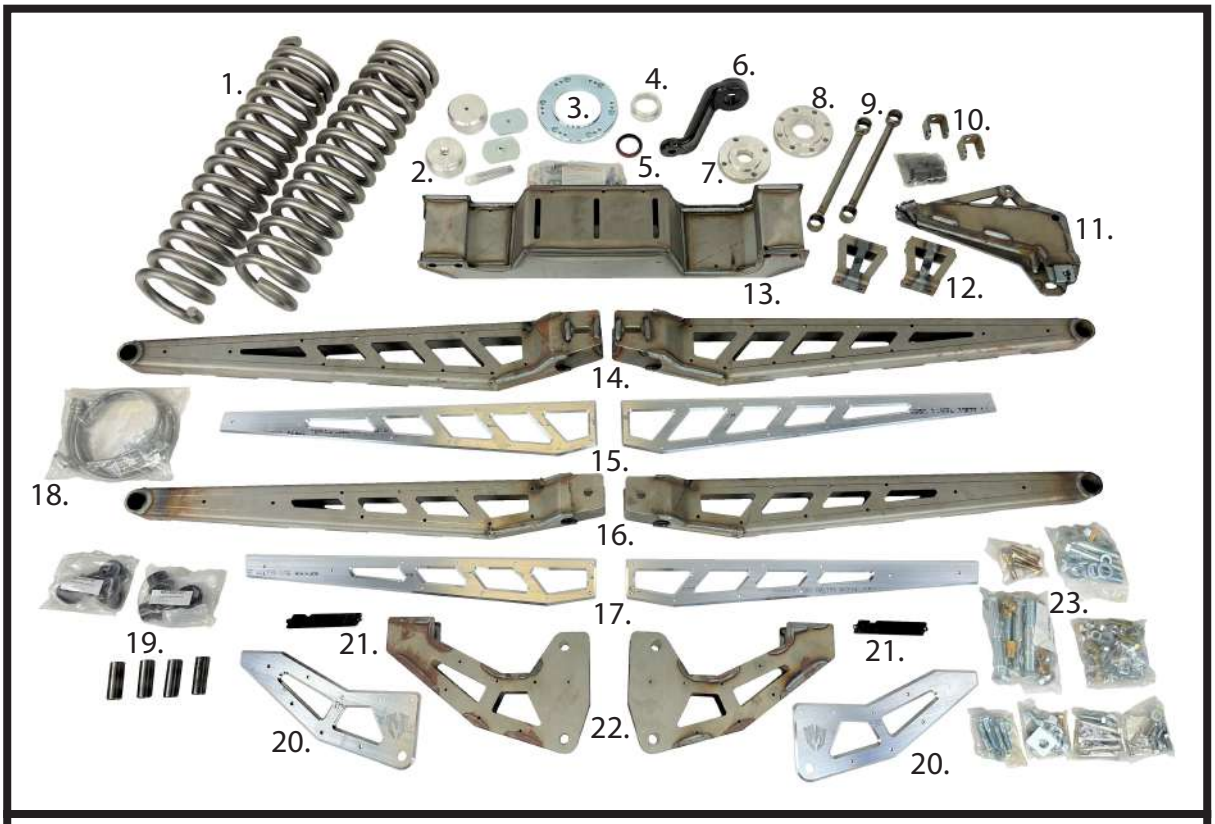
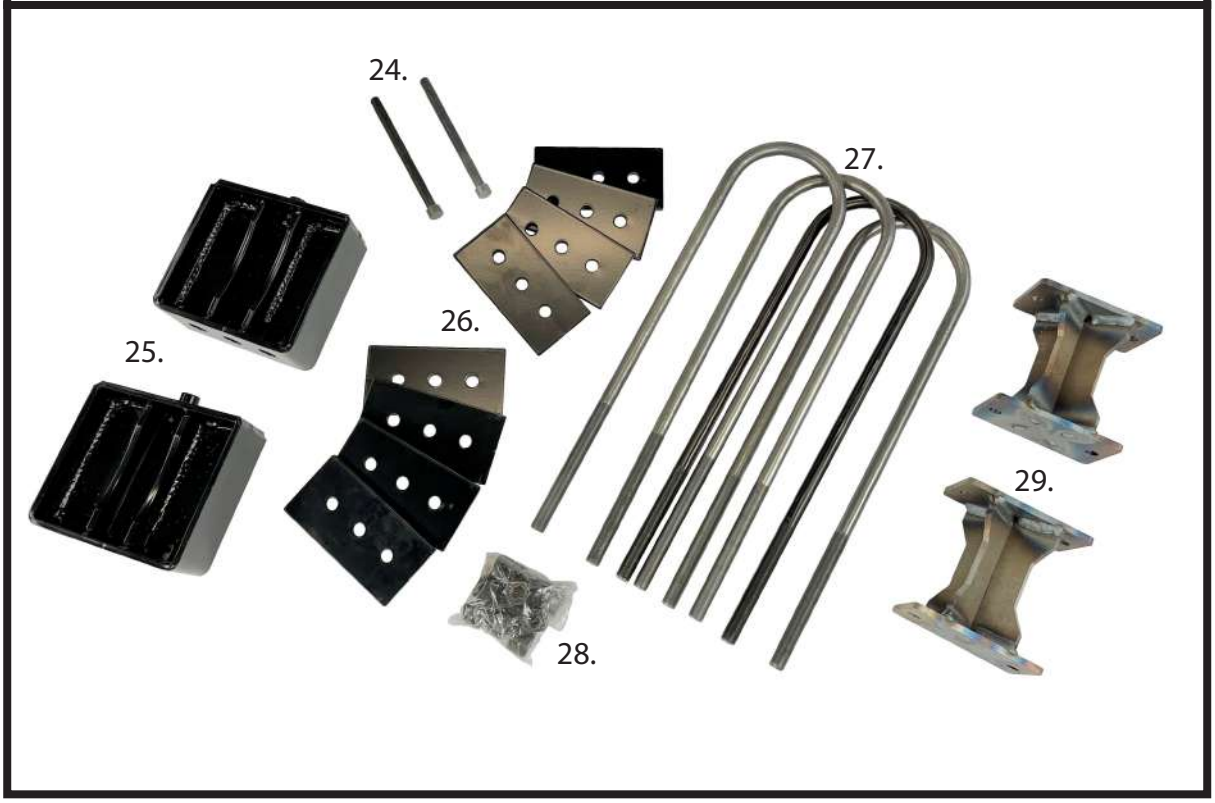
#54356 10” LIFT KIT (4-LINK)
2013-18 DODGE RAM 3500

559-226-8196
4603 E. VINE AVE
FRESNO, CA 93725
www.mcgaughys.com





1. Front Lift Coils
2. Front Coil Retainer Kit
3. ReClocking Ring
4. ReClocking Seal Adaptor
5. ReClocking Seal
6. Drop Pitman Arm
7. Front Drive Line Spacer
8. Rear Drive Line Spacer
9. Front Sway Bar End Links
10. Front Sway Bar End Link Brackets
11. Front Track Bar Drop Bracket
12. Front Bump Stop Drop Brackets
13. Transmission Crossmember
14. Lower Front 4-Link Arms
15. Lower Arm Billet Face Plates
16. Upper Front 4-Link Arms
17. Upper Arm Billet Face Plates
18. Front & Rear Brake Lines
19. Front 4-Link Bushings & Sleeves
20. 4-Link Drop Bracket Billet Face Plates
21. Name Badges for 4-Link Arms
22. Front 4-Link Drop Down Brackets
23. Hardware Packs
24. Leaf Spring Center Pins
25. Rear Lift Blocks
26. Rear Leaf Shims
27. Rear U-Bolts
28. Rear Hardware
29. Rear Bump Stop Drop Brackets

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READ THESE ENTIRE INSTRUCTIONS BEFORE STARTING ANYTHING

- If you are the installer only, and not the owner of the vehicle, please make sure the owner of the vehicle gets these instructions. They contain very important information about the lift kit, maintainace, and warranty.

-Before moving forward with installation, please layout all parts from boxes and ensure everything is present. If any parts are missing, please contact McGaughy's Suspension immediately at 559-226-8196.

-If you alter the finish of any of the provided components, like zinc plating, chroming, or powder-coating, which can cause damage to the strength and structure of the metal, any warranties will be null and void.

-If any components are ground on or modified in any way, then no returns or exchages will be accepted and any warranties will be null and void.

-NO welding is required to install any part of this lift kit. Do not weld any components.

-Over-sized tires and heavier wheels can cause premature wear on factory and aftermarket components like ball joints, bushings, tie-rod ends, wheel bearings, idler arms, drive-lines, etc.... You may need to replace / install new components sooner than factory recommendations based on the tires and wheels you choose. Please note that the heavier and wider wheels and tires combined with aggressive driving (off-road and on highways) will cause more wear on ALL moving parts, factory and aftermarket. Especially when vehicle is in 4wd or Auto-4wd / AWD modes.

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WARRANTY INFORMATION

-McGaughy's warrants all **McGaughy's** products against manufacturer's defects in materials or workmanship for a period of **ONE-YEAR** from the date of original purchase. All McGaughy's spindles carry a **LIFETIME** warranty against manufacturer's defects.

-Warranty will not extend to any product or part there in, that has been improperly installed, abused, or neglected

-McGaughy's will not warranty any product(s) that were modified in any way. Check fit all products prior to custom painting, powder-coating, or any form of fabrication (sanding, drilling, painting, chroming, etc).

-There are **NO WARRANTIES** neither espressed nor implied for powder-coating on any McGaughy's products.

-McGaughy's is not responsible for damages and/or warranty of other vehicle parts (factory or aftermarket) related or non-related to the install of McGaughy's component(s).

-Warranty is limited to the repair or replacement (of McGaughy's product only), at McGaughy's discretion. And only after inspection of the defective part, once returned to McGaughy's with proof of purchase, date of purchase, and all shipping costs prepaid.

-Any cost of labor, freight, incidental or consequential damages are expressly excluded from warranty.

FRONT INSTALLATION

Before starting this installation, we recommend loosening the factory front shocks with the vehicle on the ground. Once the vehicle is in the air, it is extremely difficult to access the upper shock nuts and they have a significant amount of tension on them. Loosen the top nut using a 21mm wrench, but DO NOT remove it all the way off. This holds up the front suspension. (pic 1)

With the parking brake set and wheel chocks behind the rear tires, use a jack to lift the front of the vehicle and place jack stands under the frame on each side. Remove the front wheels.

1. Using a 13mm wrench, unbolt the brake line brackets from the frame on both sides. Also unbolt the brake line bracket from the axle for extra maneuverability. (pic 2)

2. Support the front driveline with a suitable strap and remove the four front drive shaft flange bolts, using a 15mm socket. (pic 3)

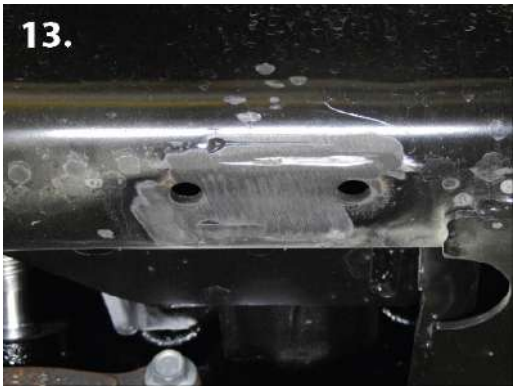
3. Remove the driver side drag link to pitman arm nut using a 21mm socket. Use a tie-rod removal tool to avoid damaging the factory rod end. (pic 4)

4. Remove the pitman arm to steering box nut using a 46mm socket. (pic 5)

5. Using a pitman arm puller, remove the pitman arm from the steering box output shaft. (pic 6)

6. Remove the sway bar end link top nut on both sides using a 18mm socket. Separate the sway bar from the end links. (pic 7)

7. Remove the sway bar mounting bolts from the frame usinga 15mm socket. (pic 8) And remove the sway bar.
8. Support the front axle and remove the front shock top nuts.
9. Remove the front shock lower mounting bolt using a 21mm socket. (pic 9) And remove the front shocks.
10. Lower the front axle until the front coil spring tension is released. Now remove the front coil springs. (pic 10)



11. Remove the track bar from the factory track bar bracket using a 27mm socket. (pic 11)
12. Use a cut-off wheel to remove the front bump stop mounts from the frame on both sides. DO NOT DESTROY. The factory bump stops and mounts will be reused. (pic 12)
13. Clean the remaining weld material from the frame using an abrasive disc or flap-wheel. (pic 13)
14. Clean the factory bump stop that was just removed as well. Be sure to paint both the frame and the mount.

15. Install the factory bump stop mount to the new sxtension brackets using the supplied 3/8" buttonhead allen bolts, washers, and locking nuts. (pic 14)
16. Install the factory bump stops back on th the factory mounts. This may take some force. (pic 15)
17. Re-thread the bump stop mounting holes on the frame using the supplied 7/16" tap. Next, install the new bump stop assemblies onto the vehicle using the supplied 7/16" x 3/4" bolts. (pic 16)

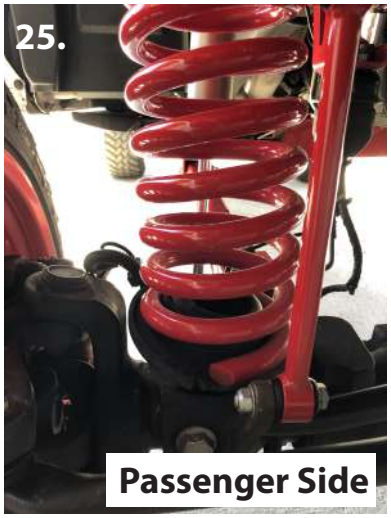
18. Mount the new track bar relocation bracket using the factory hardware. Next, place something firm between the crossmember and the oil pan to prevent any damage. Now drill a brace hole using a 7/16" drill bit. (pic 17) Install using the supplied grade 8 7/16" x 1-1/2" bolts, washers, and locking nuts.

19. Drill out the top hole on the bracket using a 1/2" drill bit. Due to variances on the Ram frames, your vehicle may not require drilling. Install using the provided 1/2" x 1/2" bolt from the rear with washers and locking nut. (pic 18-19)

20. Remove the factory radius arms, using a 27mm socket on the upper axle bolt and a 24mm socket with a 27mm wrench on the lower axle bolt. (pic 20) Use a 27mm socket on the frame side to remove the radius arms. (pic 21)

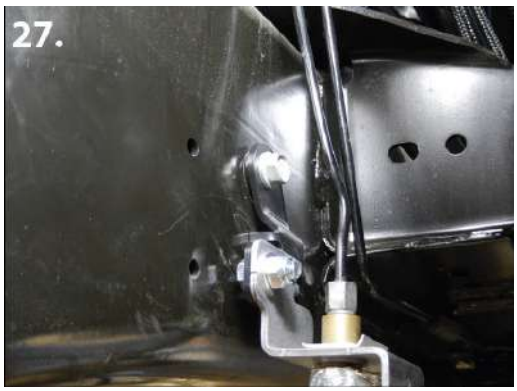
21. Install the factory track bar into the new drop bracket using the supplied 18mm x 90mm bolt, washers, alignment cams, and locking nut. Torque to factory specs. Track bar alignment cams must be used in the 10" position. (pic 22) Place the cams on both side of the track bar bracket, so that the bolt can pass through with no obstruction.

***** Before moving forward, Please refer to coil retainer instructions at the back.*****



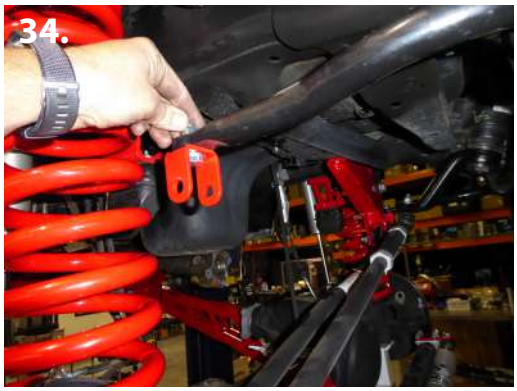
23. Now install the new lift coils with lower tag aligned at the 9:00 position on the driver side and 3:00 position on the passenger side. The motor of the vehicle being the 12:00 position. The coils should be aligned with the sway bar end links when finished. Be sure the tighter coil windings face up and the open windings face down. (pic 24-25)

NOTE: Be sure to install new shocks at this time. They are what keep the coils in place. Otherwise the coils will shift or fall out of place.



24. Install the supplied driver side brake line drop bracket on the frame using the factory hardware. Next, install the factory brake line bracket to the new drop down bracket using the supplied 5/15" x 3/4" hardware. (pic 26-27)
25. Now install the supplied passenger side brake line drop down bracket on the frame using the factory hardware. (pic 28) Then install the the factory brake line bracket to the new drop down bracket using the supplied 5/16" x 3/4" hardware. Be sure to re-attach the lower brake line brackets to the axle on both side, using a 13mm socket.

25. Install new drop pitman arm, DC602. Apply the supplied red thread locker to the factory pitman arm retention nut and tighten to factory specs. (pic 29)
NOTE: Check and re-torque this nut after the first 500 miles fo driving.
26. Loosen the drag link adjuster lock nuts. Turn the adjuster until the drag link is free.
27. Cut off the unthreaded portions of the end link, as shown. (pic 30-31)
28. Reinstall end back on the drag link. Insert the drag link end back into the pitman arm from the bottom, as shown. (pic 32) Tighten nut to factory specs.
29. Adjust the drag link to center teh front axle at ride height.

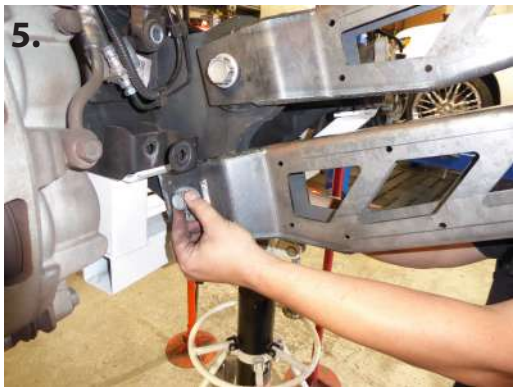


30. Install the provided sway bar drop brackets onto the factory sway bar. (pic 33-34)
31. Install new sway bar end link into new drop brackets on the sway bar and the factory lower mounts. (pic 35)

32. Install new front billet drive line spacer between rear of the drive line and transfer case with provided 7/16" x 14 x 2" bolts and loctite. Torque to factory specs.
33. Apply the supplied thread locking compound to the drive shaft flange retaining bolts. Align the drive shaft flange to the axle flange and torque to factory specs. (pic 36)

4-LINK INSTALLATION

1. Install the supplied bushins and sleeves into the new upper and lower 4-link arms. (pic 1-2)
2. Install the upper 4-link arm into the upper mount on the axle, using the factory hardware. (pic 3)



3. While holding the upper arm in place, install the 4-link drop down bracket using the provided hardware. (pic 4)
4. Install the lower 4-link arm onto the lower axle mount using the factory hardware. Then, install the rear of the lower arm into the drop down bracket using the provided hardware. (pic 5-6)

5. Make sure new 4-link drop down bracket is pushed all the way against the bottom of the frame. Use the bracket as a locator to drill a 1/2" hole. Next, remove the 4-link mount from the frame so that you can drill the hole out to 11/16". (pic 7-8)

6. Once the hole is drilled out, install the provided rivet nut. Use a rivet nut tool with a 3/4" socket and IMPAC tool to crimp the rivet nut inside the frame. (pic 9-11)

7. Reinstall the 4-link drop down mount to the frame using the provided hardware. Next, reinstall the upper and lower arms. (pic 12-13)
8. Now repeat this process on the opposite side.

REAR INSTALLATION

With the vehicle turned off and the parking brake set, secure the front wheels/tires with wheel chocks. Use a jack and lift the rear of the vehicle. Place jack stands under the frame on both side of the vehicle. Remove the rear wheels.

1. Support the rear axle and remove the factory rear shocks.
2. Loosen one side of the vehicles's u-bolts, but do not remove. Then remove the u-bolts on th opposite side of the vehicle.
3. Before you drop the rear end, be sure not to over extend or stretch any lines or wires. (pic 1)
4. Install the new lift block, shims, and u-bolts on the ones side. Then install the block, shims, and u-bolts on the opposite side. Torque to 170 lbs. (pic 2-3) *Be sure to retorque after first 200 miles.
5. Install the provided rear brake line bracket onto the rear end in the factory location. Use the provide hardware to install the factory brake line bracket to the new brake line extension bracket. (pic 4)

6. Remove the factory bump stops on both sides using a 15mm socket.
7. Install the new rear bump stop extention to the frame on both sides using the factory hardware.
8. Mount the factory bump stops to the bump stop extentions using the provided 3/8" x 1-1/4" hardware. (pic 5)
9. Install the new rear lift shocks using the factory hardware. Be sure to have the shock body down. (pic 6-7)
10. You may now set the vehicle on the ground. If you have not already, be sure to tighten the rear track bar bolts.

Double check all the front and rear fasteners and components, making sure everything has been torqued to the proper specifications. This MUST be done prior to operating the vehicle. Be sure to get the vehicle properly aligned immediately. We recommend periodically checking all components front and rear to be sure they are all in proper working order.

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DODGE RAM RE-CLOCKING RING INSTRUCTIONS
2014-22 2500 / 2013-22 3500 (for 6", 8", & 10")

1. Place a jack under the transmission pan.
2. Using a 15mm socket, remove the three nuts that hold transmission mount to crossmember. (pic 1)
3. Use a 15mm socket to remove the bolts that hold the driveline to the rear differential. (pic 2)
4. Remove rear driveline from the transfer case. Place a rag under the output shaft so any light oil can be captureed. (pic 3)

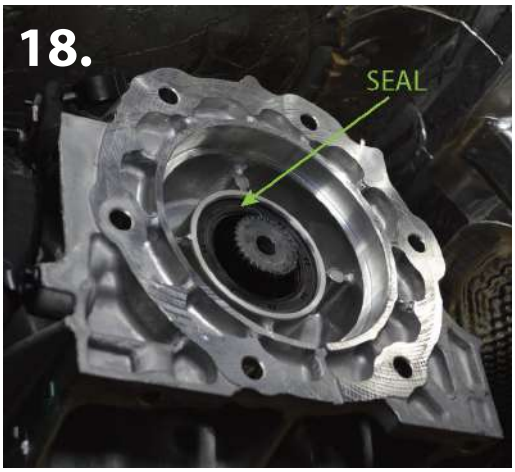
5. Remove the eight Christmas tree clips on the wire that routes along the transmission crossmember. (pic 4)
6. Remove the 4 bolts that hold the transmission crossmember to the frame, using a metric 24 socket and wrench. (pic 5)
7. Remove the transmission crossmember from the vehicle. (pic 6)

8. Remove the front drive line bolts from the transfer case usinga 5/8" wrench. Remove the drive line from the vehicle usinga 15mm socket. (pic 7)
9. Remove the rubber transmission mount from the tranmission using a metric 15 socket. (pic 8)
10. Unplug the electrical connector on the transfer case. (pic 9)

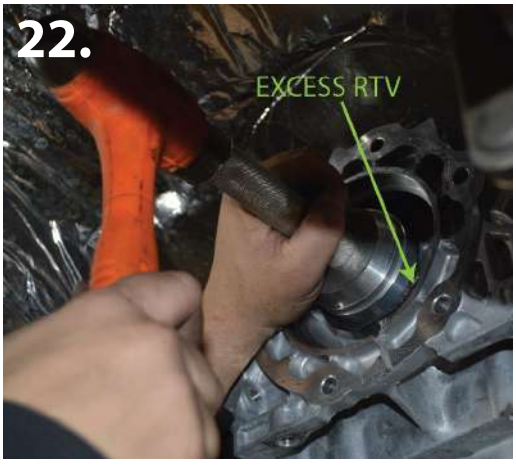
11. Remove the 3 Christmas tree clamps that hold the wire to the transfer case. (pic 10) And disconnect the vent tube using pliers.
12. Using a metric 14 wrench, remove the six nuts that hold the transfer case to the transmission. (pic 11)
13. Using an inverted torque, remove the factory studs from the transmission case and discard. You can use pliers if you do not have an inverted torque. (pic 12)

14. Take the index ring and locate the position where the bolt pattern matches up to the transfer case. (pic 13)
15. Using the provided metric 10-1.5 x 25mm SNCS bolts, tighten the ring to the trandsfer case. Apply a small amount of loctite to the bolts and tighten using a 8mm allen wrench. (pic 14)
16. Install the supplied 3/8"-24 x 2" S.S. screw using a 3/16" allen wrench. Apply a small amount of loctite to each screw. Be sure to only screw in until it touches, then put a small amount of pressure to tighten. Torque to 5 ft/lbs.

NOTE: Picture 16 shows in the **recommended** 20 degree position. You will need to install the McGaughy's transmission crossmember in this position. Picture 17 shows the 10 degree position, which can run the factory crossmember with trimming.

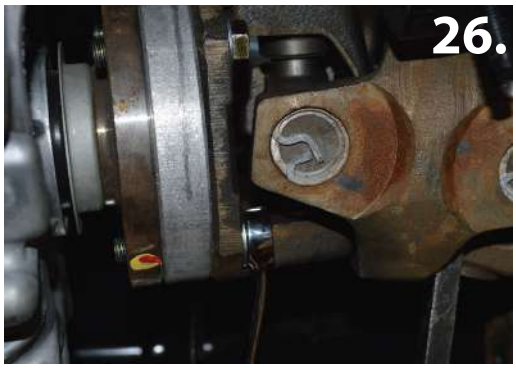


17. Remove the output shaft seal on the transmission and discard the factory seal. (pic 18)
18. Using a bearing race and seal driver, install the oil seal into the seal adaptor. (pic 19)



19. After the seal is installed, apply a small amount of RVT silicon to the seal adaptor. (pic 20) Also, apply a small amount of grease to the seal. (pic 21)
20. Tap the seal adaptor into the transmission where the factory seal was, using a bearing race and seal driver. Remove any excess RTV silicon. (pic 22)

BE SURE TO LET SILICON SET FOR 24 HOURS BEFORE DRIVING

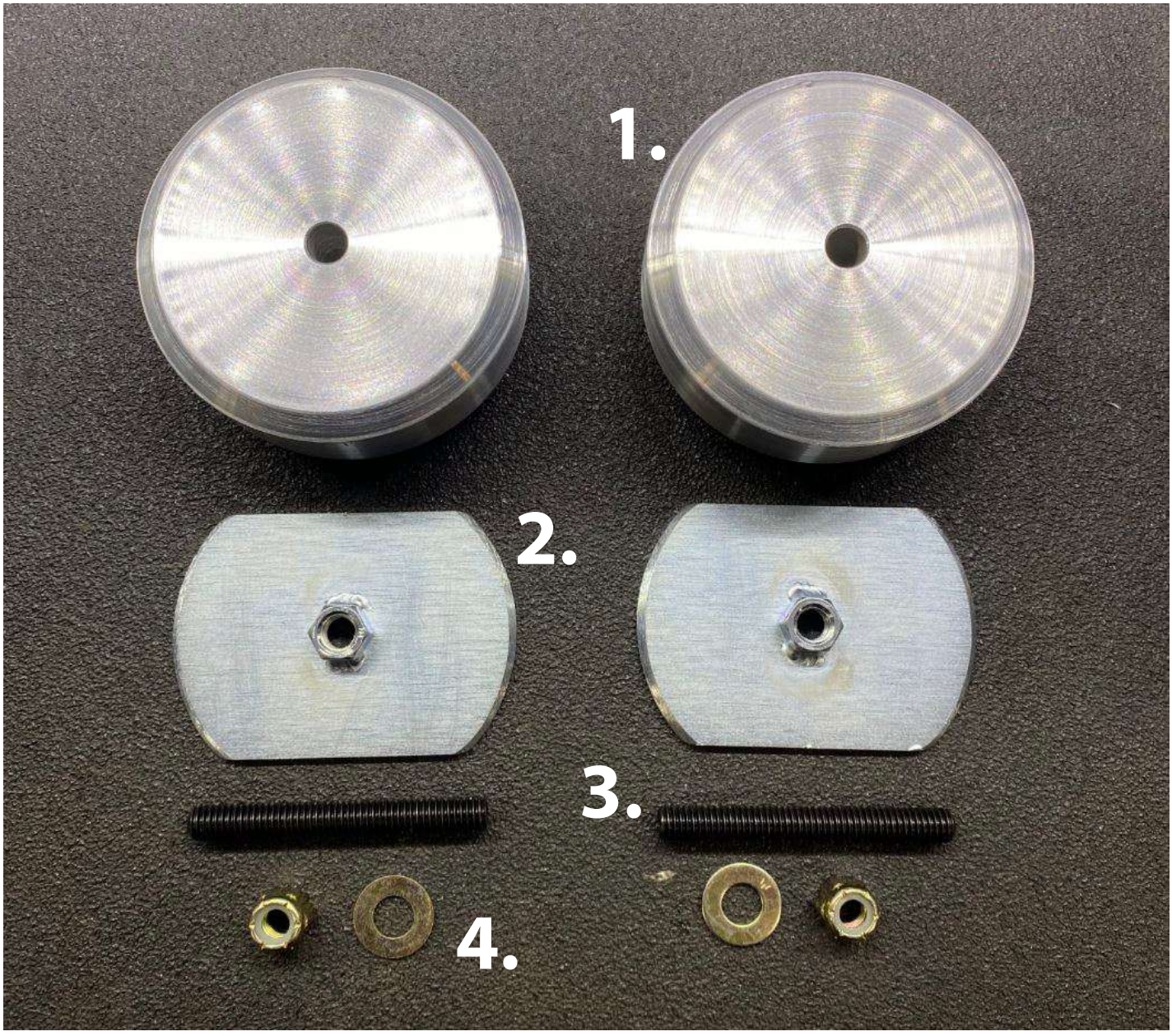


21. Reinstall the transmission case to the transmission, using a 9/16" wrench and socket. Torque to factory specs. (pic 23)
22. Reconnect the vent tube to thr vent port. Reinstall the electrical connector the the three Christmas tree clamps.
23. Reinstall the rubber transmission mount. Torque to factory specs. (pic 24)
24. Reinstall the front drive line. (pic 25)
25. If your kit came with a drive line spacer, install it now using the supplied 7/16" x 2" bolts. Use a small amount of loctite and a 5/8" wrench. (pic 26)

26. Install the McGaughy's crossmember with the large cut out on the driver side, using the factory hardware and a metric 24 wrench. (pic 27)
27. Reinstall the Christmas tree clamps using the holes provided in the crossmember.
28. Remove the clip that holds the electrical harness to the frame. (pic 28)
29. Make sure the wiring harness does not interfere with the drive line. (pic 29)
30. Now tighten the rubber transmission mount to the transmission crossmember using a metric 15 socket.

McGAUGHYS SUSPENSION PARTS

DODGE RAM 2500/3500 FRONT COIL RETAINER KIT



Kit Includes:

1. Coil Retainer Billet Pucks (2)
2. Retainer Backing Plate (2)
3. Retainer Bolt (2)
4. Hardware - Lock Nut (2) / Washer (2)

1. First apply loctite to the supplied retainer bolt. Then screw bolt into the retainer backing plate. Make sure bolt is flush with the top of the welded nut only. Do not screw the bolt past the backing plate.

2. Next, insert the backing plate with bolt into the opening on the factory upper coil mount.

3. With the backing plate installed, slide the supplied billet coil retainer puck in place. Make sure the billet puck slides into place in the opening on the mount. You may need to clean the edges of the opening with a file or sand paper, to be sure a nice tight fit. Then use the supplied washer and lock nut to install. Use an allen wrench and a 9/16" wrench to tighten to 20 ft/lbs.

4. Now re-install the factory coil isolator into the factory location.

5. Repeat these steps for the opposite side of the vehicle.