



ROADACTIVE SUSPENSION

FITTING INSTRUCTIONS FOR THE THE FOLLOWING KITS:

3611CHD 3611HD 3611LHD 3611SHD 3611SLHD 3611YHD 3612HD
3613THD 3614HD 4611HD 4611DVHD 4612DVHD 4612HD 4614HD



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READ BEFORE INSTALLING:

1. When installing RAS or making adjustments, the rear axle must be hanging free to maximize the arch of the leaf spring. If not using a lift, jack stands should be placed under the front leaf spring eye. To be sure, any support (lift or jack), should only be utilized by placing within an inch of, but should not be supporting axle or differential.



2. The gold threaded rod is threaded inside the spring for shipping purposes. You must unthread the gold rod so that the kit will lengthen.



F150 with Head Light Leveling Sensors

Follow the steps below before continuing to the Universal Install on page 8.

If your F150 comes equipped with a head light leveling sensors, you will need to use the second axle bracket hole when installing the kit to ensure there is not interference between the two.

Picture of head light leveling sensors for reference:



Bracket with bolt in the second hole for reference:

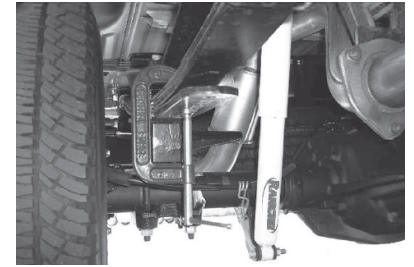
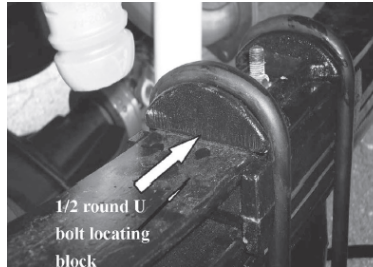


Ford F250 & F350 OR Chevy & GMC 3500 with Factory Overload Springs

Please note that the pictures below are on a Ford but the same install steps apply for a Chevy/GMC.

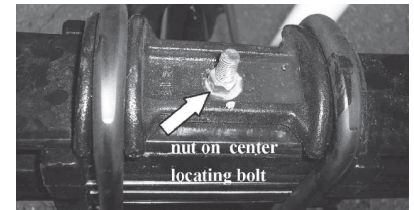
1. Start the installation of the RAS by raising the vehicle on a two-post lift, so that the axle can hang free and the leaf springs will be in their maximum arched position. Next, remove the rear wheels.

2. If the vehicle has an overload leaf spring located above the pack of leaf springs, the overload spring must first be removed. To do this, first, clamp the pack of springs together with a C clamp. Then place two axle stands under the rear axle to fully support the weight of the axle.

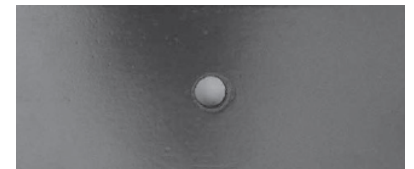


C clamp on pack of leaf springs

3. Next, remove the four U bolt nuts and then lift off the two U bolts. The 1/2 round U bolt locating block on top of the overload spring must now be removed. To do this the nut on the center locating bolt must be removed so that the locating block and overload spring can be removed.

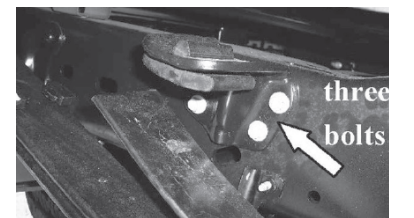


4. With the overload spring now removed, place the short steel plate with the 5/8" hole in the center over the center locating bolt, in the same place where the overload spring was located.



5. Then relocate the 1/2 round U bolt locating block and nut and then reinstall the U bolts and nuts. With the overload spring removed and the pack of springs secured, remove the C clamp.

6. Next remove the rear bump stop by removing the three bolts.



7. Continue to page 8 for universal RAS install.

*Please note that on page 10, step 14, the sentence, "For improved handling and 25% additional suspension strength, the correct adjustment between the coils is reached when the white disc is used...40% additional spring strength the correct adjustment between the coils is reached when the black disc is used," only applies to vehicles WITHOUT a factory top overload.

*If your truck does have a factory top overload, RAS will provide a slight improvement in suspension strength vs factory overload spring.

Dodge 1500, 2500 OR 3500

We suggest using a qualified installer for these vehicles.

1. There has been a design change on some of the rear swinging shackles for the leaf spring on your vehicle. If the shackle swings from the top down, you will need to drop the rear eye of the leaf spring to be able to fit the RAS hook over the rear eye of the leaf spring as shown in step #6 of the fitting instructions.



2. Jack the vehicle up and place the jack stands under the frame closest to the front leaf spring connection. Once jack stands are in place using the trolley jack placed under the differential raise it up and remove the nut from the bolt of the rear eye of the leaf spring. Supporting the leaf spring, raise the leaf spring enough to relieve the tension on the bolt and remove the bolt.



3. Once the bolt is removed, create enough space to allow the hook bracket to be installed over the rear eye of the leaf spring by raising up the frame. Once the hook is centered on the eye of the leaf spring, lower the frame back into position and reinstall the nut and bolt through the shackle and eye of the leaf spring.



4. Continue to page 8 for universal RAS install.

Bump Stop Spacer Installation

Only this specific kit will include bump stop spacers.

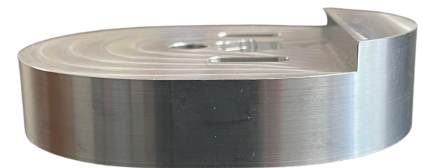
1. Remove the bolt holding the O/E bump stop using the appropriate size socket and extension (size may vary by year, 13mm -14mm).



2. Ford makes two style bump stops, a 2 pin style for F150, and a 1 tab style for F150 with a Tremor Package. Select the correct length bolt for your RAS bump stop spacer from the supplied bolts and drop it into the hex-shaped hole on the RAS bump stop spacer.

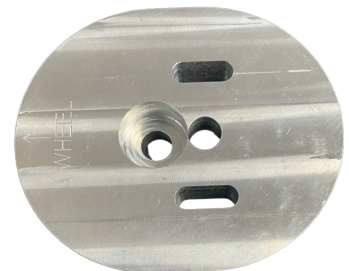


FRAME



WHEEL

3. The RAS bump stop spacer lip should be on the inside of the frame with the "WHEEL" marking on the underside of the RAS bump stop spacer facing the wheel.



4. With the RAS bump stop spacer now in place, you can re-attach the original bump stop to the RAS bump stop spacer using the bolt and nut (14mm) supplied.

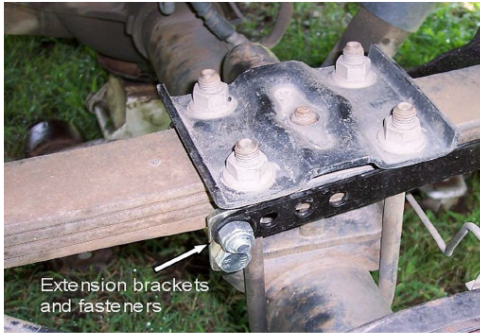


5. Continue to page 8 for the universal RAS install.

Extension Brackets for 3611-SLHD & 3611-SHD

Only this specific kit will include extension brackets.

1. The extension brackets allow the axle brackets to be extended so that the tube spacer and bolt can now be located as shown. Follow the steps in the illustrations.



Ford Raptor OR Nissan Titan 2015-Present

Please note that the pictures below are on a Nissan but the same install steps apply for a Ford Raptor.

1. This vehicle has a clamp bracket that attaches to the overload spring blade and has a roller located above the top spring blade, in order to install the RAS kit, the roller must be removed.



2. This illustration shows the roller removed. In order to remove the counter-sunk hexagon socket head, the bolt must first be removed. The head of the bolt is located on the spare tire side of the vehicle.



3. Continue to page 8 for universal RAS install.

Universal RAS Install

Unless otherwise specified on the previous pages, follow the steps below for installation.

1. Before starting the installation make sure the vehicle is on a level surface, then place wheel chocks on both sides of the front wheels.



2. Loosen all the rear wheel lug nuts with just one turn, but don't remove them at this stage.



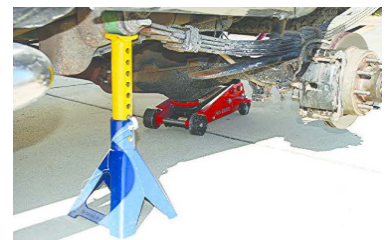
3. Position a floor jack of (the correct capacity for your vehicle) under the differential housing.



4. Raise the rear of the vehicle with the jack sufficiently to place jack stands on both sides of the vehicle. As the vehicle has rear leaf springs, the ideal place to position the stands is under the front eye of the leaf springs, connected to the fixed shackles, as illustrated. With the floor jack still under the differential, Remove the rear wheels. With the lug nuts now loosened, this will make the removal a lot easier.



5. With both jack stands now correctly positioned and safely supporting the rear of the vehicle, very slowly lower the floor jack checking that the pads on the stands are still in the correct position at all times. With the vehicle now well supported, continue lowering the jack until the jack just makes contact with the differential housing, then raise the pad of the jack about 1/2 inch only, as shown in the illustration. The floor jack will be used as an extra safety device. Before starting the installation, once again check that the rear of the vehicle is well supported.



Universal RAS Install

Unless otherwise specified on previous pages, follow the steps below for installation.

6. The RAS kit comes fully assembled out of the box. Remove one side and place it on top of the rear leaf spring with the eye bracket hook facing the rear of the vehicle. Next position the eye bracket over the rear wrap eye of the leaf spring.



7. The gold-threaded rod is screwed inside the tension spring approx 5 to 6 inches for shipping purposes. To lengthen the unit so the bolt spacer and nut can be located back into the axle bracket on the other side of the U-bolt and under the bottom leaf spring, start turning the coil spring with one hand and hold the threaded rod with the other. This will screw the threaded rod out of the spring, making the unit longer.



8. The axle connecting brackets have five holes on each side and come with the 12mm bolt, spacer, and nyloc nut, located through the end holes in the bracket. The nyloc nut has only been turned on hand tight. Next remove the nut, bolt, and spacer. The bracket should now hang astride the leaf spring pack and U bolts.



9. With the axle bracket now in position under the leaf springs, insert the connecting bolt and spacer.



10. Attach the nyloc nut and tighten. The bolt with the spacer must be located directly under the leaf spring. This step is very important.



Universal RAS Install

Unless otherwise specified on the previous pages, follow the steps below for installation.

11. When fitting to some Ford vehicles where the U bolts are located around the axle and have a hold-down plate on top of the leaf springs, the axle connecting bracket must be located the same way as in the illustration on step 10 with the bolt and spacer directly under the leaf springs.



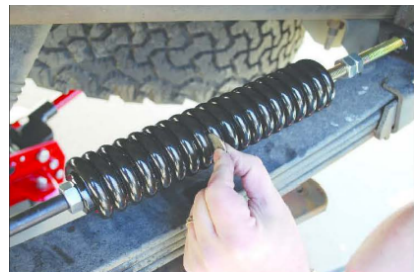
12. Before adjusting the coil spring to the correct tension, check to see that the eye bracket is in the center of the spring eye.



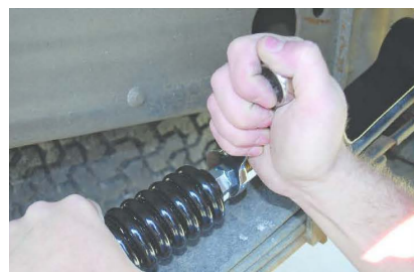
13. Position the two nuts on the threaded rod as shown. Then use a ratchet fitted with a 14mm socket on the head of the cap screw, and a 24mm wrench on the lock nuts closest to the eye bracket at the end of the threaded rod. The two nuts come locked together when the kits are assembled at our factory. By holding the threaded rod stationary and turning the coil spring the gap between the coils will start opening.



14. Use the white or black disc in the box to determine the tension setting of the coil spring. For improved handling and 25% additional suspension strength, the correct adjustment between the coils is reached when the white disc (1mm thick) is used as a gauge and can just pass between the coils. For improved handling and 40% additional suspension strength, the correct adjustment between the coils is reached when the black disc (2mm thick) is used as a gauge and can just pass between the coils. If you misplace the two discs, you can use a dime in replace of the white disc and a nickel in replace of the black disc.



15. Jam one of the two nuts located in the center of the threaded rod hard against the coil spring, then follow with the second nut and jam against the first.



Universal RAS Install

Unless otherwise specified on the previous pages, follow the steps below for installation.

16. With one side now installed, check all the fasteners to see that they are secure. Now continue the installation on the opposite side.



17. Once the installation on both sides is complete, raise the rear of the vehicle, replace the wheels, remove the two jack stands, lower the vehicle and remove the wheel chocks. The final step is to take your truck for a spin!



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INSTALLATION VIDEOS



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REGISTER WARRANTY



SCAN ME

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