



Pro One Design Coil Pocket Extender # **R308-481**

2014–2026 Ram 2500 4wd

2013-2026 Ram 3500 4wd



R308-481	Ram Coil Pocket Extender	QTY
3-308	Coil Pocket Top Plate	2
3-309	Coil Pocket Lower Puck	2
	1/2"-13 x 1 1/2" Hex Bolt	2
	1/2" Washers	2

Pre-Disassembly

1. Park the vehicle on a level, stable surface.
2. Apply the parking brake, place the transmission in Park (automatic) or 1st gear/Reverse (manual), and securely chock the rear wheels.
3. Raise the vehicle using a properly rated floor jack.
4. Support the vehicle by placing appropriately rated jack stands under the frame rails. Ensure the vehicle is stable before beginning any disassembly.
5. Never work under a vehicle that is supported only by a hydraulic jack.

2. Coil Spring Removal

1. Remove the brake line bracket mounting bolts on both sides of the axle (2 bolts total) to provide additional brake line slack.



2. Remove the lower mounting hardware and disconnect both front shocks from the axle.



3. Disconnect the sway bar end links from the axle Then Disconnect the Steering drag link front the Passenger steering Knuckle



4. Remove The Frame-Side Mounting Bolt And Disconnect The Front Track Bar.



5. Disconnect the front axle disconnect wiring harness, if equipped and necessary, to prevent damage during axle droop.
6. Carefully lower the front axle until the coil springs can be removed. Use caution to avoid overextending the brake lines, ABS wiring, and other components.

3. Remove Front Coil Springs

1. With the front axle lowered, there should be sufficient axle droop to allow the factory front coil springs to be removed easily. If necessary, lower the axle slightly more while ensuring the brake lines, ABS wiring, and other components are not under tension.
2. Remove both factory front coil springs.

4 Install Front Coil Pocket Extender

1. After The Front Coil Has Been Removed, Maneuver The Supplied Upper Puck Support Through The Bottom Side Of The Coil Pocket As Shown Below.

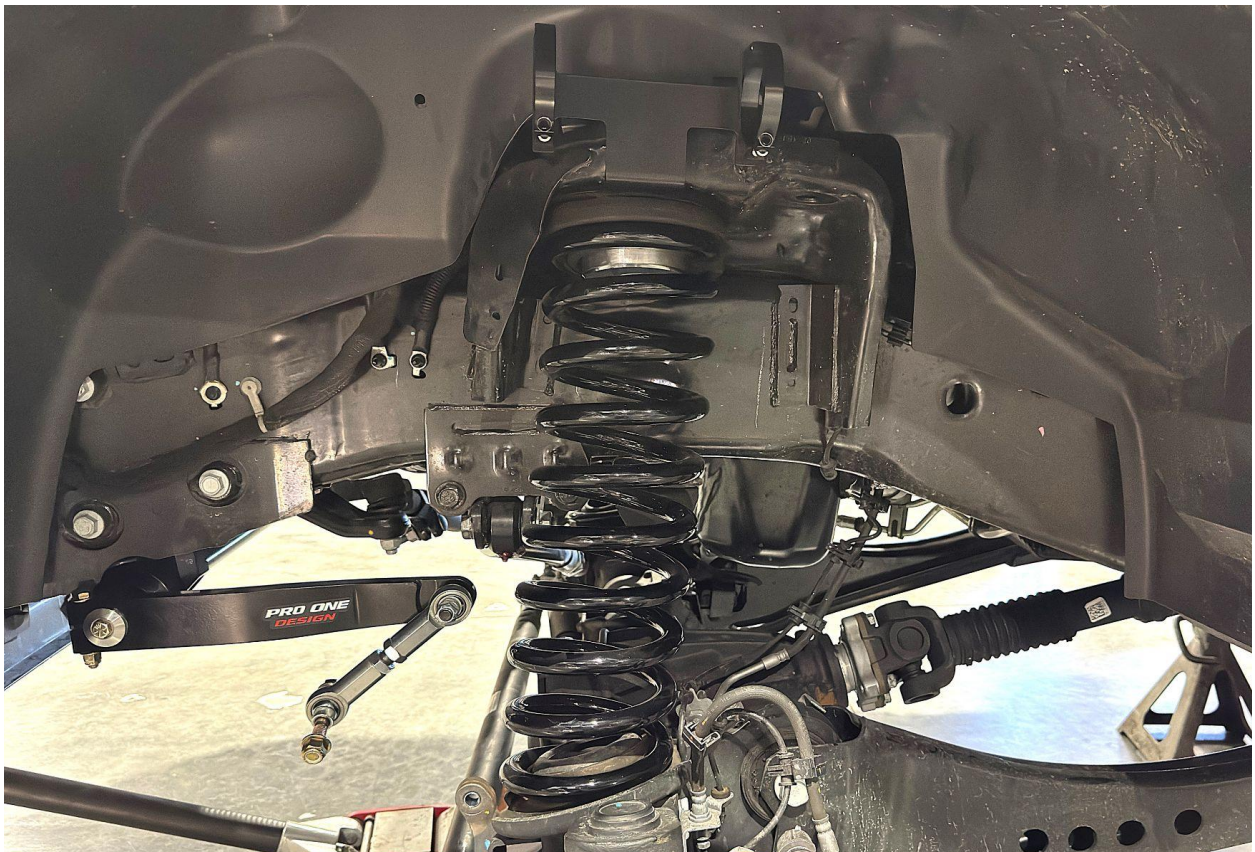


2. Next, Install The Coil Pocket Extender Into The Bottom Of The Coil Pocket. The Smaller Diameter Of The Extender Will Slide Through The Factory Hole In The Coil Pocket And Seat Against The Internal Shoulder, Using the $\frac{1}{2}$ "-13 x 1 $\frac{1}{2}$ " Hex Bolt Torque To 80 LBS As Shown Below.



5. Install Coil Springs

1. Install Remote Reservoir Mount At This Time If Needed Otherwise Skip This Step
2. Install The New PRO ONE DESIGN Front Coil Springs As Shown Below



1. Position Each Coil Spring So The Pro One Design Logo Is Facing Upright And Can Be Read When Installed.
2. Align The Top Of Each Coil Spring With The Factory Upper Spring Isolator, Ensuring The Isolator Is Fully Seated On The Coil.
3. Verify That The Lower End Of Each Coil Spring Is Properly Indexed In The Factory Lower Spring Perch Before Raising The Front Axle.
4. Raise The Front Axle Slowly Until The Coil Springs Are Fully Seated In Both The Upper And Lower Spring Mount.

6. Reassembly

1. Reconnect The Front Track Bar To The Frame Using The Factory Hardware. Do Not Fully Tighten The Mounting Bolt Until The Vehicle Is Resting On The Ground At Normal Ride Height.
2. Reinstall The Sway Bar End Links Using The Factory Hardware.
3. Install The Pro One Design Front Shocks And Tighten All Mounting Hardware To The Recommended Torque Specifications.
4. Reattach The Brake Line Brackets To The Axle Using The Factory Mounting Hardware.
5. Reconnect The Axle Breather Hose And Axle Disconnect Wiring Harness, If They Were Removed During Disassembly.



7. Final Tightening

1. After Lowering The Vehicle To The Ground And Allowing The Suspension To Settle At Normal Ride Height, Tighten The Front Track Bar, Sway Bar End Links, Steering Drag Link, And Any Brake Line Brackets To The Manufacturer's Specified Torque. Verify That All Components Are Properly Aligned And That No Brake Lines, ABS Wires, Or Other Components Are In A Bind Before Driving The Vehicle.

8. Final Inspection

- 1. Verify That All Brake Hoses, Abs Wiring, Axle Vent Hoses, And Electrical Harnesses Have Adequate Slack At Full Droop. Ensure Nothing Is Stretched, Pinched, Or Contacting Any Moving Components.**
- 2. If Additional Slack Is Required, Carefully Reform The Hard Brake Lines Extending From The Axle To Provide Sufficient Clearance Throughout The Suspension's Full Range Of Travel. Do Not Kink Or Damage The Brake Lines.**
- 3. Inspect The Brake Line Brackets To Ensure They Are Properly Secured. The Bracket Mounting Holes Thread Into Thin Material, So Use Care To Prevent Cross-Threading Or Overtightening The Mounting Bolts.**
- 4. Verify That All Suspension Components, Hardware, Brake Lines, Wiring, And Fasteners Have Been Properly Installed And Tightened Before Lowering The Vehicle To The Ground.**