McGAUGHYS SUSPENSION PARTS

Packaging Inspection Check-Off Form

Name(s):_____

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

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

2013-18 DODGE RAM 3500
6" LIFT KIT
#54329

BOX 1

- ☐ 2. Front Coil Springs (2)
- ☐ 10. Rear Bump Stop Extenders (2)
- ☐ 3. U-Bolts (4)
- ☐ 6. Front Shocks (2)
- ☐ 5. Rear Shocks (2)
- ☐ 1. Front Driveline Spacer (1)

(45" x 14" x 14")
135 lbs

BOX 2

- ☐ 11. Front Sway Bar Mounts (2)
- ☐ 9. Front Bump Stop Extenders (2)
- ☐ 7. Radius Arms (2)
- ☐ 8. Hardware Bags (2)
- ☐ 12. Brake Line Brackets (4)
- ☐ 4. Lift Blocks (2) (4.5" tall)
- ☐ 13. Drop Pitman Arm (1) (DC601)
- ☐ 14. Front Track Bar Drop Bracket (1)
- ☐ 15. Front Track Bar Alignment Cams (2)

(45" x 14" x 14")
145 lbs

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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).

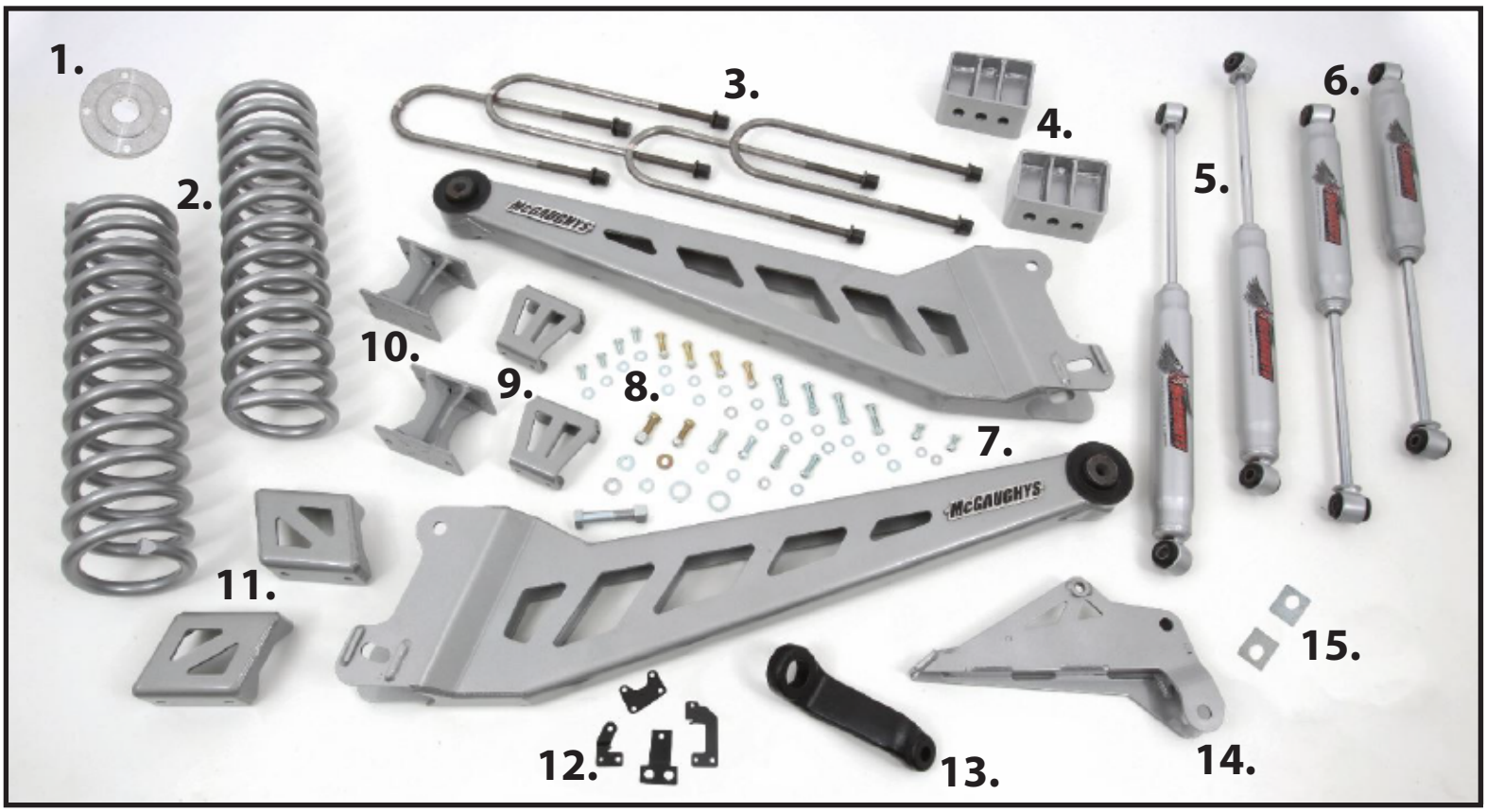
-Warranty is limited to the repair or replacement (of McGaughy's product only), at McGaughy's discretion. And only after inspection of the defective part, once returned to McGaughy's with proof of purchase, date of purchase, and all shipping costs prepaid.

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

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2013-18 DODGE RAM 3500
6" LIFT KIT
#54329

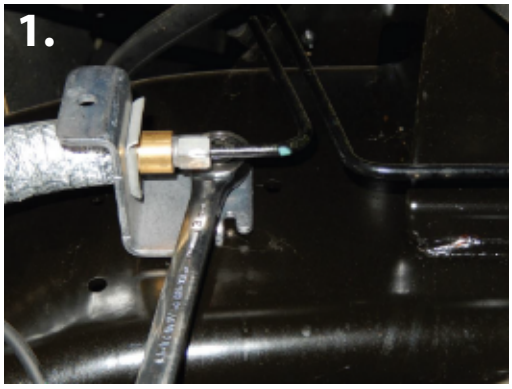
The factory wheels and tires will fit on the vehicle once lift kit is installed, as long as they are 18" or larger.



1. Front Driveline Spacer
2. Front Coil Springs
3. U-Bolts
4. Lift Blocks
5. Rear Shocks
6. Front Shocks
7. Radius Arms
8. Hardware Bags
9. Front Bump Stop Extenders
10. Rear Bump Stop Extenders
11. Front Sway Bar Drop Mounts
12. Brake Line Brackets
13. Drop Pitman Arm
14. Front Track Bar Drop Bracket
15. Track Bar Alignment Cams

FRONT INSTALLATION

Always use the proper tools and consult the factory service manual for torque values and procedures. With the vehicle turned off and the parking brake set, secure the rear wheels/tires with wheel chocks. Use a jack and lift the front of the vehicle. Place jack stands under the frame on both side of the vehicle. Remove the front wheels.







1. Using a 13mm wrench, unbolt the brake line brackets from the frame. Also, unbolt the brake line bracket from the front axle for extra maneuverability. (pic 1)
2. Support the front driveline with a suitable strap, and remove the four flange bolts using a 15mm socket. (pic 2)
3. Remove the driver's side drag link to pitman arm nut using a 21mm socket. Use a tie-rod removal tool to avoid any damage to the stock tie-rod end. (pic 3)



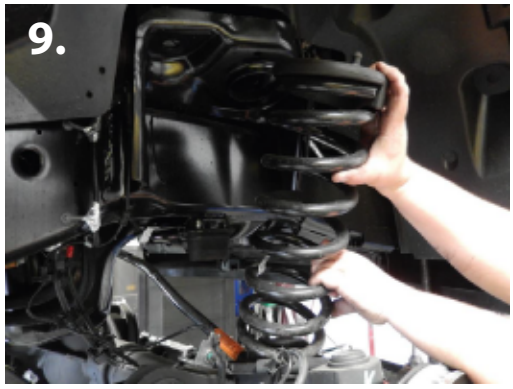




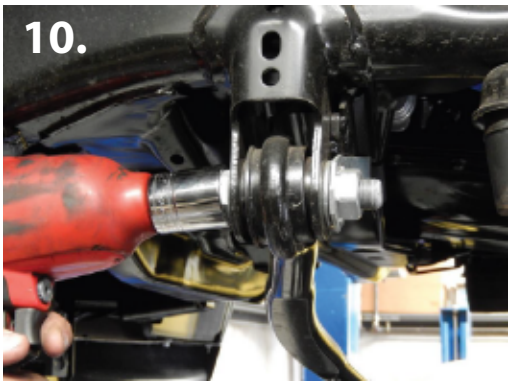
4. Using a 46mm socket, remove the pitman arm to steering box nut. (pic 4)
5. Using a pitman arm puller, remove the pitman arm from the steering box output shaft. (pic 5)
6. Remove the sway bar end link top nuts only, using a 18mm socket. (pic 6)



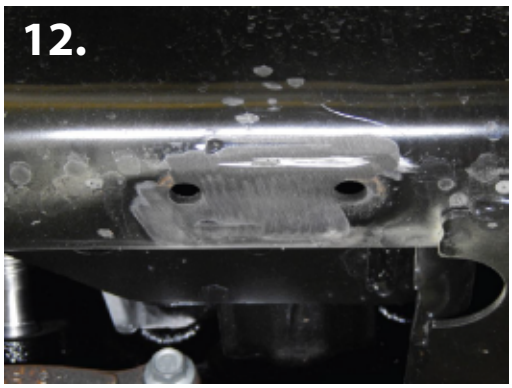




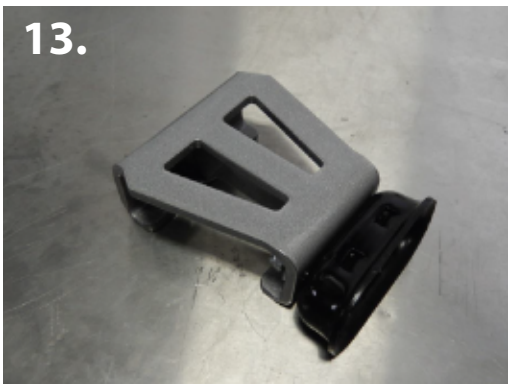
7. Using a 15mm socket, remove the sway bar mounts from the frame. (pic 7) You can remove the sway bar completely from the vehicle now.
8. With the front axle supported, remove the front shocks from the vehicle. Use a 21mm wrench on the top nut and 21mm socket on the lower nut. (pic 8)
9. Now slowly lower the front axle to release the front coils. Remove the factory coils from the vehicle. (pic 9)



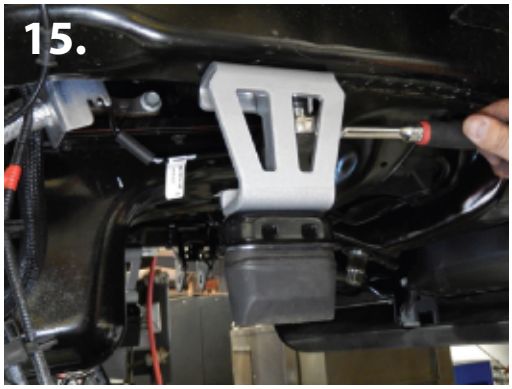




10. Remove the front track bar from the factory mount on the frame, using a 27mm socket. (pic 10)
11. Use a cut off wheel to remove the front bump stop mounts on the frame. The bump stop mounts will be reused, so do not destroy them. Cut the welds only. (pic 11)
12. Clean the frame of any remaining weld material and make smooth. Once clean, be sure to paint the bare metal so that it does not rust. (pic 12)



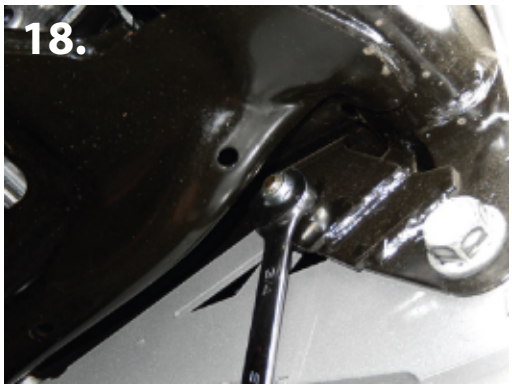




13. Now install the factory bump stop mounts you just cut off the frame onto the new bump stop drop brackets. Use the supplied 3/8" button head allen bolts, washers, and lock nuts. (pic 13)
14. Reinstall the factory bump stops into the factor mounts you just bolted on. (pic 14)
15. You will have to tap the holes on the frame where the factory bump stop mounts were removed. Use the provided tap, and tap the holes to 7/16". Once tapped, install the new bump stop assemblies onto the frame using the provided 7/16" x 3/4 hardware. (pic 15)





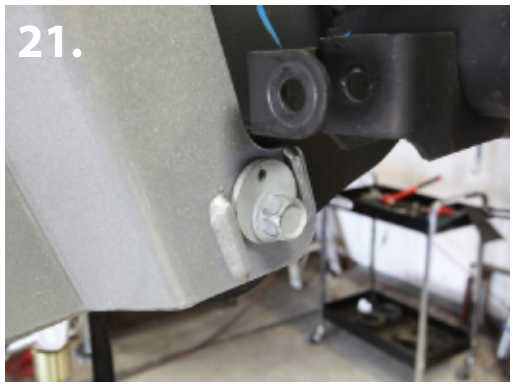


16. Install the new track bar drop bracket into the factory track bar mount using the factory bolt. With the new drop bracket held up against the frame, drill out the hole for the brace to 7/16". (pic 16)
17. The top hole will need to be drilled out to 1/2", if your vehicle does not have a factory hole. Some vehicles already had a factory hole in this location. (pic 17)
18. Use the provided hardware to install the new track bar drop bracket. 1/2" x 1-1/2" bolt from the rear, with washers and lock nut, on the top hole. (pic 18) And use the provided 7/16" x 1-1/2" grade 8 hardware for the lower brace.

19. Remove the factory radius arms from vehicle. Use a 27mm socket for the front upper bolt and a 24mm socket and 27mm wrench on the lower bolt. The back frame mount bolt will be removed using a 27mm socket as well.







20. Install the new provided radius arms onto the vehicle. Axle side, top bolt first. Use the factory hardware. (pic 19) Use the factory bolt to install the frame side of the new radius arms next. (pic 20) And lastly, the axle side lower bolt. Using the factory bolt with the cam washer pointed up and bolt centered. (pic 21)
You must align the vehicle before driving.
21. You can now reconnect the factory track bar into the new track bar drop bracket. Use the provided 18mm x 90mm hardware. Do not fully tight track bar yet. Just snug.
22. Make sure the track bar alignment cams are installed with the hole towards the inside of the vehicle. (pic 22) Be sure to use both cams, one on the front of the track bar bracket and one on the back. Make sure the cams are aligned as shown and the bolt can pass through with no obstructions.

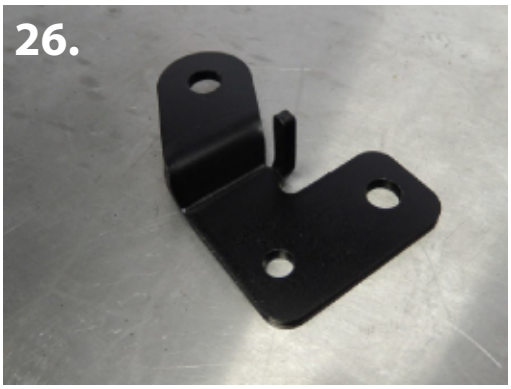


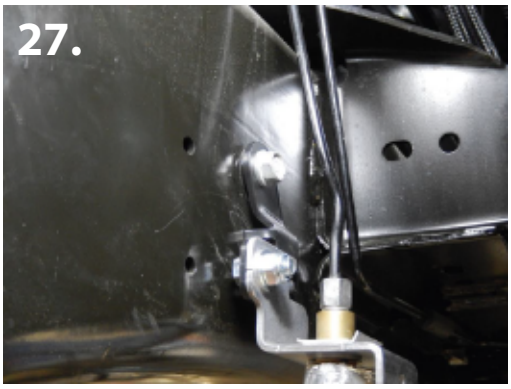


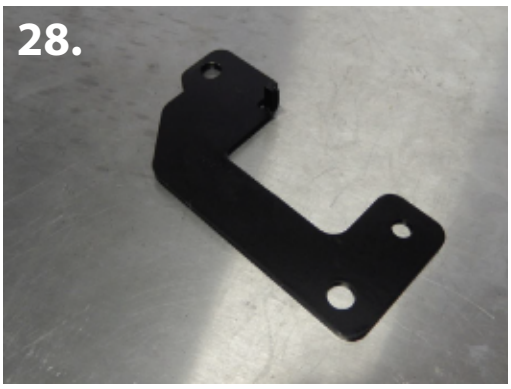




23. Install new provided coils into the factory location. Be sure to use the factory coil isolator on top of the new lift coils. (pic 23)
24. The new coils will install with the tighter windings towards the top and the more open windings towards the bottom. (pic 24)
25. Install the new provided front shocks. Use the supplied new hardware for the upper mount and the factory hardware for the lower mount. (pic 25)
26. You can now tighten all the hardware on the front track bar and track bar drop bracket. Torque to factory specs.

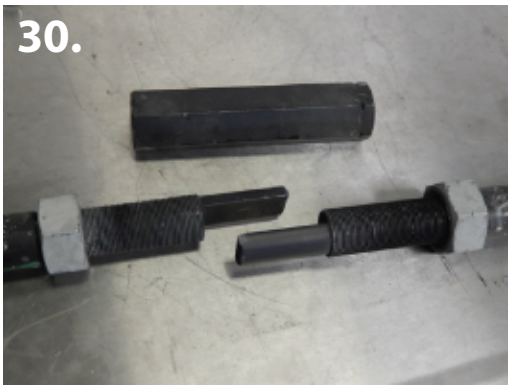






27. Install the provided brake line drop bracket on the driver side of the frame using the factory hardware. Then install the factory brake line bracket onto the new drop bracket using the supplied 5/16" x 3/4" hardware. (pic 26-27)
28. Now install the provided brake line drop bracket on the passenger side using the factory hardware. Install the factory brake line bracket onto the new drop bracket using the supplied 5/16" x 3/4" hardware. (pic 28)
29. You can now reinstall the driver side and passenger side factory brake line brackets into the factory location on the axle.

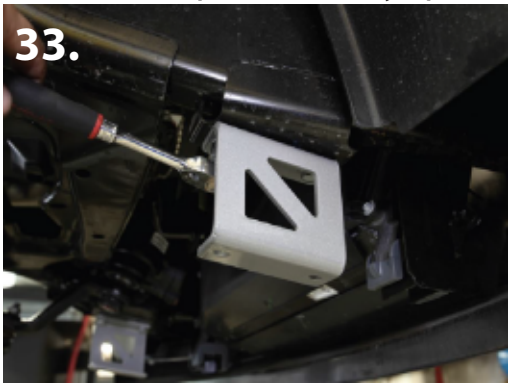






30. Install the new drop pitman arm. Apply red loctite to the factory ptman arm retention nut and tighten to factory Specs. (pic 29) **Be sure to recheck this nut after first 500 miles.**
31. Loosen the drag link adjuster lock nuts. Turn the adjuster until the drag link is free.
32. Cut off the unthreaded portion of the drag link and end link. (pic 30-31) Reinstall end link back onto drag link.
33. Install drag link end back into the drop pitman arm from the bottom. Torque to factory specs. (pic 32)







34. Install the new sway bar drop into the factory location using the factory hardware. (pic 33)
35. Reinstall the factory sawy bar mounts onto the new drop down brackets using the provided 3/8" x 1-1/4" grade 8 hardware. (pic 34) You can now reconnect the sway bar end links to the factory sway bar.



36. Reinstall the front drive line. Install provided driveline spacer between driveline and transfer case. Use the provided 7/16" x 14 x 2" hardware. Be sure to apply the provided thread lock to the bolts. Align drive shaft flange and axle flange and thread in bolts. Torque to factory specs. (pic 35)

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.

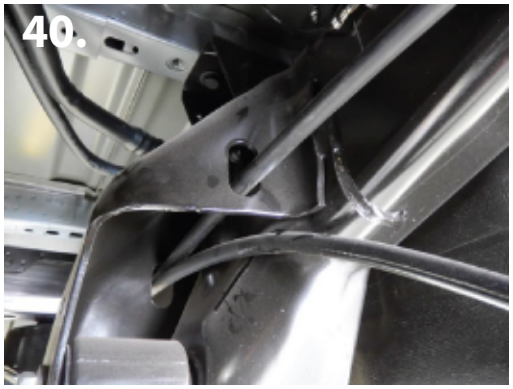






37. Support the rear end with a jack. Then remove the parking brake cable from the frame, located in the driver side wheel well. Next, remove the factory rear shocks using a 21mm socket and wrench.
38. Remove the nut on the axle bracket that holds on the parking brake. (pic 36)
39. Next, pull the brake line retaining clip. (pic 37)
40. Then remove the factory brake bracket from the rear axle using 9/16" socket. (pic 38)

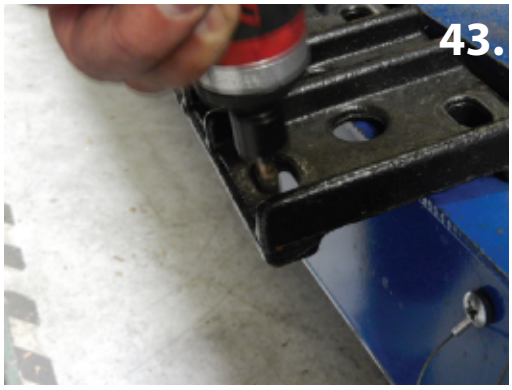




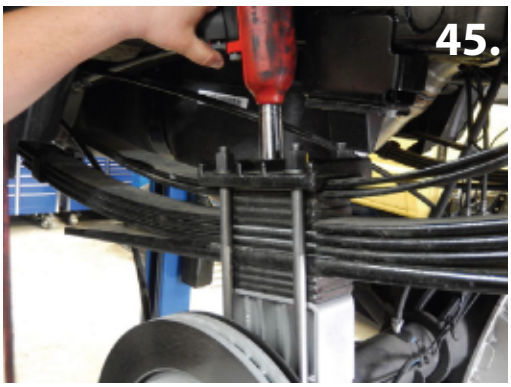




41. Undo the parking brake cable at the union. Squeeze the clip and pull cable through the cab mount. (pic 39)
42. Now, pull the parking brake cable through both holes in the cab mount and front leaf spring hanger. (pic 40) Re-route the cable back through the leaf spring hanger front hole and skip the rear hole. Now reconnect cable at the union.
43. Remove the factory u-bolts from the rear end, using 21mm socket. (pic 41-42)

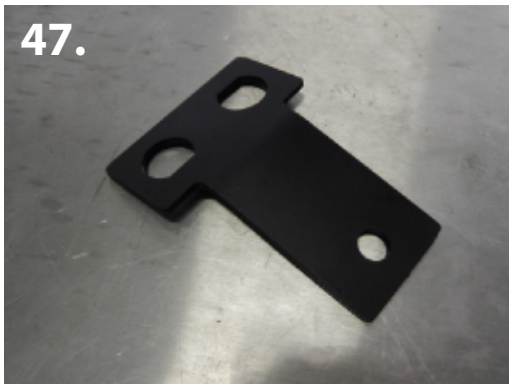






44. You will need to grind the factory u-bolt plate. Grind towards the outside, just enough to let allow the new u-bolts to fit freely. The factory u-bolts are 9/16", and the new provided u-bolts are 5/8". So grinding will be minnimal. (pic 43)
45. Slowly lower the axle and insert the provided lift block. The tapered side will face towards front of the vehicle. (pic 44)
46. Install new u-bolts and nuts, using the factory plate you grinded. Do not tighten yet. (pic 45)
47. Once both sides are completely installed, then you can go ahead and torque down all the u-bolts. Use a 15/16" socket and torque to 135lbs. Make sure you double check all four u-bolts.

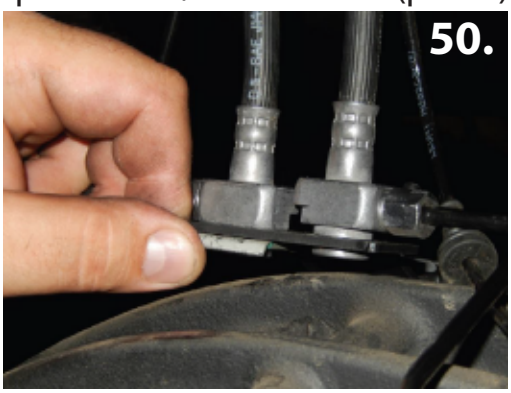




48. Unbolt the factory bump stop from the frame. Install the new bump stop drop brackets onto the frame in the factory locations, using the factory hardware. Now bolt the factory bump stops onto the newly installed drop brackets. Use the provided 3/8" hardware. (pic 46)









49. Install the new provided brake line bracket onto the rear end, using the stock stud a 9/16" nut. (pic 47-48)
50. Mount the factory parking brake cable onto the stud on the new rear end bracket using the factory hardware. (pic 49)
51. Now install the brake lines onto the new brake bracket using the factory spring clip. (pic 50)
52. Install the new rear shocks into the factory locations using the factory hardware. Make sure the body of the shocks are towards the ground. Torque to factory specs. (pic 51)

* 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.