

BEFORE



AFTER



KC09101
FRONT 2" COIL SPRING SPACER KIT
1994-2001 DODGE RAM 4WD 1500
2005-2012 RAM MEGA CAB 4WD 1500
1994-12 DODGE RAM 4WD 2500-3500



TOOLS NEEDED

Floor jacks x 1
Jack stands tall x 2
Metric Tools

BILL OF MATERIALS

M02785 Coil Spring Spacers x 2
BU30001 Hardware kit x 1



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Instruction Sheet P10487-07

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Daystar recommends a certified technician install this system. In addition to these instructions, professional knowledge of disassembly/reassembly procedures as well as post instruction checks must be known. Attempts to install this system without this knowledge and expertise may jeopardize the integrity and/or operating of the vehicle.

Please read all the instructions before beginning the installation. Check the kit hardware against the parts list. Be sure you have all the needed parts and understand where they go. If anything is missing, do not proceed with the installation, Call Daystar Products to obtain needed items.

Product Use Information

As a general rule, the taller a vehicle is the easier it will roll. We strongly recommend, because of rollover possibility, that seat belts and shoulder harness be worn at all times. Avoid situations where a side rollover may occur.

Braking performance and capabilities are decreased when significantly larger/heavier tires and wheels are used. Take this into consideration while driving. Also, speedometer recalibration is necessary when larger tires are installed.

Do not add, alter, or fabricate any factory or after-market parts which increase vehicle height over the intended height of the Daystar Product purchased. Mixing component brands, lifts, and/or combining body lift with a suspension lift voids all warranties. Daystar makes no claims regarding lifting devices and excludes any and all implied claims. We will not be responsible for any product that is altered.

Notice to Dealer and Vehicle Owner

Any vehicle equipped with any Daystar Product must have the “Warning to Driver” decal installed on the sun visor or dash. The decal is to act as a constant reminder for whoever is operating the vehicle of its unique handling characteristics. **INSTALLING DEALER**— It is your responsibility to install the warning decal and forward these instructions on to the vehicle owner for review and to be kept in the vehicle for service life.

After installation occurs, a qualified alignment facility is required to align the vehicle to factory specs.

16. Install the upper shock mount first.
17. Place the coil in the lower axle spring mount and jack up the axle to install the lower shock bolts and nuts.
18. Lower the jack down to full droop. The shock should not extend far enough to allow the coil to come out.
19. Jack up the axle and reconnect the sway bar end link.
20. Re-attach the ABS and brake lines to the axle.



21. Reinstall the tires and torque to factory specifications. Lower the vehicle to the floor.
22. Cycle the steering lock to lock and double-check all components for proper clearances and torque. Test drive the vehicle.
23. The vehicle now requires a professional wheel alignment. It should be aligned to factory specifications.



14. Install the Daystar lift spacers into the stock isolator mounting position and install the mounting nuts. (3 per side).



15. Position coil spring and shock absorbers in the upper spring mounts and shock mounts. NOTE: You will need longer shocks.

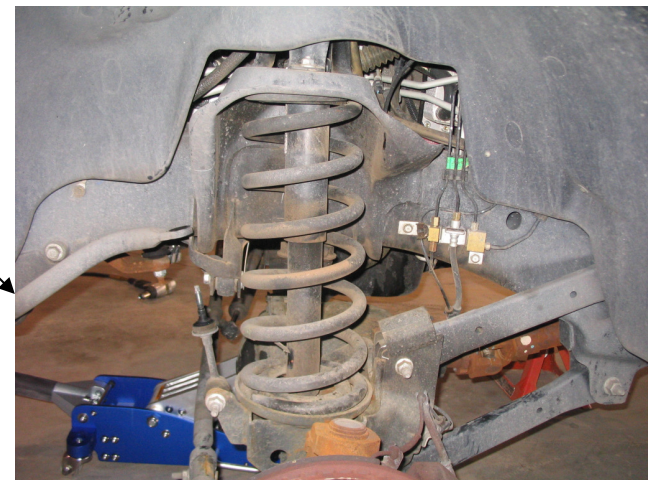
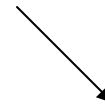


Installation steps

1. Place the vehicle in Park and set the parking brake. Block the rear tires.
2. Raise the front of the vehicle and place jack stands under the frame allowing the front suspension to be lowered. Leave a jack under the axle.
3. Remove the front wheels.



4. Disconnect the upper sway bar link mount at the axle.
5. Push the sway bar up and out of the way.



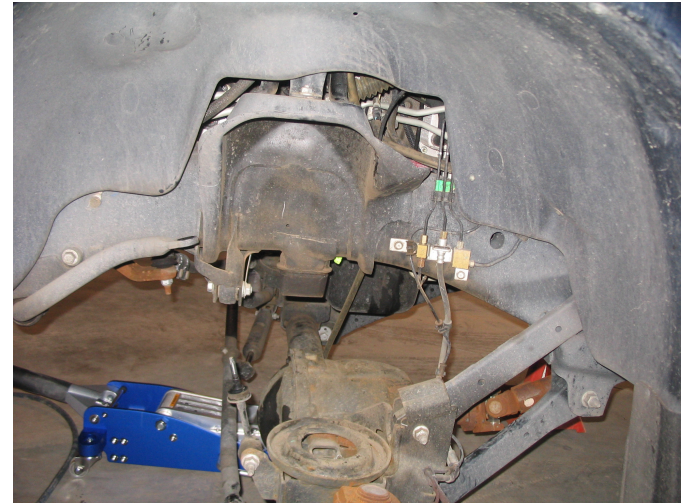
6. Disconnect the abs / brake line bracket from the axle housing.



7. Jack up the axle so the coil is compressed.
8. Disconnect the upper shock mount.
9. Disconnect the lower shock mount nut and bolt.
10. You may have to disconnect the track bar on the axle side to get to the bolt.



11. Lower down the axle so the coil springs will drop out.
12. Don't mix up the left and right side coils; they are side-specific.



13. Remove the upper spring isolators.

