



Dodge Off Road, LLC

Specializing in Dodge Ram Solid-Axle 4x4
Suspension and Steering for Off Road Applications

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Lakeview, Arkansas

DODGE OFF ROAD 5th GEN LONG ARM INSTALL INSTRUCTIONS

For all 2014-2017 Dodge Ram 2500 4x4 Trucks, and all 2013-2017 Ram 3500 4x4 trucks.

Thank you for your purchase of our adjustable long arms! Please read over the instructions carefully before beginning your installation. Installation should be performed by a qualified mechanic. This is not a difficult install, but it does require a general knowledge of front ends and suspension systems. Installation takes approximately 2 hours.

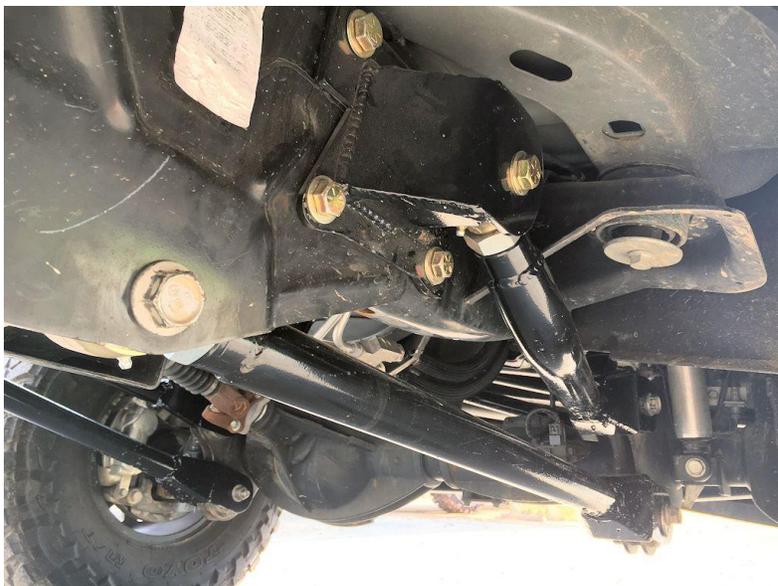
Tools Needed

13/16" socket and wrench, 7/8" socket and wrench, 28mm socket and wrench, 9/16" hole saw with pilot bit, 3.5" long pilot bit, drill, marker, center punch, 1-5/8" open ended wrench or a large crescent wrench

Installing the Frame Brackets

Place vehicle on level ground with the wheels blocked, parking brake set and the transmission in park for automatics, or reverse for manual transmission. Set your parking brake.

Place the driver side long arm bracket up to the frame, above the factory radius arm mount and slightly forward on the frame. The long arm bracket will self-index right into an existing hole in the frame.



With the bracket in place, mark the holes to be drilled on the outside of the frame. Center punch the holes for best results.

Using a small pilot bit that is at least 3.5" long (after being chucked in the drill), drill the center of the bolt holes out through both sides of the frame, keeping the drill bit as perpendicular to the frame as possible. These pilot holes will be used to drill the frame out to a larger 9/16" size. When drilling, watch for wires and hoses on the backside of the frame.

Once the pilot holes are all drilled, use a 9/16" hole saw with a pilot bit, or a 9/16" drill bit and drill the five holes through the outside of the frame. Then drill the four outside holes on the back side of the frame, but do not drill the center hole for the upper arm yet.

Using a 1" or larger hole saw and pilot bit, drill the center bolt hole on the backside of the frame out. Do not drill any other holes to this size, and do not drill completely through the frame. You are only drilling the backside so that you can put a washer, nut, and a socket inside the frame.

Now that all of the holes are drilled for the bracket, you can mount the bracket to the frame using the supplied 9/16"x4.5" bolts, washers, and locknuts. Torque the bolts to 125 ft.lbs.

Repeat the same process on the passenger side of the truck.

Bolting Up The Long Arms

The first step is to remove the radius arms. Make sure that your front tires are chocked on the front and back side, to prevent the axle from shifting. Only remove one radius arm at a time, replacing that side with long arms before moving to the other side of the truck.

Remove the driver side factory radius arm at the frame and at the axle. Keep the 18mm bolts because you will be reusing those.

Once the radius arm is off of the truck, bolt the upper arm to the axle (the clevis end, without a joint) and then bolt the adjustable end with the Johnny Joint to the frame bracket using the supplied 9/16" bolt, washers, and locknut. You may need to adjust the joint by threading it in or out to get the bolt holes to line up perfectly. Do not torque the bolts down yet, just get them finger-tight.



Now install the lower arm, starting with the axle end first and then raising the adjustable Johnny Joint side into the factory radius arm bracket on the frame, using the factory hardware on both ends. Again, you may need to adjust the joint to get the bolt holes to line up.

Once both upper and lower arms are installed, go ahead and torque the hardware down unless you plan on making changes to the caster and axle position yourself. Otherwise an alignment shop will do this for you. Torque specs are 125 ft.lbs on the 9/16" bolt, and 225 ft.lbs on the factory 18mm hardware. The jam nuts should be torqued to 225 ft.lbs as well. Make sure the jam nuts are tight against the arm, not the joint itself.

Repeat the same process on the passenger side of the truck.



Final Notes

Recheck that all fasteners are properly tightened.

Grease the joints with any automotive or marine grade grease. Fill the joints until grease comes out of the side of the Johnny Joint ball.

If all fasteners are tight, you can remove your wheel chocks, start the truck, and test drive it in a controlled environment. If you hear any popping noises, you'll need to check your hardware again. Otherwise you should not have any play or noise from the long arm kit.

The installation of the DOR long arms does not alter your truck's toe alignment at all, however your caster is set by the lower arms. You can also adjust your pinion angle and axle position with the arms, but this is best done by an alignment shop. We recommend 3.7 to 4.5 degrees of caster, with no more than half a degree of cross caster from passenger side to driver side.

It is ultimately the buyer's responsibility to have all bolts and nuts checked for tightness after the first 500 miles and then every 1000 miles. Just like checking your lug nuts or anything else, you should make it a habit to monitor critical items on your truck periodically. You should grease the Johnny Joint as often as needed, depending on your climate and how you use the truck.

If you have any questions, please do not hesitate to call or email us at sales@dodgeoffroad.com ! Thanks again for your purchase. Please consider our other steering and suspension upgrades as part of your truck's upgrade plan. We have many high quality products to keep your truck in great shape for years to come.



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