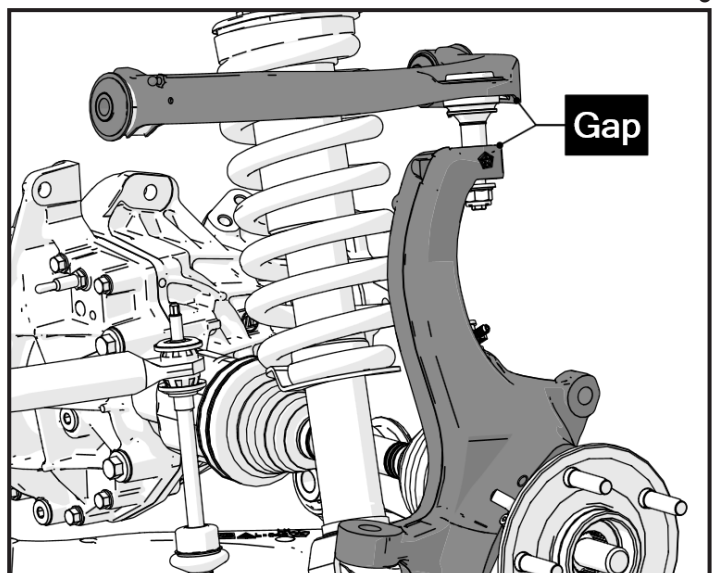


4 SEPARATE THE SPINDLE FROM THE UPPER CONTROL ARM

- Loosen the nut on the upper ball joint and leave it attached to the screw. (See figure 4A).
- Separate the spindle from the upper control arm by carefully striking it with a mallet to release the ball and joint seating. (See figure 4B).

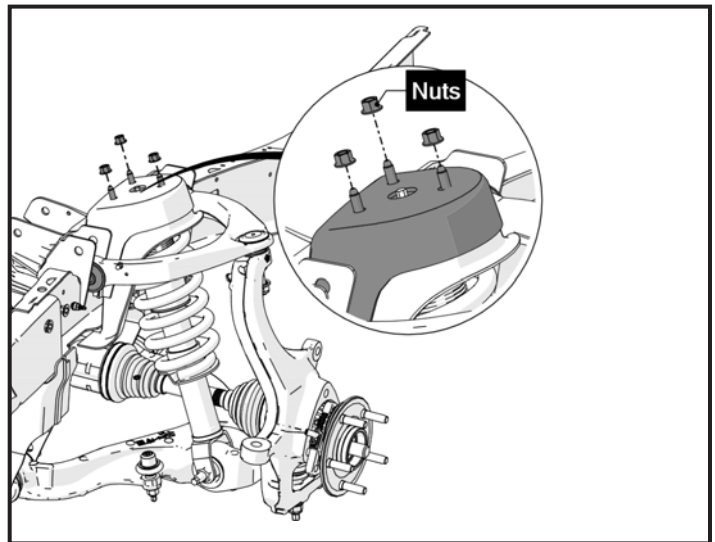


4A



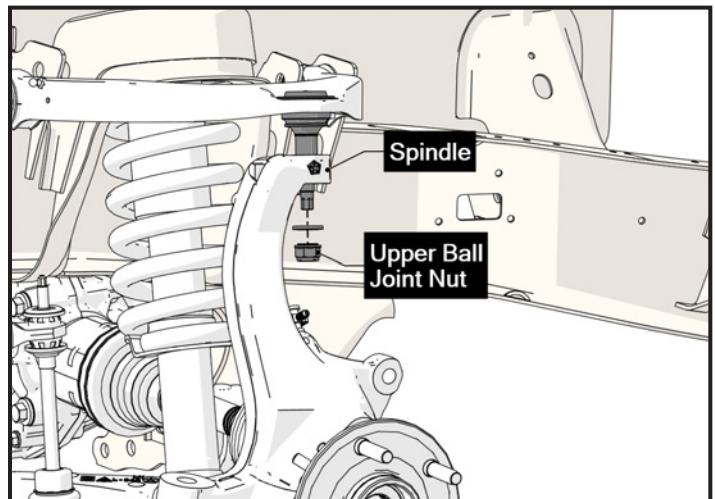
4B

- 5** Remove the three upper strut mounting nuts.
(See figure 5).



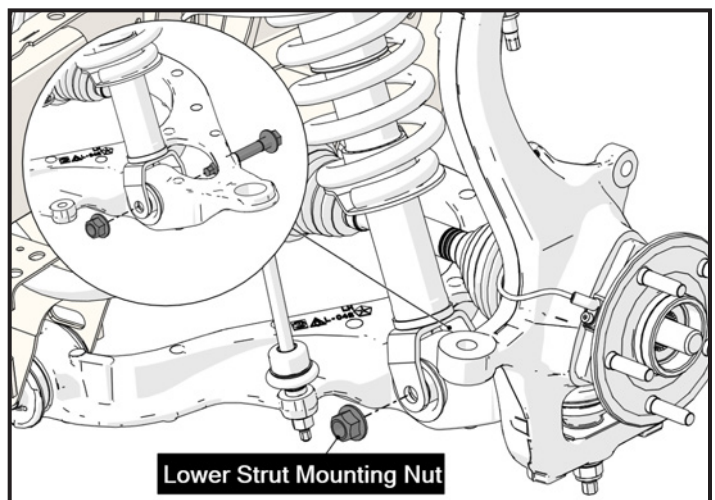
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- 6** Use a pry bar to release tension from the upper ball joint, and remove the upper ball joint nut.
(See figure 6).

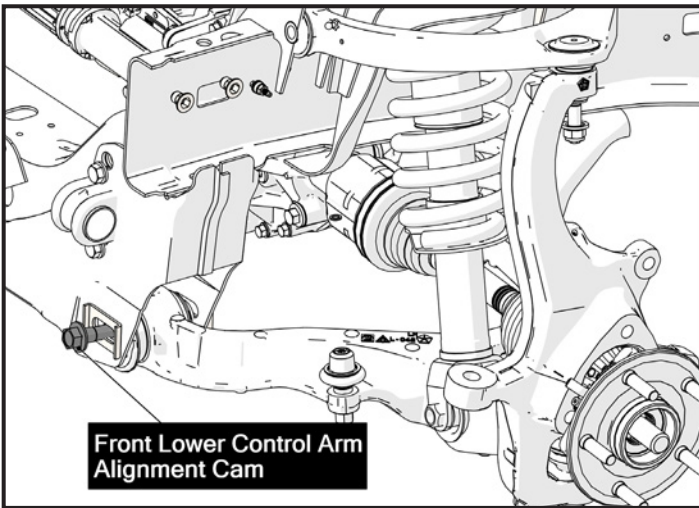


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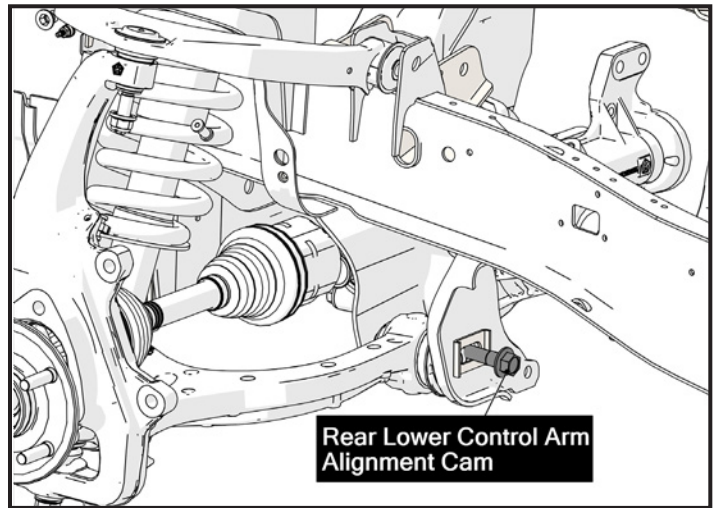
- 7** Remove the lower strut mounting bolt by using a mallet to gently tap it out. (See figure 7).



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8A

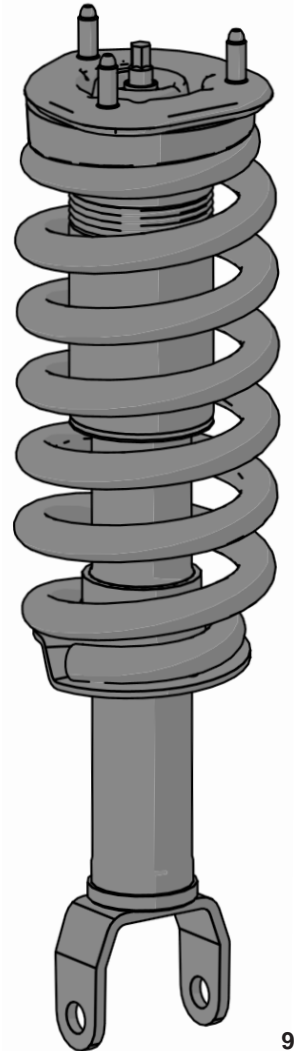


8B

8 Loosen both the front and rear lower control arm alignment cams.
(See figure 8A & 8B).

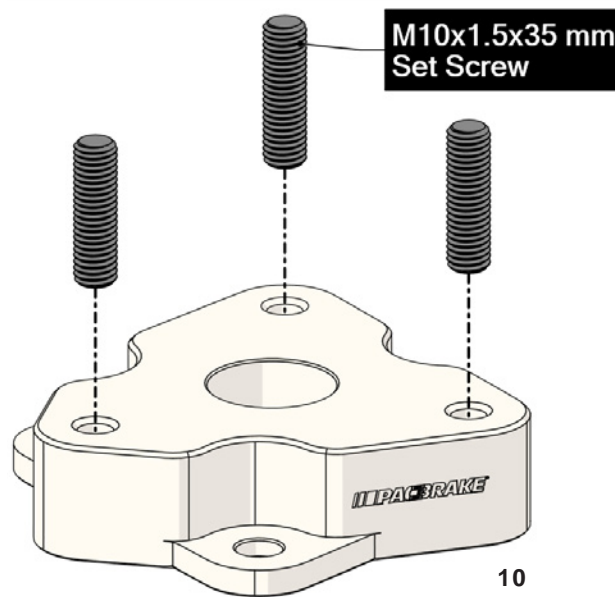
9 Push down on the lower control arm while lifting the strut fork over the lower control arm. Remove the strut assembly out from the vehicle.
(See figure 9).

STRUT ASSEMBLY



9

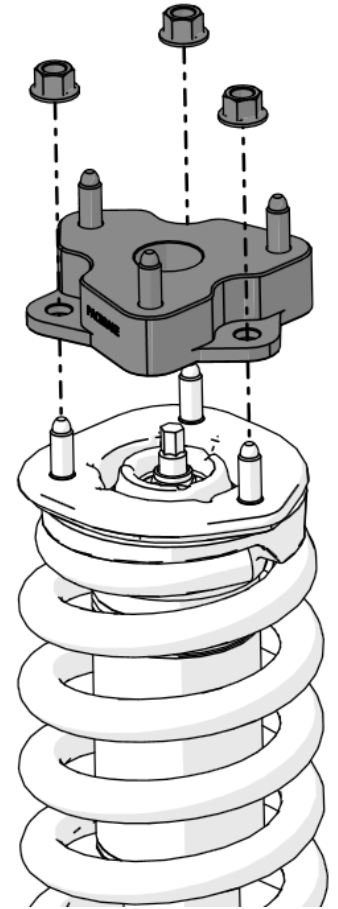
- 10**
- Locate one strut spacer, three M10 x 1.5 x 35 mm set screws, and the packet of loctite threadlocker provided in the kit.
 - Familiarize yourself with the Loctite by reading the directions and warnings on the back of the packet.
 - Apply a drop of threadlocker to the bottom threads of each screw and install them into each spacer (as shown in figure 10). Use an Allen key driver to torque each of the set screws to 15ft-lbs.



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- 11** Install the strut spacer onto the strut assembly using the provided hardware. **Torque the three nuts to 45 ft-lb (61 N•m).** (See figure 11).
- 12** Upon completion of Step 11, the strut assembly can be reinstalled into the vehicle by performing the previous steps in reverse order. The strut assembly must be installed 180 degrees from its original orientation. **Torque all of the hardware to the manufacturer's torque specifications.**
- 13** The installation for this side is complete. Reinstall the wheels and torque them to the manufacturer's specifications.

Complete Steps 2-13 for the other side.



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POST INSTALLATION WARNING

Once the installation is complete and the vehicle is lowered to the ground, check all parts which have rubber or urethane components to ensure proper torque. Move the vehicle backwards and forwards a short distance to allow suspension components to adjust. Turn the front wheels completely left then right and verify adequate tire, wheel, brake line, and ABS wire clearance. Test and inspect steering, brake and suspension components. Inspect brake/ABS lines for adequate slack at full extension. Failure to perform the post installation checks may result in vehicle damage.

VEHICLE HANDLING WARNINGS

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 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 vehicles head lamps are aimed properly. If not, a head light alignment is required.

VEHICLE RE-TORQUE AND SAFETY INSPECTION

Upon completion of all services and adjustments performed on your vehicle, and within 50 miles of driving, check to ensure all fasteners and hardware are properly torqued to specification as noted in the vehicles factory service manual.