



Driven by Design

KC09100 2.0" Front only lift 2002-20010 Ram 1500 / 2500/3500 2WD Coil Spring Spacer Installation Instructions

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IMPORTANT NOTE: The advertised amount of lift that this kit provides and the thickness of the spacers supplied will not be the same! For example, a 2-1/2" lift may only have 1-1/2" thick spacers. The reason for the difference between the spacer thickness and the amount of lift has to do with suspension geometry. There is a ratio involved, and it is this ratio that determines the thickness of the spacers. Rest assured, installing the spacer supplied will result in the proper amount of lift out at the wheel.

1. Verify that the coil spring spacers in the box have the number M03210 on them. Common hand tools will be needed. A spring compressor is not required but may be helpful for installation. Ball joint and tie rod forks may also be useful.
2. A good portion of your front suspension will be disassembled so this would be a good time to replace any worn parts (i.e. tie rod ends, ball joints, idler arm and any bushings) Replace bushings with polyurethane replacement parts.
3. Jack up vehicle as high as possible using jack stands for support at all times.
4. With vehicle safely off the ground remove front tires. It is advisable to disassemble on side at a time so that you can use the other side as a reference during re-assembly.
5. Take careful note of how the brake hose is routed on the vehicle, then remove the brake caliper from the rotor. Do not remove the brake line from the caliper unless you intend to bleed the brakes. Use mechanic's wire to tie it up to the frame rail out of the way. Avoid pinching the brake line.
6. Remove the tie rod from the steering knuckle using the proper tools. Take precautions to avoid damaging the tie rod end or its threads. Once removed, inspect it closely for wear and replace if necessary.
7. Remove the links securing the anti-sway bar to the lower control arm. This would be a good time to replace the end link bushings with polyurethane replacement bushings.
8. If equipped with anti-lock brakes, disconnect the front wheel sensor.
9. Remove the shock absorber from the vehicle.
10. Support the lower control arm with a jack. This will prevent it from dropping when the ball joint is disconnected.
11. The use of a coil spring compressor is helpful when the following steps are taken.
12. Disconnect the upper ball joint from the top of the knuckle using the proper tools. Do not hit the ball joint or the threaded end of the ball joint. Once the ball joint is free the spindle should move easily.
13. Be careful when lowering the lower control arm. The coil spring is under tension and may shoot out when released if not unloaded in a controlled fashion. Carefully lower the jack so that the lower control arm swings down. If the coil spring has not fallen out on it's own you may need to use a pry bar to remove it. Remove and discard the factory rubber isolator at the frame; it will not be re-used.
14. Note which end of the coil spring is "bottom" for installation. Also note the indentation in the lower control arm. It is important that the last winding of the coil spring fit into the indentation completely so that the vehicle will sit level. Do not switch coil springs from side to side as some vehicles have a specific "right" and "left" coil spring.
15. Check the coil spacer for proper fitment in the coil spring mount on the frame. The flat part of the spacer should face up and touch the top of the spring mount. Some vehicles have guiding tabs to center the coil spring in its top mount. These tabs may have become bent and need to be bent back to allow the spacer to properly fit in the mount.
16. Install the coil spring with the spacer on top of it. If used the coil spring compressor should still be on the spring in a compressed state. If it is not you may need to compress the spring before re-installing. Make sure the spacer is centered in the upper mount and that the bottom of the spring is properly indexed in the receptor groove on the lower control arm. Follow all safety rules when installing the coil spring as it will be under extreme tension.
17. Raise the lower control arm with a jack once the coil spring and spacer are properly lined up. Raise until the knuckle is lined up with the upper ball joint and then secure the ball joint using the original nut and a new cotter pin if applicable.
18. Re-attach the brake caliper and ABS sensor using the factory hardware. Be sure the brake hose and ABS wire are routed exactly as they were prior to disassembly.
19. With the upper ball joint tight and a cotter pin (if applicable) re-installed you may now remove the jack from under the lower control arm.
20. Assemble all of the components previously removed (sway bar with new polyurethane bushings, tie rod ends with polyurethane grease boot, etc.)
21. Install new shock absorbers that are 2" longer than stock. Daystar has longer shocks available separately along with shock boots in a variety of colors.
22. Repeat instructions for other side.
23. After properly installing both spacers you can install your front tires and lower the vehicle back to the ground. Torque the wheel lug nuts to factory specifications.
24. The vehicle may sit high at first because the suspension needs to settle. Carefully back the vehicle up and drive forward a few times using the brakes frequently.
25. Cycle the steering lock-to-lock and check for proper clearances and operation of all components. Double-check all fasteners for proper torque.
26. The vehicle will now require a front wheel alignment. Failure to do so may result in severe tire wear and undesirable handling characteristics.





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WARNING

This vehicle has been modified to enhance its performance. The steering, braking and handling of this vehicle will differ from standard passenger cars and trucks. This vehicle handles differently from an ordinary vehicle in driving conditions which may occur on streets, highways and off road. Avoid unnecessary abrupt maneuvers, sudden stops, sharp turns and other driving conditions that could cause loss of control, possibly leading to a roll over or other accident that could result in serious injury or death to driver and passengers. If larger tires are installed the speedometer will read lower than the vehicles actual speed.

DRIVE WITH CARE, REDUCE SPEED AND WEAR SEAT BELTS AT ALL TIMES.
DO NOT COMBINE WITH ANY OTHER SUSPENSION KIT.
This kit should be installed by a professional mechanic.

