

INSTALL INSTRUCTIONS

2025+ RAM 2500/3500 Pickup - 6" Lift Front



KIT# 10037574

1/2-20", 3/8"-24" and 5/16"-18" taps are required for installation.

Welding is also required.

kelderman



KELDERMAN MANUFACTURING

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KIT NUMBERS

- THIS INSTALLATION MANUAL COVERS THE FOLLOWING AIR RIDE KITS.

KIT NUMBER	DESCRIPTION
10037574	KIT - 6 INCH LIFT - CONTROL ARM FRONT - POWERLINE 8-SPEED TRANSMISSION



2025 RAM 3500 LIMITED CREW CAB SHOWN

INTRODUCTION

IMPORTANT

- ♦ IT IS IMPORTANT THAT THE ENTIRE INSTALLATION INSTRUCTIONS BE READ THOROUGHLY BEFORE PROCEEDING WITH INSTALLATION.
- ♦ IF YOUR KIT WAS ORDERED RAW, OPEN EVERY BOX AND LOCATE ALL PARTS. THERE ARE SEVERAL SMALLER BUSHING PIECES AND BOLTS THAT ARE PACKAGED SEPARATELY INSIDE THE MAIN BOX.

PRODUCT INSTALLER RESPONSIBILITIES

- ♦ INSTALLER IS RESPONSIBLE FOR INSTALLING THIS PRODUCT IN ACCORDANCE WITH KELDERMAN MFG. INC. SPECIFICATIONS AND INSTALLATION INSTRUCTIONS.
- ♦ INSTALLER IS RESPONSIBLE FOR PROVIDING PROPER INSTALLATION OF VEHICLE COMPONENTS AND ATTACHMENTS AS WELL AS REQUIRED OR NECESSARY CLEARANCE FOR SUSPENSION COMPONENTS, AXLES, WHEELS, TIRES, AND OTHER VEHICLE COMPONENTS TO ENSURE A SAFE AND SOUND INSTALLATION AND OPERATION OF THIS PRODUCT.

DEFINITION OF TERMS

- ♦ **WARNING:** INDICATES A POTENTIALLY HAZARDOUS SITUATION WHICH, IF NOT AVOIDED, COULD RESULT IN DEATH OR SERIOUS INJURY.
- ♦ **CAUTION:** A POTENTIAL HAZARDOUS SITUATION MAY RESULT IN PROPERTY DAMAGE.
- ♦ **NOTE:** PROVIDE INFORMATION OR SUGGESTIONS THAT HELP CORRECTLY PERFORM A TASK.
- ♦ **TORQUE:** WHEN ITALICIZED “TORQUE” ALERTS THE INSTALLER TO TIGHTEN FASTENERS TO A SPECIFIED VALUE.

BOLT TORQUE CHART

BOLT SIZE	GRADE 5 TORQUE	GRADE 8 TORQUE
1/4"-20	8 <i>FT-LB</i>	12 <i>FT-LB</i>
3/8"-16	19 <i>FT-LB</i>	26 <i>FT-LB</i>
3/8"-24	21 <i>FT-LB</i>	30 <i>FT-LB</i>
1/2"-13	45 <i>FT-LB</i>	64 <i>FT-LB</i>
1/2"-20	50 <i>FT-LB</i>	70 <i>FT-LB</i>
9/16"-18	70 <i>FT-LB</i>	100 <i>FT-LB</i>
5/8"-11	90 <i>FT-LB</i>	125 <i>FT-LB</i>
5/8"-18	100 <i>FT-LB</i>	150 <i>FT-LB</i>
3/4"-16	175 <i>FT-LB</i>	250 <i>FT-LB</i>
7/8"-14	275 <i>FT-LB</i>	400 <i>FT-LB</i>

SAFETY

YOUR SAFETY AND THE SAFETY OF OTHERS IS VERY IMPORTANT.

- ◆ READ AND UNDERSTAND ALL SAFETY PRECAUTIONS AND INSTRUCTIONS BEFORE INSTALLING THIS PRODUCT.

CAUTION: TRUCKS EQUIPPED WITH PARKING SENSORS OR OTHER LIKE DEVICES.

- ◆ RELOCATION OF THESE DEVICES WILL ALTER THE FIELD OF VIEW. IT IS THE RESPONSIBILITY OF THE OWNER TO UNDERSTAND HOW THESE CHANGES AFFECT THE OPERATION OF THESE SYSTEMS.

WARNING: COMPONENTS UNDER PRESSURE.

- ◆ BLEED ALL PRESSURE FROM THE AIR SYSTEM BEFORE PERFORMING ANY MAINTENANCE OR SERVICE. SERIOUS INJURY COULD OCCUR IF COMPONENTS ARE REMOVED WHILE SYSTEM IS PRESSURIZED.

WARNING: CARELESS INSTALLATION CAN RESULT IN SERIOUS INJURY OR PROPERTY DAMAGE

- ◆ WEAR EYE PROTECTION.
- ◆ DISCONNECT THE BATTERY BEFORE DOING ANY WORK ON THE VEHICLE.
- ◆ WORK ON FLAT LEVEL GROUND.
- ◆ ENSURE TRUCK IS PROPERLY SUPPORTED BY JACK STANDS. NEVER WORK UNDER A VEHICLE SUPPORTED ONLY BY HYDRAULIC JACKS.
- ◆ TAKE PRECAUTIONS WHEN LIFTING PRODUCT. DUE TO THE SIZE AND WEIGHT OF THIS PRODUCT TWO PEOPLE ARE RECOMMENDED FOR INSTALLATION.
- ◆ NEVER WORK DIRECTLY UNDER THE PRODUCT UNTIL IT HAS BEEN SECURELY FASTENED TO THE VEHICLE.
- ◆ AVOID SHARP, HOT, AND MOVING COMPONENTS WHEN ROUTING ELECTRICAL CABLES AND AIR LINES.
- ◆ IF DRILLING, INSPECT BOTH SIDES OF THE SURFACE AND REMOVE/RELOCATE ANY OBJECTS LOCATED IN THE WAY.
- ◆ ENSURE ALL BOLTS ARE PROPERLY TIGHTENED BEFORE DRIVING.

PRODUCT OWNER RESPONSIBILITIES

- ♦ PRODUCT OWNER IS SOLELY RESPONSIBLE FOR PRE-OPERATION INSPECTION, PERIODIC INSPECTIONS, MAINTENANCE, AND USE OF THE PRODUCT AS SPECIFIED BY KELDERMAN MFG. INC. OF PARTICULAR IMPORTANCE IS THE RE-TORQUE OF FASTENERS.
- ♦ THIS RE-TORQUE MUST BE PERFORMED WITHIN 2500 MILES OF THIS PRODUCT BEING PUT INTO SERVICE.
- ♦ THE KELDERMAN AIR SUSPENSION IS FULLY AUTOMATIC IN CONTROLLING THE HEIGHT OF THE CHASSIS WHEN PROPERLY INSTALLED.
- ♦ NO MANUAL INTERVENTION TO CONTROL AIR PRESSURE OR RIDE HEIGHT IS NEEDED DURING THE COURSE OF NORMAL OPERATION.
- ♦ PRODUCT OWNER IS RESPONSIBLE FOR “*DOWN TIME*” EXPENSES, CARGO DAMAGE, AND ALL BUSINESS COSTS AND LOSSES RESULTING FROM A WARRANTABLE FAILURE.

SERVICE INTERVALS

FIRST 2,500 MILES

- ♦ CHECK RIDE HEIGHT $\pm 1/4$ ”
- ♦ CHECK FOR AIR LEAKS AROUND FITTINGS.
- ♦ CHECK FOR ANY LOOSE OR RUBBING HOSES AND WIRES.
- ♦ RE-TORQUE ALL HARDWARE.

EVERY 30,000 MILES

- ♦ CHECK RIDE HEIGHT $\pm 1/4$ ”
- ♦ CHECK FOR AIR LEAKS AROUND FITTINGS.

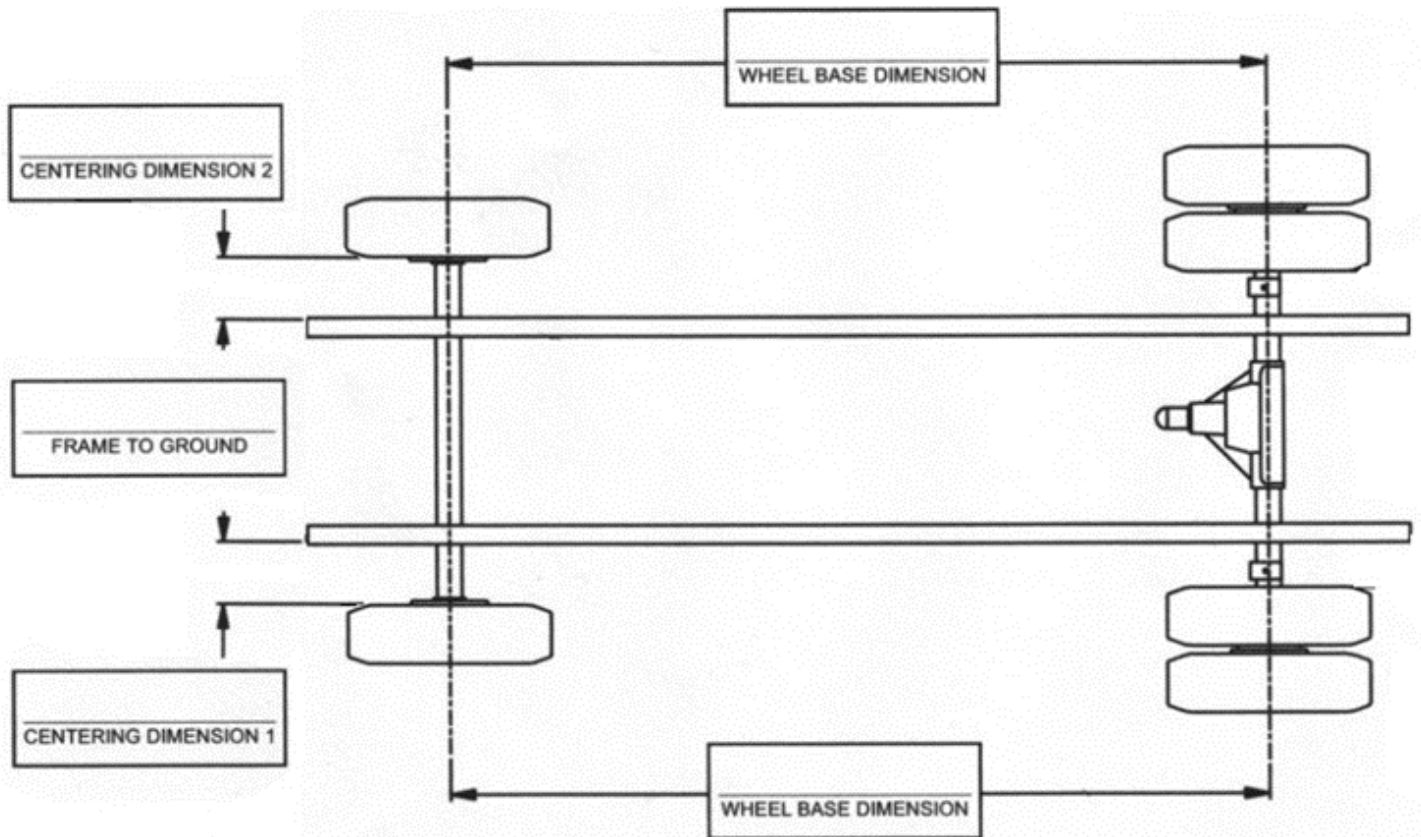
DISASSEMBLY

BEFORE DOING ANYTHING, MEASURE THE PINION ANGLE AND RECORD IT. THIS IS IMPORTANT BECAUSE YOU WILL NEED TO PUT THE AXLE BACK TO THIS MEASUREMENT AFTER INSTALLATION. SEE FIGURE 1.

PINION ANGLE _____



TAKE THE FOLLOWING MEASUREMENTS FOR FUTURE REFERENCE. THESE MEASUREMENTS WILL BE USED TO ADJUST THE SUSPENSION AFTER INSTALLATION.



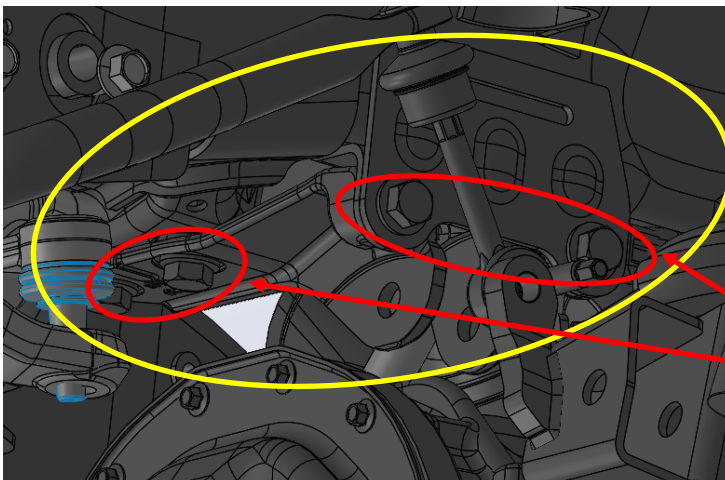
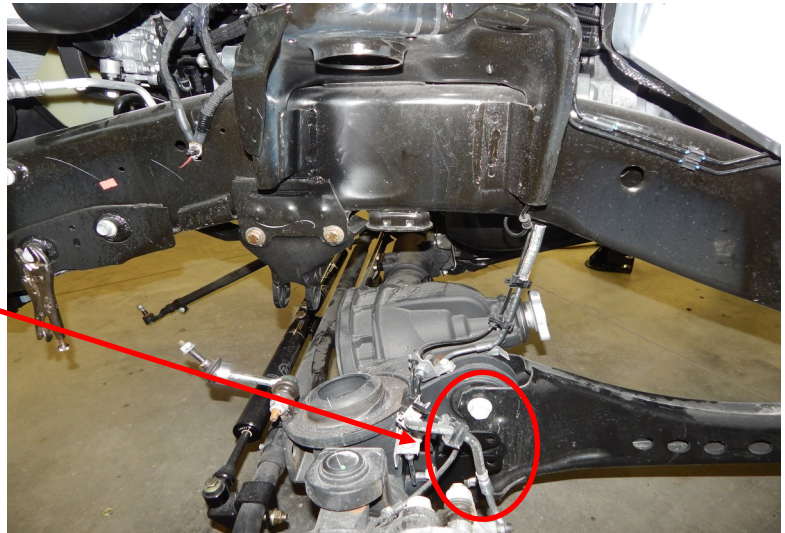
1. IF YOU DO NOT HAVE A VEHICLE HOIST/LIFT, JACK THE TRUCK UP AT THE FRONT AXLE AND PLACE JACK STANDS UNDER THE FRONT OF THE FRAME AND JUST BEHIND THE RADIATOR. REMOVE THE WHEELS AND REMOVE THE SHOCKS.

2. LOWER THE JACK DOWN SO THE TENSION IS OFF THE COIL SPRINGS AND REMOVE THE SPRINGS.

3. UNFASTEN THE STEERING ARM FROM THE PITMAN ARM AND UN-BOLT THE PANHARD BAR FROM THE PANHARD BAR MOUNT. ***DO NOT UNHOOK THE SWAY BAR END LINKS.***



27MM WRENCH



REMOVE FACTORY TRACK
BAR MOUNT

KEEP HARDWARE FOR
LATER INSTALL

4. REMOVE PITMAN ARM, PANHARD BAR DROP, SHOCKS AND RADIUS ARMS.

5. PLACE A JACK UNDER THE TRANSFER CASE. REMOVE THE THREE NUTS FROM THE TRANSMISSION MOUNT WHERE IT FASTENS TO THE CROSSMEMBER AND REMOVE THE FOUR BOLTS THAT HOLD THE TRANSMISSION CROSSMEMBER IN PLACE. YOU WILL HAVE TO CUT THE BOLTS ON THE PASSENGER SIDE WITH A SAWZALL UNLESS YOU REMOVE THE EXHAUST SYSTEM.

6. REMOVE THE FACTORY CROSSMEMBER. REMOVE THE TWO BOLTS THAT FASTEN THE CONTROL ARMS TO THE FRAME. KEEP THE NUTS FOR THE TRANSMISSION MOUNT. THE OTHER BOLTS WILL NOT BE USED.

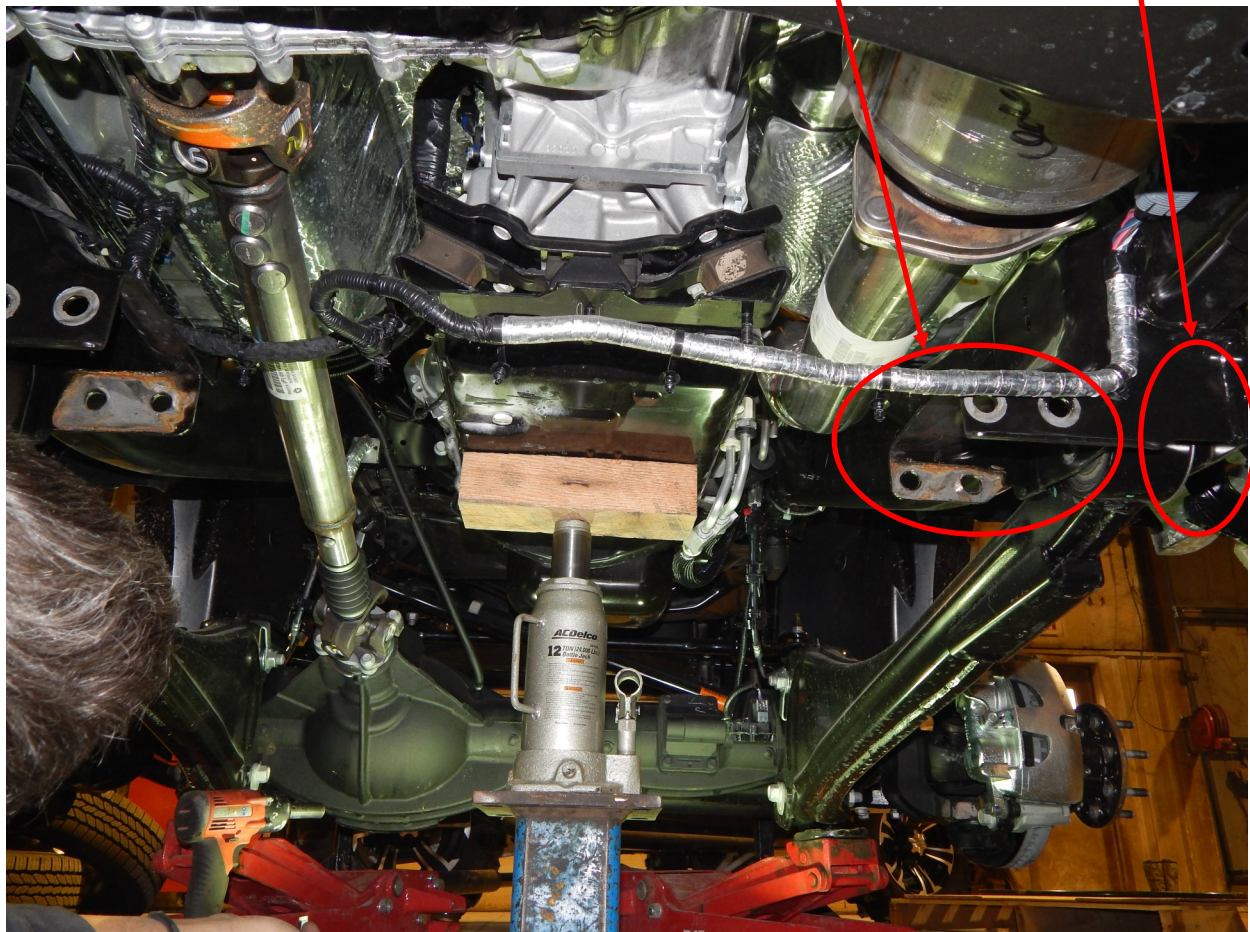


15MM WRENCH

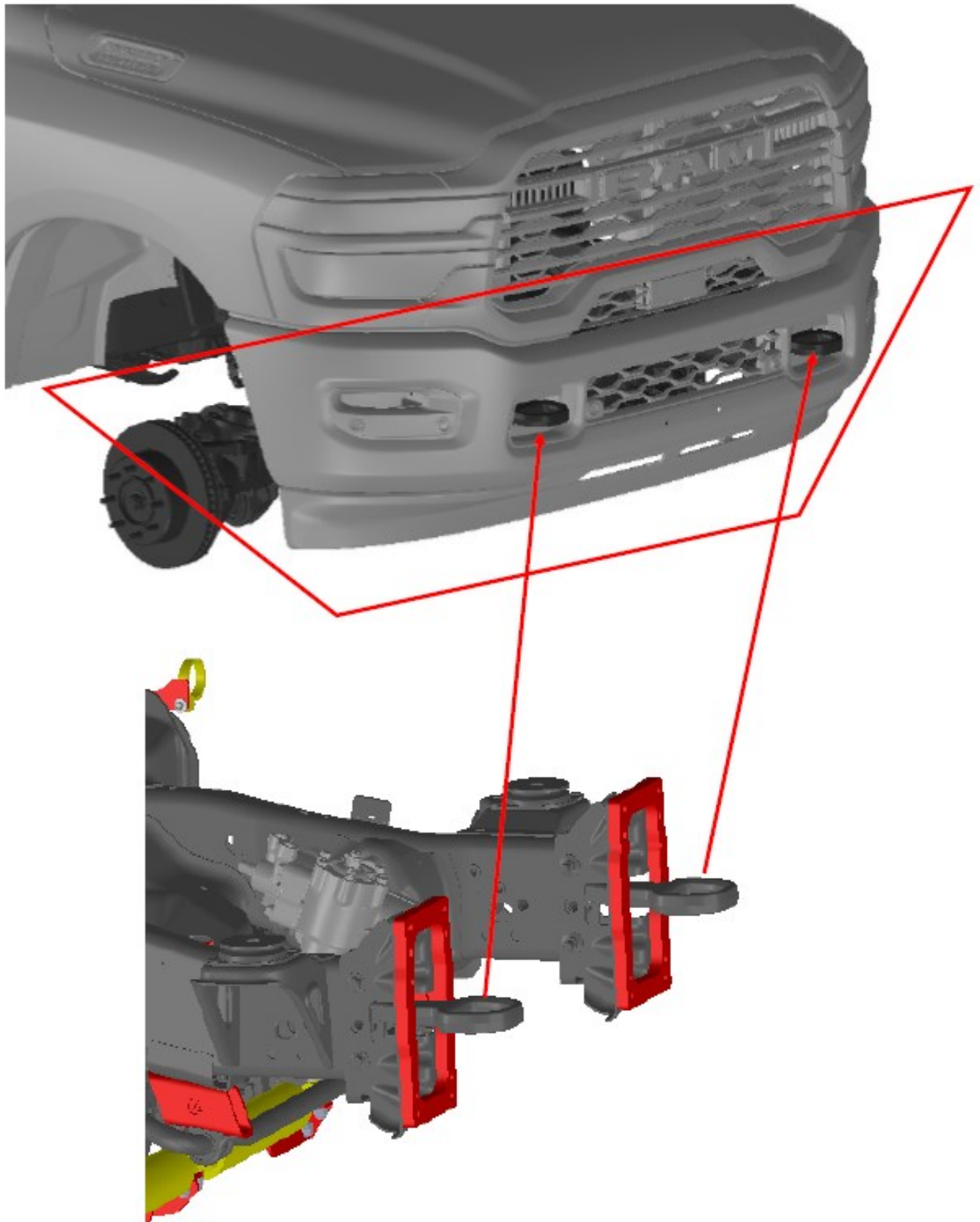


24MM WRENCH

27MM WRENCH



NOTE: IF YOU ARE USING THE FACTORY BUMPER AND 37" TIRES, YOU WILL HAVE TO INSTALL THE BUMPER SPACES SO THE TIRES DON'T RUB ON THE FENDER. REMOVE THE FRONT BUMPER AND INSTALL BUMPER SPACERS (#10038709) IN BETWEEN BUMPER MOUNTS AND FACTORY FRONT BUMPER. RE-INSTALL USING THE FACTORY HARDWARE.

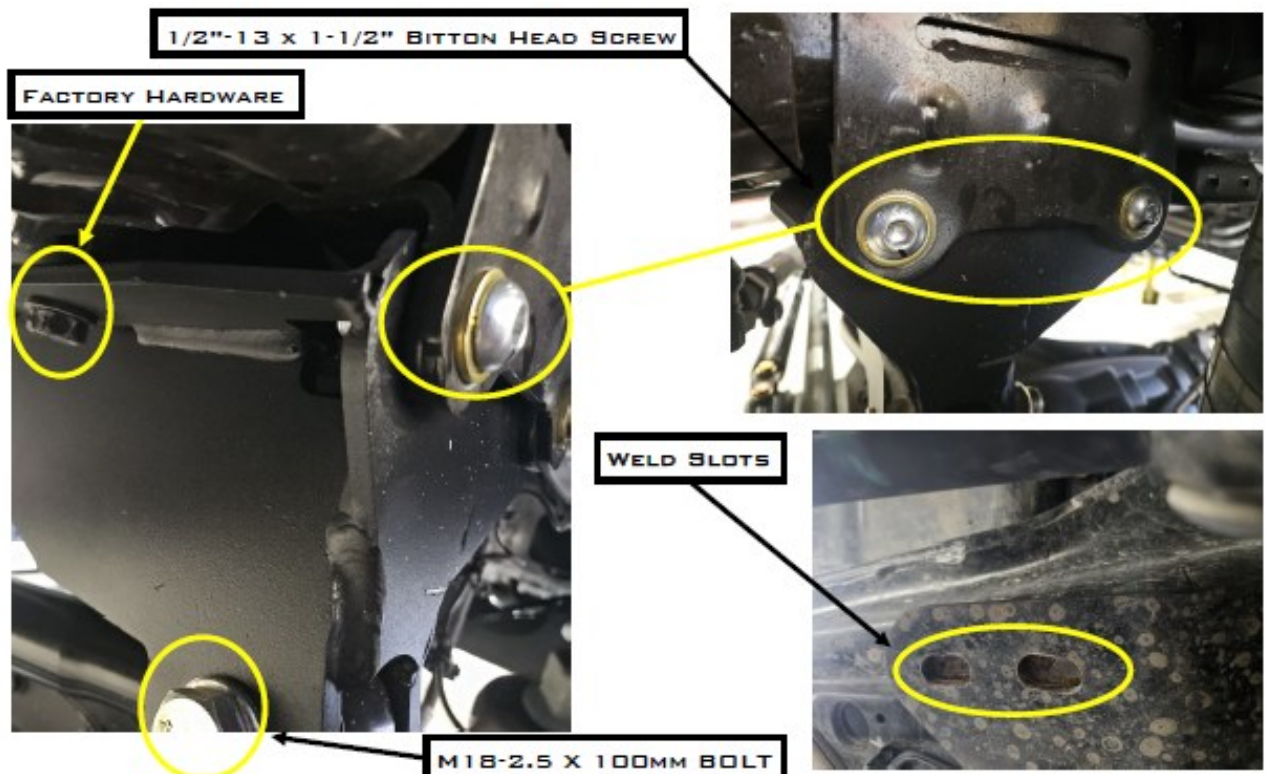


ASSEMBLY

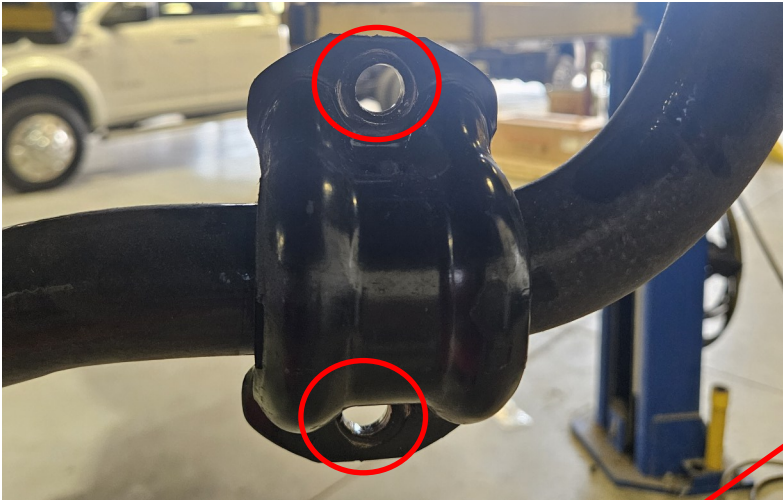
1. LOCATE THE DRIVESHAFT SPACER (#10004625). THE SPACER WILL INSTALL BETWEEN THE AXLE AND THE DRIVESHAFT WITH M12-1.75MM X 50MM 12 POINT CAP SCREWS.



2. LOCATE THE PANHARD BAR DROP (#10004649). THE DROP ATTACHES TO THE FACTORY LOCATION WITH 1/2"-13 X 1-1/2" BUTTON HEAD SCREWS AND FACTORY HARDWARE. YOU WILL ATTACH THE FACTORY TRACK BAR WITH M18-2.5 X 100MM BOLT AND SPACER (#15815). THE SPACER WILL BE TOWARDS THE REAR OF THE TRUCK. WELD SLOTS AFTER TIGHTENING BOLTS.



3. UN-BOLT THE FACTORY SWAY BAR D-RING AND KEEP THE OEM HARDWARE. LOCATE THE SWAY BAR DROPS (#18336-DS & 18314-PS). YOU WILL NEED TO DRILL OUT THE HOLES TO ACCOMMODATE 1/2" DIAMETER BOLTS. FASTEN SWAY BAR DROPS TO THE FRAME WITH OEM HARDWARE AND ATTACH THE FACTORY SWAY BAR D-RING TO THE DROPS WITH 1/2"-20 X 1-1/2" BOLTS.



DRILL OUT HOLES TO 1/2" DIAMETER.



FACTORY HARDWARE

1/2"-20 X 1-1/2" BOLTS



4. LOCATE THE PROVIDED PITMAN ARM (#80269). IT LOOKS JUST LIKE THE OEM, BUT HAS BEEN REWORKED SO THE BALL JOINT COMES UP FROM THE BOTTOM INSTEAD OF THE TOP. INSTALL THE PITMAN ARM AND TORQUE THE NUT TO 275 FT./LBS. LOOSEN THE BALL JOINT ON THE STEERING ARM AND ROTATE THE BALL JOINT END OUT ABOUT HALFWAY OUT OF THE ADJUSTMENT SLEEVE. ROLL THE BALL JOINT 180 DEGREES AND RUN IT BACK INTO THE ADJUSTMENT SLEEVE. INSERT THE BALL JOINT INTO THE PITMAN ARM AND TORQUE THE STEERING ARM NUT ON THE BALL JOINT TO 100 FT./LBS. NOTE: THE PITMAN ARM NEEDS TO BE RE-TORQUED AFTER 300 MILES.

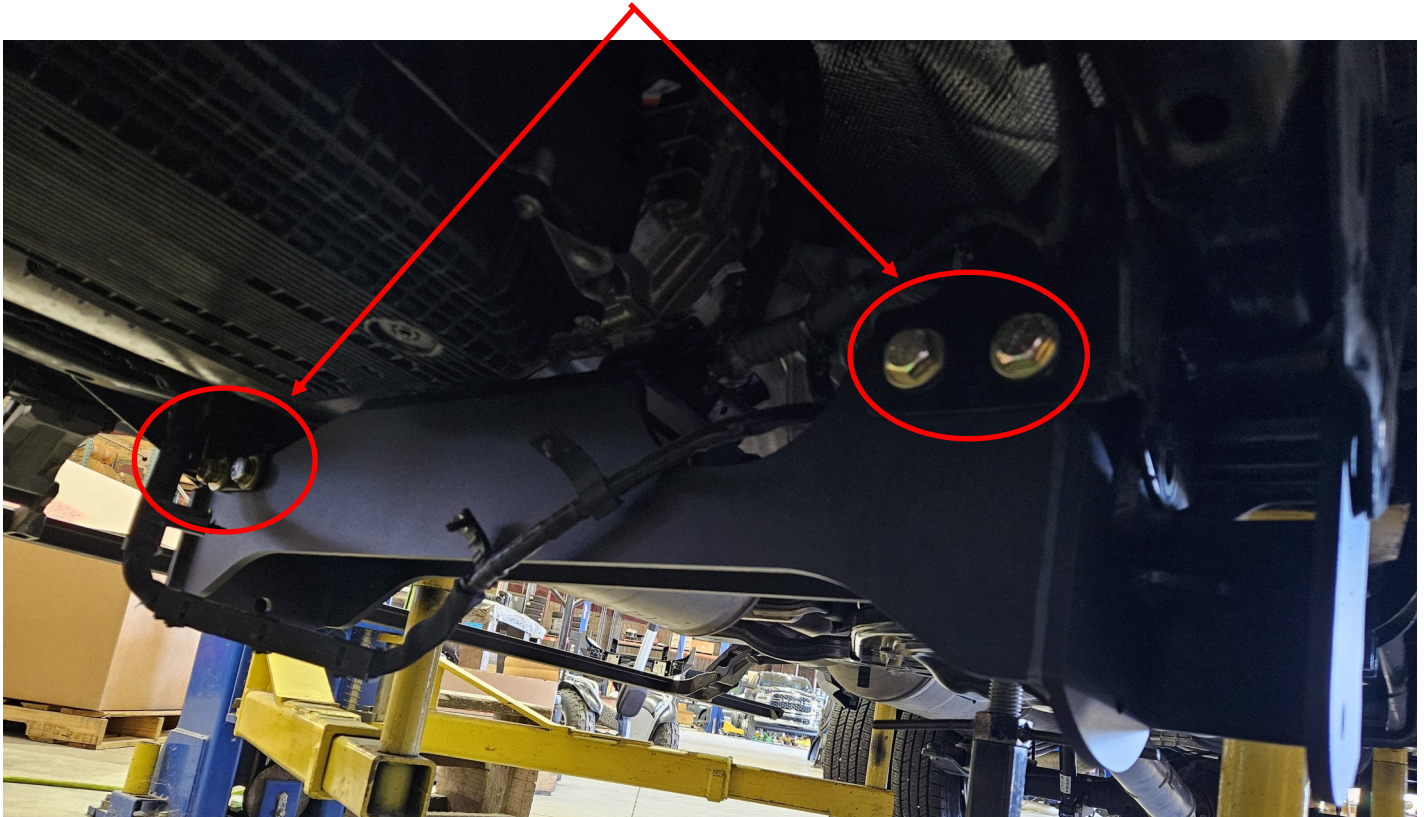


5. LOCATE THE ICON TRACK BAR (#80251). THE BAR WILL BE INSTALLED INTO THE FACTORY TRACK BAR LOCATION ON THE PASSENGER SIDE AND INTO THE PANHARD BAR DROP ON THE DRIVERS SIDE. PASSENGER SIDE USE FACTORY HARDWARE AND THE DRIVERS SIDE USES AN M18-2.5MM X 100MM BOLT, WASHER AND LOCK NUT.



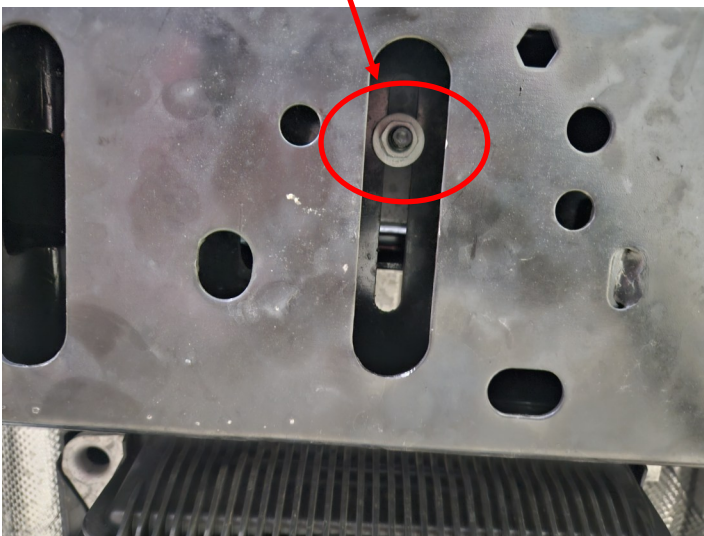
6. LOCATE THE CROSSMEMBER (#10038511). IT FASTENS INTO THE FACTORY CROSSMEMBER HOLES WITH THE (4) 5/8"-18 X 8" BOLTS. ALSO USE THE (2) M18-2.5MM X 40MM BOLTS TO FASTEN THE SIDE OF THE CROSSMEMBER INTO THE ORIGINAL CONTROL ARM MOUNTS. TORQUE THESE BOLTS TO 150 FT./LBS.

5/8"-18 X 8" BOLTS

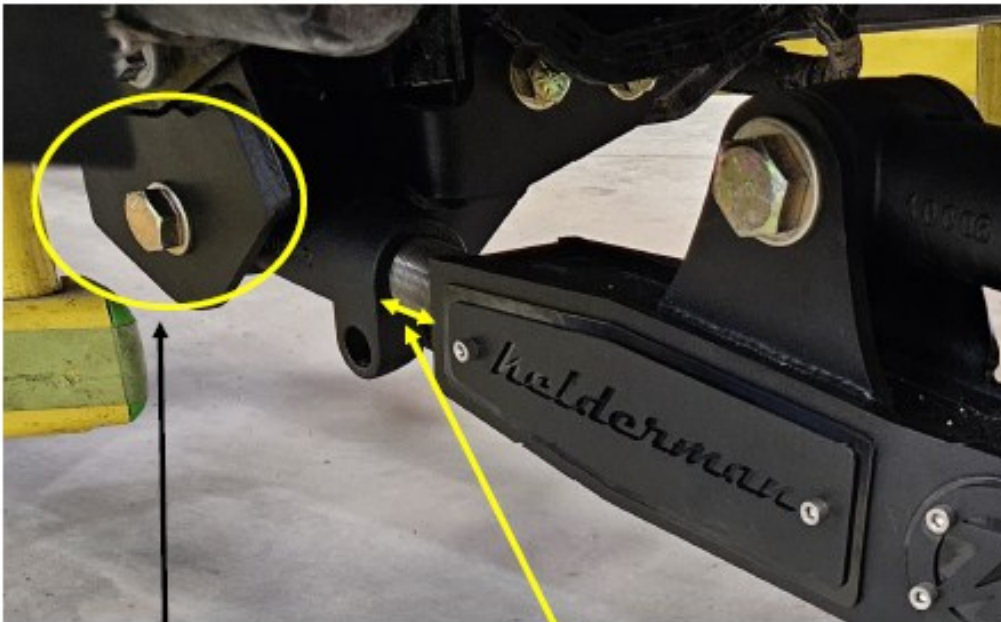


3. LOCATE THE (3) FACTORY TRANSMISSION NUTS AND FASTEN THEM TO THE CROSSMEMBER.

M18-2.5MM X 40MM BOLTS

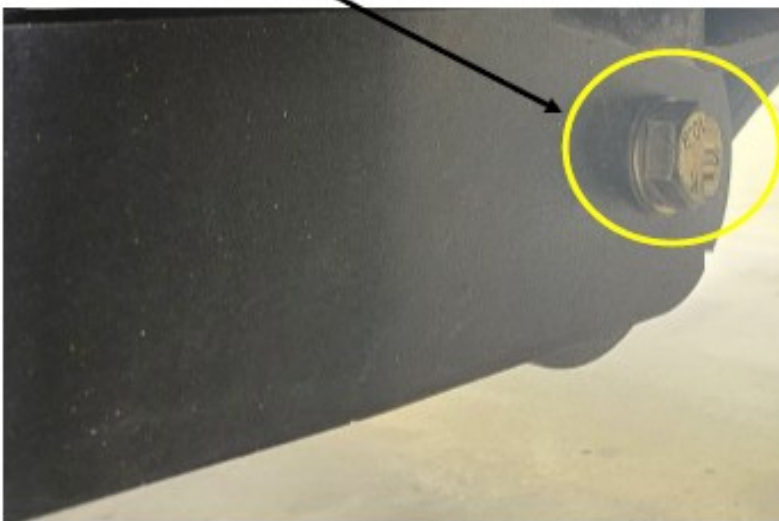


7. LOCATE RADIUS ARM ASSEMBLY (#10034775-DS & #10034756-PS). INSTALL THE RADIUS ARM ASSEMBLY TO THE DROP MOUNT WITH M18-2.5MM X 130MM BOLT. SET THE GAP BETWEEN THE CAST KNUCKLE AND RADIUS ARM TO APPROXIMATELY 2". YOU MAY NEED TO ROTATE THE CAST KNUCKLES TO GET THE CORRECT LENGTH DURING INSTALL. THE RADIUS ARM BOLTS TO THE LOWER FACTORY RADIUS ARM LOCATION WITH THE M18-2.5MM X 130MM BOLTS. INSTALL SPACERS (#158150 AND #18777). THE 15815 SPACER TOWARDS THE CENTER OF THE TRUCK ON THE REAR SIDE OF THE RADIUS ARM. THE 18777 SPACER TOWARDS THE CENTER OF THE TRUCK ON THE FRONT SIDE OF THE RADIUS ARM. ONCE THE KNUCKLES ARE SET, INSTALL THE 5/8"-18 X 3" PINCH BOLTS IN THE KNUCKLES. TORQUE THE M18 BOLTS TO 150 FT./LBS. AND 5/8" BOLTS TO 175 FT./LBS.



M18-2.5 x 130MM BOLT

2" SPACING



5/8"-18 x 3" BOLTS

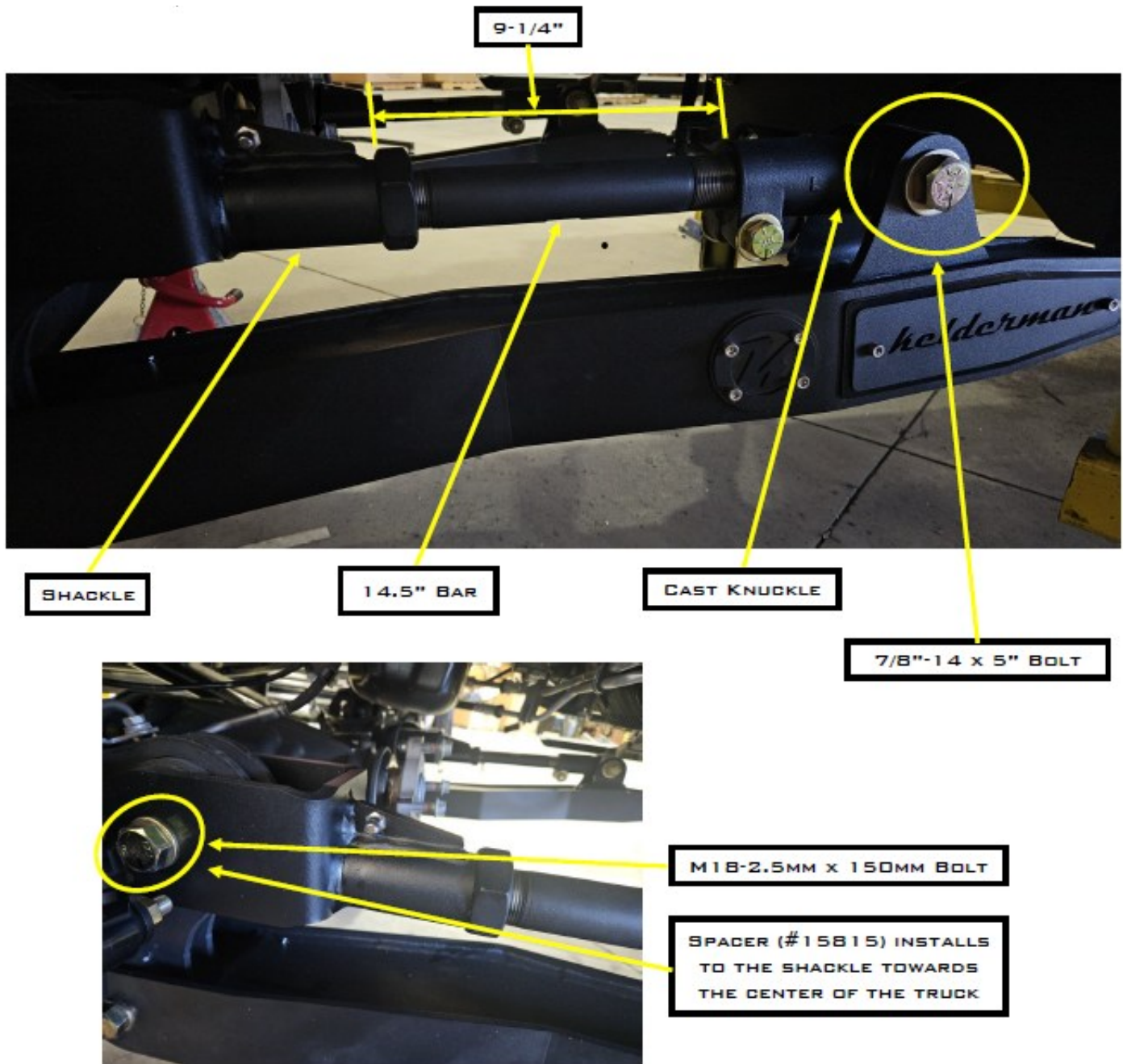


15815



18777

8. LOCATE RADIUS ARM SHACKLE (#10014992-DS & #10015016-PS), CAST KNUCKLE (#10006), 14.5" TRAILING ARM BARS (#52114.5), 1-1/2"-12 JAM NUTS (#13219) AND SPACER (#15815). ASSEMBLE JAM NUT TO THE BAR THEN THREAD BAR INTO SHACKLE. THREAD THE CAST KNUCKLE ON THE OTHER END OF THE BAR. THERE SHOULD BE ABOUT 9-1/4" BETWEEN THE SHACKLE AND THE CAST KNUCKLE (ADJUSTMENT MAYBE NEEDED DEPENDING ON THE PINION ANGLE). ATTACH TO THE UPPER FACTORY RADIUS ARM LOCATION WITH M18-2.5MM X 150MM BOLT. ATTACH THE KNUCKLE END TO THE RADIUS ARM ASSEMBLY WITH 7/8"-14 X 5" BOLT. INSTALL 5/8"-18 X 3" BOLT TO THE CAST KNUCKLE. TORQUE THE M18 AND 7/8" BOLTS TO 150 FT./LBS.

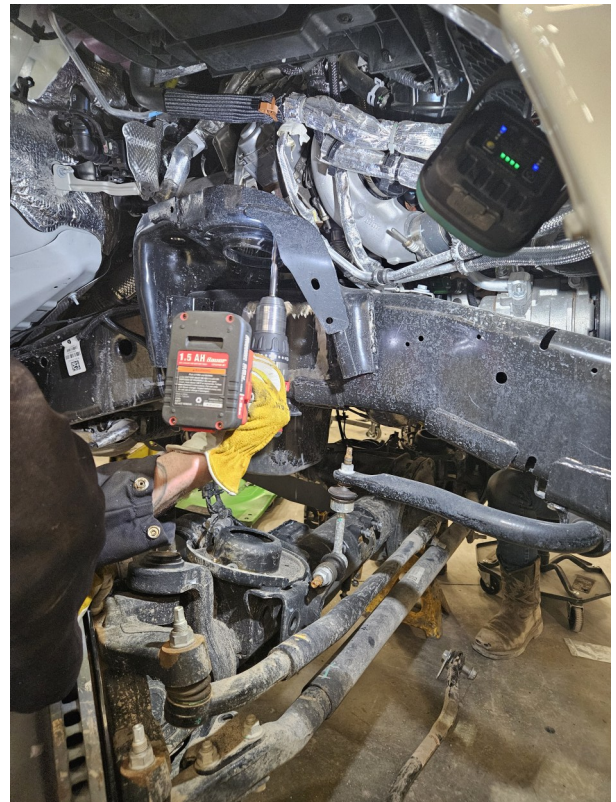


9. PROCEED WITH THE OTHER SIDE FOLLOWING THE STEPS 7-8.

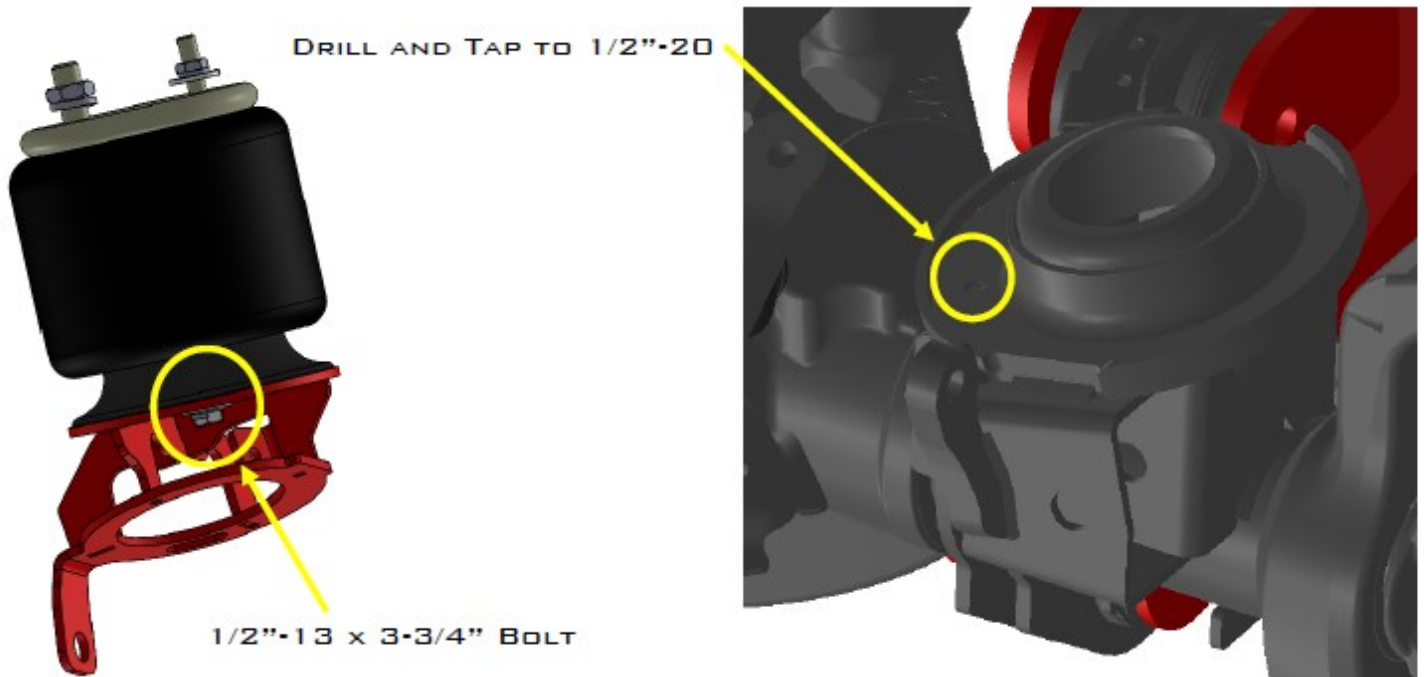
10. LOCATE THE UPPER BAG MOUNTS (#10037864-DS AND 10005191-PS), UPPER RESERVOIR MOUNTS (#10037488-DS & 10004566-DS) AND FRAME WELD-ON PLATES (#10013536-DS & 10013537-PS). IF YOUR TRUCK IS RUNNING MONOTUBE SHOCKS YOU WILL NOT USE THE UPPER RESERVOIR MOUNTS. THE RESERVOIR MOUNTS INSTALL WHEN INSTALLING THE UPPER BAG MOUNTS. THERE ARE TWO HOLES IN THE UPPER COIL SPRING BUCKET. THE REAR HOLE IS NOT USED FOR BOLTING. HOLD THE UPPER BAG MOUNT IN PLACE, LINE UP THE FOREWORD HOLE AND MARK THE OTHER HOLE. PULL THE UPPER BAG MOUNT, CENTER PUNCH THE MARK AND DRILL TO 7/16" OR 3/8".

ATTACH THE SPACER PLATE TO THE UPPER BAG MOUNT WITH 3/8"-24 X 1" BOLTS AND LINE UP THE HOLE IN THE SPRING PERCH WITH THE HOLE IN THE UPPER BAG MOUNT. HOLD THE UPPER BAG MOUNT IN PLACE AND TACK THE SPACER INTO PLACE. REMOVE THE UPPER BAG MOUNT, WELD AROUND THE SPACER. NOTE: WHEN WELDING AND TACKING, WOULD RECOMMEND COVERING THE POWDER COATED PARTS, TO KEEP SPARKS FROM DAMAGING THE POWDER COAT.

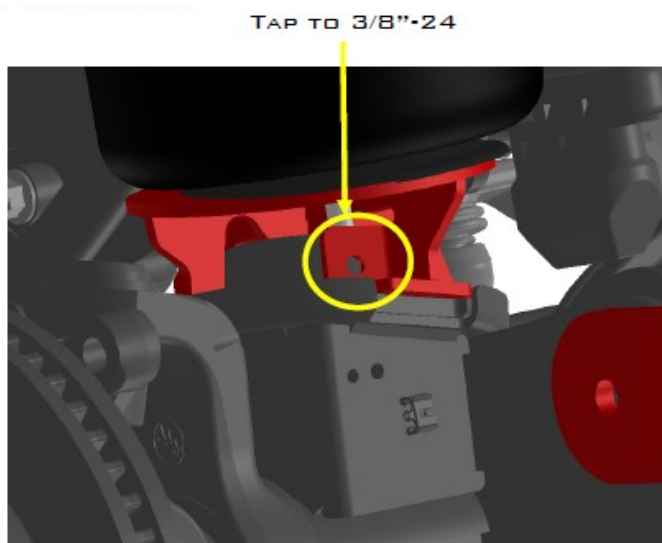
FASTEN THE UPPER BAG MOUNT IN PLACE BY INSTALLING THE (4) 3/8"-24 X 1" BOLTS IN THE SPACER PLATE (USE BLUE LOCTITE) AND ONLY SNUG UP WITH A RATCHET. DO NOT USE AN IMPACT AS IT WILL STRIP THE HOLE. IF USING THE RESERVOIR MOUNTS, SLIDE THEM IN BETWEEN THE UPPER SPRING BUCKET AND UPPER AIR BAG MOUNT. TIGHTEN THE 3/8" BOLTS IN THE TOP TO 35 FT./LBS.



11. LOCATE LOWER BAG MOUNTS (#10037573-DS & 10037576-PS), AIR BAGS (# 80012-5323) AND THE ADJUSTABLE TRACK BAR (#80251). REMOVE THE FACTORY TRACK BAR. FASTEN THE AIR BAG TO THE LOWER AIR BAG MOUNT WITH THE 1/2"-13 X 3-3/4" BOLT. DO NOT TORQUE YET. THE AIR BAG WILL NEED TO BE TURNED TO LINE UP WITH THE UPPER AIR BAG MOUNTS. FIND THE HOLES IN THE BOTTOM OF THE SPRING BUCKET. THE HOLE TOWARDS THE CENTER OF THE TRUCK WILL BE TAPPED TO 1/2"-20".



12. INSTALL THE LOWER BAG ASSEMBLY & FASTEN WITH A 1/2"-20 X 1" BOLT IN THE HOLE THAT WAS JUST DRILLED AND TAPPED. LOCATE THE 3/8" HOLE IN THE REAR OF THE AIR BAG MOUNT. DRILL A 21/64" INTO THE LOWER SPRING PERCH, USING THE 3/8" HOLE GUIDE. TAP THIS HOLE TO 3/8"-24". ONCE THIS IS DONE INSERT THE 3/8"-24 X 1-1/2" BOLT AND TORQUE BOTH BOLTS TO 35 FT./LBS. THE PASSENGER SIDE ALSO USES THE FACTORY TRACK BAR TO HOLD THE LOWER BAG IN PLACE, SO INSERT THE FACTORY TRACK BAR INTO THE PASS SIDE AXLE MOUNT. YOU WILL ATTACH THE OTHER END OF THE TRACK BAR IN THE UPCOMING STEPS. THE DRIVERS SIDE USES THE 5/8"-18 X 1-1/2" BOLT ON THE FRONT TO HOLD THE LOWER BAG MOUNT. TIGHTEN BOLTS TO 175 FT./LBS.



13. FASTEN THE AIR BAGS INTO THE UPPER AIR BAG MOUNTS. USE THE 3/4" AND 1/2" NUTS AND LOCK WASHERS ON THE TOP. TIGHTEN ALL THE NUTS AND BOLTS TO 35 FT./LBS. LOCATE THE AIR FITTING AND INSTALL INTO THE AIR PORT ON TOP OF THE BAG. TIGHTEN FINGER TIGHT AND THEN ONE COMPLETE TURN AFTER THAT.

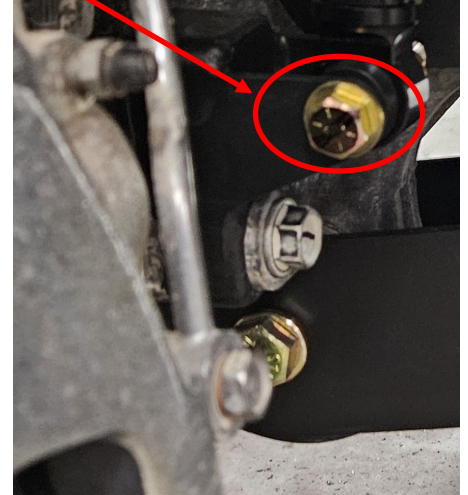


14. LOCATE THE BRAKE LINE STAND OFF BRACKET WELDMENT (#10037517). INSTALL BETWEEN THE BRAKE LINE MOUNTING BRACKET AND THE AXLE WITH M8 X 1.25MM X 30MM FLANGE BOLT. THIS WILL PREVENT THE BRAKE LINE FROM RUBBING ON THE LOWER AIR BAG MOUNT.



M8 x 1.25mm x 30mm FLANGE BOLT

15. LOCATE THE LOWER SHOCK MOUNTS (#10045043). THEY FASTEN INTO THE LOWER OEM SHOCK MOUNTS WITH 1/2"-20 X 3-1/2" BOLT.



16. LOCATE THE SHOCKS (#10003380). FASTEN THE LOWER END OF THE SHOCK INTO THE SHOCK MOUNT WITH THE 1/2"-20 X 5-1/2" BOLT AND SLIDE THE ROUND END OF THE MOUNT IN THE FACTORY SHOCK LOCATION ON THE AXLE. MAKE SURE TO USE PROVIDED SPACER (#11551) ON EACH SHOCK MOUNT. TORQUE THIS BOLT TO 125 FT./LBS.



CORRECT INSTALLATION

SHOULD BE INSTALLED LIKE THE PICTURE ON THE LEFT. RUBBER BUSHING SHOULD GO IN BETWEEN THE FACTORY SHOCK MOUNT LOCATION. WITH A WASHER DOWN ON THE SHOCK ON THE LOWER PORTION AND WASHER ON TOP OF THE BUSHING FOR THE UPPER PORTION.

DO NOT STACK THE BUSHINGS UNDERNEATH THE SHOCK MOUNT LOCATION.



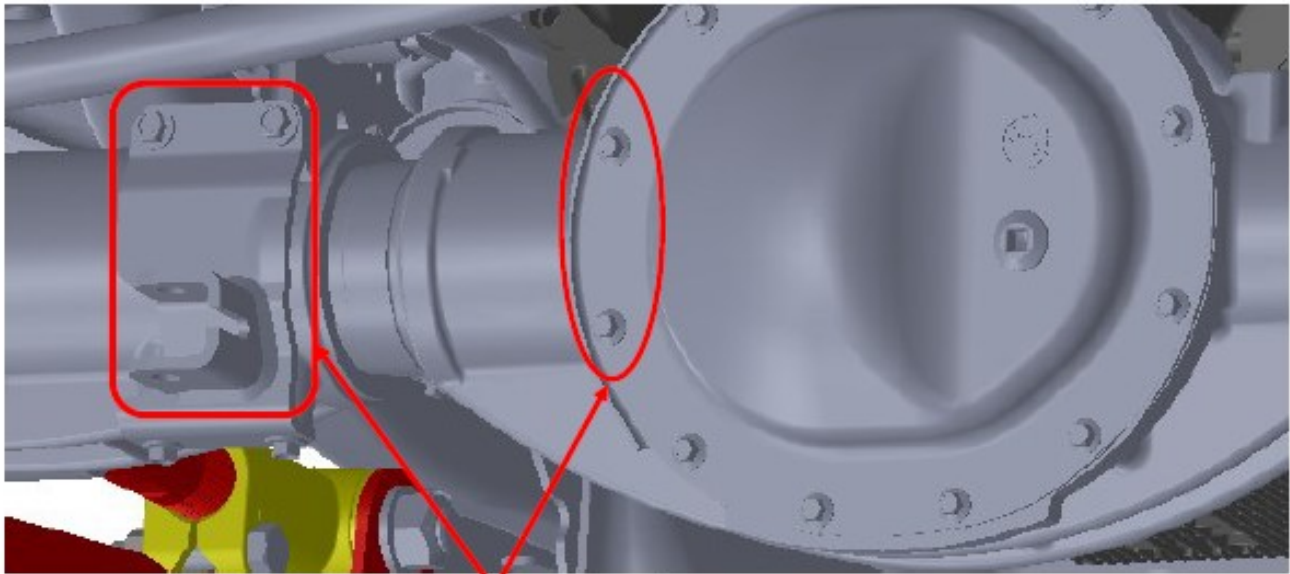
INCORRECT INSTALLATION



MAY NEED A WASHER IN BETWEEN SHOCK AND SHOCK MOUNT EARS



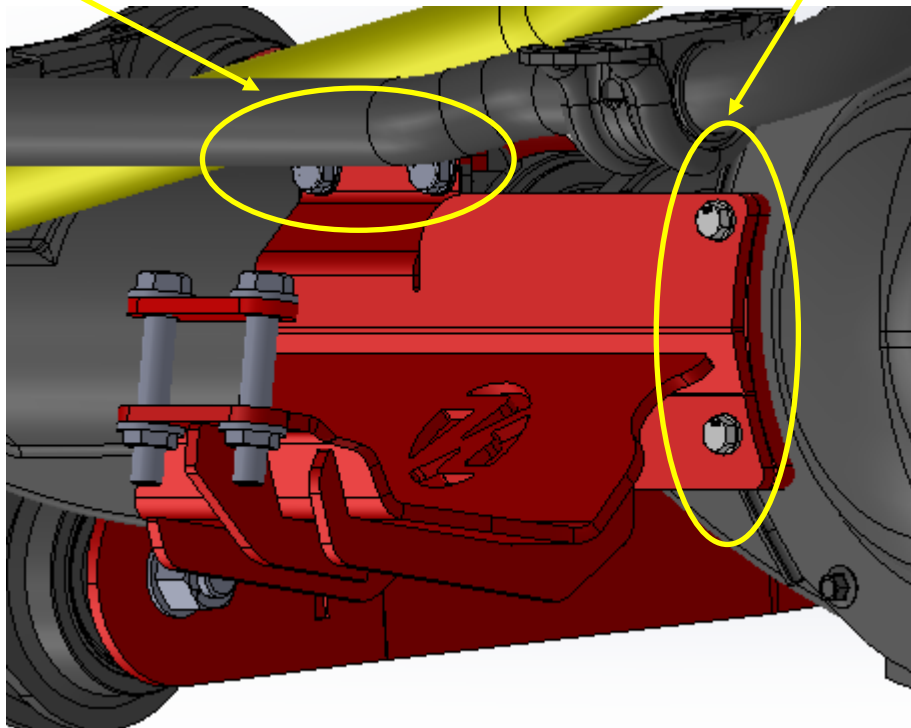
17. LOCATE THE STEERING STABILIZER KIT. LOCATE THE STEERING STABILIZER BRACKET (#18393) AND SPACER (#18399). REMOVE THE CENTER (2) BOLTS OFF THE DIFFERENTIAL COVER. REMOVE THE OEM FACTORY STEERING SHOCK AND STABILIZER BRACKET OFF THE BOTTOM OF THE AXLE. THE TOP AND BOTTOM BOLTS WILL BE RE-USED. PLACE THE CENTER K BRACKET ON THE FRONT OF THE AXLE. USE THE M10 AND M8 BOLTS TO ATTACH THE TOP OF THE BRACKET TO THE AXLE AND OVER THE DIFFERENTIAL COVER. IF USING THE STOCK DIFF COVER, MAKE SURE TO PLACE THE SPACER BETWEEN THE DIFF. COVER AND BRACKET. LOCATE THE OEM BOLTS THAT HELD THE FACTORY STEERING SHOCK IN PLACE AND USE THOSE BOLTS TO ATTACH THE “K” BRACKET TO THE BOTTOM OF THE AXLE. TORQUE ALL THE BOLTS TO 20 FT./LBS.



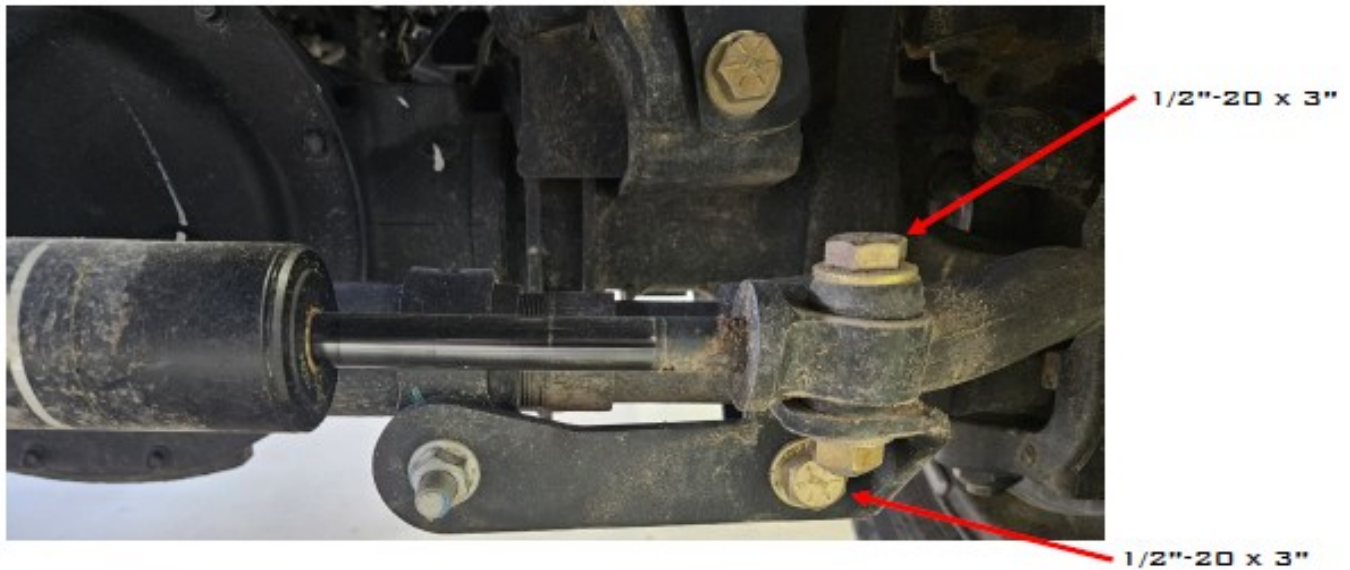
REMOVE AND DISCARD

FACTORY HARDWARE

M8-1.25MM X 40MM BOLTS

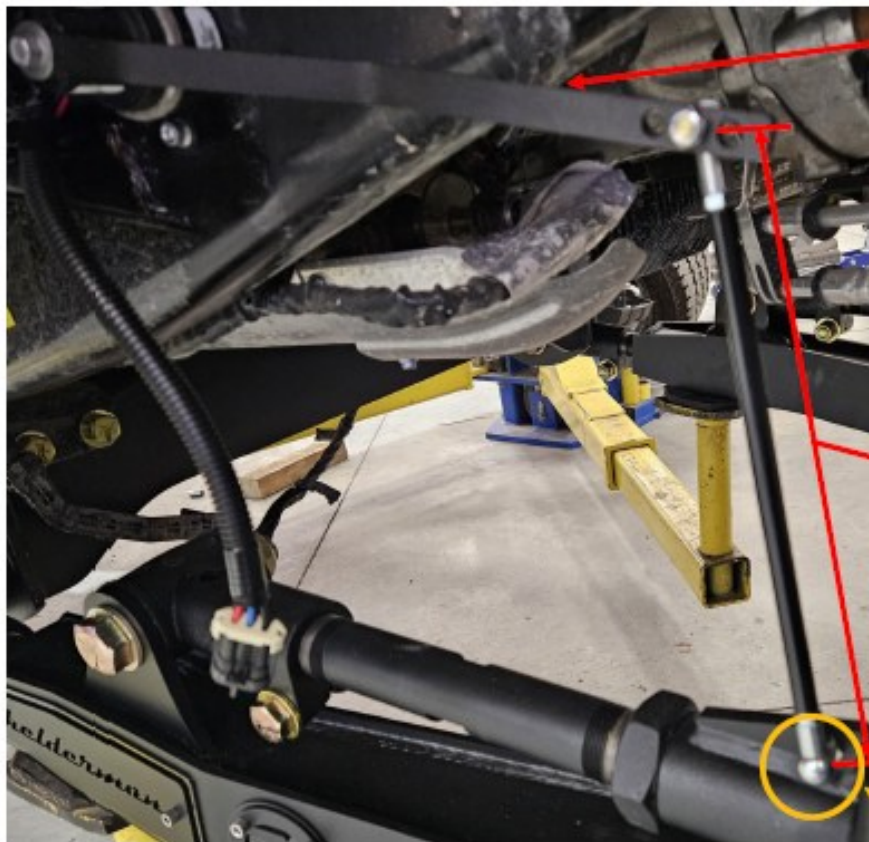
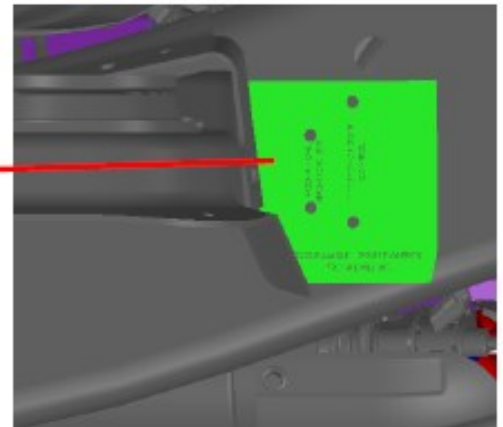
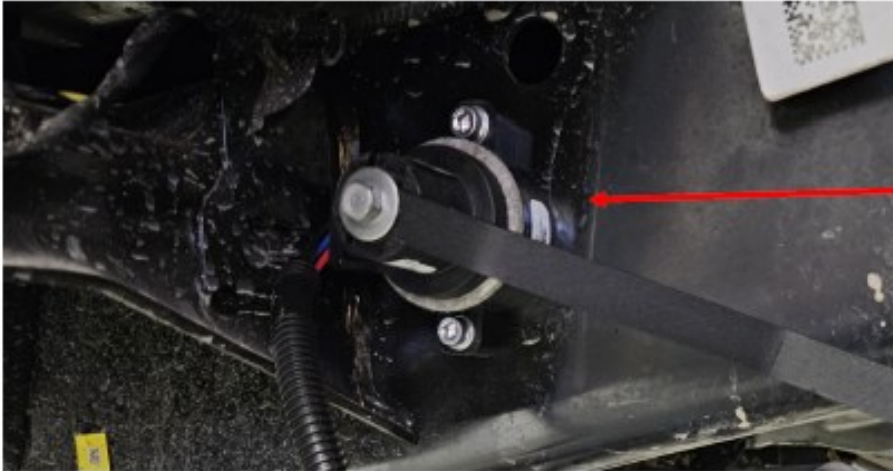


18. LOCATE THE SHOCK STRAP (#20227), STABILIZER SHOCKS (#10003382/ RAPTOR 10094) AND OUTER SHOCK MOUNTS (#18400-PS & 18397/18409-DS OR 10015301). THE DRIVER SIDE OUTER SHOCK MOUNTS FASTEN TO THE TIE ROD WITH THE OEM BOLT AND 1/2"-20 x 3" BOLTS. THE PASSENGER SIDE OUTER SHOCK MOUNT ATTACHES TO THE TIE ROD WITH 1/2"-20 x 3" BOLTS THAT HELD THE OEM SHOCK BRACKET IN PLACE AND TO THE SHOCK WITH 1/2"-20 x 3" BOLT.



SHOCK STRAP

19. LOCATE THE RIDE HEIGHT SENSOR, SENSOR ARM (#51699), DRILL JIG PLATE (10038340), 5/16"-18 BALL STUD AND 7" LINKAGE. THE SENSOR WILL MOUNT TO THE SIDE OF THE FRAME WITH THE PROVIDED DRILL JIG. THE INNER FENDER LINER WILL NEED TO BE TRIMMED AT THE BOTTOM INSIDE WHERE IT IS CLOSE TO THE FRAME. PLACE THE JIG UP THE PLATE AS SHOWN AND MARK THE HOLES TO DRILL. JIG HAS HOLES PLACEMENT FOR MECHANICAL AND ELECTRONIC SENSORS. USE A 1 3/64" DRILL BIT TO DRILL THE HOLES. USE A 1/4"-20 TAP TO THREAD THE HOLES. MOUNT THE SENSOR TO THE FRAME WITH THE 1/4"-20 X 1" BOLTS. MARK AND DRILL A 1/4" HOLE AND THEN TAP WITH A 5/16"-18 TAP FOR THE BALL STUD. THREAD THE BALL STUD INTO THE HOLE. REMOVE THE CLIP ON THE END OF THE LINKAGE AND ATTACH THE LINKAGE TO THE SENSOR AND CONTROL ARM. RE-INSTALL THE CLIP AND THE LINKAGE INSTALL IS COMPLETE.



51699 SENSOR ARM

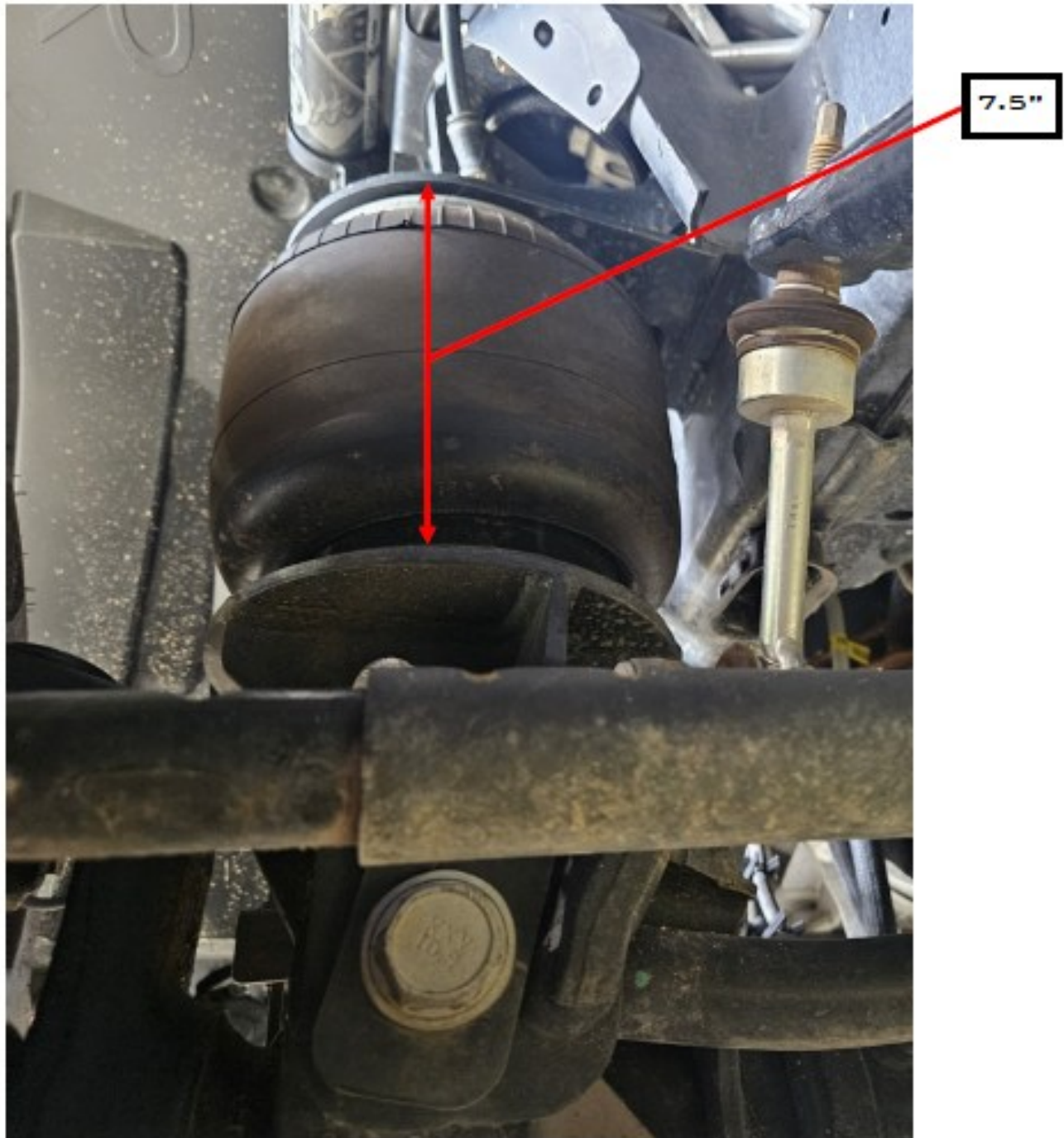
7" LINKAGE

DRILL 1/4" HOLE THEN
TAP TO 5/16"-18

17. WHEN PROGRAMING THE CONTROL SYSTEM, THE FRONT AIR BAG NEEDS TO RUN AT A RIDE HEIGHT OF 7.5" WHEN MEASURING THE AIR BAG, MEASURE BETWEEN THE MOUNTING BRACKETS.

18. MOVE THE TRUCK IN AND OUT OF THE SHOP IN ORDER TO GET AN IDEA OF ADJUSTMENT REQUIRED FOR STRAIGHTENING THE STEERING WHEEL. USE THE ADJUSTMENT ON THE DRAG LINK TO SET THE WHEEL STRAIGHT AND CONDUCT A TEST DRIVE. IF THE TRUCK PULLS TO ONE SIDE OR THE OTHER, A CASTER ADJUSTMENT SHOULD BE MADE. TAKE THE TRUCK TO AN ALIGNMENT SHOP AND GET AN ALIGNMENT.

19. ONCE THE SUSPENSION HAS 300 MILES ON IT, RE-TORQUE ALL THE BOLTS. CHECK THE BOLTS AT REGULAR SERVICE (OIL CHANGE) INTERVALS AFTER THAT.



KIT DRAWINGS

ITEM NO.	PART NUMBER	DESCRIPTION	QTY.
1	10004566	PLATE - 11GA - RAPTOR SHOCK RESERVOIR FRONT MOUNT - W/BENDS	1
2	10004625	PLATE - 1" - FRONT DRIVE SHAFT DIFFERENTIAL FLANGE EXTENSION (7/8") - W/MACHINING	1
3	10004649	WELDMENT - PHB DROP	1
4	10005	PURCHASED PARTS - CAST TRAILING ARM KNUCKLE (RHT) (1-1/2"-12 UNF)	2
5	10005191	WELDMENT - UPPER BAG PLATE (PS)	1
6	10006	PURCHASED PARTS - CAST TRAILING ARM KNUCKLE (LHT) (1-1/2"-12 UNF)	2
7	10013536	PLATE - UPPER BAG MOUNT SPACER	1
8	10013537	PLATE - (PS) UPPER BAG MOUNT SPACER	1
9	10014992	WELDMENT - RADIUS ARM SHOCKLE (DS)	1
10	10015016	WELDMENT - RADIUS ARM SHOCKLE (PS)	1
11	10015059	SLEEVE - 1.125" OD X 0.27" ID X 3" LONG	2
12	10034756	WELDMENT - (PS) RADIUS ARM	1
13	10034775	WELDMENT - (DS) RADIUS ARM	1
14	10034950	KIT - TRANSFER CASE INDEXING RING - 1.3" OR 2.2" - POWERLINE 8-SPEED TRANSMISSION	1
15	10037488	Plate - Raptor Shock Reservoir Front Mount - w/Bends	1
16	10037517	WELDMENT - BRAKE LINE STAND OFF BRACKET	2
17	10037573	WELDMENT - (DS) AXLE / LOWER BAG MOUNT	1
18	10037576	WELDMENT - (PS) AXLE / LOWER BAG MOUNT	1
19	10037864	WELDMENT - UPPER BAG PLATE (DS)	1
20	10038511	WELDMENT - TRANSFERCASE CROSSMEMBER - 5" CONTROL ARM DROP	1
21	10038815	PLATE - HARNESS MOUNT	1
22	10040543	WELDMENT - SHOCK/AXLE RELOCATION BRACKET	2
23	13208	JAM NUT RHT - 3/4"-16 - GR5-Z	2
24	13219	JAM NUT RHT - 1-1/2"-12 - GR5 - PLAIN	2
25	15815	PLATE - 7GA - .781" ID X 2.50" OD X .177 THK	4
26	18314	Weldment - (PS) Swoy Bar Mount	1
27	18336	Weldment - (DS) Swoy Bar Mount	1
28	18401	STEERING STABILIZER	1
29	18777	PLATE - 1/4" - PHB WASHER - KITS W/ 3/4" BOLT	2
30	18792	SHOCK SPACER	2
31	20093	DOM - 1.125" OD x .880" ID x 3.00" Length - Trailing Arm Knuckle Reducer/Sleeve	2
32	52114.5	TUBE - TRAILING ARM - 14.5" LONG - THREAD: EXTERNAL 1.5-12	2
33	80012-5323	AIR BAG - FIRESTONE 5323	2
34	80136	PURCHASED - POLY HAT BUSHING - 1.79"OD X 1-1/8"TO X 1-7/16"LT	8
35	80168	KV211-353 - 90° ELBOW, 3/8" x 1/4-18 NPT	2
36	80227	PURCHASED - ALUMINUM SPRT CLAMP - 2.0" DIA	4
37	80251	ASSEMBLY - ICON FRONT ADJUSTABLE PANHARD BAR KIT (BRACK BAR) 14.5" LFT - 4WD	1
38	80264	PURCHASED - VIBRATION-DAMPING LOOP CLAMP - 1/2" ID	1

REVISIONS		
REV.	DESCRIPTION	DATE

PROJECTIONS

UNLESS OTHERWISE SPEC. DIMS. IN INCHES

STD. TOLERANCES

XX.X +.010

XX.XXX +.005

FRACTION: 1/16"

DEC: 3

PROJ.	SCALE	DATE	BY
A	DO NOT SCALE DRAWING	1:12	Approximate Weight = 210.15 lbs

DESCRIPTION: 11" 6" LIFT Control Arm Front - Powerline 8-Speed Transmission

PROJECT: 2025+ Ram 2500-3500 Pickup

PART NUMBER: 10037574

DATE: 6/19/2025

DESIGN BY: Alex Carlson

SHEET 1 OF 3



NOTES

CONTACT INFORMATION

KELDERMAN MANUFACTURING APPRECIATES YOUR BUSINESS. WE STRIVE TO MEET THE NEEDS OF OUR CUSTOMERS BY PROVIDING THE HIGHEST QUALITY PRODUCTS. IF YOU HAVE ANY QUESTIONS CONCERNING OUR PRODUCTS PLEASE CALL OR EMAIL US AT THE FOLLOWING:

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OSKALOOSA, IOWA 52577
PHONE: [1-800-334-6150](tel:1-800-334-6150)
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