



FALCON SHOCKS

RAM 1500 (5TH GEN) SHOCK LEVELING SYSTEM

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:

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



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



- Before removing the shock from the strut assemblies mark the coil spring where it aligns with the point on the strut mount so that it is reassembled correctly. **The spring must be reinstalled in the same orientation that it was removed.**



- Remove front strut assemblies (refer to factory service manual)
- Have a qualified mechanic separate coil spring from factory strut and reinstall on Falcon shocks



ATTENTION INSTALLER:

- Install the coil spring and strut mount onto the front Falcon Shock.
- Note the strut mount orientation in relation to the lower clevis mount.
- 45° bend on clevis bracket faces the rear.



- Tighten the nut until it bottoms out.
- Torque to 40 ft. lbs.
- DO NOT use an impact gun to torque the shaft nut.



- Install Falcon strut assemblies using the factory hardware.
- Torque the upper strut mount bolts to 52 ft. lbs.
- Torque the lower clevis bolt to 124 ft. lbs.



- Reassemble the IFS components.
- Torque all the IFS hardware to factory torque specifications.



- Install the Roost Guard onto the the Rear Falcon Shocks.
- Use the provided blue thread locker on the bolts and tighten the 30 in. lbs.



- Reuse the Factory upper post bushings and install the Rear Falcon Shocks.
- Tighten the post mount nut until it bottoms out on the shoulder (15 ft.lbs.)



- Use the factory hardware and install the lower eyelet with the roost guard facing away from the axle.
- Torque to 100 ft. lbs.

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.