

DODGE/RAM CONTROL ARM INSTRUCTIONS

Kit Contents:

(2) Upper Control Arms w/ Bushings, Sleeves, and Zerk Fittings Pre-Installed

(2) Lower Control Arms w/ Bushings, Sleeves, and Zerk Fittings Pre-Installed

Installation:

1. Loosen front wheel lug nuts while vehicle is still on ground, chock rear tires to prevent vehicle movement, jack front end up until front axle is at full droop, place jack stands under driver and passenger side frame rails (as close to the front of the vehicle as possible), use a hydraulic jack to raise the front axle just high enough that the tires are slightly off the ground (ensure that vehicle weight is fully supported by jack stands under the frame rails), place jack stands under driver and passenger side ends of front axle tube, lower axle onto jack stands just high enough for wheels/tires to be off the ground (ensure that coil springs are not under any load or pressure), and remove front wheels/tires.
2. Before removing control arms use chalk or a soap stone to mark placement of factory alignment cams to use as reference point before getting an alignment, remove lower control arms one side at a time, keep factory hardware for re-use, remove upper control arms one side at a time, keep factory hardware for re-use, and discard factory stamped steel control arms.
3. Prior to installation of new arms it is highly recommended to use lithium or moly base grease on the outsides of the bushings to more easily slide them into the factory mounts, install the new upper control arms (shorter length) into the upper control arm mounts one side at a time (recommended zerks facing down for easier access) re-using factory hardware (do not fully tighten), install the new lower control arms (longer length) into the lower control arm mounts one side at a time (recommended zerks facing down for easier access) re-using factory hardware (do not fully tighten) – NOTE: Do not fully tighten hardware until vehicle is back on the ground on its' own weight. Adjustment of the axle and/or slight prying on the factory control arm mounts may be required during installation.
4. Re-install wheels/tires remembering to fully tighten lug nuts to factory torque specs only after vehicle is on the ground under its' own weight, fully tighten control arm hardware to factory torque specs, and have a professional alignment done as soon as possible – Re-check tightness of control arm hardware after 500 miles (after suspension has had time to settle), and it is recommended to re-check hardware and re-grease zerk fittings with every oil change.