

ReadyLift® Part# 66-1090 Coil Spacer kit, Installation Instructions  
1994-2001 Dodge 1500 4WD / 1994-2007 Dodge 2500/3500 4WD  
2006-2009 Dodge Ram Mega Cab 1500/2500/3500 4WD

Please read instructions thoroughly and completely before beginning installation.  
Check [www.readylift.com](http://www.readylift.com) for any updated installation instructions.  
Installation by a trained mechanic is recommended.

## Step 1:

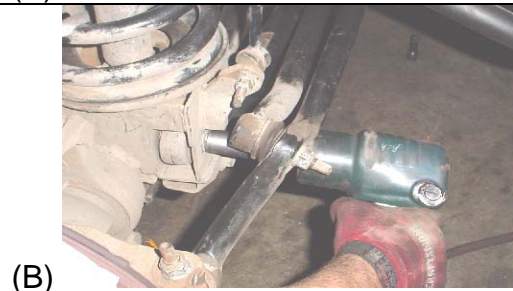
Position truck on a flat surface and lift vehicle by the frame so that the front wheels are off the ground using a floor jack and jack stands or a (2) two post lift if available and remove the front wheels and tires.

Locate the front sway bar and unbolt the lower end link. Do this on both sides of vehicle. (Insert A)

Next locate the lower track bar mount on the passenger side of the vehicle and unbolt from axle. (Insert B)



(A)



(B)

## Step 2:

Place an index mark on the stock coil and a matching one on the lower coil pocket. This will allow you to replace the coils in the stock location

Next locate the upper shock mounts (**they are located in the engine compartment**) and remove the upper shock hardware. Next remove the 3 nuts from the upper shock mounts. Do this on both sides of vehicle.

Now remove the lower shock mounting bolts and remove the shocks by pulling them up through the engine compartment. Do this on both sides of vehicle.

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### Step 3:

Remove the Stock Coils from both sides of vehicle. Retaining the stock rubber spring isolators for use in re-installing the coils. Remove and discard the metal rings with 3 bolts.

The ReadyLift® spacers will replace the metal rings, and act as the upper spring mounts. *(Insert C)*.

Loosely bolt the ReadyLift® spacer into the upper coil mount as show. *(Insert D)*

**Only finger tighten the hardware as you will have to remove it once the coils have been re installed.**



(C)



(D)

### Step 4

On the driver's side, place the rubber isolator onto the top of the coil spring and install into the stock location, sliding the top of the coil onto the ReadyLift® spacer. *(Insert E)*

Use of a pry bar may be necessary to get the coil in to the lower coil pocket. *(Insert F)*

Repeat Step 4 on the Passenger side of Truck.

(Note: Refer to the index marks from Step 2 to get the coils back into the stock locations)



(E)



(F)

### Step 5:

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Re-install the Front Shocks by feeding them back down through the engine compartment, and install the lower shock hardware then re-install the upper shock mounts onto the new studs of the ReadyLift<sup>®</sup> spacers. Re-install upper shock hardware and tighten to factory specs.

Using the factory hardware re-connect the Track Bar and Front Sway Bar Mounts on both sides of truck.

Follow each step closely making sure to double-check the torque on all fasteners. Measure the distance between the tires and fenders to make sure both sides of the truck are even.

## Step 6:

Wheel Alignment; a Certified Alignment Technician that is experienced with lifted vehicles is recommended to perform the alignment.

\*It is recommended that you have your vehicle's alignment checked whenever installing new tires. It is also recommended that you adjust your headlights whenever your vehicle's ride height is altered.



### Installation Warning

Always wear proper safety equipment and use the correct tools when installing any suspension upgrade. Make sure vehicle is on a flat surface and you are using jack stands or a lift rated for the weight of the vehicle.

**Warning!** This ReadyLift<sup>®</sup> Leveling Kit is designed and engineered to level out a stock vehicle with no prior modifications. The use of this kit along with items such as rear lift blocks or spacers, add-a-leafs, airbags, suspension lifts, body lifts or any other type of lifting accessory shall be done at the vehicle owners risk and will void any and all warranties in effect or implied by ReadyLift<sup>®</sup>.

### Vehicle Handling Warning

Vehicles with larger wheels and tires will handle differently than stock vehicles. Take time to familiarize yourself with the handling of your vehicle. **DRIVE SAFELY and WEAR YOUR SEATBELT**

## Disclaimer:



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Due to a design issue with Dodge Ram front differential and suspension, some owners may experience a vibration in the front end when in 4x4 mode, or a shaking vibration of the front wheels when going over a bump at speed. These two symptoms are often called a "death wobble", but actually appear to be two different problems with the Ram truck.

The 4x4 only mode vibration is an issue that occurs when in 4x4 high mode. Dodge couldn't discover why their stock trucks would do this for some customers. The solution for Dodge was to state that there is no problem and that all of the new Rams will shudder or shake when in 4x4 high. This symptom appears isolated to 2008 model trucks and when in 4-hi mode but can occur in earlier models.

The steering wobble or vibration has to do with the steering/ball joint equipment. Dodge had released TSBs on this problem - Daimler Technical Service Bulletin # 22-005-06

In either case, it has become apparent that raising or lifting the front of the Dodge Ram pickup may amplify these existing OEM problems. In some cases the symptoms exist on non-modified stock vehicles.

It is ReadyLift Suspension's position that if you have installed a 66-1090 or 66-1020 kit onto your Dodge Ram truck and experience either of the two symptoms mentioned, IMMEDIATELY HAVE THE LEVELING KIT REMOVED FROM THE VEHICLE!



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**SAFETY WARNING:** ReadyLift Suspension Inc. recommends this system be installed by a professional technician. In addition to these instructions, professional knowledge of disassembly/ reassembly procedures and post installation checks must be known.

**PRODUCT SAFETY WARNING:** Modifying your vehicle ride height may result in the vehicle handling differently than a factory equipped vehicle. Extreme care must be used to prevent loss of control or vehicle rollover. Failure to drive your modified vehicle safely may result in serious injury or death. ReadyLift Suspension Inc. does not recommend the combined use of suspension lifts, body lifts, or other lifting devices. You should never operate your modified vehicle under the influence of alcohol or drugs. Always drive your modified vehicle at reduced speeds to ensure your ability to control your vehicle under all driving conditions. Always wear your seat belt.

**Pre-Installation Notes**

1. Special literature required: OE Service Manual for model/year of vehicle. Refer to manual for proper disassembly/reassembly procedures of OE and related components.
2. Adhere to recommendations when replacement fasteners, retainers and keepers are called out in the OE manual.
3. Larger rim and tire combinations may increase leverage on suspension, steering, and related components. When selecting combinations larger than OE, consider the additional stress you could be inducing on the OE and related components.
4. Post suspension system vehicles may experience drive line vibrations. Angles may require tuning, slider on shaft may require replacement, shafts may need to be lengthened or trued, and U-joints may need to be replaced.
5. Secure and properly block vehicle prior to installation of ReadyLift Suspension Inc. components.

**Always wear safety glasses** when using power tools.

6. If installation is to be performed without a hoist, ReadyLift aSuspension Inc. recommends rear alterations first.
7. Due to payload options and initial ride height variances, the amount of lift is a base figure. Final ride height dimensions may vary in accordance to original vehicle attitude. Always measure the attitude prior to beginning installation.

**POST-INSTALLATION WARNINGS**

1. Check all fasteners for proper torque. Check to ensure for adequate clearance between all rotating, mobile, fixed, and heated members. Verify clearance between exhaust and brake lines, fuel lines, fuel tank, floor boards and wiring harness. Check steering gear for clearance. Test and inspect brake system.
2. Perform steering sweep to ensure front brake hoses have adequate slack and do not contact any rotating, mobile or heated members. Inspect rear brake hoses at full extension for adequate slack. Failure to perform hose check/ replacement may result in component failure. Longer replacement hoses, if needed can be purchased from a local parts supplier.
3. Headlight adjustment is highly recommended.
4. Re-torque all fasteners after 500 miles. Always inspect fasteners and components during routine servicing.

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