McGAUGHYS SUSPENSION PARTS

Packaging Inspection Check-Off Form

Name(s):_____

Date box was packaged, inspected, weighed & verified to insure all parts were inside & correct:_____

2019+ DODGE RAM 2500, 4" LIFT KIT PART# 54408 (AIR SPRING REAR)

BOX 1

- ☐ 1 - FRONT COILS
- ☐ 3 - REAR TRACK BAR BRACKET
- ☐ 4 - FRONT SWAY BAR DROP BRACKETS
- ☐ 5 - REAR BUMP STOP DROP BRACKETS
- ☐ 6 - FRONT TRACK BAR BRACKET
- ☐ 7 - REAR SHOCK EXTENDERS
- ☐ 8 - FRONT BUMP STOP DROP BRACKETS
- ☐ 9 - FRONT SHOCKS
- ☐ 10 - HARDWARE PACKS
- ☐ 11 - REAR SWAY BAR END LINKS

BOX 2

- ☐ 18 - RADIUS ARMS

BOX 3

- ☐ 14 - REAR AIR BAG SPACERS
- ☐ 15 - REAR AIR BAG RODS

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SUSPENSION PARTS

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

2019+ DODGE RAM 2500, 4" LIFT KIT
PART# 54408 (AIR SPRING REAR)

READ ENTIRE INSTRUCTIONS BEFORE STARTING ANYTHING

1. FRONT LIFT COILS
3. REAR TRACK BAR BRACKET
4. FRONT SWAY BAR BRACKET
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18. RADIUS ARMS

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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.

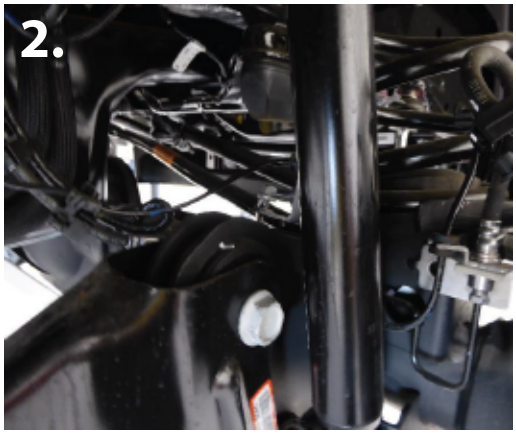
-McGaughy's is not responsible for damages and/or warranty of other vehicle parts (factory or aftermarket) related or non-related to the install of McGaughy's component(s).

-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 INSTRUCTIONS

With the vehicle turned off and parking brake set, secure the rear of the vehicle with wheel chocks. Use a jack to lift the front of the vehicle and place jack stands under the frame on each side.

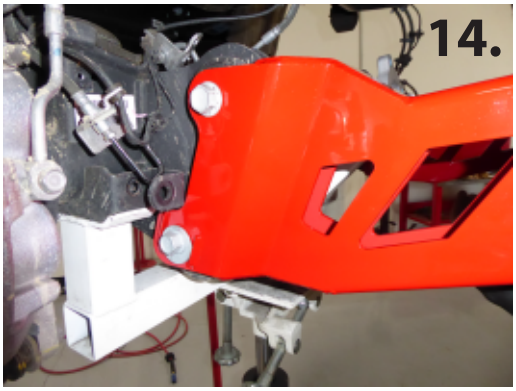


1. Disconnect the brake lines from the front axle on both sides. There will be four bolts total. Use a 13mm socket. (pic 1-2)
2. Disconnect the sway bar link on both sides. Use a 18mm socket. (pic 3)

3. Loosen the nut on pitman arm and remove drag link. Use a 21mm socket. (pic 4)
4. Remove the track bar bolt from track bar. Use a 27mm socket. (pic 5)
5. Support the front axle. Raise the axle slightly to take the weight of the shocks. Remove the lower shock bolt on both sides. Use a 21mm socket. (pic 6)

6. Slowly lower the front axle. Be sure to keep brake lines, abs lines, and the electronic 4wd cylinder wire (on passenger side) clear of any obstructions. Do not over extend the drive line. It can break or bend if dropped too far. Be careful not to let the front coils fall as you lower the axle. (pic 7)
7. Remove the factory coils. Be sure to save the coil isolators to reuse on the new lift coils. (pic 8-9)

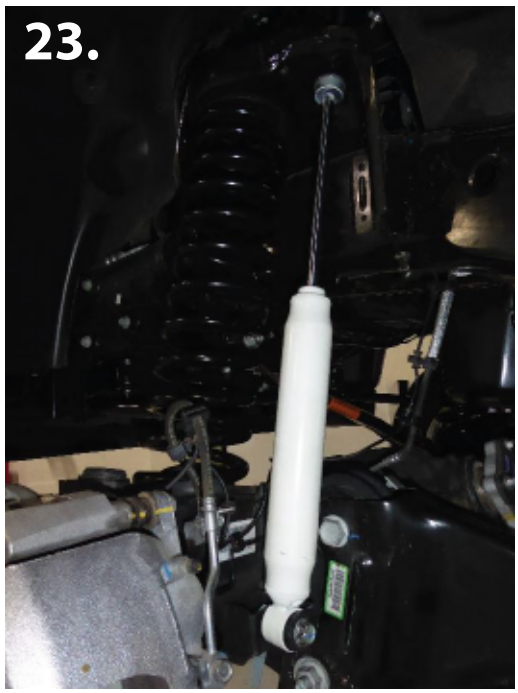
8. Unbolt the factory front track bar mount. Use a 21mm socket. (pic 10-11)
9. Disconnect the factory radius arms using a 27mm socket on the front upper bolts and a 24mm socket on the front lower bolts. Use a 27mm socket on the frame bolts and remove the factory radius arms from the vehicle. (pic 12)



10. Install new radius arms in the factory location using the factory hardware. (pic 13)
11. Be sure to set the cam bolts the same on both sides when installing. Torque the axle bolts to factory specs. (pic 14-15)
12. On the frame side, leave those bolts snug only. Only tighten them once vehicle is on the ground. Be sure to torque them to factory specs when on the ground.

13. Install new front track bar bracket. Use the factory hardware, except for the inside nuts. Two new nuts are supplied. Torque to factory specs. (pic 16-17)
14. Use a cut off wheel to remove the factory bump stop mounts. The factory mounts will be reused, so do not destroy. Use the provided tap on the frame in the existing holes. Now install the factory bump stop mount on to the new drop down brackets using the supplied allen hardware. Then install the drop down bracket on to the frame using the provided hardware in the factory. (pic 18-19)

15. Install new front sway bar drop brackets using the provided 3/8" x 1" bolts. Install the factory sway bar mounts onto the new drop brackets using the factory hardware. (pic 20-21)



16. Install new lift coils. Be sure to use the factory coil isolators on the top and bottom of the new lift coils. The tighter windings on the coil will go towards the top on the frame. (pic 22)
17. Install the new front shocks into the factory location using the factory hardware. (pi 23)

18. Now tighten the radius arm bolts. Go over the other bolts to make sure they are tight as well. (pic 24)
19. Install the factory track bar into the new track bar bracket using the factory hardware. Torque to factory specs. (pic 25)
20. Install the factory drag link using the factory hardware. Torque to factory specs.
21. Install the sway bar end link using the factory hardware. (pic 26)
22. The front is now finished. Go over all the bolts to make sure everything is tight and torqued to proper specs.

REAR INSTRUCTIONS

With the vehicle turned off and parking brake set, secure the front of the vehicle with wheel chocks. Use a jack to lift the rear of the vehicle and place jack stands under the frame on each side. Properly support the rear end housing.

1. Remove the factory sway bar end links. (pic 1)
2. Remove the factory lower shock bolts. (pic 2)
3. Unbolt the bottom of the factory air bag.
4. Slowly lower the rear end housing. Be sure all brake lines, air hoses, and wires are clear of any obstructions.

REAR AIR BAG SPACER SHOULD BE INSTALLED BY A CERTIFIED DODGE MECHANIC. SO THEY MAY USE THE ORIGINAL MANUFACTURER'S INSTALLATION INSTRUCTIONS FOR INSTALLING THE AUTOMATIC LEVEL REAR AIR SUSPENSION.

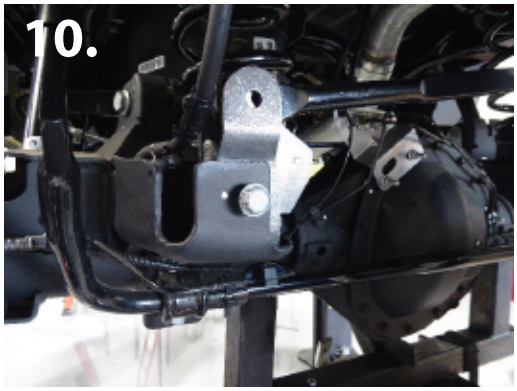
5. This bracket is designed to go between the factory air bag and the factory mount on the axle for the automatic level rear air suspension. The spacer comes with four 3/8" x 1-1/4" bolts with locking nuts to bolt the new spacer to the original air bag mount on the axle. Factory air spring hardware will be used to attach the original air spring to the new air bag spacer. The "opening" on the spacer will be facing the rear of the truck when installing (larger spacer shown in pics). Refer to the manufacturer's installation instructions for installing the factory air bag to the newly installed air bag spacer. (pic 3-5)

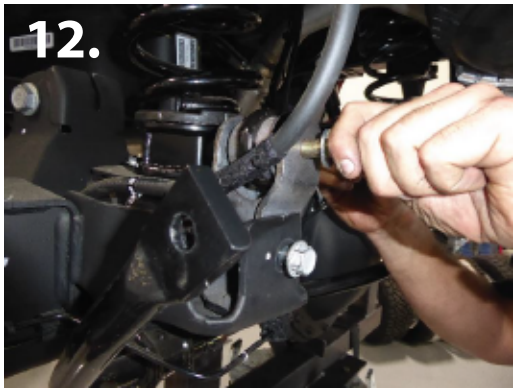
6. You will need to remove the rubber cups from the factory sensor rods. You will re-use these on the new provided air rods. You can clamp the rod in a vise and use pliers to pull the rubber cups off. DO NOT damage the rubber ends. Once the rubber cups are removed, they will thread directly on to the new provided sensor rods. Thread them on completely until they will not any further. Make sure both rods are the same length when done. Now install the new air rods back on to the factory air sensor mounts. (pic 6-7)

Make sure before you set the truck on the ground. That the top of the factory air spring/bag, locks in to the original bag mount on the frame, and cannot fall out. Also check, to make sure all your lines are clear of any moving parts that could cause any rubbing or failure. Make sure nothing is rubbing against any of the air lines or the factory air bags.

We recommend, when the truck is on the ground and before driving, you lift the outer dust shield that is around the air spring/bag to make sure the air bag is sitting properly. The factory air spring/bag is a sleeve style bag, where the lower portion of the bag will be inside the upper portion. The upper part of the bag will fully surround the lower part and the mount on the bottom of the air bag. Now slide the outer dust shield back in to place.

7. Underneath the factory track bar mount, there is a small hole that needs to be drilled out to 1/2". (pic 8-9)

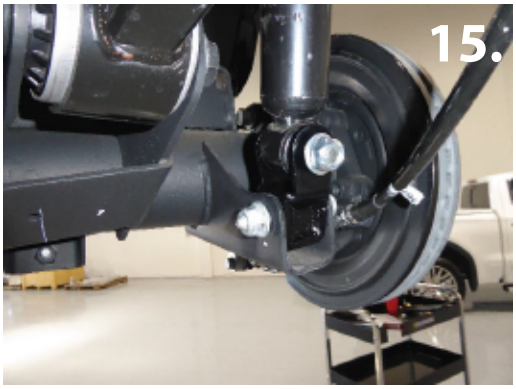




8. Install rear track bar bracket. Use the factory hardware on the lower hole. Use the provided 9/16" hardware to bolt the factory track bar into the new bracket. The rear 3/8" 1-1/4" bolt that is holding the new coil bucket to the rear housing will be used to bolt the new track bar bracket in place. Use the provided 1/2" x 1-1/2" bolt and install it into the hole you drilled underneath the factory track bar mount. This bolt will go through the factory mount and new track bar bracket. (pic 10-11)

9. Now with all the bolts in place, start with the original lower bolt and torque to factory specs. Next tighten the 3/8" bolt goes through the bracket and through the rear end housing and through the new coil spacer. Torque to 35 lbs. Last, tighten the 1/2" bolt that goes through the bottom of the factory mount and through the new track bar bracket. Torque to 70 lbs.

10. Now install the factory track bar using the provided 9/16" x 4" bolt. Torque to 85 lbs. (pic 12)



11. Install rear bump stop drop brackets using the provided 3/8" x 1-1/4" bolts. (pic 13-14)
12. Install rear shock extenders using the provided 9/16" x 3" hardware. (pic 15)

13. Install new rear sway bar link ends. Upper mount may need to be drilled out to 1/2". Use the provided 1/2" x 2-3/4" hardware. (pic 16-18)
14. Rear is now finished. Be sure to go through all bolts to make sure they are tightened to proper specs.

*** Double check all of the front and rear fasteners and components, making sure everything has been torqued to the proper specifications. This MUST be done before operating the vehicle.**

*** Vehicle MUST be properly aligned before driving.**

*** After 500 miles, be sure to go over all of the front and rear suspension and lift components to make sure nothing has come loose and everything is still tight.**

*** We recommend periodically checking all of the front and rear suspension and lift components to be sure they are tight and in proper working order.**