

aFe Control
★ 3.0" Leveling Kit PN# 416-20T002-R ★
★ Ram 1500 TRX 21-23 ★

Product Number: 416-20T002-R

Install Time: 3 hours.



Full Kit Contents	Front Leveling Spacer Kit	Qty.
416-20T002-R-1	Spacer, Pre-Load	2
416-20T002-R-2	Spacer, Top	2

Recommended Tools:

Sockets: 13mm, 16mm, 20mm, 21mm, 22mm, 1-3/16"

Wrench: 16mm, 21mm, 1-3/16"

Hand Tools: Panel Popper Tool, Floor Jack, Jack Stands, Pry Bar

Preferable Equipment:

- 2-Post Lift
- Screw Jack
- Spring Compressor

Spacer Installation:

1. Raise the vehicle with a 2-post lift (preferable), or a floor jack. If using a floor jack, place jack stands in the factory designated jack points.
2. Remove the Front Wheel Lug nuts using a 22mm socket, then remove the front wheels and tires.
3. Using a 16mm socket, remove the six (6) Skid Plate bolts, then remove the Skid Plate.



4. Using a 13mm socket, remove the Shock Absorber Reservoir Mounting bolts, and open reservoir mount to allow the Shock Absorber Reservoir to be free.



- Using a Panel Popper tool disconnect and remove shock sensors by pulling and pushing the tab inward to disconnect.



- Using a 21mm impact socket, loosen the Outer Tie Rod Ball Joint nut, but do not remove. Once loosened a few turns, proceed to break loose the Outer Tie Rod Ball Joint stud from the steering knuckle using the desired tool. Finally, remove the Outer Tie Rod Ball Joint nut and separate the tie rod from the steering knuckle.



- Using a 21mm impact socket, remove the Sway Bar End Link nut, and proceed to remove the lower sway bar link joint from the lower control arm.



- Using a 21mm wrench, loosen the Upper Control Arm Ball Joint nut, but do not remove (will be removed in Step 11). Once loosened a few turns, proceed to break loose the Upper Control Arm Ball Joint stud from the steering knuckle using the desired tool.



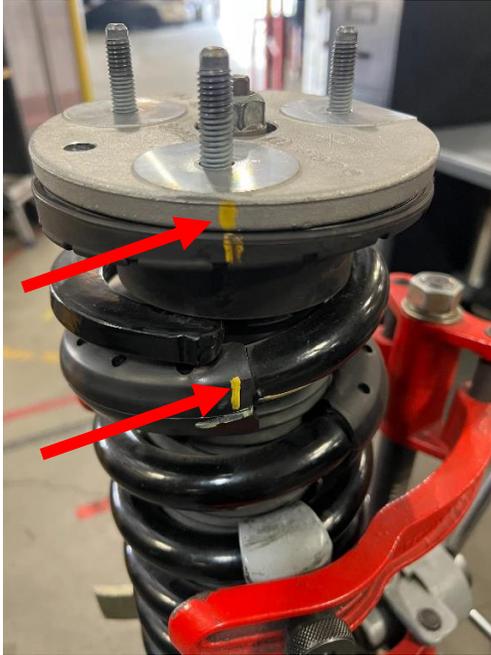
9. Using a 1-3/16" impact socket and wrench, loosen and remove the Lower Shock Eyelet bolt.
10. Using a Pry-Bar and soft rag, pry out the Lower Shock Mount spacer enough to free the Lower Shock eyelet.



11. Remove the Upper Control Arm Ball Joint nut, and separate the Upper Control Arm from the steering knuckle, pop the wire clips from the top of the shock studs, and remove the Upper Shock Absorber Stud nuts using a 16mm wrench. Finally, remove the Shock Absorber assembly from the vehicle.



12. Repeat Steps 5 - 11 for the other side of the vehicle.
13. Next compress the spring in a (Spring Compressor), then remove the Shock Absorber Top Shaft nut using a deep 20mm socket.
NOTE: Before removal, mark the spring, spring isolator, and Top Mount with a paint marker to help with installation alignment.



14. Remove the Shaft Boot and cut the lip off at the designate location.



- Next, install the Leveling Kit Preload spacer between the Coil Spring Isolator and the Top Hat of the Shock Absorber.

NOTE: Index the Coil Spring Isolator with the designated hole in the Preload spacer.



- Once more compress the coil spring, then tighten the Shock Absorber Top Shaft nut, (in-line) with your markings of alignment, to 88 LB-FT. Finally, unload the spring and remove the Shock Absorber assembly (from the Spring Compressor). Install the Leveling Kit Top spacer, between the Shock Absorber assembly and the vehicle frame.



17. Reverse Steps 1 – 11 for reinstallation, torquing all hardware to factory specifications designated in the table below.

PART NAME	TORQUE VALUE
Nut, Wheel Lug	130 LB-FT
Bolt, Skid Plate	41 LB-FT
Bolt, Shock Absorber Reservoir Clamp	13 LB-FT
Bolt, Shock Absorber Reservoir Hose	22 LB-FT
Nut, Outer Tie Rod Ball Joint	41 LB-FT + 180°
Nut, Sway Bar End Link	85 LB-FT
Nut, Upper Control Arm Ball Joint	26 LB-FT + 180°
Bolt, Lower Shock Eyelet	102 LB-FT + 305°
Nut, Upper Shock Absorber Stud	46 LB-FT
Nut, Shock Absorber Top Shaft	88 LB-FT

18. Your install is now complete! The vehicle must now be aligned. It is recommended to bring your vehicle to a certified alignment technician that is experienced with lifted vehicles. Thank you for choosing aFe Control!