

# BORNE

## OFF-ROAD®

# 2-INCH FRONT LEVELING KIT

## 2006+ RAM 1500

### INSTALLATION GUIDE

#### PARTS INCLUDED

- (2x)** Aluminum Strut Spacers
- (6x)** M10 Socket Head Bolts
- (6x)** M10 Nylon Lock Nuts
- (6x)** M10 Flat Washers

#### INSTALL TIME

4 Hours

#### DIFFICULTY

4/5

#### REQUIRED TOOLS

Floor Jack	3/8" Drive Ratchet
Jack Stands	10mm Deep Socket
Wheel Chocks	16mm Deep Socket
Hammer	17mm Deep Socket
Pry Bar	21mm Deep Socket
15mm Wrench	22mm Deep Socket
21mm Wrench	8mm Allen/Hex Key
1/4" Drive Ratchet	Wrench Or Socket

## INSTRUCTIONS

**01.** Place wheel chocks on both sides of at least one rear tire and use a 22mm socket to loosen the front wheel lug nuts.

**02.** Jack up the front of the vehicle and support at the appropriate points with jack stands. Remove the front wheels and turn the knuckle, so the brake caliper faces outward.

**03.** Unclip the wheel speed sensor from the brake hose.



**04.** Using a 17mm socket, remove the upper sway bar link nut. Counter-hold the rod with a 15mm wrench.



**05.** Using a 21mm wrench, remove the tie rod end nut. Counter-hold the threads using a 10mm socket. Loosely reinstall the nut so that the top of the nut is flush with the end of the threads. Using a hammer, hit the end of the threads to remove the tie rod end from the knuckle. [\[Image on top right\]](#)

**Note:** It may be necessary to strike the knuckle where the tie rod end goes through it to remove the tie rod.



**06.** Using a 21mm wrench, remove the upper control arm ball joint nut. Counter-hold the threads using a 10mm socket. Loosely reinstall the nut so that the top of the nut is flush with the end of the threads. Using a hammer, hit the end of the threads to remove the tie rod end from the knuckle.

**Note:** It may be necessary to strike the knuckle where the ball joint goes through it to remove the tie rod.



**07.** Hook the tie rod on the sway bar to keep out of the way. Remove the lower strut nut and bolt using a 21mm socket and 21mm wrench.



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**08.** Using a 16mm socket, remove the three upper strut nuts.



**09.** Using a pry bar, remove the strut by prying between the strut and the control arm. Pry down on the arm, up on the strut, and pull the strut outward toward you.



**10.** Install three of the supplied M10 socket head bolts into the threaded holes of the spacer until bottomed out and tighten using an 8mm Allen/hex key.



**11.** Fit the spacer onto the top of the strut. It will only go on in one orientation. Using a 17mm socket, install the spacer using the supplied M10 washers and lock nuts. Use a pry bar against the threads to keep the strut from rotating while tightening the nuts.



**12.** Reinstall the strut in the truck top-first, aligning the upper strut studs with the holes in the strut tower. Thread one of the upper strut nuts partially on to hold it in position.



**13.** Pry down on the lower control arm until you can get the bottom of the strut over the front of the control arm and the bushing. Then, reinstall the lower strut nut and bolt.



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14. Reinstall the upper ball joint by jacking up on the lower control arm and prying down on the upper control arm to get the ball joint taper into the knuckle. Thread the nut on and tighten.



15. Reassemble the rest by following the steps in reverse.

16. Repeat the procedure for the other side.

17. Torque all fasteners to the manufacturer's recommended specifications.

18. Reinstall the wheels, lower the vehicle to the ground, and torque the wheel bolts.

**Note: A front-end alignment is recommended after installing a leveling kit.**

## RESOURCES & CONTACT INFORMATION



**CALL 1-877-GOMISHI**

CUSTOMER SERVICE HOURS: MON-FRI 8:30AM-5:00PM EST



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