

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)

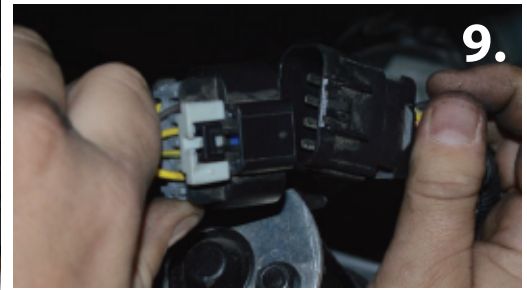
4. Remove rear driveline from the transfer case. Place a rag under the output shaft so any light oil can be captured. (pic 3)



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 using a 5/8" wrench. Remove the drive line from the vehicle using a 15mm socket. (pic 7)

9. Remove the rubber transmission mount from the transmission 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)



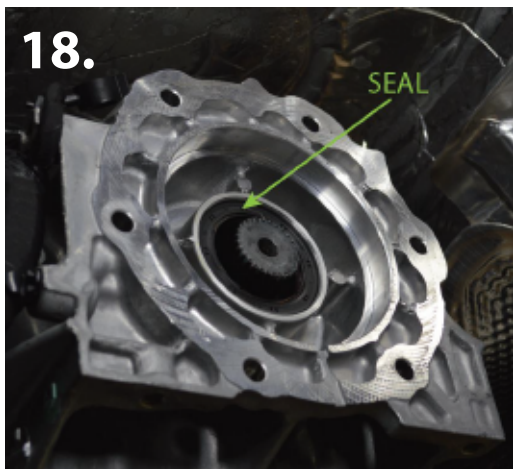
14. Take the index ring and locate the position where the bolt pattern matches up to the transfer case. (pic 13)

15. Using the provided metric 10-1.5 x 25mm SNCS bolts, tighten the ring to the transfer 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.

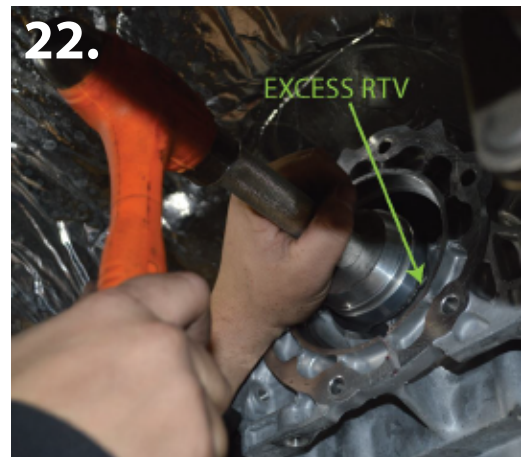
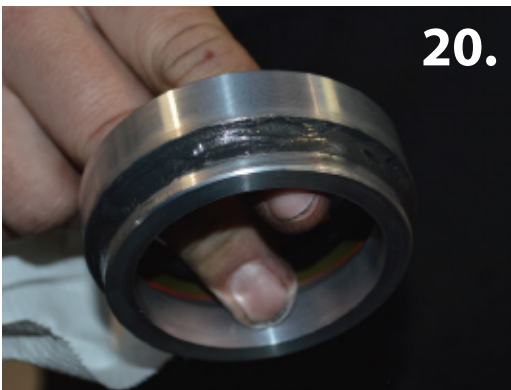


NOTE: Picture 16 shows in the **recommended** 20 degree position. You will need to install the McGaughy's transmission crossmember in this position. Picture 17 shows the 10 degree position, which can run the factory crossmember with trimming.



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



23.



24.



25.

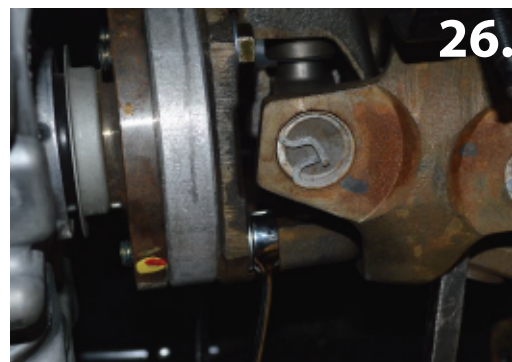
21. Reinstall the transmission case to the transmission, using a 9/16" wrench and socket. Torque to factory specs. (pic 23)

22. Reconnect the vent tube to the vent port. Reinstall the electrical connector with 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.



27.



28.



29.

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.