

Dodge 2WD Coil Spring Spacers - Installation Instructions

Fat Bob's Garage

Phone: (801) 395-2134

Email: sales@fatbobsgarage.com



1. Read instructions in their entirety before installation. It is recommended that a trained technician perform this installation.
2. Special tools such as spring compressors may be needed for installation.
3. Check to make sure you have a complete list of parts and all the tools you need before installation.
4. Only install this kit on the vehicles it is intended for.
5. Park the vehicle on a suitable level surface. Block the tires and place the emergency brake on to prevent vehicle from rolling in either direction.
6. Disconnect both battery cables starting with the positive, then the negative. Diesel vehicles may have two batteries to be disconnected.
7. Loosen front lug nuts. Lift the front of the vehicle so that the tires are just off the ground. Place jack stands under each side of the frame in suitable positions.
8. Remove the front wheels. Remove front brake calipers.
9. Lift the lower control arm with a floor jack, do not lift frame off of the jack stands.
10. Remove the shock upper nut and bushing and the two lower bolts and allow the shock to fall out through the bottom.
11. Remove nut from upper ball joint and separate the ball joint.
12. Remove the lower nut from the sway bar end link on both sides of the vehicle. Twist sway bar upwards.
13. Lower the lower control arm slowly to gradually let pressure off the coil spring.
14. Remove coil spring and coil spring bushing from the spring perch.
15. Place the new coil spring spacer on top of the coil spring and slide the spring and the spacer up into the upper spring perch location.
16. Raise lower control arm with floor jack and guide the spring into the lower spring seat. Make sure the end of the spring butts up against the spring stop in the seat. You may need to jack the control arm until the vehicle is nearly lifting off the jack stand on one side, be very careful in doing this.
17. Reconnect upper ball joint to the steering knuckle. Tighten the castle nut to factory specifications (60 ft.lbs.) and reinstall the cotter pin.
18. Reconnect sway bar end link. Do this after you have completed both sides.
19. Reinstall shock. You may need to jack up the lower control arm to get the shock into the upper mount. (Extended length shocks are highly recommended on this kit)
20. Reinstall brake caliper.
21. Install wheel and torque lug nuts to factory specification.
22. Repeat steps 7 through 21 on the opposite side.
23. Take vehicle directly to a shop to get an alignment.