

PRO RYDE SUSPENSION SYSTEMS

PRO RYDE

EXACTLY THE WAY YOU WANT IT.™

PRO RYDE ADJUSTABLE UPPER STRUT FRONT LIFT/LEVELING KIT INSTALLATION

DODGE RAM 1500 4WD

PATENTED

IMPORTANT!

Read ALL WARNINGS and information contained in these instructions PRIOR to installing this product. Vehicle Owner MUST be provided the IMPORTANT VEHICLE OWNER'S INFORMATION section of these instructions after installation of this product.

Bill of Materials

- (1) Installation Instructions & Warnings
- (2) 3-Piece Patented Upper Strut Kits
- (6) M10-1.5 Nylock Nuts
- (2) 7/8"-14 Large Adjustment Locking Jam Nuts
- (2) 3/4" Snap Rings
- (2) Tear-Resistant Nylon Bearings
- (2) Strut Mount Caps



ALWAYS WEAR PROPER EYE PROTECTION & USE TOOLS SPECIFIC TO THE JOB!

THIS PRODUCT HAS BEEN FACTORY PRE-TREATED WITH MARINE GRADE ANTI-SEIZE COMPOUND. NO LUBRICATION OF THE LARGE ADJUSTER THREADS IS NECESSARY PRIOR TO INSTALLATION.

STEP 1: On a flat, level surface, MEASURE pre-installation ride height, FRONT & REAR, and write down measurements.

Front (L) _____
Front (R) _____
Rear (L) _____
Rear (R) _____



STEP 2: Position vehicle on a stable, flat surface or automotive lift.

Suspend front wheels, lifting by the frame. Secure with jack stands & wheel chocks. Be sure engine is turned OFF and vehicle is in PARK.



STEP 3: Support lower control arm & spindle assemblies, then remove front wheels.



STEP 4: Disconnect ABS/vacuum line brackets, if equipped, to allow slack.



STEP 5: Disconnect sway bar links at the lower control arm.



STEP 6: Loosen, but **don't completely remove**, upper ball joint & outer tie rod nuts. Leave both nuts finger tight.



*****BE SURE BRAKE LINES HAVE ADEQUATE SLACK, AND PROPERLY SUPPORT BRAKE & SPINDLE ASSEMBLY*****

STEP 7: With stud nuts still installed, separate upper ball joints & outer tie rods from their tapers using a hammer as shown.



STEP 8: Using a pry bar put pressure on upper control arm by inserting pry bar under spring. Push down and remove ball joint nut. **SLOWLY** release pressure on pry bar until upper control arm is free.



STEP 9: Disconnect & remove lower strut mounting bolts.



STEP 10: Supporting the strut assembly, remove the three upper strut mounting fasteners.



STEP 11: Remove the OE strut assembly.



STEP 12: The top of the strut on 2006-early 2009 models will have a plate on the top like the one pictured. If your vehicle strut looks like this skip to Step 15.



STEP 13: The top of the strut on 2009-up models will look like the one pictured. These models require the Strut Mount Cap supplied with this kit.



STEP 14: Install Strut Mount Cap included with this kit on 2009-up models.



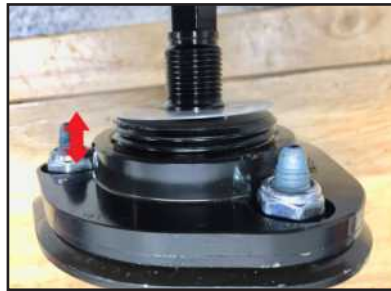
STEP 15: Install ONE tear-resistant Nylon bearing to the top of each inner adjustment screw, as shown, prior to installing each Top Connection plate.



STEP 16: Install Lift Machine on top of Strut Mount cap using M10-1.5 Nylock nuts included with this kit. **IMPORTANT!** Be sure the Threaded Adjustment Screw rotates freely after securing kit to the OEM strut. Torque to manufacturer's specifications.



STEP 17: DOUBLE CHECK the kit will adjust before continuing. If Inner Adjustment Screw doesn't turn; loosen the three Nylock nuts, adjust the kit upwards, retighten three Nylock nuts, then adjust down.



STEP 18: With a cutoff wheel, cut studs just above top of Nylock nut on all three strut mount studs.



STEP 19: Install Top Connection Plate into strut housing and tighten with OEM nuts.



STEP 20: Reinstall complete strut assembly.



STEP 21: Install Large Adjustment Locking Jam Nut & Snap Ring using appropriate tool. Tighten Jam Nut until snug with Top Connection Plate.



STEP 22: Reinstall lower strut bolt and torque to manufacturers specifications.



STEP 23: Reinstall Upper Ball Joint & Tie Rod end. Raising jack below the arm will aid in the reinstallation. Use a pry bar to hold Upper Control Arm down. Make sure to seat the ball joint taper, then tighten nut to OEM Specifications.



STEP 24: Reinstall sway bar link.



STEP 25: Reconnect ABS/Vacuum lines and brackets.



STEP 26: Reinstall tire/wheel assemblies, and check that ALL suspension components and lug nuts have been properly torqued to manufacturer's specs.



STEP 27: Lower the vehicle, jounce suspension and measure ride height of EACH SIDE of the vehicle. Measure from the bottom of the wheel/rim to the lip of the fender.

STEP 28: IMPORTANT! ADJUSTING FRONT RIDE HEIGHT AFTER INSTALLATION.

- 1) Lift vehicle by the frame, allowing wheels to hang freely. Secure using jack stands & wheel chocks.
- 2) Loosen the **Large Adjustment Locking Jam Nut (RED ARROW)** several complete turns.
- 3) **IMPORTANT! COMPLETELY DISCONNECT the Sway Bar Link at the lower control arm.** This reduces tension on the suspension and will make ride height adjustments much easier!
- 4) Using a 16mm box wrench or similar, engage the 16mm Threaded Hex Adjuster at the TOP of the new lift kit.
- 5) Turn **COUNTER-CLOCKWISE** to **INCREASE** ride height, and **CLOCKWISE** to **DECREASE** ride height.
- 6) Each full turn of the Threaded Adjuster will result in approximately 1/4" of ride height change.
- 7) Each 1/2 turn of the Threaded Adjuster will result in approximately 1/8" of ride height change.
- 8) Reconnect the Sway Bar Link and retighten the Large Adjustment Locking Jam Nut to the Top Connection Plate of the kit.



LOWER THE VEHICLE, JOUNCE SUSPENSION, AND MEASURE RIDE HEIGHT. BE SURE VEHICLE IS LEVEL FROM SIDE-TO-SIDE AND AT THE DESIRED RIDE HEIGHT, MAKING ADDITIONAL ADJUSTMENTS AS REQUIRED. RETORQUE ALL FASTENERS TO OEM SPECS.

IMPORTANT! RETIGHTEN THE LARGE ADJUSTMENT LOCKING JAM NUT AFTER FINAL ADJUSTMENTS ARE MADE.

STEP 29: Perform a complete wheel alignment, utilizing a Certified Alignment Technician with experience working on lifted vehicles.



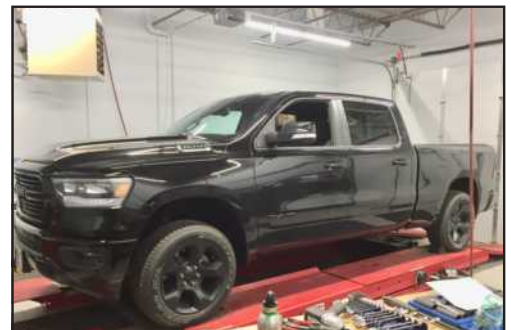
STEP 30: ADJUST HEADLIGHTS to accommodate new front ride height position.

IMPORTANT! Check all fasteners for proper torque. Check to insure there is adequate clearance between all rotating, mobile, fixed and heated members. Check steering for interference and proper working order. Test brake system.

Before:



After:



Complete a full 4-corner lift and install a ProRYDE SuperBLOK ADJUSTABLE rear Lift Kit!



IMPORTANT VEHICLE OWNER'S INFORMATION

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Adjusting Lift/Leveling kit after installation

(1) Always wear proper eye protection! Position vehicle on a stable, flat surface and SUSPEND FRONT WHEELS, lifting by the frame with a floor jack or lift jack. Secure frame with jack stands. Chock tires and turn engine OFF prior to adjustment!

(2) Loosen the Large Top Jam Nut at top of strut tower SEVERAL complete turns.

(3) Using a 16mm box wrench or similar, engage the 16mm Threaded Hex Adjuster at the TOP of the Adjustable Upper Strut Kit. **Turn COUNTER-CLOCKWISE to INCREASE ride height, and CLOCKWISE to DECREASE ride height.**

(4) JOUNCE SUSPENSION and be sure vehicle is LEVEL from side-to-side and at the desired ride height, making adjustments as required. Re-torque all fasteners to OEM specifications and **retighten the Large Top Jam Nut** to the Top Connection Plate of the kit!

Under no circumstances should this product be altered to adjust ride height beyond its design limits.

Remember! Any change to ride height will affect vehicle's Wheel Alignment and Handling! Always realign the vehicle any time ride height is adjusted, and be sure to adjust headlights as necessary.

Minimum Ride Height Change: 1.5" (at wheel well)

Maximum Ride Height Change: 2.25" (at wheel well)

WARNING

This product should only be installed and adjusted by an ASE certified professional mechanic with proper tools and safety equipment.

Installation of this product modifies vehicle ride height. The driver of this vehicle should avoid unnecessary or abrupt maneuvers, sharp turns and other driving conditions that could lead to rollover or other serious accident. This product will affect vehicle center of gravity resulting in less than the original OE stability characteristics.

The manufacturer of this product releases itself from any liability or consequence, inclusive but not limited to personal injury, failure of components or damage to vehicle or person as a result of installing this product.

Warranties may be declined for any parts installed by any person other than an ASE certified professional. No warranty will be made for any other OEM or aftermarket components that may be affected by the installation of this product either in use or during installation. This kit is intended for use on stock suspensions WITHOUT any previous modifications whatsoever. Installation of this kit in conjunction with other aftermarket products will be done at vehicle owner's own risk, and voids any and all warranties.

Installation of this part MAY limit or void some vehicle manufacturer's warranties!

ALWAYS DRIVE SAFELY, REDUCE SPEED, AND WEAR YOUR SEAT BELT.