



491 W. Garfield Ave., Coldwater, MI 49036

Phone: 517-279-2135

Web/live chat: www.bds-suspension.com

E-mail: tech@bds-suspension.com

Part#: **012302**

Product: **Front Spacer Kit**

Application: **1994-2001 Dodge 3/4 Ton Pickup 4wd**

READ AND UNDERSTAND ALL INSTRUCTIONS AND WARNINGS PRIOR TO INSTALLATION OF SYSTEM AND OPERATION OF VEHICLE.

SAFETY WARNING BDS Suspension Co. 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 Certain BDS Suspension products are intended to improve off-road performance. Modifying your vehicle for off-road use 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. BDS Suspension Co. 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 BDS Suspension components. Always wear safety glasses when using power tools.
6. If installation is to be performed without a hoist, BDS Suspension Co. 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. Perform head light check and adjustment.
4. Re-torque all fasteners after 500 miles. Always inspect fasteners and components during routine servicing.

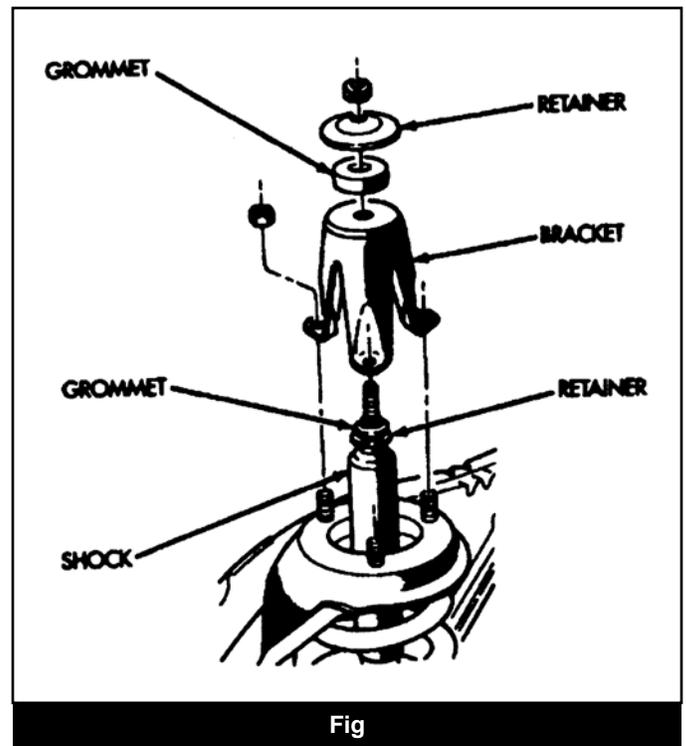
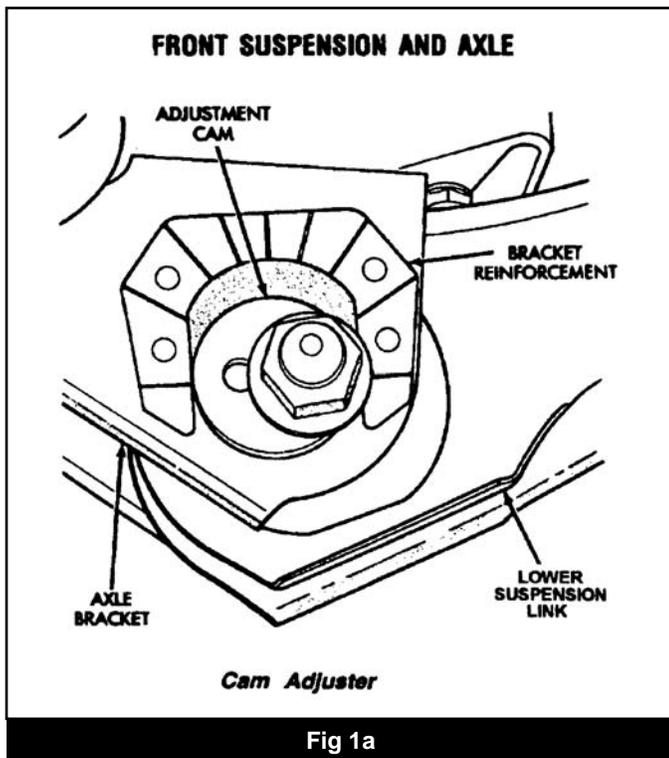
PARTS LIST

Part #	Qty	Description
01210-1	1	Track bar bracket
01206	1	Track bar backing plate
612	1	Track bar bolt pack
02378RB	2	Bump stop
602	1	Bolt pack
01208	2	Dodge 3" spacer kit



INSTALLATION INSTRUCTIONS

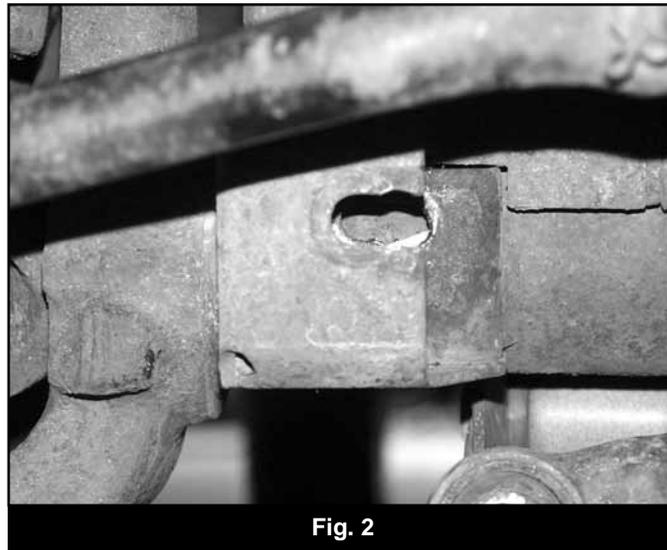
1. Safely raise the vehicle and support with jack stands for safety.
2. Remove the tire and wheels.
3. Place support floor jack under the front axle.
4. On both sides of the vehicle, make alignment marks on the adjustment cam and the reinforcement bracket. Mark which cam and bracket is from the driver's and passenger's side.
5. Unbolt the brake lines brackets from the frame to allow full travel of the suspension system.
6. Remove the OEM shock absorbers by first removing the nut, retainer and grommet from the shock absorber studs in the engine compartment. Unbolt and remove the upper shock tower brackets. Unbolt the shock at the base and remove through the engine compartment.
7. Disconnect the anti-sway bar at the front of the vehicle to allow for free travel and access.
8. Lower the jack until the coil springs can be removed. Remove the springs. From the upper spring pocket, remove the rubber isolation pad and the shock stud ring.
9. Locate the front rubber bumpstops and remove them using a pair of channel lock pliers. Clamp on the bumpstop and work them back and forth until they come out.
10. Install the supplied BDS bumpstop by compressing the bump stop into the stock pocket. Do not attempt to install the bumpstop with a hammer. A small jack is preferable. (Fig 1)



11. Loosen the lower link cam bolt and the 4 upper link bolts 2 or 3 turns.
12. Place the coil spacers into the spring pocket on the frame and align the holes. Loosely bolt the spacer in place using the 7/16" x 1 3/4" bolts supplied.
13. Install the OE rubber isolator pad inside the spacer pocket. A thin film of detergent may help with this installation.
14. Lower the floor jack to allow the front axle to hang. Place a bottle jack between the outer bump stops to open the coil spring distance.

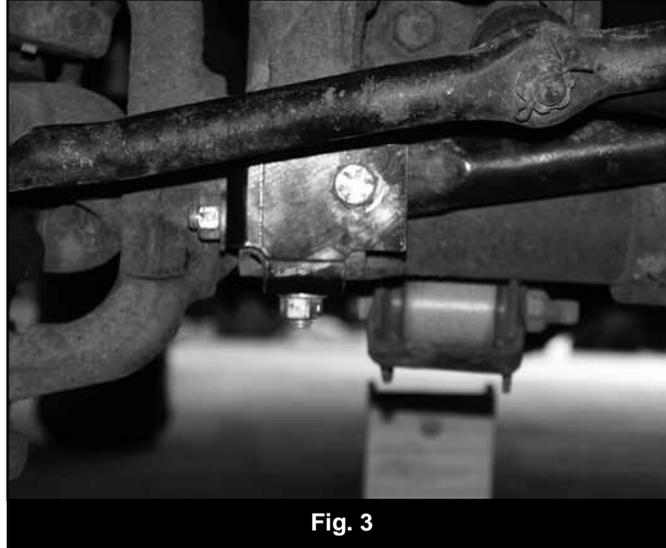
▲ WARNING: Be careful not to stretch the brake lines.

15. Extend the jack until there is just enough room to install the coil spring between the original perch and the rubber isolator. Index the coil spring to its original position.
16. Remove the bottle jack and raise the axle to place the front coils spring in slight compression. Remove the 7/16" bolts from the spring spacer.
17. Install the appropriate BDS shocks by first placing the lower retainer and bushing on the upper stud of the shock. Insert the shock through the engine compartment. Install the lower bolt and tighten to 135 ft-lbs.
18. Place the OE upper shock bracket on the upper spring pocket with the three holes aligned and reinstall the three 7/16" bolts with a lock washer through the upper mount, spring pocket and into the threaded holes in the spring spacer. Tighten the 7/16" bolts to 55 ft-lbs.
19. Place the upper grommet and retainer on the shock stud and install the upper shock nut. Torque to 30 ft-lbs.
20. Disconnect the front track bar at the passenger's side of the axle.
21. Remove the track bar from the axle bracket. Note: Turning the steering wheel will shift the body relative to the axle and aid in removing the bar from the axle bracket.
22. The outside OE track bar bracket hole needs to be slotted to accommodate the new bracket. Make marks from the top and bottom edge of the hole out to the edge of the bracket (perpendicular to the edge). Cut on the lines to slot the hole (Fig 2).



23. Hold the new track bar bracket up in position so that the tab hangs over the edge toward the driver's side and the formed ends are against the bottom and passenger's side of the OE axle bracket.
24. Mark the bottom and passenger's side hole locations on the OE axle bracket using the new bracket as a template.
25. Using the bracket as a template, mark the back side of the OE bracket for the new hole to match the hole in the new bracket. Make sure the hole location is mark perpendicular to the front face of the bracket. The new hole location will be just to the driver's side of the existing OE hole in the bracket.
26. Remove the new bracket from the axle.
27. Drill 1/2" holes at the two marks on the outside of the axle bracket.
28. Drill a 9/16" hole at the mark made on the inside of the OE bracket (Fig 2).
29. Mount the new bracket on the axle with 1/2"x 1-1/4" bolts, nuts, and washers. Tighten 1/2" hardware to 60 ft-lbs.

30. Install the new backing plate between the back of the axle bracket and the axle tube. Install the track bar in the new bracket and fasten with the provided bolt and washer through the new bracket, track bar, OE axle bracket, and thread into the welded nut on the backing plate. Torque the bolt to 95 ft-lbs (Fig 3). Note: Turn the steering wheel to align the track bar with the hole in the track bar bracket. Do not tighten the track bar bolt without the weight of the vehicle on the axle.



31. Reconnect the anti-sway bar and torque to 35 ft.lbs. Reattach the brake line brackets.
32. Reinstall wheels and lower the vehicle to the ground and bounce the vehicle in order to settle the coils in place.
33. Torque the lower link cam nut to 140 ft-lbs. Torque the upper link frame bracket to 140 ft-lbs and torque the upper link axle nut to 120 ft-lbs. Torque track bar at axle end to 130 ft.lbs.
34. Double check all fasteners and clearance for a full turning radius.
35. Adjust headlights to proper setting and install the warning card.
36. This vehicle will need to be aligned after the kit is installed.

NOTICE TO DEALER/INSTALLER

These instructions, the warning card, and included decals must be given to the owner of this BDS Suspension product.

For questions, technical support and warranty issues relating to this BDS Suspension product, please contact your distributor/installer before contacting BDS Suspension directly.

Sold/Installed by: