



FALCON SHOCKS

RAM 1500

SPORT - TOW/HAUL

QUICK START GUIDE

Every aspect of vehicle dynamics must be considered in developing a properly engineered suspension system to ensure predictable handling and a smooth ride. This includes correct suspension geometry as well as properly matching the shock's compression and rebound to the spring rate.

Falcon Shocks went back to the drawing board to engineer brand-new shock absorber systems that are properly matched to the factory spring rate resulting in a sportier ride with better control and handling without sacrificing ride quality. Our in-house engineering experts have invested hundreds of hours in dyno verified – as well as real world on and off-road driving – shock tuning to deliver optimal results. Results that can be felt in a "seat-of-the-pants" drive.

All Falcon Shocks are designed, engineered, and built with state-of-the-art methods including CAD designs, finite element analysis (FEA), in-house lab simulation, and real-world street and trail testing.

For more information regarding Falcon Shocks installation view the Video Installation Guide found on: <https://www.falconshocks.com/videos>



INSTALL PREP:

- Move the snap ring to the desired ride height (pre-installed on "Level" setting).
- Install the coil carrier and the spring retainer onto front shocks.



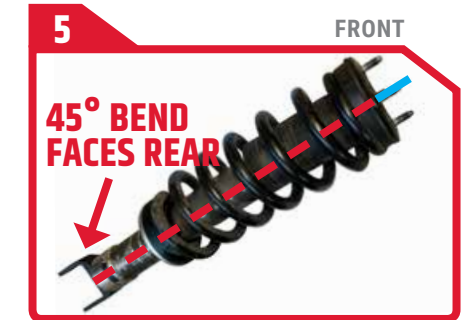
- Orient and install the bump stop onto the shock shaft as shown.



- Before removing the strut assemblies mark the coil spring, spring isolator and strut tower to ensure the spring is reinstalled correctly. **The spring must be reinstalled in the same orientation that it was removed.**



- Remove the front strut assemblies (refer to factory service manual).
- Have a qualified mechanic separate the coil spring from the factory strut.



ATTENTION INSTALLER:

- Install the factory spring and strut mount onto the Falcon Shock.
- Note strut mount orientation in relation to lower clevis mount.



- Apply anti-seize to shaft threads.
- Install nut onto shaft until it bottoms; then torque to 40 ft-lb.
- DO NOT use an impact gun to torque the shaft nut.



- Install Falcon strut assemblies with the 45-degree clevis bend facing rearward.
- Torque lower clevis bolt to 125 ft-lb.



- Reassemble IFS components.
- Torque all hardware to factory torque specs.



- Remove the rear fender liner.
- Remove the rear shocks (refer to factory service manual).



- Use a body saw, cutting wheel, or Sawzall to remove the bed locating tab to provide clearance for the Falcon Shock reservoir.



INSTALL PREP:

- Install the roost guard onto the rear Falcon Shock. Use thread lock on the roost guard bolts and torque to 30 in. lbs.



- Install the Falcon Shocks with the shaft down, to the rear and the roost guards facing forward.
- Use the factory hardware on both ends and torque to 100 ft.lbs.



- Use template to trim fender liner.
- Reinstall fender liner.

NOTES		
Red Line full synthetic oil has a high viscosity index of 540 for superior all-weather performance.	Hand wash with soap and water for cleaning. Do NOT clean with acids.	3 year warranty to be free of defects and workmanship. Repair or replace at no cost.