



Installation Instructions

2010-2012 Dodge 3500 Installation Instructions

www.core4x4.com
936 INDUSTRIAL PARK
RD, OREM UT. 84057

Optional Hardware Kit(s)

Lower Front Control Arms:

- (2) 5/8"x4.5" bolts
- (4) 5/8" washers
- (2) 5/8" top-lock nuts
- (2) 18mm x 120mm bolts
- (2) 18mm top-lock nuts

- (4) cam bolt delete spacers

Upper Front Control Arms:

- (4) 9/16" bolts
- (8) 9/16" washers
- (4) 9/16" top-lock nuts

Torque Specs:

- 9/16" bolts: 120-125 ft-lbs
- 5/8" bolts: 165 ft-lbs
- 18mm bolts: 285 ft-lbs
- 1-5/8" jam nuts: 250 ft-lbs
- 1-1/2" jam nuts: 200 ft-lbs

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Installation Notes:

- If you are not using the optional cam bolt delete hardware, you retain the factory cam bolt and can use that or the control arms to set your alignment angles.
- On the 2500 and 3500 models that are equipped with the 5.9L Cummins, you might need to remove or drop the exhaust down pipe to have enough room to remove the factory upper control arm bolt on the frame. The stock exhaust might have enough room but larger, aftermarket exhausts can block the hole that grants access to the bolt.
- If you are using the double-adjustable control arms: When tightening the jam nuts on the tie rod and drag link, you need to torque them in a sequence. Trying to torque one jam nut to 250 ft-lbs will turn the body of the drag link or tie rod. If you torque them in a sequence, it will keep the body from turning and changing your alignment angles. For example: snug up both jam nuts, then torque one to 50 ft-lbs, the other side to 50 ft-lbs, then increase the torque and that sequence until you get to 250 ft-lbs.
- If you do not have access to a lift or a jack and jack stands, you can install the new control arms one at a time while the vehicle is on the ground. ONLY remove and install one control arm at a time to prevent the axle from rotating or the truck from collapsing.

Control Arm Identification

**1. Adjustable Front
Upper Control
Arms.**

**2. Adjustable Front
Lower Control
Arms.**



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Installation Video



Length Chart

Dodge/Ram 2500 1994-2013 Length Chart						
	Stock	2"	3"	4"	5"	6"
Front Lower	18.625"	18.875"	19.125"	19.25"	19.375"	19.5"
Front Uppers	16.625"	16.875"	17.125"	17.25"	17.375"	17.5"
Front Track Bar	38.875"	39"	39"	39"	39.25"	39.385"

Front Lower Control Arms

REMOVAL

Raise and support the front of the vehicle. Remove and install only one arm at a time, then proceed to the next arm.

Step 1: Remove the axle side bolt and nut.

Step 2: Remove the frame side bolt and nut.

Step 3: Remove the control arm.

INSTALLATION

Unscrew new arms and apply anti-seize to the threads. Set the new adjustable control arms to length. Correct length depends on lift height, desired axle position, and pinion angle (some research may be required to determine what is best for your application.)

Step 4: Slide the control arm into the axle end bracket, insert bolt and tighten only finger tight.

Step 5: Slide the other end of the control arm into the frame side bracket, insert bolt and tighten only finger tight. *Note that in order to line up the holes, using something like a ratchet strap to pull the axle into place might be necessary.

Step 6: Repeat steps 1-5 for the other lower front control arm. Set the vehicle on the ground under its own weight.

Step 7: Tighten all bolts to factory torque specifications.

Step 8: Tighten the jam nuts on the adjusting end to the tube of the control arms. *Note: keeping the jam nuts tight is a part of regular maintenance and failure to do so will result in premature thread damage and will not be covered under warranty.

Step 9: Grease all joints and bushings, re-grease every 6 months. Re-torque all bolts and nuts after 300 miles and check suspension for tightness every 3,000 miles thereafter. *Note: Johnny Joints come pregreased, be careful not to over-grease them and internally damage the Johnny Joint.

Front Upper Control Arms

REMOVAL

Raise and support the front of the vehicle. Remove and install only one arm at a time, then proceed to the next arm.

Step 1: Remove the axle side bolt and nut.

Step 2: Remove the frame side bolt and nut.

Step 3: Remove the control arm.

INSTALLATION

Unscrew new arms and apply anti-seize to the threads. Set the new adjustable control arms to length. Correct length depends on lift height, desired axle position, and pinion angle (some research may be required to determine what is best for your application.)

Step 4: Slide the control arm into the axle end bracket, insert bolt and tighten only finger tight.

Step 5: Slide the other end of the control arm into the frame side bracket, insert bolt and tighten only finger tight. *Note that in order to line up the holes, using something like a ratchet strap to pull the axle into place might be necessary.

Step 6: Repeat steps 1-5 for the other upper front control arm. Set the vehicle on the ground under its own weight.

Step 7: Tighten all bolts to factory torque specifications.

Step 8: Tighten the jam nuts on the adjusting end to the tube of the control arms. *Note: keeping the jam nuts tight is a part of regular maintenance and failure to do so will result in premature thread damage and will not be covered under warranty.

Step 9: Grease all joints and bushings, re-grease every 6 months. Re-torque all bolts and nuts after 300 miles and check suspension for tightness every 3,000 miles thereafter. *Note: Johnny Joints come pregreased, be careful not to over-grease them and internally damage the Johnny Joint.