

Spohn Performance, Inc.
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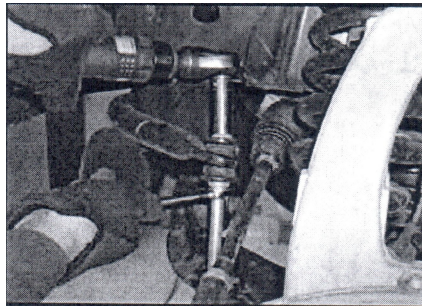
Part # D06-1500-FLK – 2" Front Leveling Kit
2006+ Dodge Ram 1500 4x4 (Except Mega-Cab) & 2005-2011 Dodge Dakota 4x2 & 4x4

USE OF THIS PRODUCT IS ACCEPTANCE OF SELLER'S DISCLAIMER OF WARRANTY!

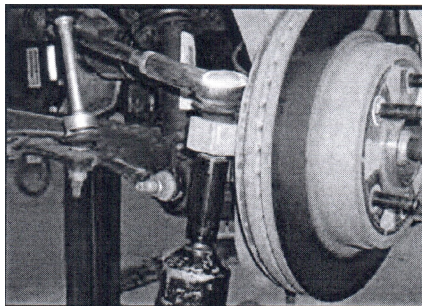
By their very nature, competition components are constantly pushed to their limits. While our components are designed to withstand intense race conditions, it is impossible to control the quality of installation or the varying conditions in which they are used. It is for this reason that absolutely no warranty or guarantee is either written or implied. Neither the seller nor the manufacturer will be liable for any loss, damage, or injury – direct or indirect – arising from the use of or inability to determine the use of any product. Before using, the user should determine the suitability of the product for its intended use, and the user shall assume all responsibility in connection therewith. Spohn Performance, Inc. makes no guarantee as to the legality for any specific class. Spohn Performance, Inc. makes no claims, nor does it intend its products to be used in street driven vehicles. Spohn Performance, Inc. reserves the right to make changes in design or add to or improve on their product without incurring any obligation to install the same on product previously manufactured. The Buyer agrees to indemnify and hold Spohn Performance, Inc. harmless from any claim, action or demand arising out of or incident to the Buyer's installation or use of products purchased from Spohn Performance, Inc.

INSTRUCTIONS

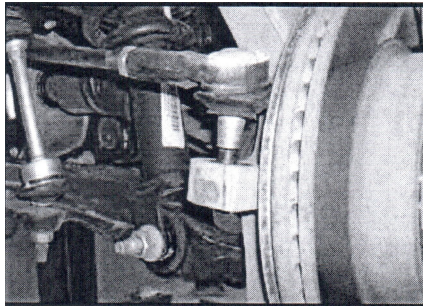
1. To begin installation, block the rear tires of the vehicle so that the vehicle is stable and can't roll backwards. Safely lift the front of the vehicle and support the frame with a pair of jack stands. Place a jack stand on both the driver and passenger side. Next, remove the wheels and tires from both sides.
2. Working on the driver's side, remove the stock sway bar end link from the stock sway bar. Save the stock hardware. The sway bar end link does not need to be removed from the stock lower control arm.



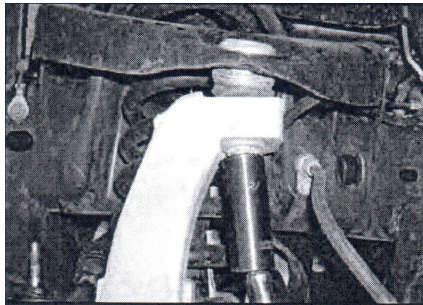
3. Working on the driver's side, remove the stock outer tie rod nut that connects the tie rod to the knuckle. Save the stock hardware.



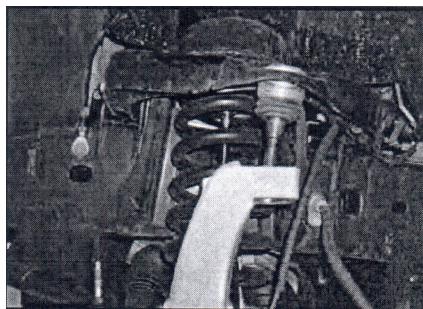
4. Working on the driver's side, remove the stock outer tie rod from the the stock knuckle.



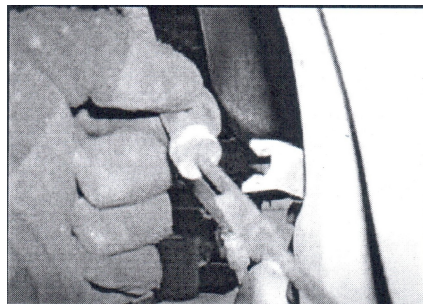
5. Working on the driver's side, remove the stock hardware that connects the upper control arm to the knuckle. Save the stock hardware.



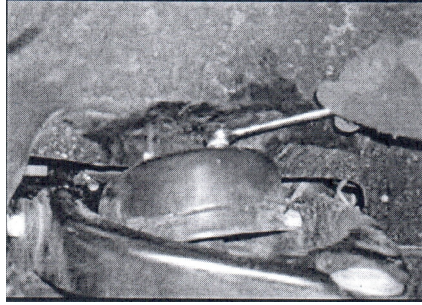
6. Working on the driver's side, remove the upper control arm from the knuckle. Let the knuckle hang. Make sure not to over extended any brake hoses or wires.



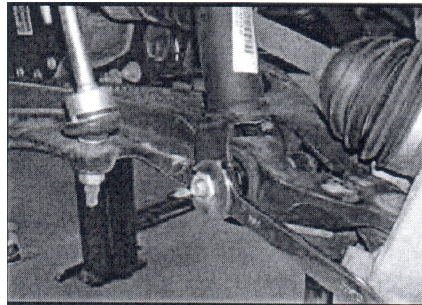
7. Working on the driver's side, remove the stock ABS line from the stock clip on the backside of the stock knuckle.



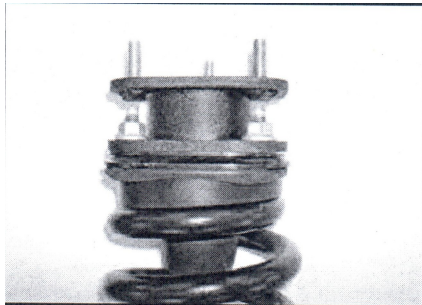
8. Working on the driver's side, remove and save the (3) stock nuts that secure the stock strut into the upper location.



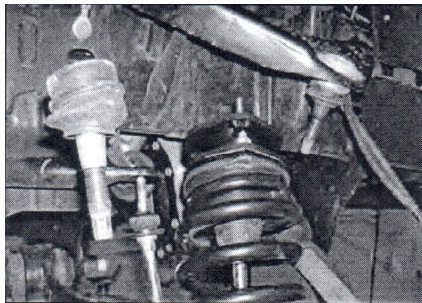
9. Working on the driver's side, remove and save the stock hardware that connects the stock strut to the stock lower control arm. Set the stock strut aside.



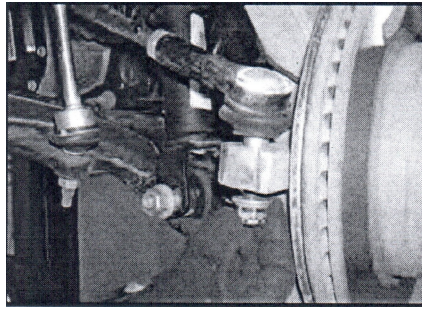
10. Locate (1) new strut spacer and the stock hardware that connected the stock strut into the stock location. Install the new spacer on top of the stock strut and secure using the stock hardware. Make sure to use Loctite and **torque to 45 ft/lbs.**



11. Locate (3) 3/8" flanged head lock nuts from the hardware bag. Working on the driver's side, install the newly modified stock strut into the stock upper location. **Do not tighten at this point.** Secure the lower portion of the strut to the stock lower control arm using the stock hardware. **Do not tighten at this point.**

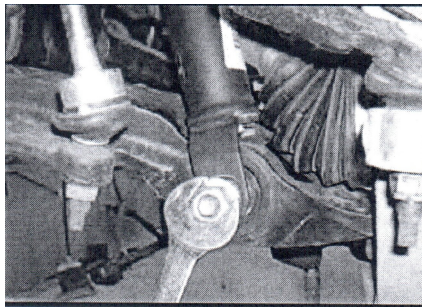


12. Locate the stock outer tie rod hardware and working on the driver's side, connect the outer tie rod to the knuckle. **Do not tighten at this point.**

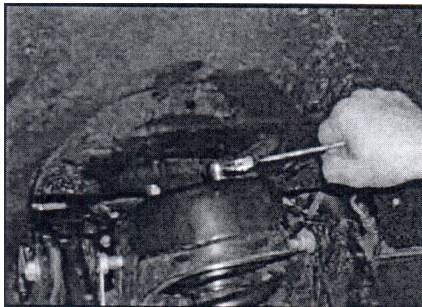


13. Locate the stock upper control arm hardware and working on the driver's side, connect the stock upper control arm to the knuckle. **Do not tighten at this point.** Also, at this time, connect the ABS line to the stock clip on the back side of the knuckle.

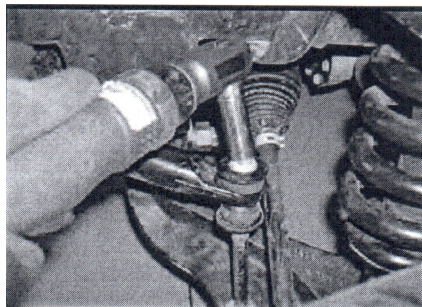
14. Working on the driver's side lower strut hardware, add some Loctite and **torque to 110 ft/lbs.**



15. Working on the driver's side new upper strut hardware add some Loctite and **torque all (3) nuts to 45 ft/lbs.**



16. Locate the stock sway bar end link hardware and secure to the stock sway bar. Add some Loctite and **torque to 32 ft/lbs.**



17. Move back to the stock outer tie rod that connects to the knuckle and **torque to 65 ft./lbs.**
18. Move back to the stock upper control arm that connects to the knuckle and **torque to 85 ft lbs.**
19. Repeat Steps 2-18 on the passenger's side.
20. Check and double check to make sure that all steps were performed properly and check again.
21. Install the tires and wheels and carefully lower the vehicle to the ground.

Note: After the completion of the installation, we recommend taking the vehicle to an alignment shop and having a proper front end alignment performed.