

SUSPENSION MAXX

ADVANCED LEVELING SYSTEMS

MAXXSTAK RAM 1500

INSTALLATION INSTRUCTIONS

Thank You for choosing SuspensionMAXX for your vehicle. This kit is designed to add suspension travel and increase front ground clearance. Specially designed tools and experience are required to complete the installation properly. These parts should only be installed by a qualified technician, otherwise an unsafe vehicle and/ or personal injury may result. Consult manufactures service manual for proper torque specifications and procedures. Instructions are supplied for the leveling kit installation only. Safety is most important. Exercise safe working habits. This kit is designed to add suspension travel and increase front ground clearance. SuspensionMaxx kits are designed to be easily installed and completely reversible to the factory supplied settings.

Tools required for installation:

1. Load rated floor jack 2 safety stands and wheel chocks
2. Metric tool socket set
3. Medium size pry bar, brass drift bar, hammer, hack saw, file
4. Torque wrench 175 ft./lbs.
5. Mopar approved ball joint separator tool #9360
6. Load rated strut spring compressor BR7200 recommended for kit # SMX-RM610 ONLY (this can be Subletted to a qualified part store or automotive repair facility)

Installation procedure

1. Place vehicle on solid level surface set parking brake block rear wheels
2. Jack vehicle under frame and secure with load rated jack stands
3. Mark wheel lug location, Remove front wheels
4. Temporarily unlock ABS wire retainers to provide extended travel of suspension
5. Remove lower strut mounting mounting thru bolt.
6. Remove upper sway bar nuts at control arm 16 mm socket and 18mm wrench (#2 Fig. 1.3)

Notice: DO NOT spin studs with air wrench. Damage to link may occur!

7. Support lower control arm at outer end with floor jack (#8 Fig 1.1)
8. Remove outer tie rod nuts (21mm) at steering knuckle Separate outer tie rod
9. **NOTICE!** Wheel hub and knuckle assembly must be supported before separating upper ball joint! Failure to support assembly can result in ABS cable, brake hose, drive axle boot and or CV joint damage. Remove upper ball joint nut, separate upper ball joint (#4 Fig. 1.2) from knuckle (#6 Fig 1.2) using separator tool 9306 (#5 Fig 1.2). **Caution:** Do Not Damage joint seals.
10. Remove three upper strut mounting nuts (#3 Fig 1.3) Lower A-Arm to allow strut removal. Use **CAUTION** when removing upper strut mounting nuts. **STRUT MAY FALL AND DAMAGE STEERING AND /OR CV AXLE BOOTS IF NOT SUPPORTED** Gently lower strut assembly and guide it up and out between upper A arm.
11. Mark alignment of strut top and lower mount for future reference (Strut top has offset stud placement.)

For kits #SMX-RM6 and SMX-DAK04 skip to step 16.

For kit # SMX-RM610 proceed with next steps for instructions on coil spring compressing and spacer installation.

Part # SMX - RM6 2006 - 2008

Part # SMX - RM610 2009 - 2015

Part # SMX - DAK04 2004 - 2010

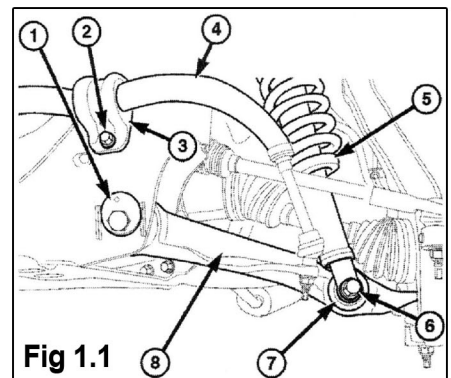


Fig 1.1

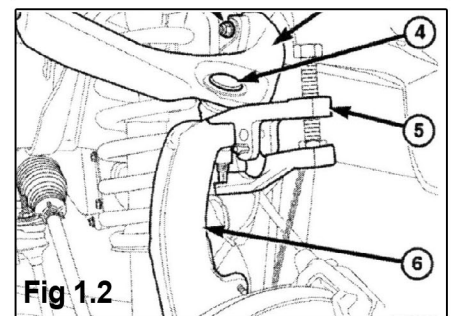


Fig 1.2

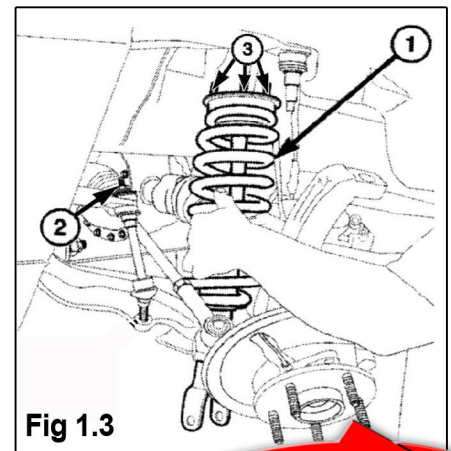


Fig 1.3

Questions? E-mail us at tech@SuspensionMAXX.com
Or call 1.888.MAXX.CAM. Visit us on the web at SuspensionMAXX.com



Again, thank you for your purchase! Enjoy your SuspensionMAXX leveling system!

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Strut Disassembly for SMX-RM610

****DANGER** DO NOT REMOVE CENTER NUT****

"SPRING UNDER EXTREME PRESSURE"

CORRECTLY DESIGNED TOOLS RATED FOR THE SPRING LOAD REQUIRED FOR SAFE DISSASSEMBLY (SUB DISSASSEMBLY TO A PROFESSIONAL IF UNSURE OF PROCEEDURE)

11. Mark alignment of strut top and lower mount for future reference. (Strut top has offset placement)
12. Compress strut coil spring with suitable strut compressor tools (Branick #7200 or equivalent) **CAUTION!** DANGER SPRING UNDER EXTREME PRESSURE REMOVAL OF TOP NUT PRIOR TO COMPRESSING SPRING CAN CAUSE SEVERE INJURY. ONLY AFTER SAFELY COMPRESSING SPRING SHOULD THE CENTER STRUT NUT BE REMOVED! See Fig 1.4
13. Using hand tools remove shock center nut 18mm while holding 8mm shock shaft from rotating Do not spin shock shaft with power tools. Internal damage may result. See Fig 1.5
14. Separate strut mounting from coil spring. Install spacer between strut mount rubber insulator and coil end locator. See Fig 1.6. spacer goes between #2 and #3.
15. Reassemble strut torque center upper nut to 66 ft-lb ALIGN UPPER & LOWER ALIGNMENT MARKS.
16. Place MAXX Stak Advanced Leveling Kit spacer on upper strut amount over mounting studs. Add black spacer rings ABOVE aluminum MAXX spacer for more lift. Tighten nuts. Mark original stud length and trim as needed (STUD MUST BE FLAT WITH TOP OF MAXX STAK) See Fig 1.7

Note: SMX-RM6 and SMX-DAK04 are supplied with 3 spacer rings.
SMX-RM610 is supplied with 2 spacer rings.

17. Reinstall strut in vehicle aligning 3 studs with top frame mount. Start top nuts.
18. Reinstall lower strut thru bolt NUT FORWARD.
Torque to 155 ft lbs when vehicle is on ground.
19. Tighten 3 upper strut nuts to 45 ft lbs. Re-attach ABS signal wire.
20. Reconnect upper ball joint, tie rod and sway bar and links torque attaching fasteners.
21. Reinstall front wheels torque to factory spec.
22. Perform front wheel alignment to maximize tire performance!

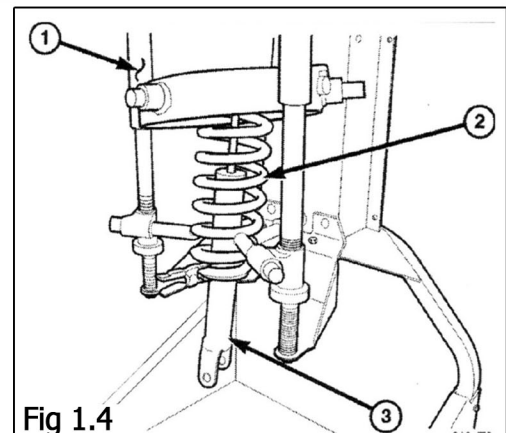


Fig 1.4

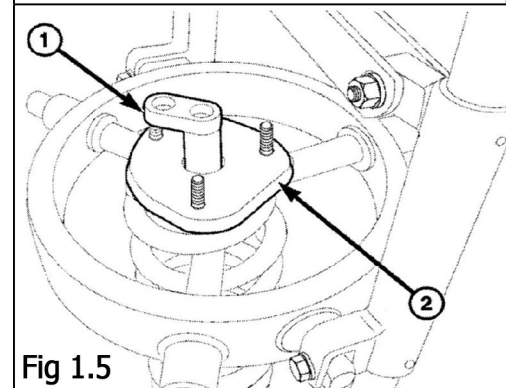


Fig 1.5

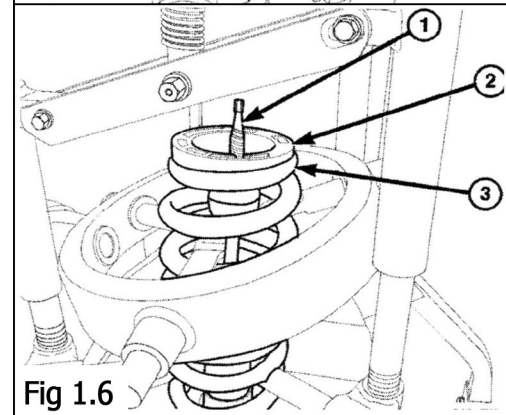


Fig 1.6

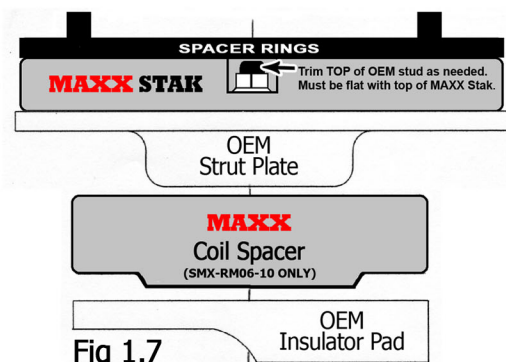


Fig 1.7

