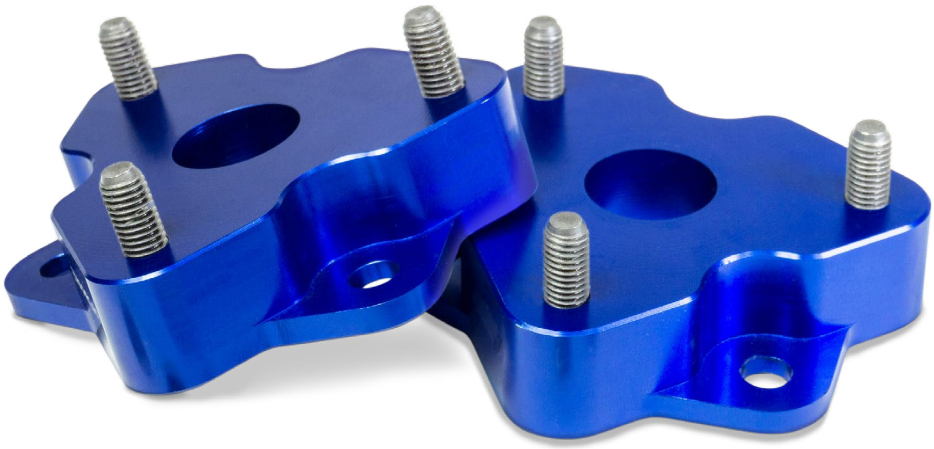
Installation Manual



10252 KIT

2.0" Leveling Kit RAM 1500 (2WD/4WD)* (NON-MEGA CAB)

**Will not fit TRX or RHO models or Mega Cab*

Levels the stance of your vehicle by raising the front end a fixed amount, increasing both the ground and wheel well clearance for the installation of larger wheels.

* *See application guide for proper fitment.*

L6399_REV10_06.17.2025 ECN 1-3065

Thank you and congratulations on the purchase of a Leveling Kit. Please read the entire manual prior to starting the installation to ensure you can complete it once started.

KIT LAYOUT

KIT CONTENTS

Please make sure all the items shown in the above kit layout are provided in your kit before starting the installation.

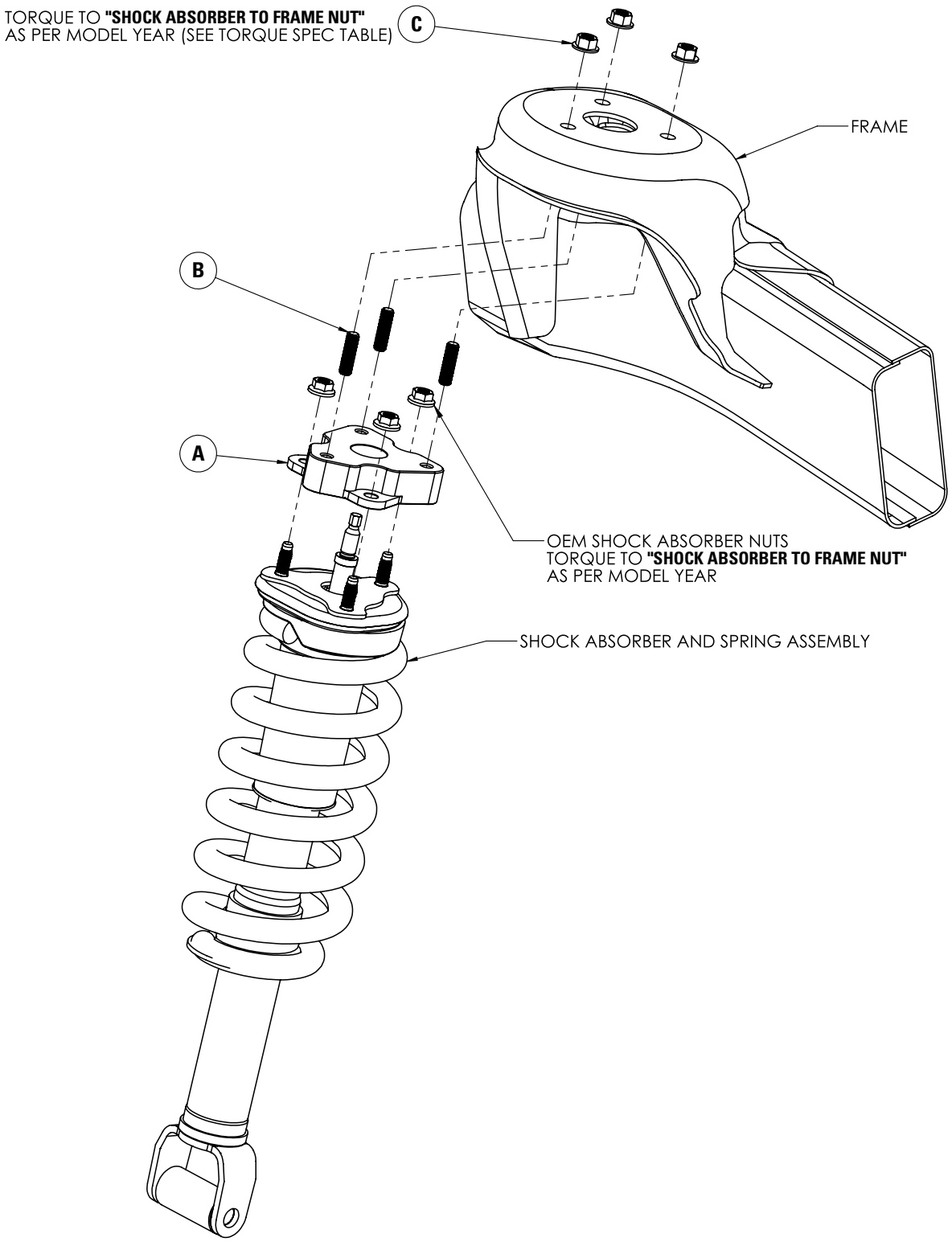
KIT CONTENTS		QTY	PART #
A	Upper Strut Spacer	2	HP1455
B	M10 - 1.5 x 35mm Set Screw	6	HP1456
C	Flange Nut, M10 - 1.5mm x 35mm	6	HP1457
D	Blue Loctite Threadlocker	1	M3575

REQUIRED TOOLS

- Hoist or Floor Jack
- Safety Stands
- Safety Glasses
- Torque Wrench
- Standard Combination Wrenches
- 7/32" Hex Allen Wrench
- 1-1/8" Wrench or Deep Socket
- Metric & Standard
- Sockets Ratchet

Please make sure all the items shown in this explosion diagram are provided in your kit before starting the installation.

KIT ASSEMBLY SHOWN:



OEM TORQUE SPECIFICATIONS:

OEM TORQUE SPECIFICATIONS - OLD BODY STYLE					
MODEL YEAR	**2006-2008**	**2009**	**2010**	**2011-2018**	**2019-2023 CLASSIC MODELS ONLY**
LOWER CONTROL ARM BALL STUD NUT	52 N•m [38 ft-lbs] plus an additional 90 degrees	81 N•m [60 ft-lbs]		51 N•m [38 ft-lbs] plus an additional 89 degrees ♦	
LOWER CONTROL ARM TO FRAME NUT	204 N•m [150 ft-lbs]	210 N•m [155 ft-lbs]			
UPPER CONTROL ARM BALL STUD NUT	54 N•m [40 ft-lbs] plus an additional 90 degrees	70 N•m [52 ft-lbs]		35 N•m [26 ft-lbs] plus an additional 180 degrees ♦	
UPPER CONTROL ARM TO FRAME NUT	176 N•m [130 ft-lbs]				174 N•m [128 ft-lbs]
STEERING LINKAGE BALL STUD NUT	61 N•m [45 ft-lbs] plus an additional 90 degrees			30 N•m [22 ft-lbs] plus an additional 90 degrees ♦	
SHOCK ABSORBER TO FRAME NUT	61 N•m [45 ft-lbs]	54 N•m [40 ft-lbs]	61 N•m [45 ft-lbs]		
SHOCK ABSORBER TO CONTROL ARM BOLT	210 N•m [155 ft-lbs]		170 N•m [125 ft-lbs]		
STABILIZER LINK TO BAR NUT	27 N•m [20 ft-lbs]			22 N•m [16 ft-lbs]	
STABILIZER LINK TO CONTROL ARM NUT	102 N•m [75 ft-lbs]				
STABILIZER BAR BRACKET BOLT	61 N•m [45 ft-lbs]	90 N•m [66 ft-lbs]			

OEM TORQUE SPECIFICATIONS - NEW BODY STYLE				
MODEL YEAR	**2019-2020**	**2021-2023**	**2024**	**2025**
LOWER CONTROL ARM BALL STUD NUT	51 N•m [38 ft-lbs] plus an additional 89 degrees ♦			51 N•m [38 ft-lbs] plus an additional 195 degrees ♦
LOWER CONTROL ARM TO FRAME NUT	100 N•m [74 ft-lbs] plus an additional 180 degrees		100 N•m [74 ft-lbs] plus an additional 145 degrees	
UPPER CONTROL ARM BALL STUD NUT	35 N•m [26 ft-lbs] plus an additional 180 degrees ♦			
UPPER CONTROL ARM TO FRAME NUT	174 N•m [128 ft-lbs]			
STEERING LINKAGE BALL STUD NUT	55 N•m [41 ft-lbs] plus an additional 180 degrees ♦			
SHOCK ABSORBER TO FRAME NUT	70 N•m [52 ft-lbs]			
SHOCK ABSORBER TO CONTROL ARM BOLT	168 N•m [124 ft-lbs]			
STABILIZER LINK TO BAR NUT	18 mm Nut: 93 N•m [69 ft-lbs] ♦ 19 mm Nut: 100 N•m [74 ft-lbs] ♦	155 N•m [114 ft-lbs] ♦		
STABILIZER LINK TO CONTROL ARM NUT	119 N•m [88 ft-lbs]	110 N•m [81 ft-lbs]		
STABILIZER BAR BRACKET BOLT	45 N•m [33 ft-lbs]			

FASTENERS MARKED WITH "♦" ARE NOT TO BE REUSED IF REMOVED. REPLACE FASTENERS WITH NEW OEM FASTENERS

BEFORE STARTING THE INSTALLATION:

Safety Warning!

Altering the suspension system of your vehicle may cause it to handle differently than it did from the factory. Larger wheel and tire combinations may increase the leverage on the suspension and steering components. This changes the way your vehicles handles and responds to abrupt maneuvers. Operate your vehicle at reduced speeds in all conditions to prevent loss of control. Failure to do so may result in serious injury. It is not recommend to combine the use of suspension lifts, body lifts, or other lifting methods.

Installation Warning!

Use caution when disassembling and reassembling the vehicle. The proceeding instructions are guidelines only, the installer is responsible for ensuring that the vehicle is safe for use after performing the installation. It is recommended to use the factory service manual for the model/year of the vehicle when disassembling and assembling factory related components.

Suspension components that use rubber or urethane bushings should be tightened with the vehicle at normal ride height. This will prevent premature wear or failure of the bushing. Prevent the suspension components from overextension by supporting them with a jack.

PLEASE NOTE: *Due to the suspension geometry and vehicle tolerances, the amount of lift is a base figure.* ***Spacer thickness does not equate to the amount of lift due to the suspension geometry.*** *For example: a 1" thick spacer may provide a 2" lift. Always measure the vehicle ride height at all 4 corners before and after installation to ensure the results are as expected.*

WHEEL ALIGNMENT AND HEADLIGHT ADJUSTMENT

It is necessary to have a proper and professional wheel alignment performed by a certified alignment technician to align the vehicle to factory specifications. After the installation is complete, check to ensure that the vehicle's headlights are aimed properly. If not, a headlight alignment is required.

SENSOR RECALIBRATION REQUIRED FOR ADAS

Manufacturer sensor recalibration procedure is required for vehicles equipped with Advanced Driver Assistance System (ADAS). ADAS may not operate as intended if calibration is not performed.

1 MEASURE STOCK RIDE HEIGHT

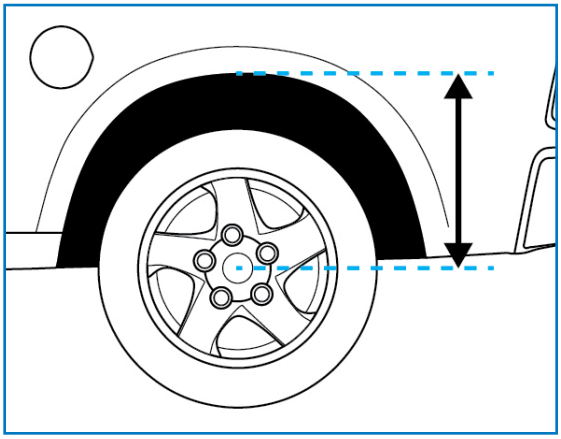
Park the vehicle on a level surface.

Using a measuring tape, measure the distance between the center of the wheel hub and the bottom of the fender well (as shown in Figure 1) this will give you your ride height.

Note the ride height for all four corners.

PLEASE NOTE: The factory RAM 1500 front upper control arm is known to have issues with the ball joint "popping out" of the upper control arm, whether at stock ride height or leveled / lifted.

It is recommended to upgrade the front upper control arms as a precaution.



1

2 REMOVE FRONT WHEELS

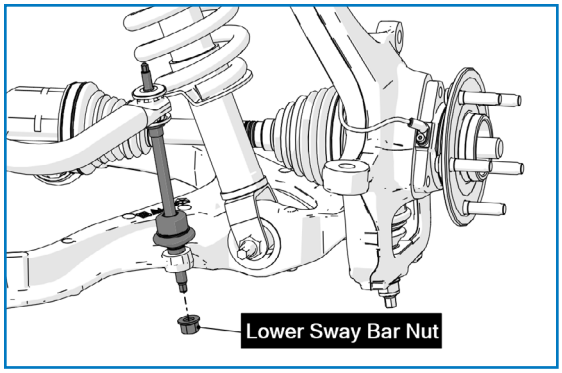
Place wheel chocks in front of and behind both rear wheels.

Raise front of the truck high enough to remove both wheels and attain a comfortable working height.

Place two jack stands under the vehicles frame.

Lower vehicle until the frame is supported by the jack stands.

Remove front wheels.



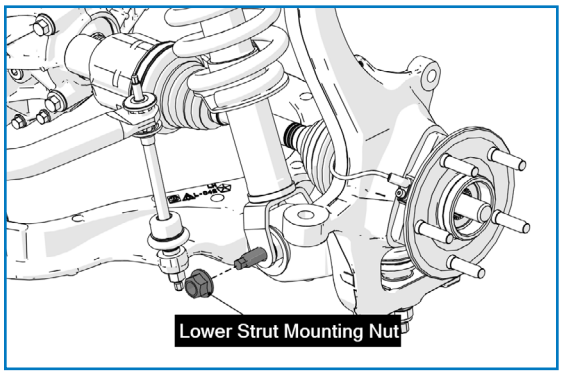
3

3 REMOVE LOWER SWAY BAR NUT

Loosen and remove the lower sway bar nut. (See Figure 3).

4 REMOVE LOWER STRUT MOUNTING NUT

Remove the lower strut mounting nut. (See Figure 4).

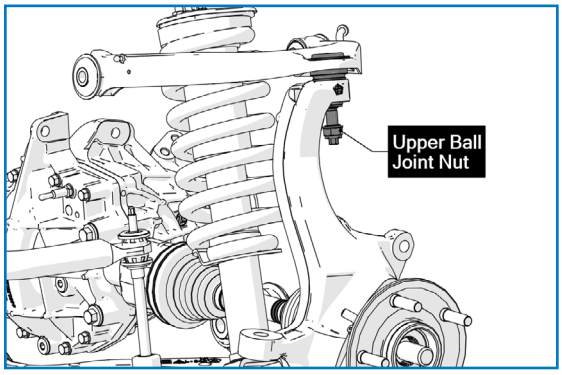


4

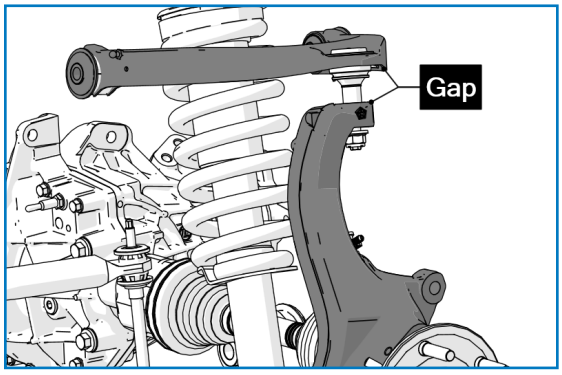
5 SEPARATE THE SPINDLE FROM UPPER CONTROL ARM

Loosen the nut on the upper ball joint and leave it attached to the screw. (See Figure 5A).

Separate the spindle from the upper control arm by carefully striking it with a mallet to release the ball and joint seating. (See Figure 5B).



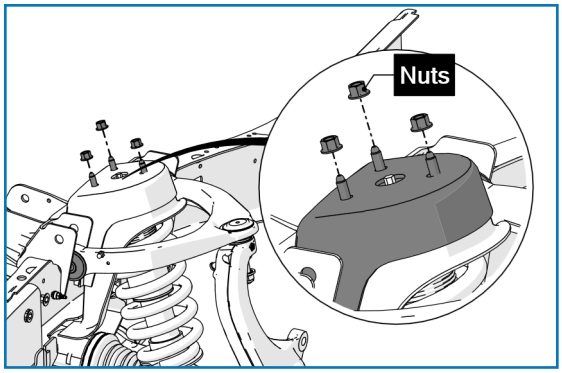
5A



5B

6 REMOVE UPPER STRUT MOUNTING NUT

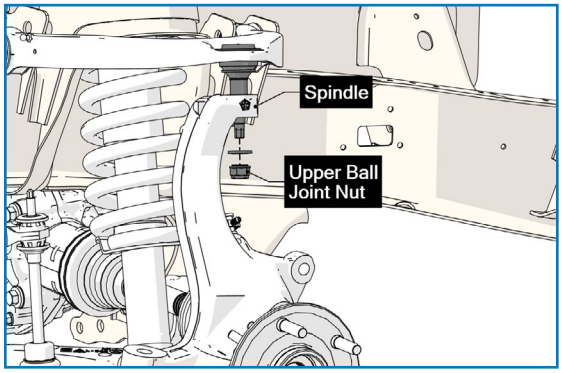
Remove the three upper strut mounting nuts. (See Figure 6).



6

7 REMOVE THE UPPER BALL JOINT NUT

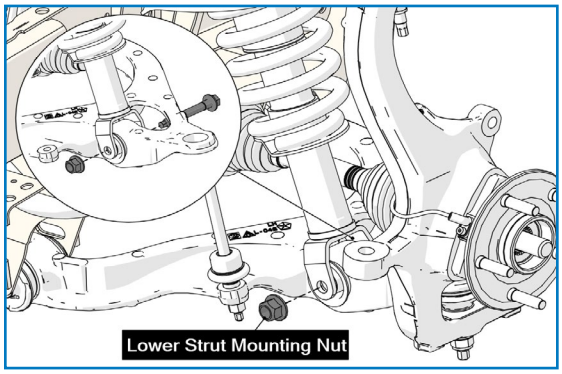
Use a pry bar to release tension from the upper ball joint, and remove the upper ball joint nut. (See Figure 7).



7

8 REMOVE THE LOWER STRUT MOUNTING BOLT

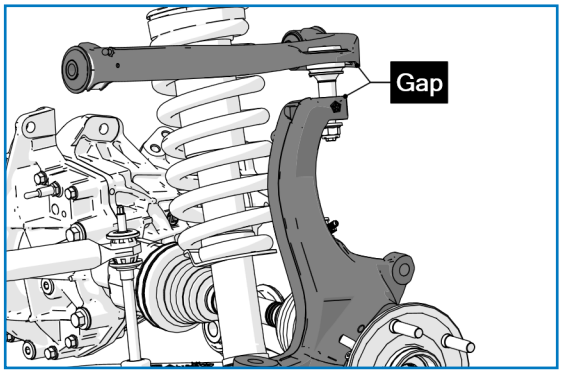
Remove the lower strut mounting bolt by using a mallet to gently tap it out. (See Figure 8).



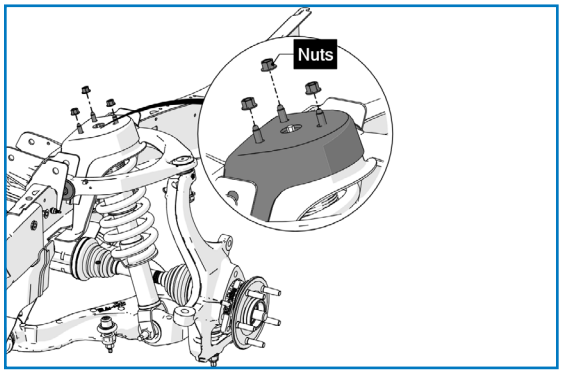
8

9 LOOSEN LOWER CONTROL ARM ALIGNMENT CAMS

Loosen both the front and rear lower control arm alignment cams. (See Figure 9A & 9B).



9A

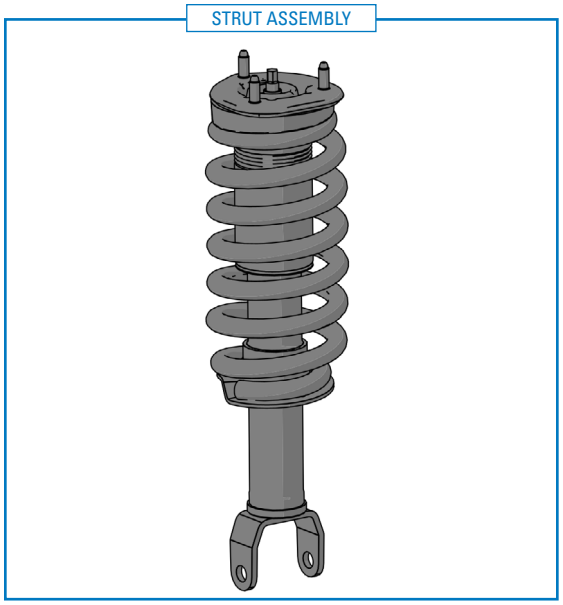


9B

10 REMOVE THE STRUT ASSEMBLY OUT FROM THE VEHICLE

Push down on the lower control arm while lifting the strut fork over the lower control arm.

Remove the strut assembly out from the vehicle. (See Figure 9).



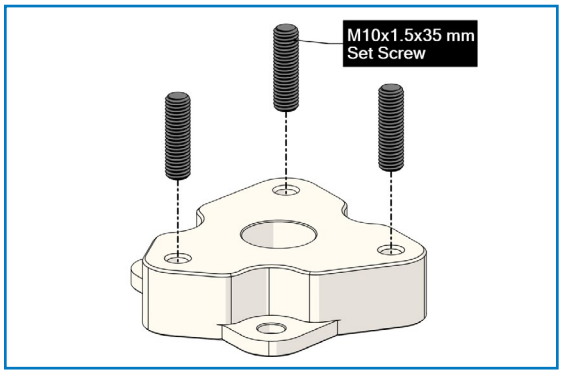
10

11 INSTALLING SET SCREWS INTO STRUT SPACERS

Locate one strut spacer, three M10 - 1.5 x 35mm set screws, and the packet of loctite threadlocker provided in the kit.

After familiarize yourself with the Loctite by reading the directions and warnings on the back of the packet apply a drop of threadlocker to the bottom threads of each screw and install them into each spacer (as shown in Figure 11).

Use an Allen key driver to torque each of the set screws to the manufacturer's specifications (found on Page 4).



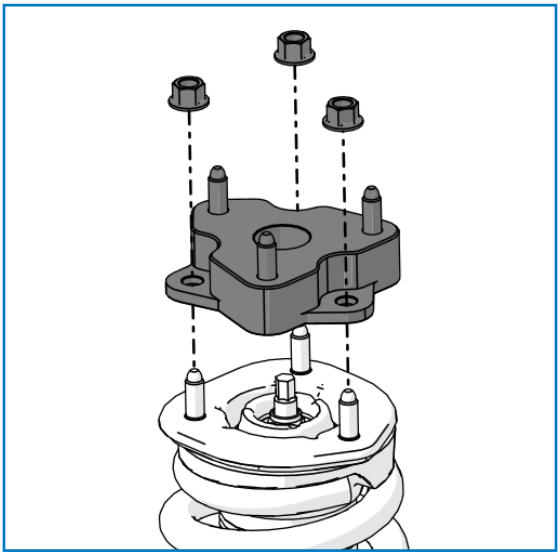
11

12 INSTALLING STRUT SPACERS INTO ASSEMBLY

Install the strut spacer onto the strut assembly using the provided hardware. (See Figure 12).

Torque the three nuts to the manufacturer's specifications (found on Page 4).

PLEASE NOTE: If the studs of the factory mount protrude above the spacer, file or grind them flush.



12

13 REINSTALLING STRUT ASSEMBLY

Upon completion of Step 12, the strut assembly can be reinstalled into the vehicle by performing the previous steps in reverse order.

PLEASE NOTE: The strut assembly must be installed 180 degrees from its original orientation.

Torque all of the hardware to the manufacturer's torque specifications (found on Page 4).

The installation for this side is complete.

14 Complete Steps 3-13 for the other side of the vehicle

15 REINSTALL THE WHEELS

Reinstall the wheels and torque them to the manufacturer's specifications.

Congratulations!
You have completed the installation

POST INSTALLATION WARNING

After the kit installation is complete and the vehicle is on the ground at its normal ride height, roll the vehicle backward and forward to settle the suspension. Tighten all components containing rubber bushings to the specified torque values. Verify adequate tire, wheel, brake line and ABS wire clearance by turning the front wheels completely to the left and then to the right. Ensure brake/ABS lines are not stretched when the suspension is at full droop. Test and inspect steering, brake and suspension components. Vehicle damage may result if the post installation checks are not performed.

VEHICLE HANDLING WARNING

Larger wheel and tire combinations may increase the leverage on the suspension and steering components. Increasing the height of your vehicle increases the likelihood of rollover or loss of control during abrupt maneuverer, especially at high speeds. Operate your vehicle at reduced speeds in all conditions to prevent loss of control. Failure to do so may result in serious injury.

WHEEL ALIGNMENT & HEADLIGHT ADJUSTMENT

After the kit installation is complete, a professional wheel alignment must be performed by a certified alignment technician to re-align the vehicle to within factory specifications. Additionally, ensure that the vehicles headlights are aimed properly. If not, a headlight alignment is required as well. If not properly aligned it can cause increased tire and suspension component wear.

SENSOR RECALIBRATION REQUIRED FOR ADAS

Manufacturer sensor recalibration procedure is required for vehicles equipped with Advanced Driver Assistance System (ADAS). ADAS may not operate as intended if calibration is not performed.

VEHICLE RE-TORQUE & SAFETY INSPECTION

After the kit installation and adjustments have been completed and within 50 miles of driving, perform a check over of all applicable fasteners and hardware to ensure they are adequately tightened to the specifications given (or as noted in the vehicle's factory service manual).

WARRANTY

To be eligible for warranty, the owner must submit their warranty card or register online within 30 days of the purchase date.