D2301 Installation Instructions
2006-2026 / 2019+ Dodge Ram 1500 4WD
Replacement Upper Control Arm

Read and understand all instructions and warnings prior to installation of product and operation of vehicle.

Zone Offroad Products 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. Minimum tool requirements include the following: Assorted metric and standard wrenches, hammer, hydraulic floor jack and a set of jack stands. See the "Special Tools Required" section for additional tools needed to complete this installation properly and safely.

» Product Safety Warning

Certain Zone 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. Zone Offroad Products 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.

» Technical Support

www.zoneoffroad.com may have additional information about this product including the latest instructions, videos, photos, etc.

Send an e-mail to ***tech-zone@ridefox.com*** detailing your issue for a quick response.

888.998.ZONE Call to speak directly with Zone tech support.

» 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 Zone Offroad Products. Always wear safety glasses when using power tools.
6. If installation is to be performed without a hoist, Zone Offroad Products 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.
8. Not designed to work on 4” Zone kits, use only on 6” Zone strut spacer lifts.

Difficulty Level

easy 1 (2) 3 4 5 difficult

Estimated installation: 1 hours

Special Tools Required

Ball Joint Separation Tool

Tire/Wheel Fitment

Stock wheels cannot be reinstalled

295/65 R20 w/ 5" BS

33x12.50 w/ 4.5" BS

***Important* Verify you have all of the kit components before beginning installation.**

D2301 Kit Contents

Qty	*Part*
1	Drv Upper Control Arm
1	Pass Upper Control Arm
2	Straight grease fitting
2	Ball joint aluminum slugs
2	2-5/16" Circlip - yellow zinc
2	2-1/4"OD x 3/32 O-ring
4	Upper control arm factory style bushings
2	Upper Control arm ball joints

INSTALLATION INSTRUCTIONS

» *Disassembly*

1. The factory service manual specifically states that striking the knuckle to loosen the ball joints or tie rod ends is prohibited. Striking the aluminum knuckle can damage it. A special puller tool #8677 (or equivalent ball joint tool) is recommended to be used to separate these components from the knuckle.
2. Park vehicle on clean flat and level surface. Block rear wheels for safety.
3. Raise front of vehicle and support frame rails with jack stands. Remove the front wheels
4. Remove the upper ball joint nut and use appropriate puller to disconnect the ball joint from the steering knuckle. Do NOT strike the aluminum knuckle with a hammer! Disconnect hardware and remove upper control arm from vehicle. Do NOT allow the knuckle assembly to hang by the brake line / ABS wire
5. Install new control arm, the arms are side specific and will offset the ball joint to the rear of the vehicle. Attach with factory control arm bolts. Attach ball joint to steering knuckle with included castellated nut. (Fig 1)

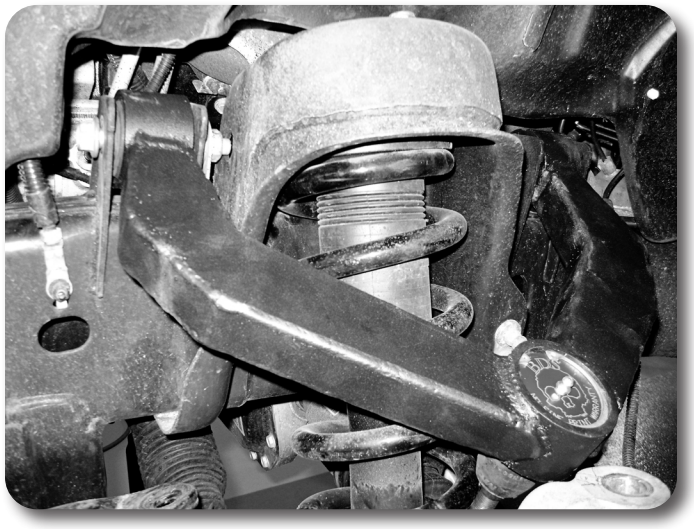

Figure 1

6. Tighten ball joint nut to 55 ft-lbs, align castellated nut with hole in the ball joint and install cotter pin. Do NOT loosen the nut to get the cotter pin to align.
7. Grease the upper control arm assembly once installed.
8. Reinstall wheels, tighten to factory specifications

9. Lower vehicle to the ground. Tighten Upper control arm hardware to: 130 ft-lbs. Do NOT tighten the upper control arms when the vehicle is hanging in the air, the bushings will bind and cause premature wear.

10. Recheck all hardware for proper torque, check again after 500 miles and at regularly scheduled maintenance intervals. Grease ball joint at 3,000 mile service intervals.

11. A front end alignment must be performed.

» POST INSTALLATION INSTRUCTIONS

12. Check all hardware for proper torque.

13. Check hardware after 500 miles.

14. Adjust headlights.

15. The vehicle will need a complete front end alignment.

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.

3. Perform head light check and adjustment.

4. Re-torque all fasteners after 500 miles. Always inspect fasteners and components during routine servicing.