



2014-2016 RAM 2500 / 2013-2016 RAM 3500, 4WD McGaughy's Dodge Ram Re-Clocking Ring Installation Instructions

1. Place jack under transmission pan.
2. Remove (3) nuts that hold transmission mount to crossmember using a 15mm socket. (Photo 1)



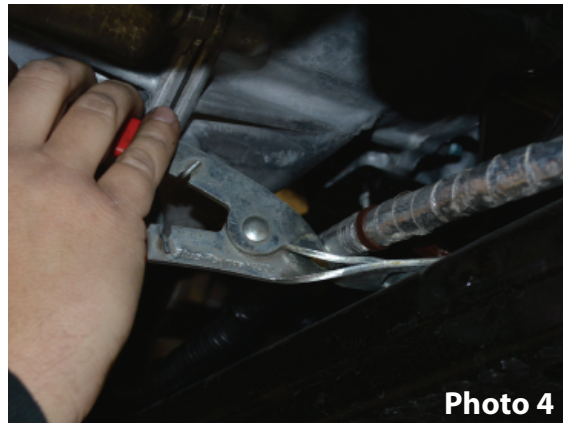
3. Remove bolts that hold driveline to rear differential with 15mm socket. (Photo 2)



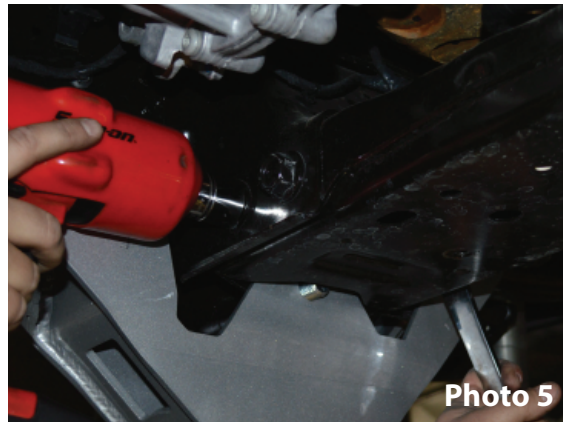
4. Remove rear driveline from the transfer case. Place a rag under the output shaft of the transfer case (so any light oil can be captured) (Photo 3)



5. Remove (8) Christmas tree clips on the wire that routes along the transmission crossmember. (Photo 4)



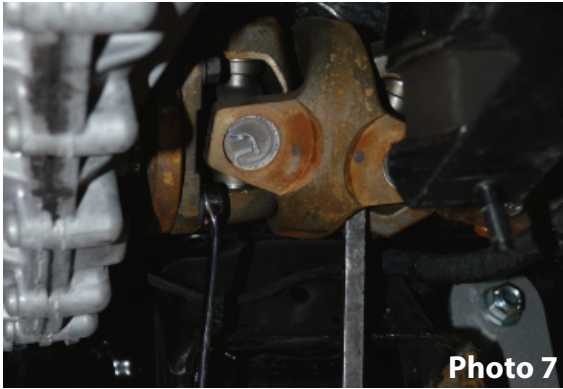
6. Remove 4 bolts that hold the transmission crossmember to the frame using a 24 socket wrench. Remove transmission crossmember. (Photo 5)



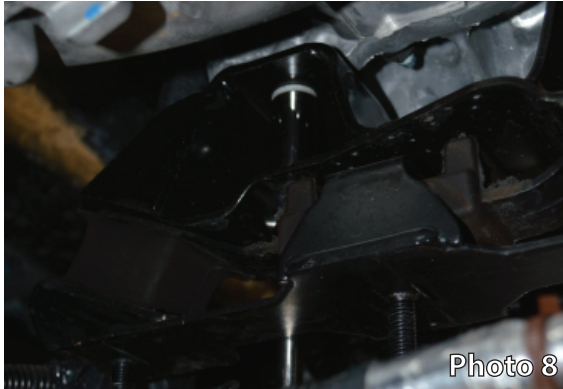
7. Remove transmission crossmember. (Photo 6)



8. Remove the front driveline bolts from the transfer case using a 5/8 wrench. Remove the driveline from the vehicle using a 15mm socket. (Photo 7)



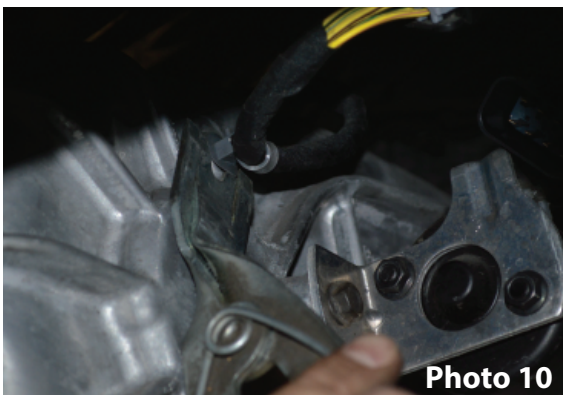
9. Remove the rubber transmission mount from the transmission with a Metric 15 socket. (Photo 8)



10. Unplug the electrical connector on the transfer case. (Photo 9)



11. Remove (3) Christmas tree clamps that hold the wire to the transfer case (Photo 10) and remove the vent tube hose using pliers.



12. Using a Metric 14 wrench, remove (6) nuts that hold the transfer case to the transmission. (Photo 11)



13. Using an inverted torque, remove the factory studs from the transmission case and discard (if you dont have an inverted torque, you can use a pair of pliers) (Photo 12)



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



15. Using the (6) Metric 10-1.5 x 25mm SNCS bolts, tighten ring to the transfer case. Apply a small amount of locktite to the bolts and tighten with an 8mm allen wrench. (Photo 14)



16. Install 3/8-24 x 2" S.S.Screw using an 3/16 allen wrench. Apply a small mount of locktite. Dont tighten the set screw into the aluminum case. Screw in until it touches and then apply with a slight pressure. (Photo 15)



If installing the indexing ring at a 20 degree reclocking position (Photo 16), you must install our McGaughy's transmission crossmember.

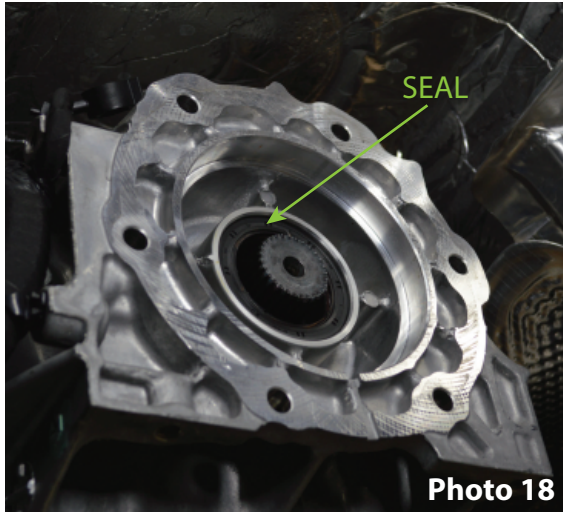


If installing the indexing ring at a 10 degree position (Photo 17), you can use the factory crossmember, however, do to variances in manufacturing, some trimming of the factory crossmember may be required.



Now the transfer case is ready to be reassembled. The next steps show the transmission

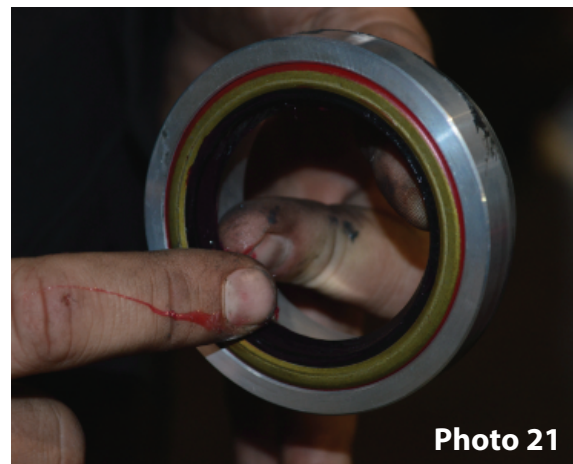
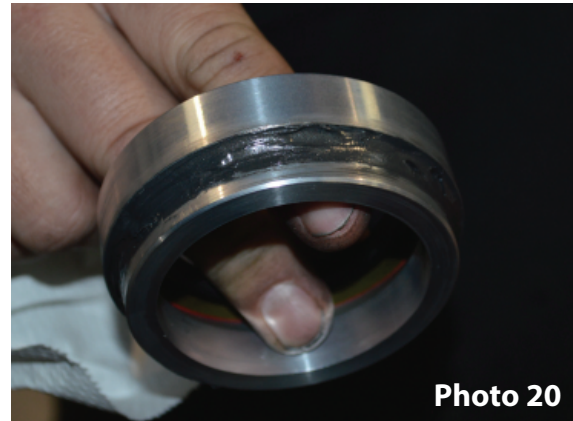
17. Remove the output shaft seal on the transmission and discard the factory seal. (Photo 18)



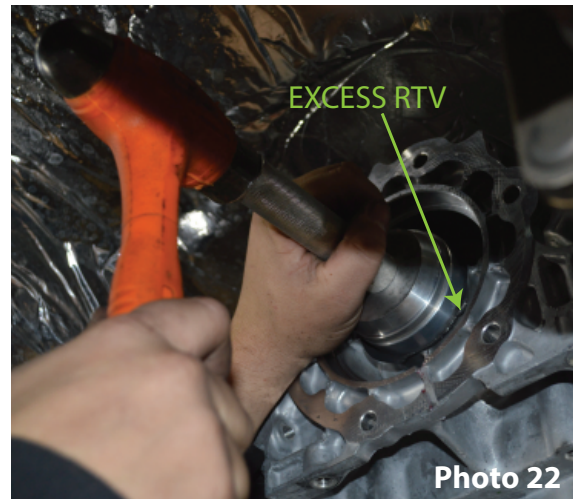
18. Using a bearing race and seal driver, install the oil seal into the seal spacer. (Photo 19)



After the seal is installed, apply a small amount of RTV silicon to the seal spacer (Photo 20) and apply a small amount of grease to the seal (Photo 21). (Let the silicon set for 24 hours before driving)



19. Tap the seal spacer into the transmission where the OEM seal was using bearing race and seal driver. Then remove the excess RTV silicon. (Photo 22)



20. Reinstall the transmission case to the transmission using a 9/16 wrench and socket and torque to 5lbs. (Photo 23)

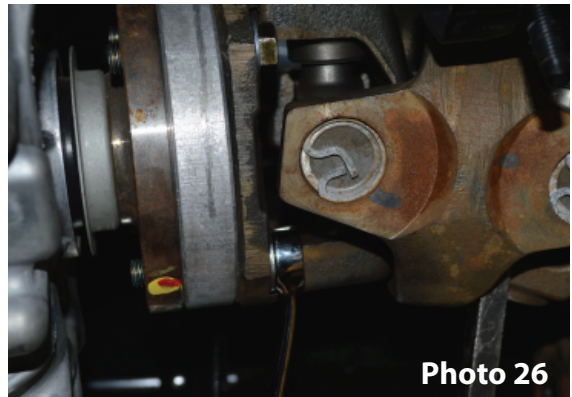


21. Reconnect the vent tube to the vent port and reinstall the electrical connector with (3) Christmas tree clips.

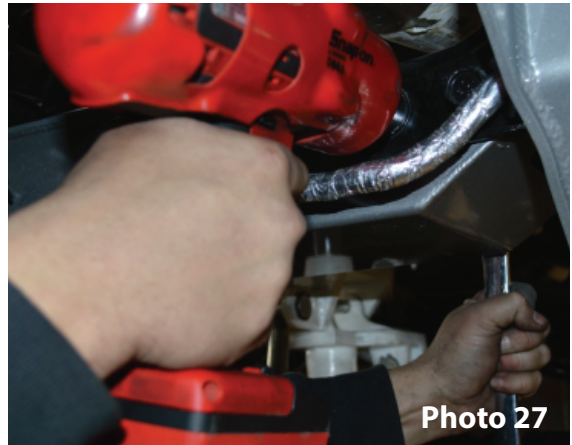
22. Reinstall the rubber transmission mount (Photo 24). Torque to factory specifications.



23. Reinstall the front driveline (Photo 25) (If kit was supplied with a driveline spacer, install it now with 7/16 x 2" long bolts with a small amount of loctite using a 5/8 wrench. (Photo 26)



24. Install the McGaughy's crossmember with the large cutout on the driver side using the original hardware with a 24 wrench. (Photo 27)



25. Reinstall Christmas tree clips using the holes provided in the crossmember

26. Remove the clip that holds the electrical harness to frame. (Photo 28)

(Verify the wire harness doesn't interfere with the driveline) (Photo 29)



27. Tighten the rubber transmission mount to the transmission crossmember using a Metric 15 socket.