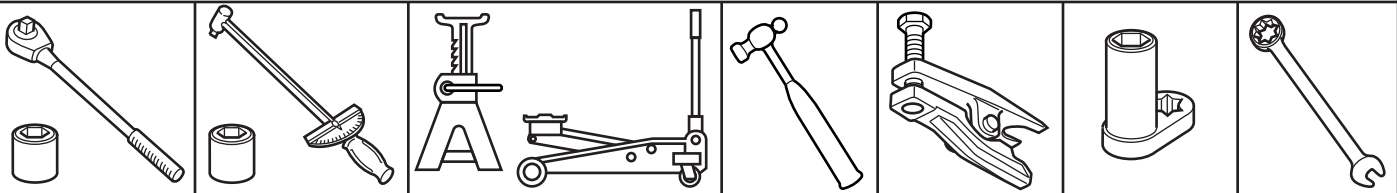
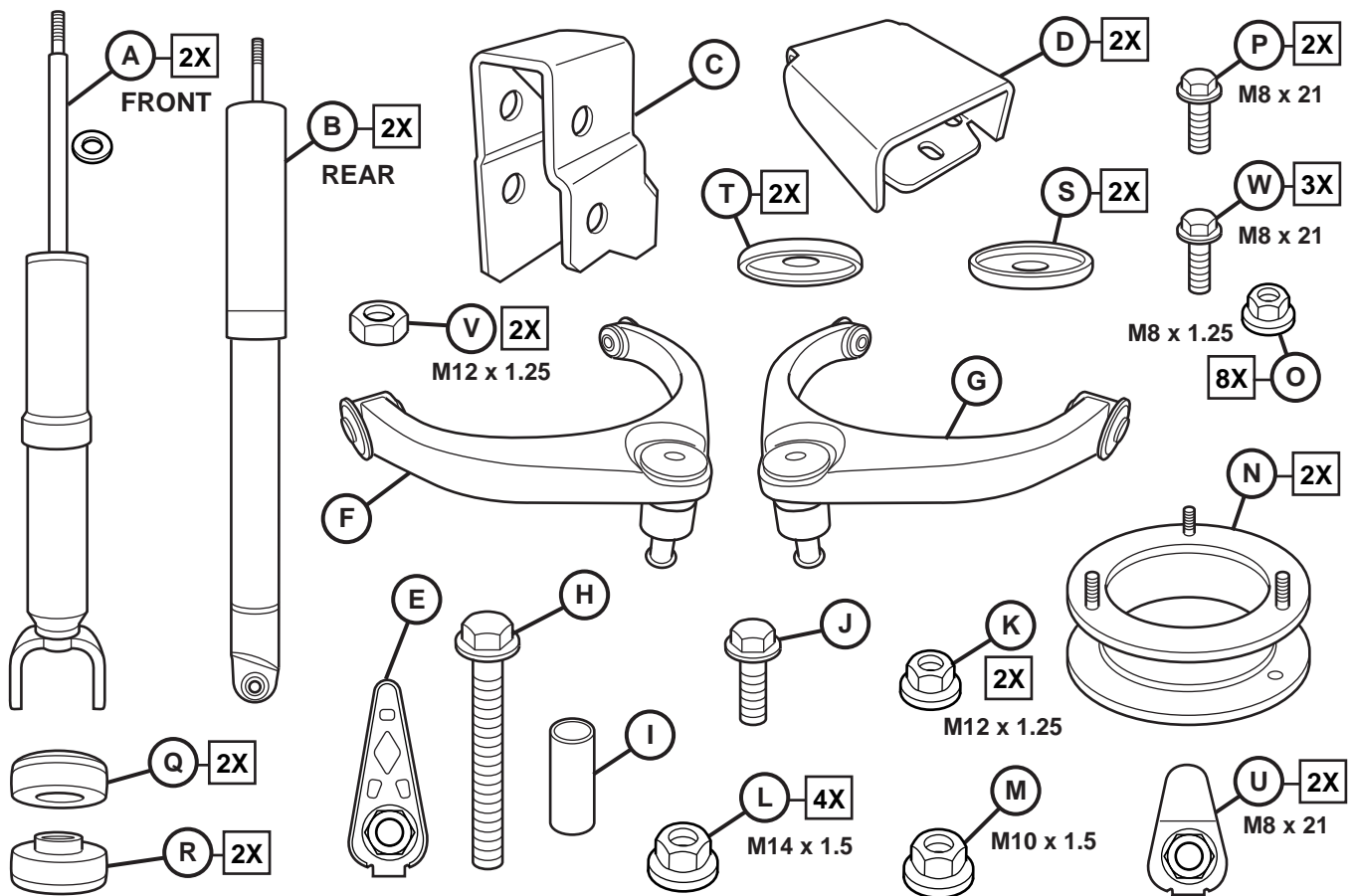




2" LIFT KIT RAM

Kit de levage 2 "
Kit de elevación de 2 "

www.mopar.com



IMPORTANT:

Prior to beginning, inspect the vehicles steering, driveline, and brake systems, paying close attention to the suspension link arms and bushings, stabilizer bars and bushings, tie rod ends, pitman arm, ball joints and wheel bearings.























Also check the steering sector-to-frame and all suspension-to-frame attaching points for stress cracks.

The overall vehicle must be in excellent working condition. Repair or replace all worn parts.

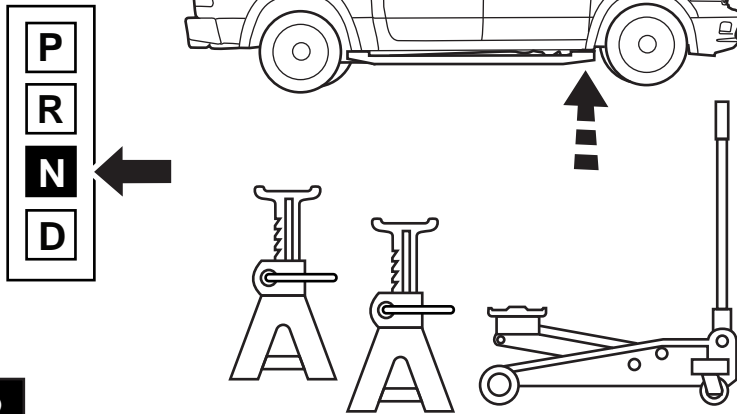
Read instructions several times before starting.

Be sure you have all needed parts and know where they install. Read each step completely as you go.

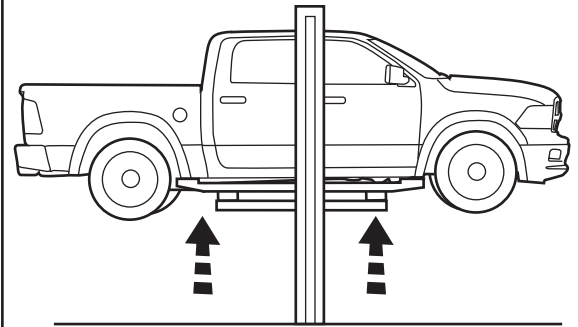
RETAIN ALL FASTENERS FOR LATER REINSTALLATION.

PART DESCRIPTION			PART NUMBER	QTY
(P)		REAR BUMPER PAD BOLT M8 x 1.25 x 21	05143356AC	2
(O)		SPRING SPACER / BUMPER PAD NUT M8 x 1.25	06101695	8
(M)		REAR TRACK BAR NUT M10 x 1.5	06101696	1
(H)		REAR TRACK BAR SPACER BOLT M14 x 1.5 x 90	06104265AA	1
(V)		REAR SHOCK UPPER NUT M12 x 1.25	06503029	2
(K)		FRONT SHOCK NUT M12 x 1.25	06506276AA	2
(L)		FRONT UCA BALL JOINT / TIE ROD NUT M14 x 1.5	0650557AA	4
(W)		REAR TRACK BAR / BUMPER PAD BOLT M10 x 1.5 x 25	06508224AA	3
(E)		REAR TRACK BAR SPACER FLAG NUT M14 x 1.5	06511267AA	1
(T)		REAR SHOCK UPPER WASHER	52038257	2
(S)		REAR SHOCK LOWER WASHER	52038258	2
(Q)		REAR SHOCK UPPER BUSHING	68157180AA	2
(R)		REAR SHOCK LOWER BUSHING	68157184AA	2
(A)		FRONT SHOCK	68323528AB	2
(B)		REAR SHOCK	68323529AB	2
(F)		FRONT UPPER CONTROL ARM RH	68323530AA	1
(G)		FRONT UPPER CONTROL ARM LH	68323531AA	1
(N)		REAR SPRING SPACER	68323532AA	2
(C)		REAR TRACK BAR BRACKET	68393941AB	1
(D)		REAR BUMPER PAD SPACER	68393948AA	2
(I)		REAR TRACK BAR SPACER	68426828AA	1
(U)		REAR TRACK BUMPER PAD FLAG NUT M10 x 1.5	06507078AA	2

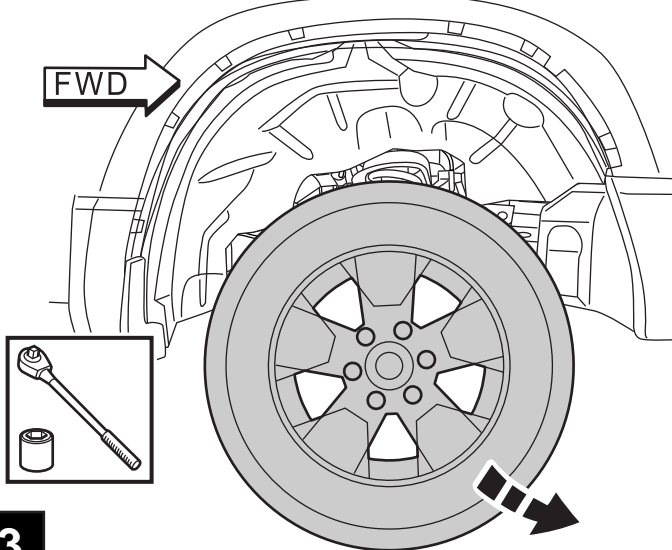
FRONT DISASSEMBLY



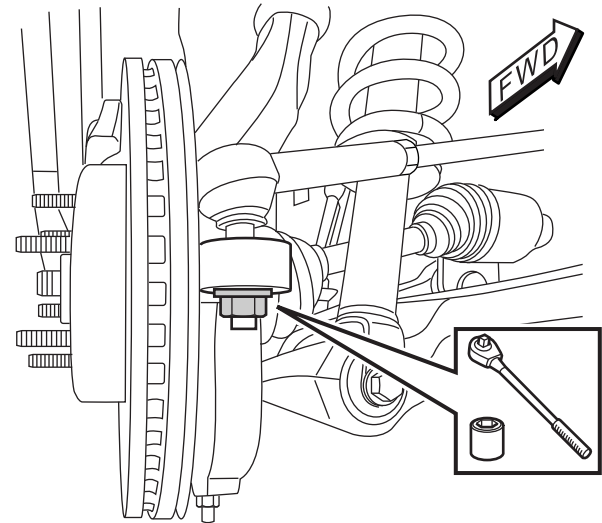
2



REMOVE FRONT TIRE

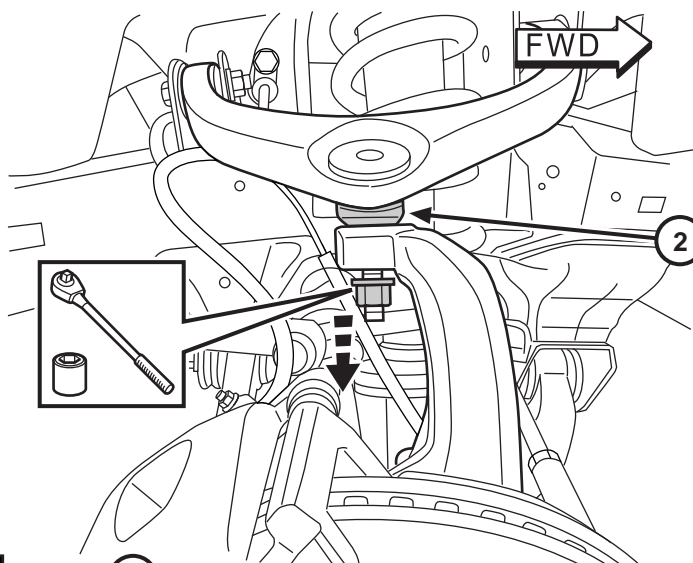


3



4

LOOSEN TIE ROD, DO NOT REMOVE

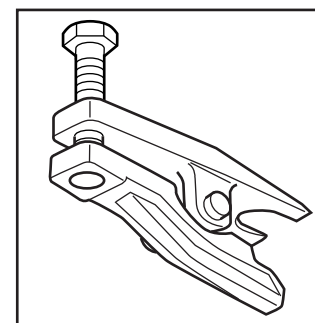


2

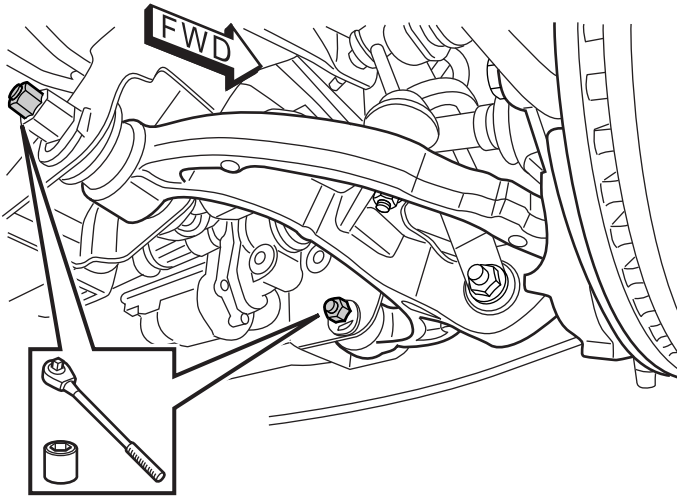
LOOSEN UPPER
BALL JOINT

5

1 LOOSEN UPPER ARM NUT

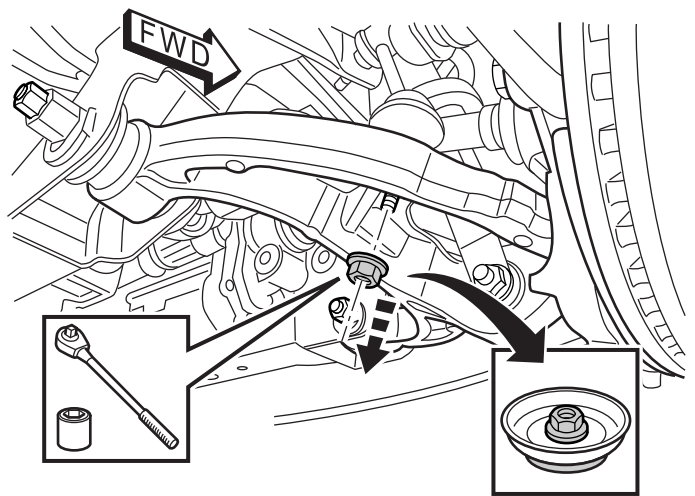


SEPARATOR TOOL
RECOMMENDED



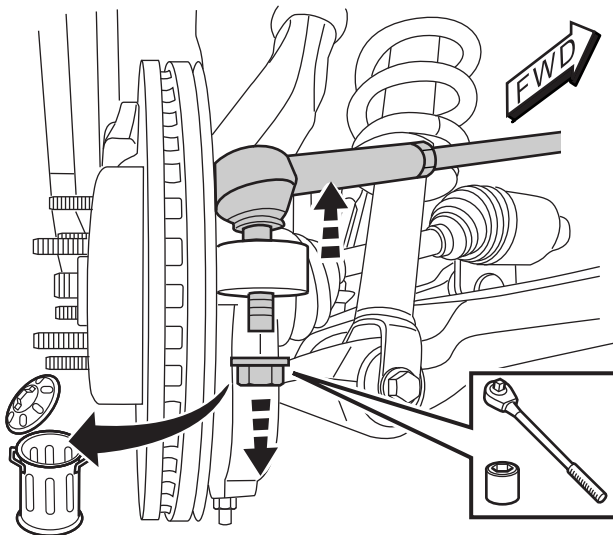
6

LOOSEN (2) LOWER ARM BOLTS



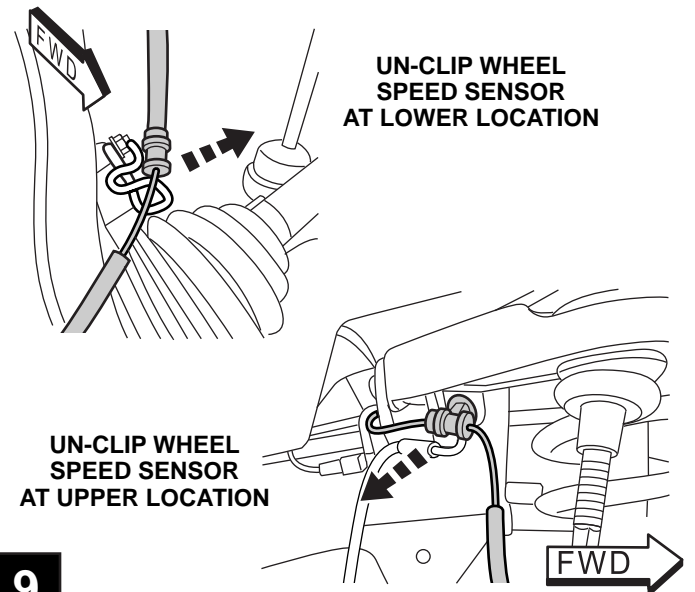
7

REMOVE LOWER STABILIZER LINK NUT
AND RETAIN FOR REINSTALLATION



8

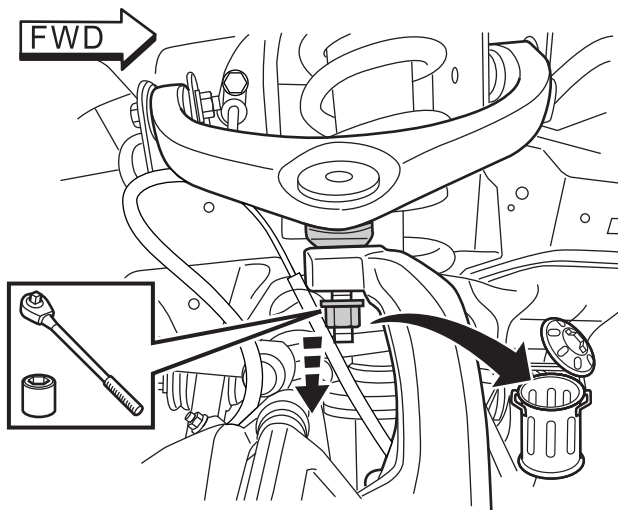
FULLY REMOVE TIE ROD



9

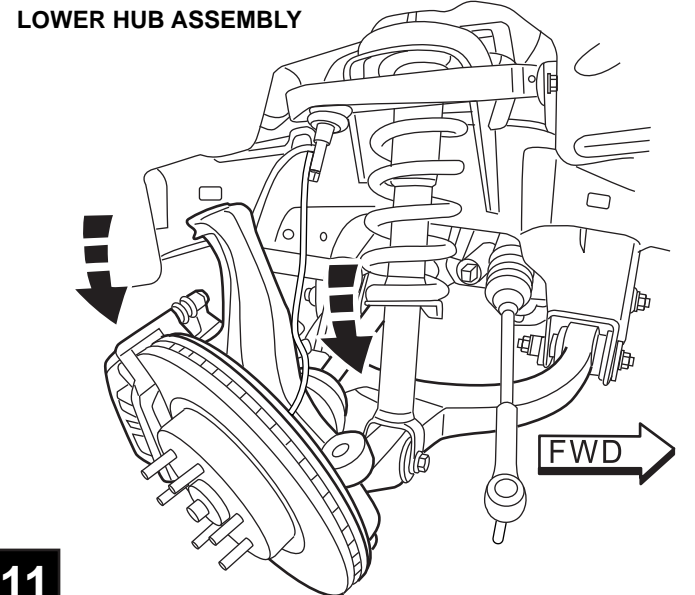
UN-CLIP WHEEL
SPEED SENSOR
AT LOWER LOCATION

UN-CLIP WHEEL
SPEED SENSOR
AT UPPER LOCATION



10

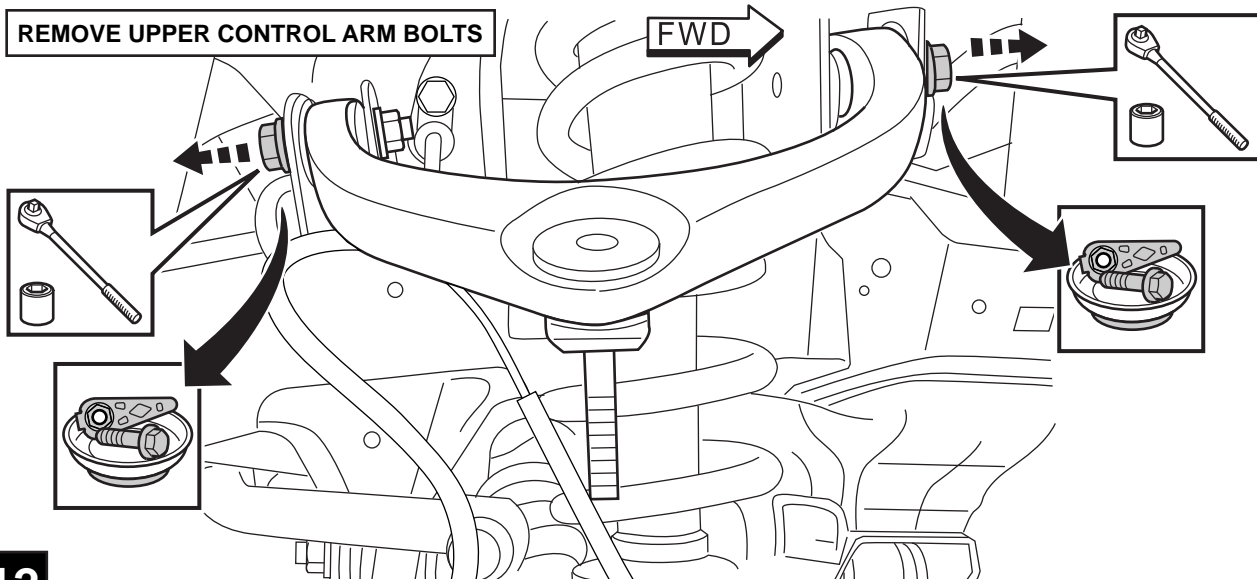
REMOVE UPPER ARM NUT AND DISCARD



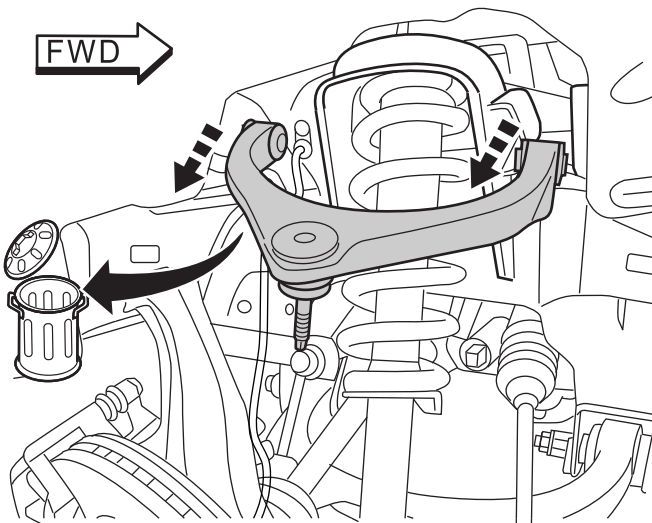
11

LOWER HUB ASSEMBLY

REMOVE UPPER CONTROL ARM BOLTS

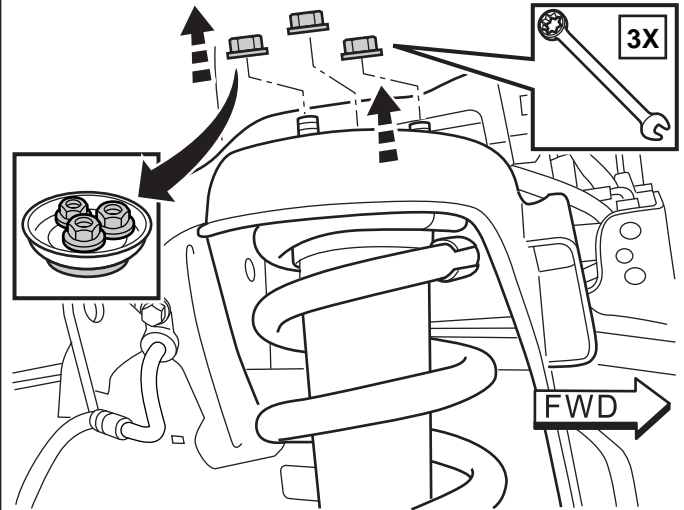


12



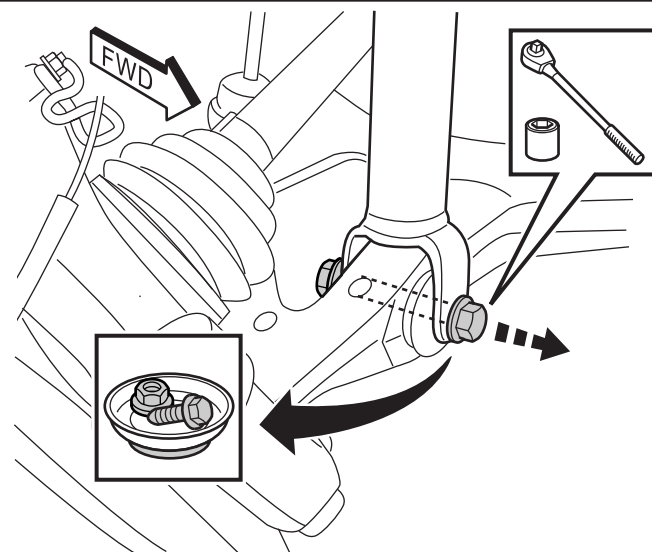
13

REMOVE UPPER CONTROL ARM



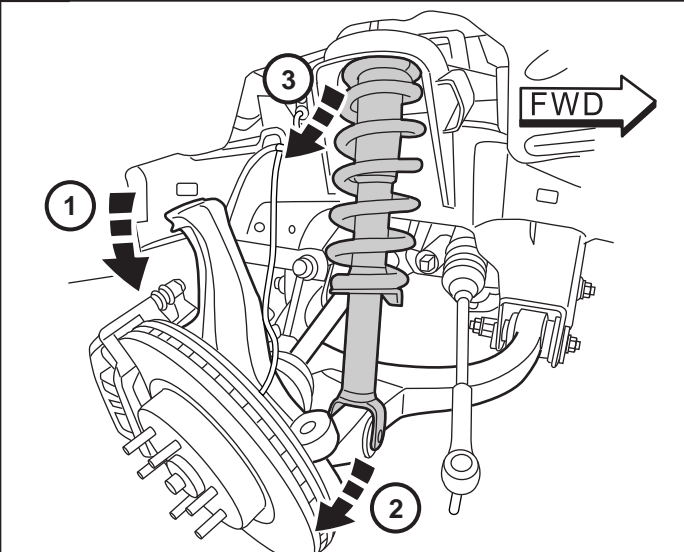
14

REMOVE (3) NUTS AT TOP OF STRUT
AND RETAIN FOR REINSTALLATION



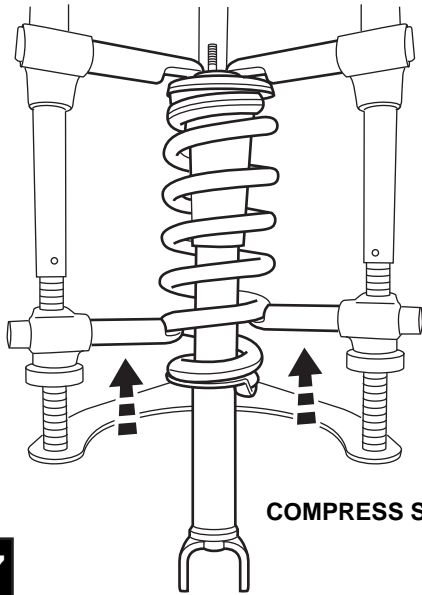
15

REMOVE FASTENERS AT BOTTOM OF STRUT
AND RETAIN FOR REINSTALLATION



16

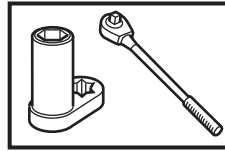
REMOVE SHOCK ASSEMBLY FROM VEHICLE



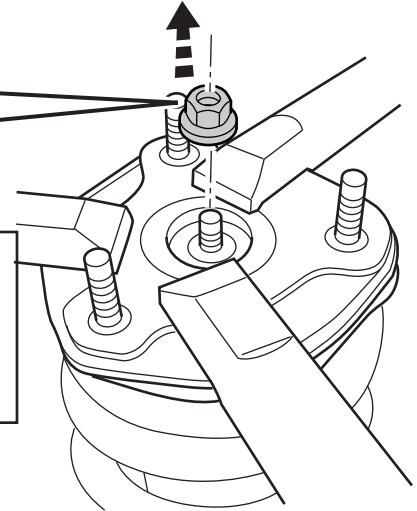
COMPRESS SPRING

17

REMOVE TOP NUT

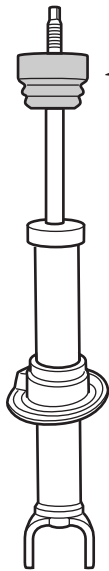


**CAUTION: NEVER USE
IMPACT OR HIGH SPEED
TOOLS TO REMOVE THE
STRUT ROD NUT.
DAMAGE TO THE STRUT
INTERNAL BEARINGS
CAN OCCUR.**



18

**REMOVE
SHOCK FROM
STRUT
ASSEMBLY**

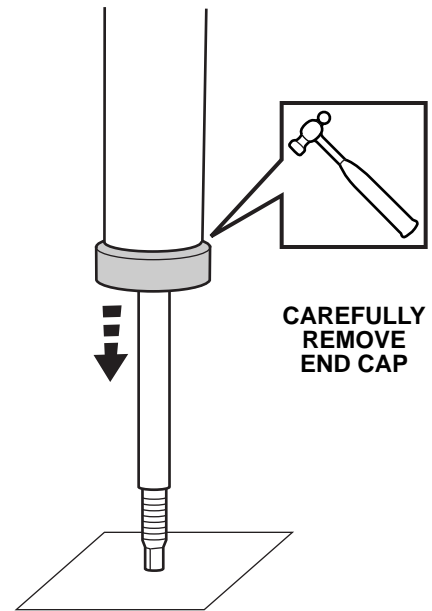


**REMOVE AND RETAIN
UPPER BUMPER**



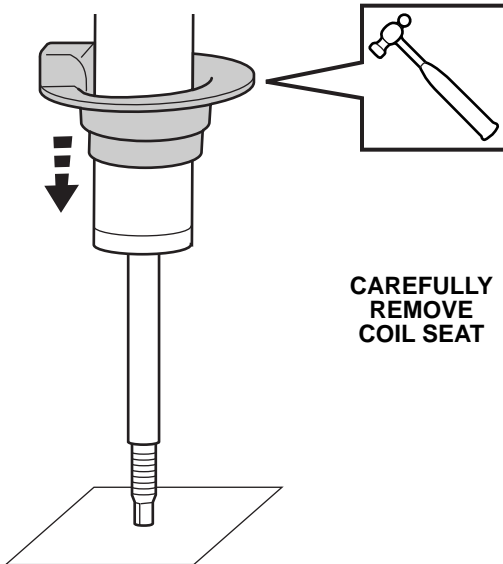
19

**CAREFULLY
REMOVE
END CAP**



20

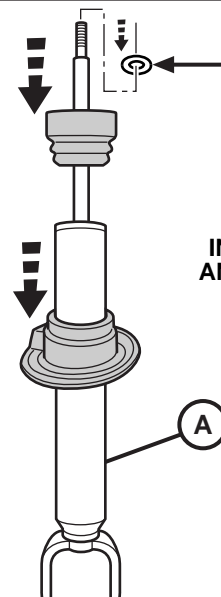
**CAREFULLY
REMOVE
COIL SEAT**



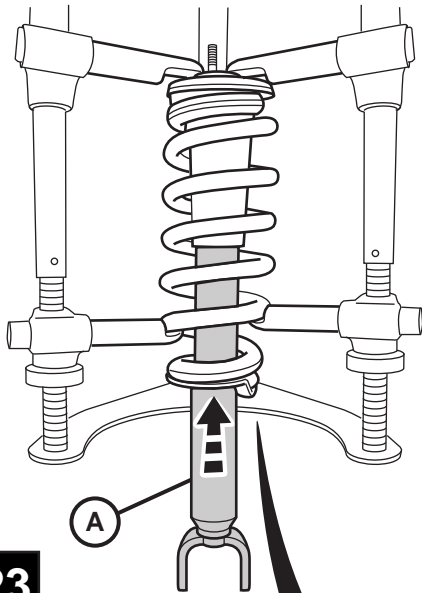
21

**INSTALL
WASHER
PROVIDED WITH
SHOCK (A)**

**INSTALL COIL SEAT
AND UPPER BUMPER
ON NEW SHOCK**



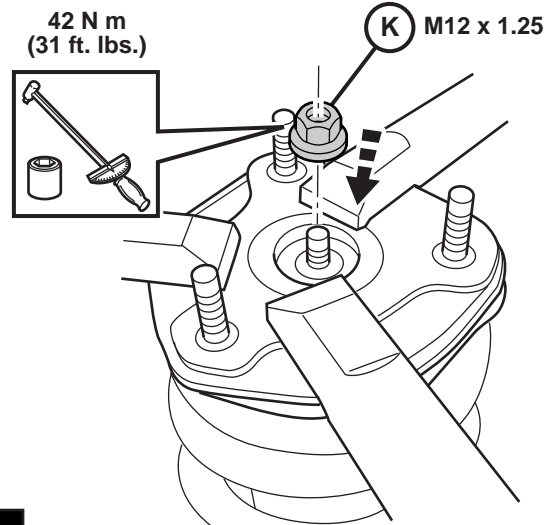
22



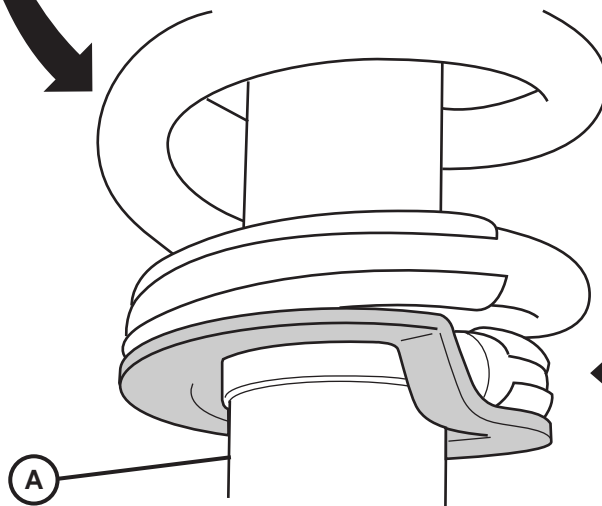
INSTALL NEW SHOCK

CAUTION: NEVER USE IMPACT OR HIGH SPEED TOOLS TO REMOVE THE STRUT ROD NUT. DAMAGE TO THE STRUT INTERNAL BEARINGS CAN OCCUR.

23



24



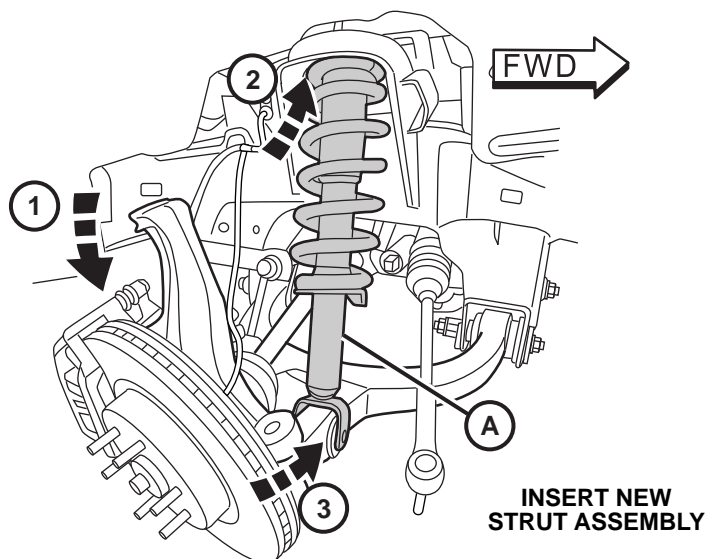
NOTE: BE SURE COIL SEAT IS IN CORRECT POSITION WITH SPRING

25

FRONT ASSEMBLY

NOTE: INSTALL KIT COMPONENTS AS SHOWN IN THE FOLLOWING STEPS, BUT DO NOT FULLY TIGHTEN FASTENERS UNTIL INSTRUCTED TO DO SO.

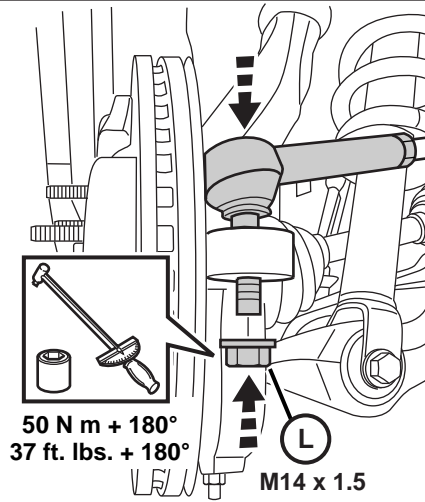
26



ALIGN LOWER YOKE WITH LOWER CONTROL ARM MOUNT

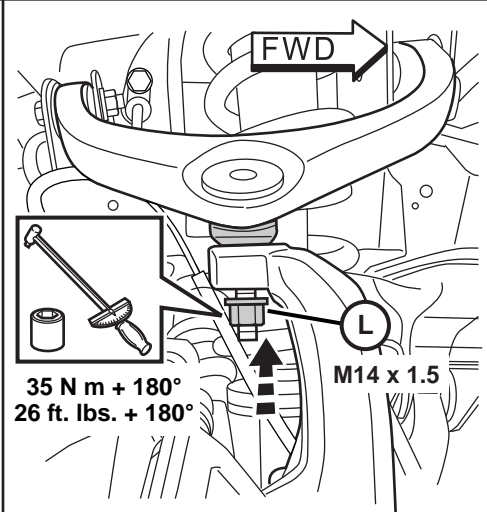
27

REVERSE STEPS 3
THROUGH 10 TO
REASSEMBLE VEHICLE
COMPONENTS



33

NOTE: USE NEW NUT (L)
FOR STEP 8 REASSEMBLY

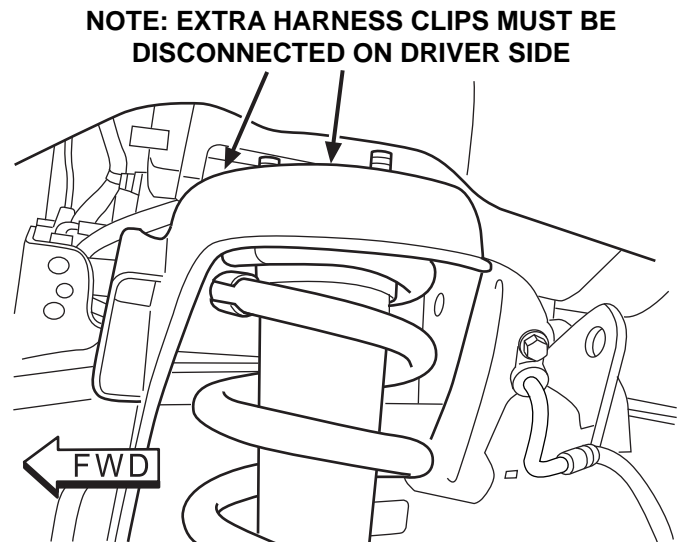


34

NOTE: USE NEW NUT (L)
FOR STEP 5 REASSEMBLY

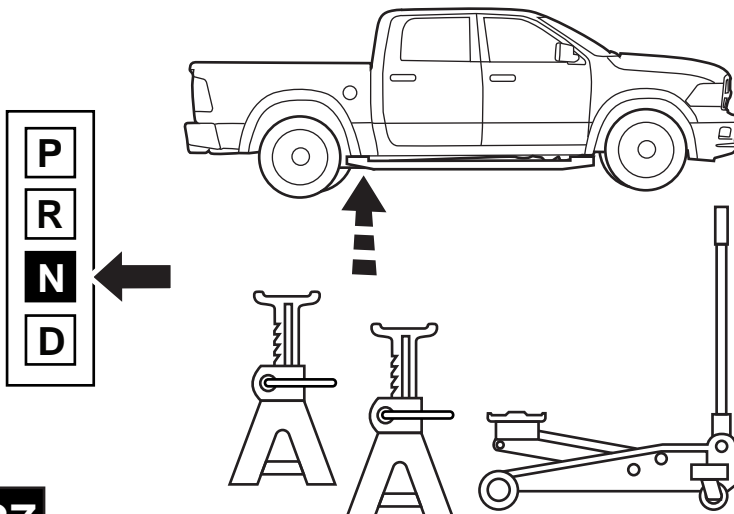
REPEAT STEPS 3 THROUGH 32
ON OPPOSITE SIDE OF VEHICLE

35

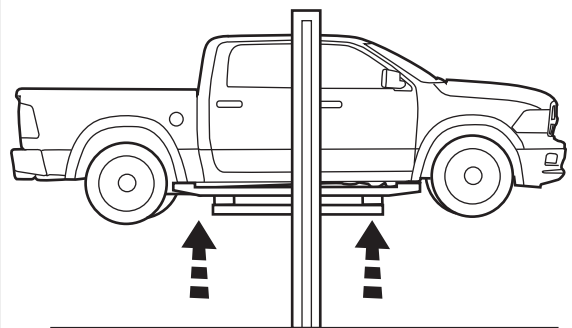


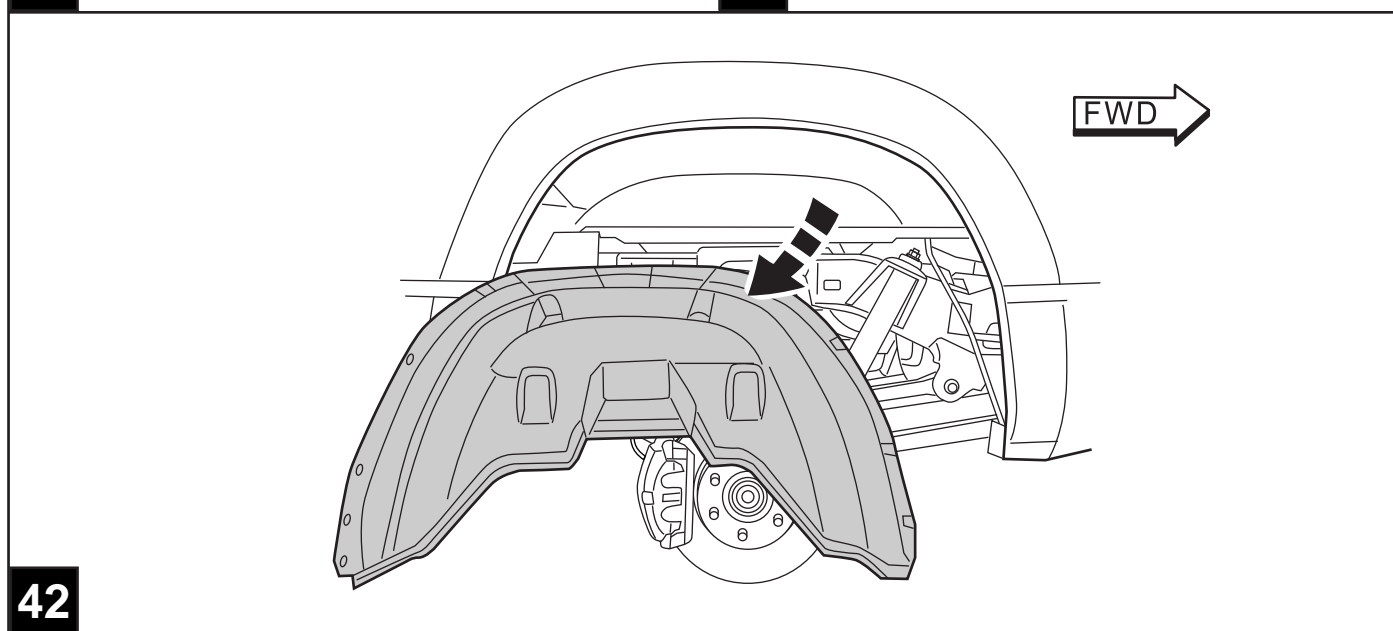
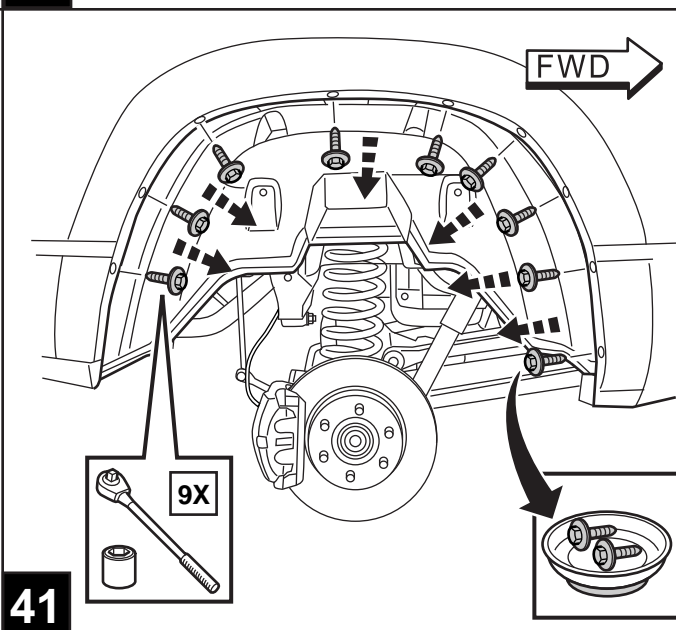
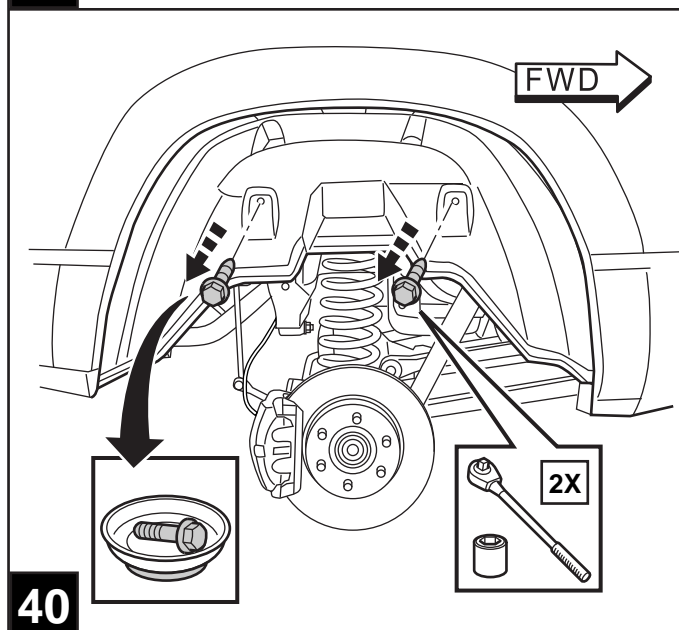
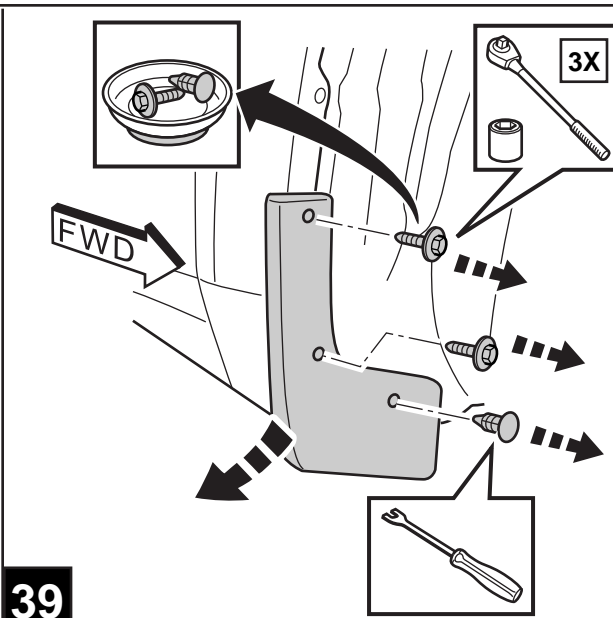
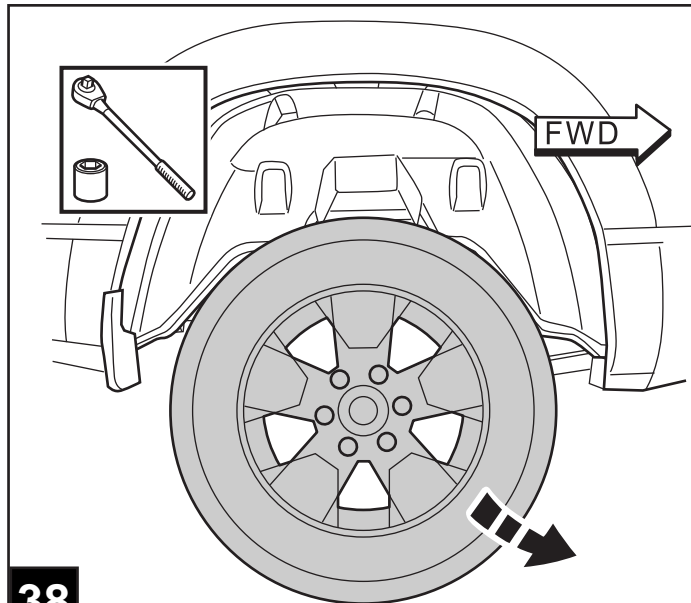
36

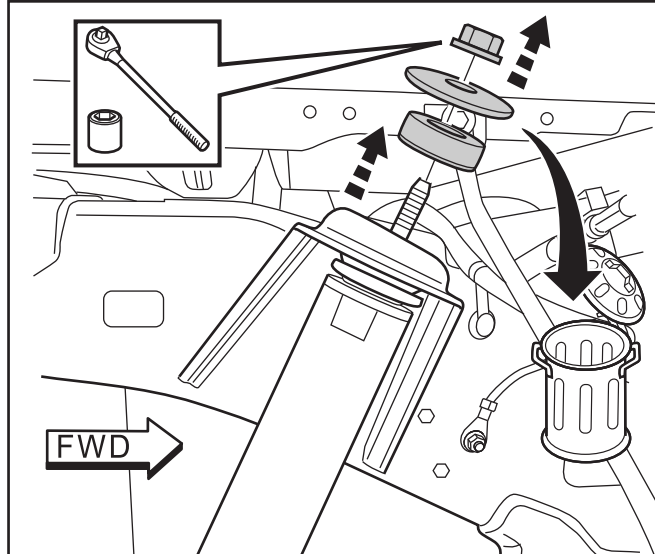
REAR DISASSEMBLY



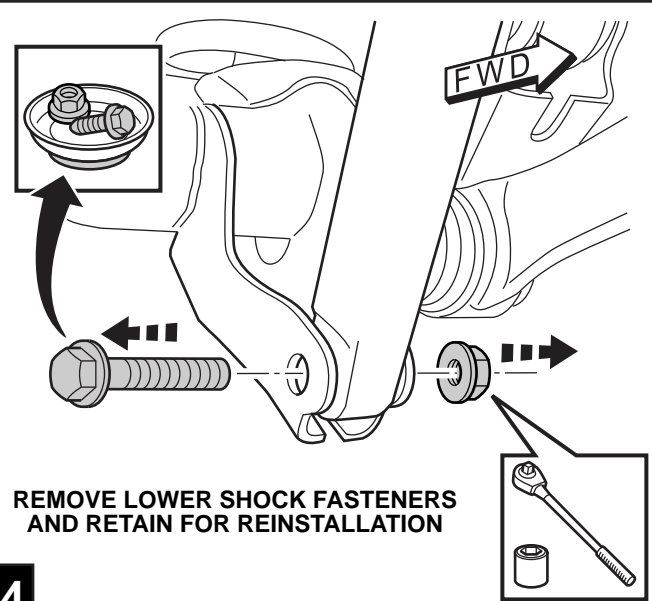
37



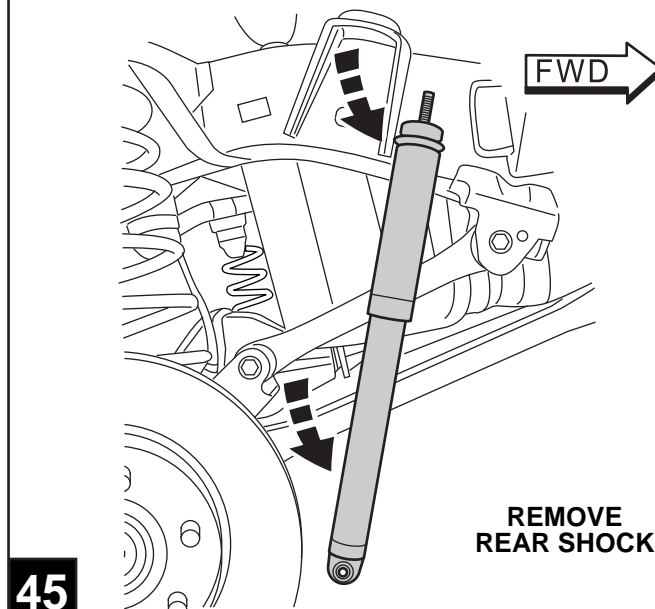




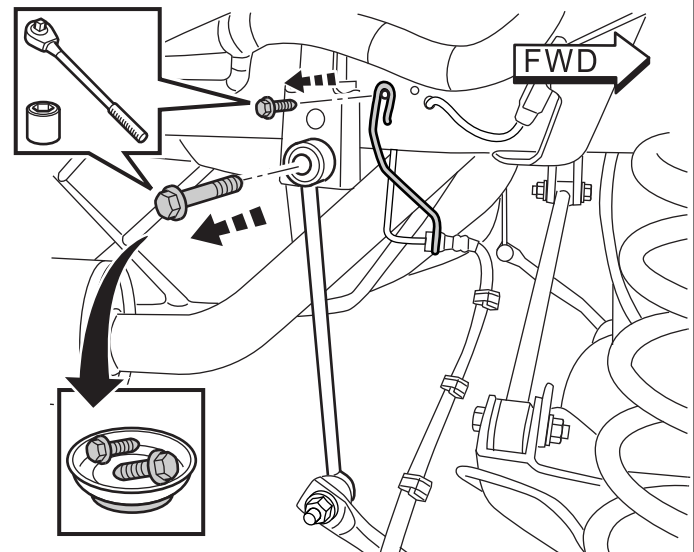
43 REMOVE UPPER SHOCK FASTENER, WASHERS AND AND BUSHINGS AND DISCARD



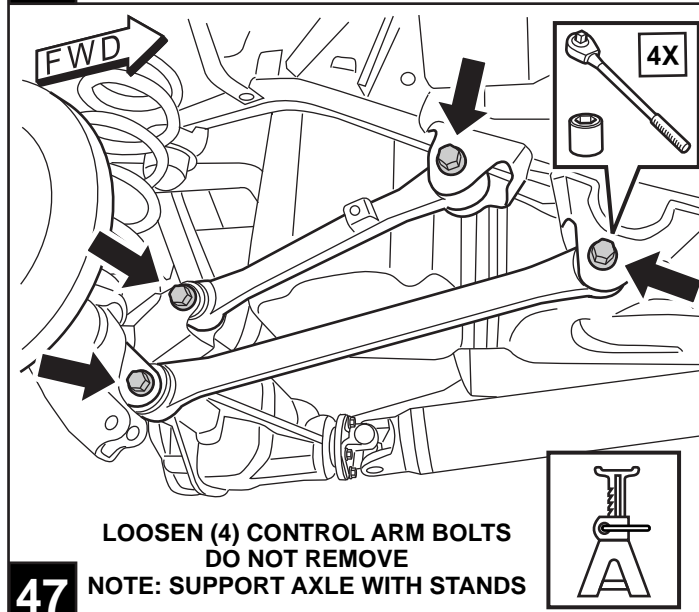
REMOVE LOWER SHOCK FASTENERS AND RETAIN FOR REINSTALLATION



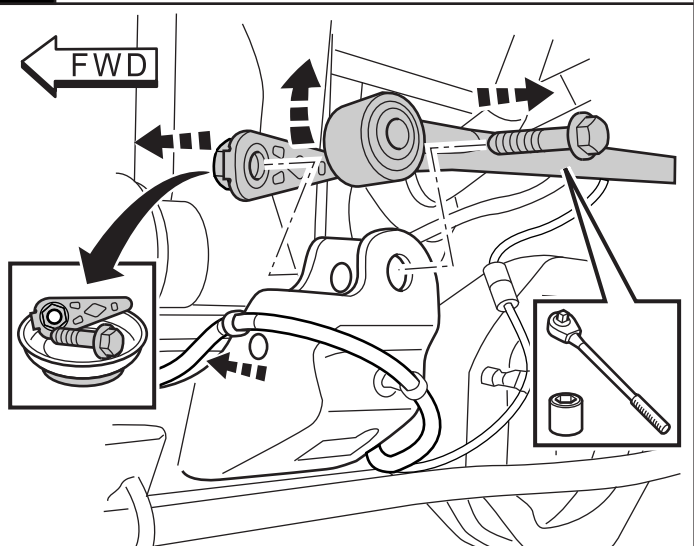
45 REMOVE REAR SHOCK



46 REMOVE UPPER STABILIZER LINK FASTENER AND BRAKE LINE BRACKET



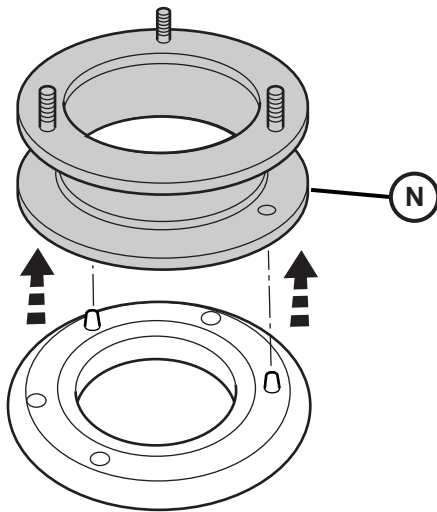
47 LOOSEN (4) CONTROL ARM BOLTS
DO NOT REMOVE
NOTE: SUPPORT AXLE WITH STANDS



48 REMOVE TRACK BAR FASTENERS AND RETAIN FOR REINSTALLATION

REPEAT STEPS 38 THROUGH 47
ON OPPOSITE SIDE OF VEHICLE

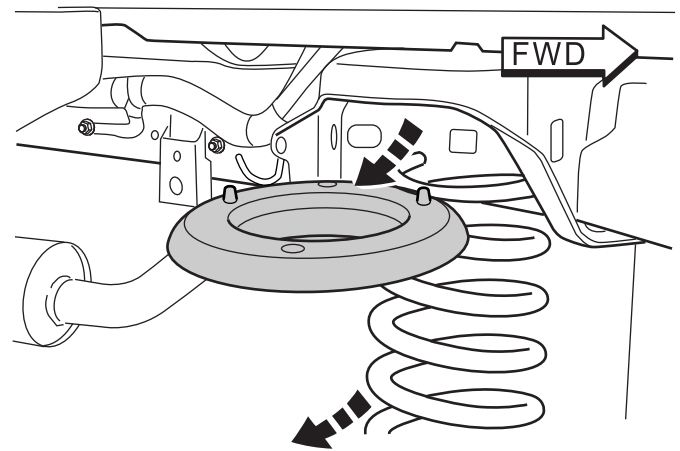
49



51

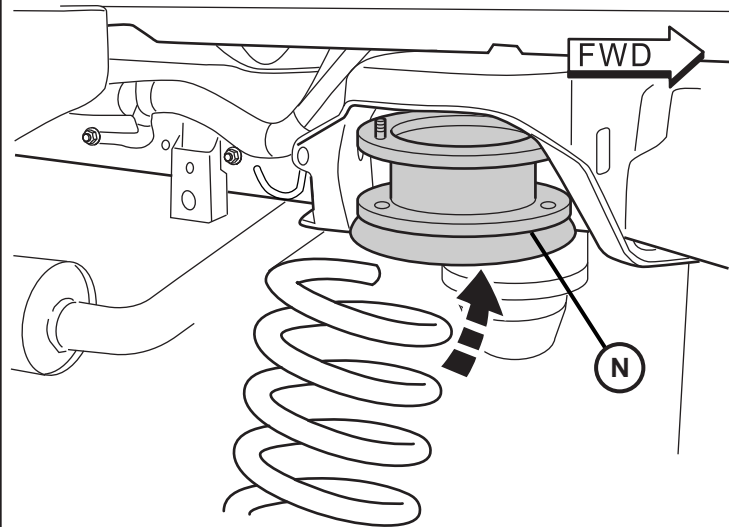
FIT RUBBER COLLAR TO NEW SPACER (N).
BE SURE TO ALIGN PINS TO HOLES.

50



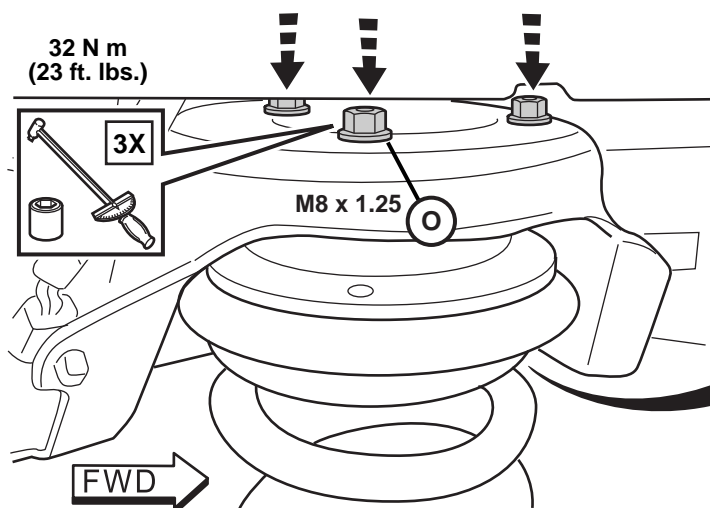
REMOVE AND RETAIN RUBBER COLLAR
AT TOP OF SPRING. REMOVE SPRING.

52

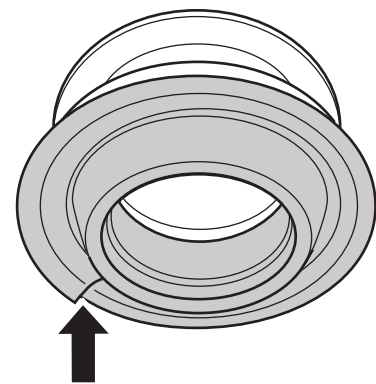


FIT SPACER (H) INTO PLACE.
REINSTALL SPRING.

53

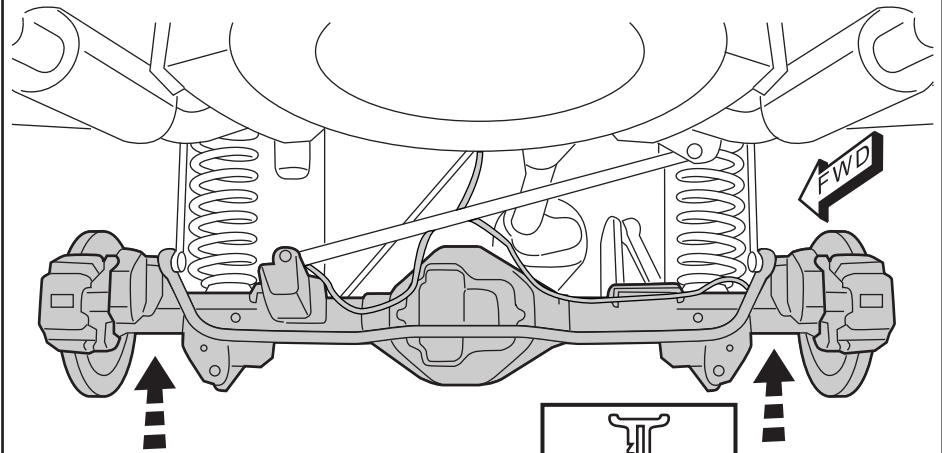


SECURE SPACER (N) WITH NUTS (O)

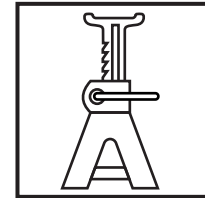


NOTE: BE SURE SPRING IS PROPERLY
ALIGNED WITH RUBBER COLLAR

REPEAT STEPS 48 THROUGH 51
ON OPPOSITE SIDE OF VEHICLE



LIFT AND SUPPORT REAR AXLE

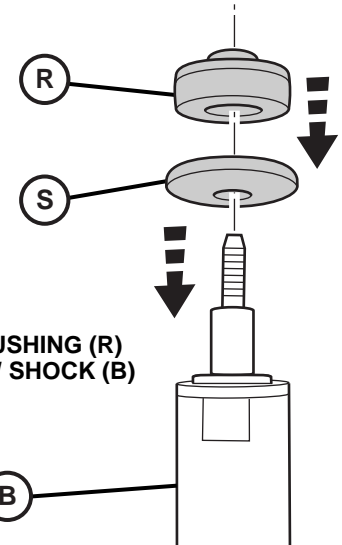


54

55

REAR ASSEMBLY

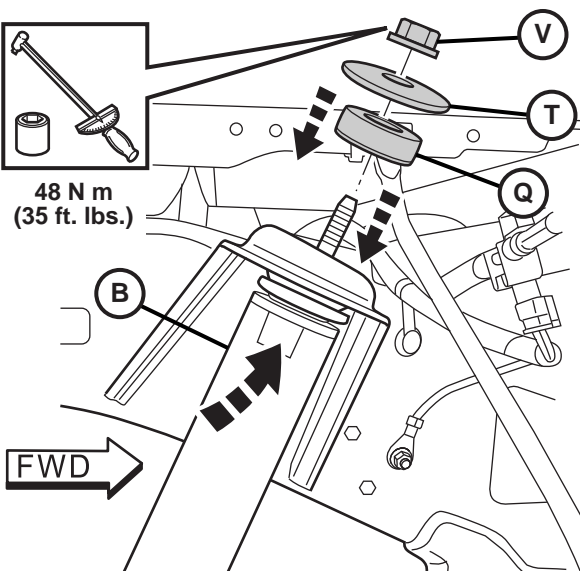
NOTE: INSTALL KIT COMPONENTS AS
SHOWN IN THE FOLLOWING STEPS,
BUT DO NOT FULLY TIGHTEN FASTENERS
UNTIL INSTRUCTED TO DO SO.



INSTALL NEW LOWER BUSHING (R)
AND WASHER (S) ON NEW SHOCK (B)

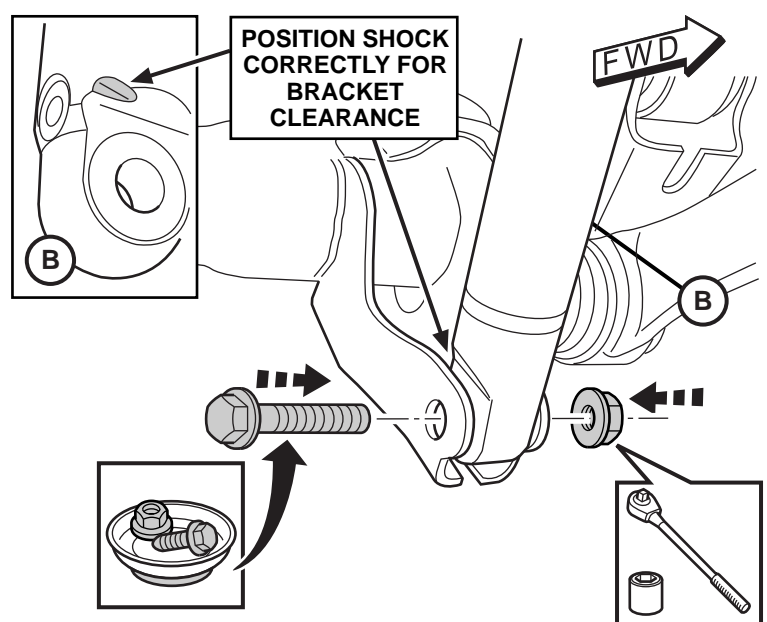
56

57



INSTALL NEW SHOCK (B) TOP MOUNT.
REINSTALL WASHER (T), BUSHING (Q)
AND NUT (V)

58

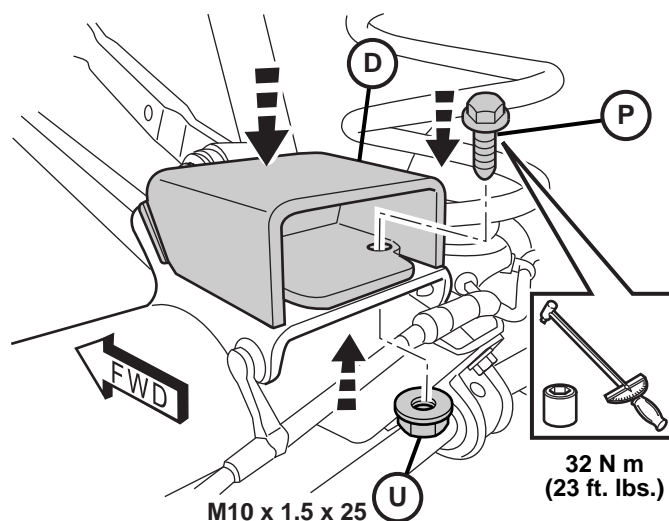


INSTALL NEW SHOCK (B) BOTTOM MOUNT

59

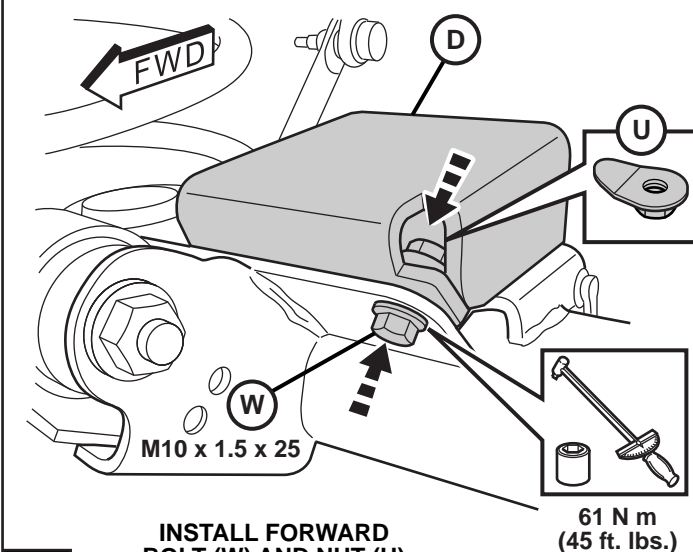
REPEAT STEPS 57 THROUGH 59
ON OPPOSITE SIDE OF VEHICLE

60



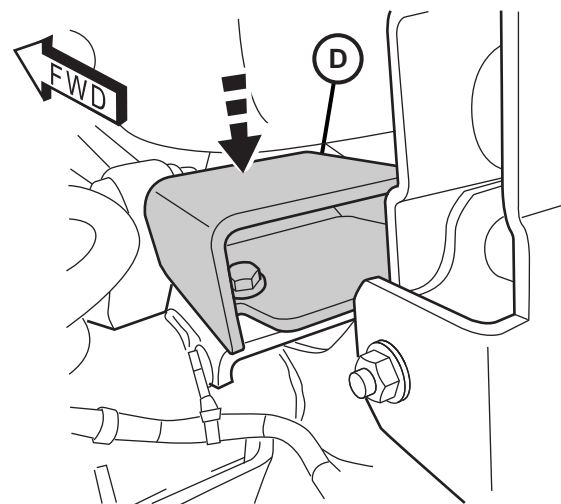
61

INSTALL BUMPER PAD (D) WITH
INNER BOLT (P) AND NUT (U)



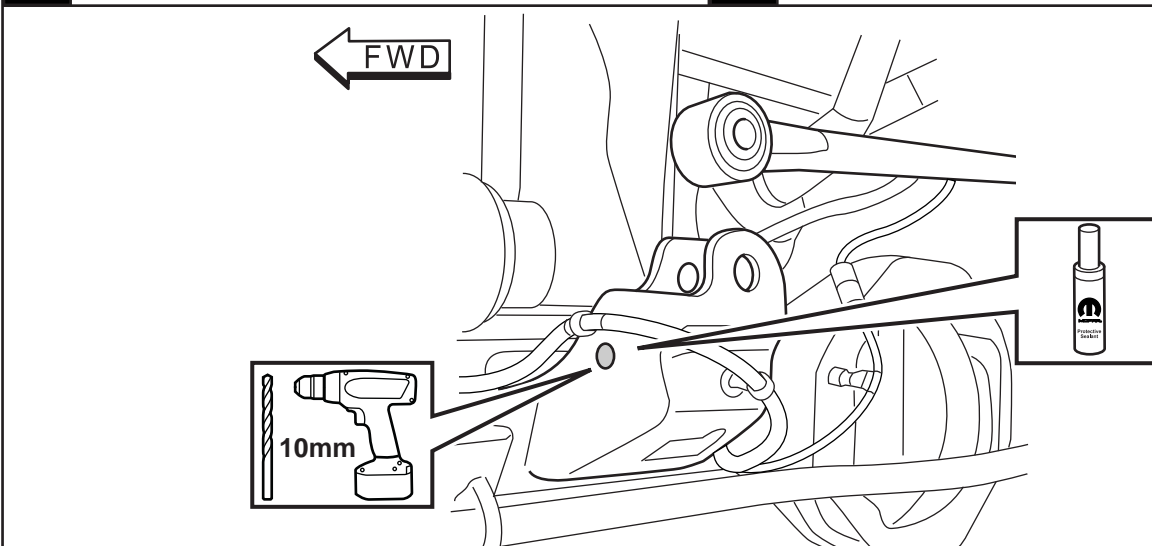
62

INSTALL FORWARD
BOLT (W) AND NUT (U)



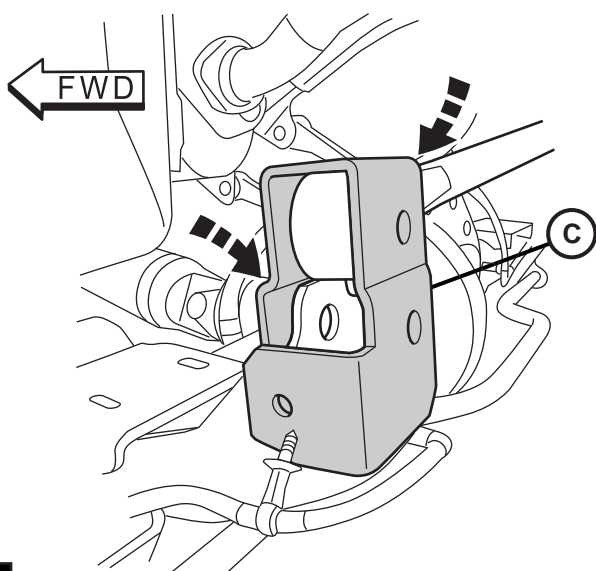
63

REPEAT STEPS 59 THROUGH 63 ON DRIVER SIDE
WITH BUMPER PAD (D)



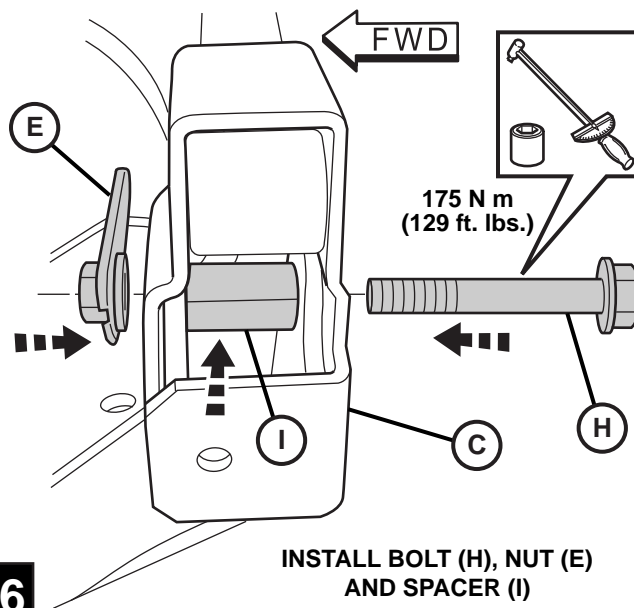
64

ENLARGE HOLE WHERE CLIP WAS LOCATED.
DE-BURR AND TREAT HOLE WITH RUST PREVENTER.

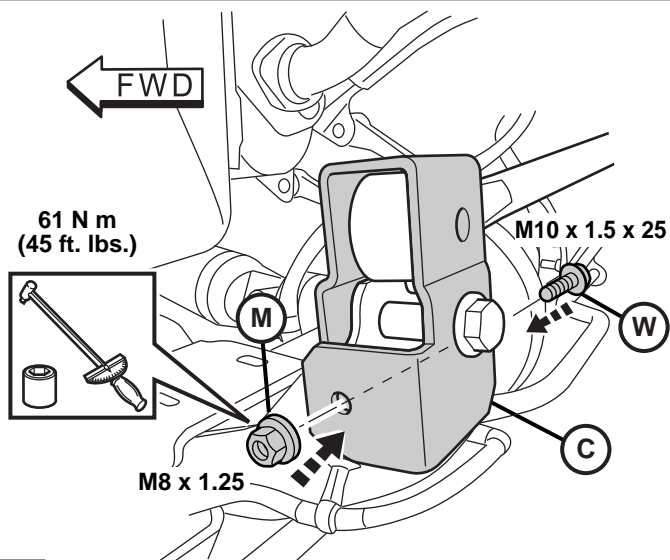


65

MOUNT TRACK BAR BRACKET (C)

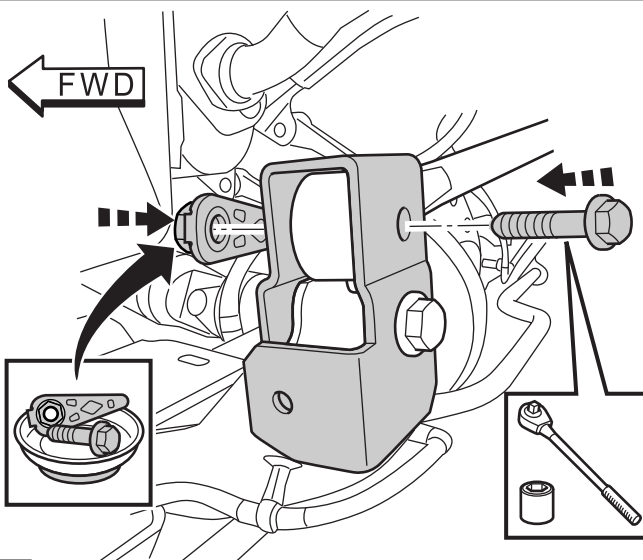


66

INSTALL BOLT (H), NUT (E)
AND SPACER (I)

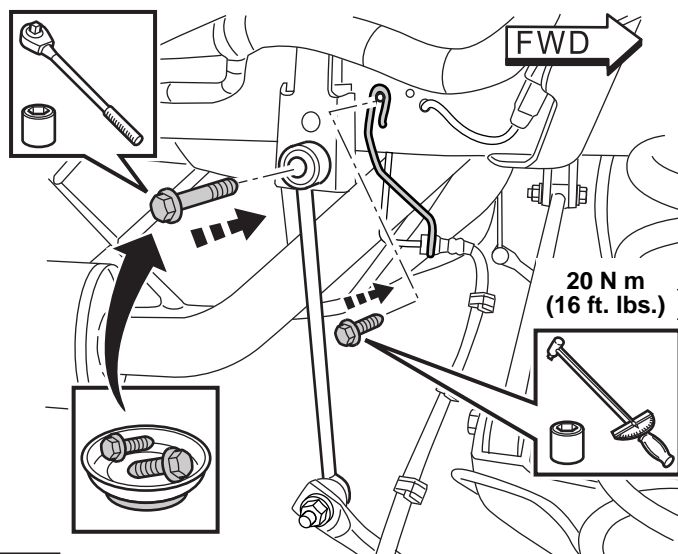
67

INSTALL NUT (M) AND BOLT (W)



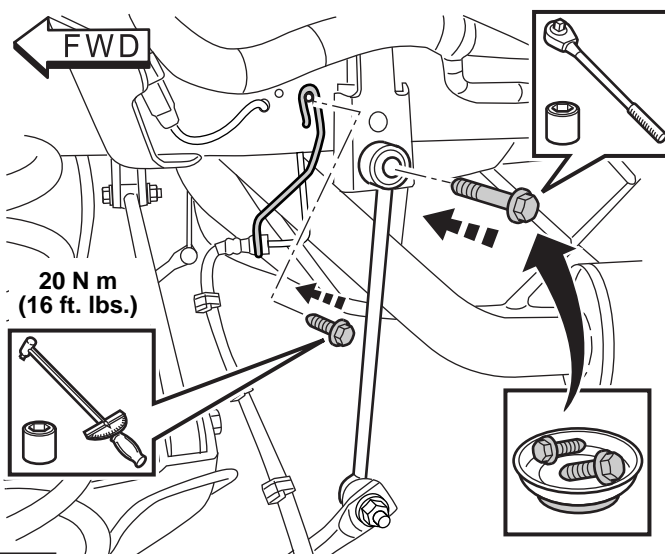
68

REINSTALL TRACK BAR FASTENERS



69

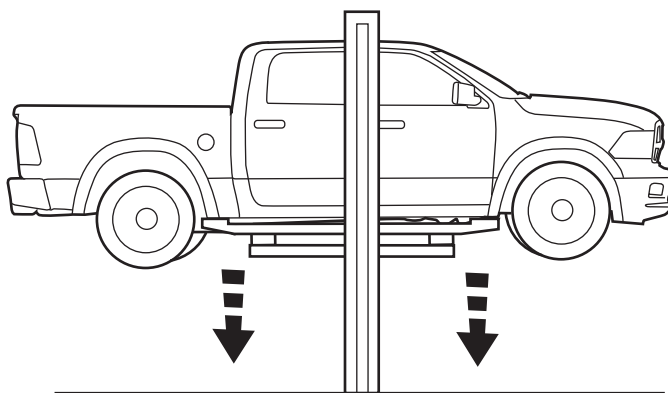
REINSTALL STABILIZER LINK FASTENERS



70

REINSTALL STABILIZER LINK FASTENERS
ON OPPOSITE SIDE

**REVERSE STEPS 38 THROUGH 42
TO REINSTALL ALL VEHICLE COMPONENTS**

71**72**

**REFER TO SPECIFICATIONS ON THE FOLLOWING PAGES
TO COMPLETE THESE INSTALLATION STEPS:**

- 1) TORQUE VALUES**
- 2) WHEEL ALIGNMENT**
- 3) HEADLAMP ADJUSTMENT**

**IMPORTANT: DO NOT APPLY FINAL TORQUE SPECIFICATIONS
UNTIL VEHICLE IS ON THE GROUND**

73

LIFT KIT TORQUE SPECIFICATIONS

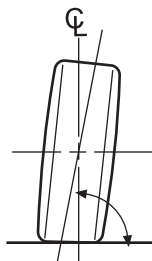
PART DESCRIPTION	TORQUE N•m	TORQUE Ft. Lbs.
FRONT LOWER CONTROL ARM NUTS	100 + 145°	74 + 145°
FRONT STRUT ROD NUT	42	31
FRONT SHOCK ABSORBER LOWER BOLT	168	124
FRONT SHOCK ABSORBER UPPER NUT	77	57
FRONT STABILIZER BAR LINK LOWER NUT	100	74
FRONT UPPER CONTROL ARM BOLTS	176	130
FRONT UPPER BALL JOINT NUT - M14 x 1.5	35 + 180°	26 + 180°
FRONT TIE ROD END TO KNUCKLE NUT - M14 x 1.5	50 + 180°	37 + 180°
REAR SHOCK ABSORBER LOWER BOLT	140	103
REAR SHOCK ABSORBER UPPER BOLT	48	35
REAR STABILIZER BAR LINK UPPER BOLT	85	63
REAR UPPER CONTROL ARM FRONT BOLT	200 + 90°	148 + 90°
REAR UPPER CONTROL ARM REAR NUT	200 + 90°	148 + 90°
REAR LOWER CONTROL ARM REAR NUT	200 + 90°	148 + 90°
REAR LOWER CONTROL ARM FRONT BOLT	200 + 90°	148 + 90°
REAR BRAKE HOSE BRACKET BOLT	20	16
TRACK BAR AXLE BOLT TO BRACKET W/SPACER M14 x 1.5 x 90	175	129
TRACK BAR AXLE BOLT TO BRACKET	61	45
REAR BUMPER PAD BOLT - M10 x 1.5 x 25	61	45
REAR BUMPER PAD BOLT - M8 x 1.25 x 21	32	23
REAR SPRING SPACER NUTS - M8 x 1.25	32	23
WHEEL LUG NUTS	176	130

NOTE: IN ANY INSTANCE WHERE A BOLT IS THROUGH A RUBBER BUSHING,
THE BOLT MUST BE TORQUED AT NORMAL RIDE HEIGHT

TARGET ALIGNMENT SPECIFICATIONS

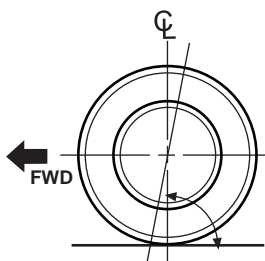
LEFT FRONT

CAMBER
 $0.00^{\circ} \pm 0.65^{\circ}$



RIGHT FRONT

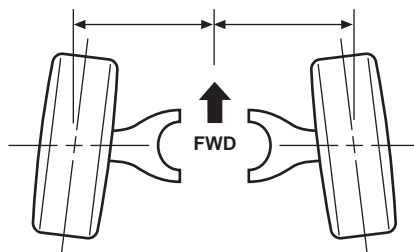
CAMBER
 $0.00^{\circ} \pm 0.65^{\circ}$



CASTER
 $4.50^{\circ} \pm 0.65^{\circ}$

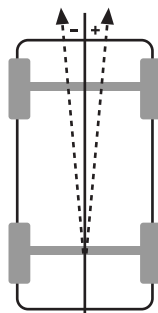
CASTER
 $4.50^{\circ} \pm 0.65^{\circ}$

TOE-IN
 $0.10^{\circ} \pm 0.20^{\circ}$

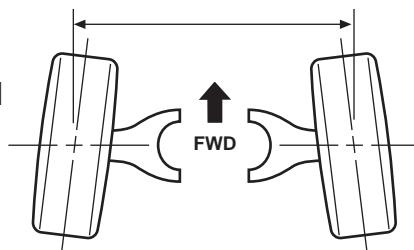


TOE-IN
 $0.10^{\circ} \pm 0.20^{\circ}$

THRUST ANGLE
 $0.0^{\circ} - 0.25^{\circ}$



TOTAL TOE-IN
 $0.10^{\circ} \pm 0.20^{\circ}$



HEADLAMP ALIGNMENT

1. Verify proper tire inflation pressures.
2. Verify that there is no extra weight load in the vehicle except for the driver.
3. The fuel tank should be FULL.
4. Prepare an alignment wall according to diagram below:

