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## 2014+ DODGE RAM 2500 6" LIFT KIT PART# 54326

### STOP! READ THIS FIRST!

**\*\*READ THESE ENTIRE INSTRUCTIONS BEFORE STARTING ANYTHING\*\***

#### NOTE:

- The factory wheels and tires WILL fit on the front of the vehicle once the lift kit is installed if they are 18" or larger.
- If you alter the powder-coating or finish of any of the provided parts or stock components like the zinc plating or chroming, which can damage the strength and structure of the metal, any warranties will be null and void.
- If any parts are ground on or modified in any way then no returns will be accepted.
- NO welding is required to install any part of this lift kit. Do not weld any components.
- Oversized tires and heavier rims can cause premature ball joint, tie-rod, and idler arm wear. You may need to install new components sooner than factory recommendations based on the tires and rims you choose.



- |                                 |                                   |                                       |
|---------------------------------|-----------------------------------|---------------------------------------|
| 1. Coil Springs                 | 7. Brake Line Brackets            | 13. Shocks                            |
| 2. Front Sway Bar Mounts        | 8. Rear Panhard Extension Bracket | 14. Track Bar Reinforcement Brace     |
| 3. Rear Bump Stop Extenders     | 9. Hardware Pack                  | 20. Front Drive Line Spacer           |
| 4. Bump Stop Extension Brackets | 10. Pitman Arm                    | 21. Track bar Relocation Bracket Keys |
| 5. Radius Arms                  | 11. Rear Coil Spring Spacers      |                                       |
| 6. Rear Sway Bar End Links      | 12. Track Bar Relocation Bracket  |                                       |

## FRONT INSTALLATION:

Before starting this installation, we recommend loosening the factory front shocks with the truck 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 with a 21mm wrench but **DO NOT** remove it all the way off since it holds up the front suspension. (Photo 1)



Always use the proper tools and consult the factory service manual for recommended torque values and procedures. With the parking brake set and chocks behind the rear tires, use a jack and lift the front of the vehicle and place jack stands under the frame on each side. Remove the front tires and wheels.

1. Using a 13mm wrench, unbolt the brake line brackets (L&R) from the frame. Also, unbolt the brake line bracket from the front axle for extra maneuverability. (Photo 2)



2. Support the front driveline with a suitable strap and remove the four front driveshaft flange bolts using a 15mm socket. (Photo 3)



3. Remove the driver's side drag link to pitman arm nut using a 21mm socket. Use a tie-rod removal tool to avoid damaging your stock tie-rod ends. (Photo 4)

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

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

6. Remove the sway bar end link top nuts (L&R) using a 18mm socket. Separate the sway bar from the end links. (Photo 7)







7. Remove the sway bar mounting bolts from the frame using a 15mm socket. (Photo 8)

8. Remove the sway bar.

9. Support the front axle and remove the front shock top nuts.

10. Remove the front shock lower mounting bolt using a 21mm socket. Remove the shocks from the vehicle. (Photo 9)

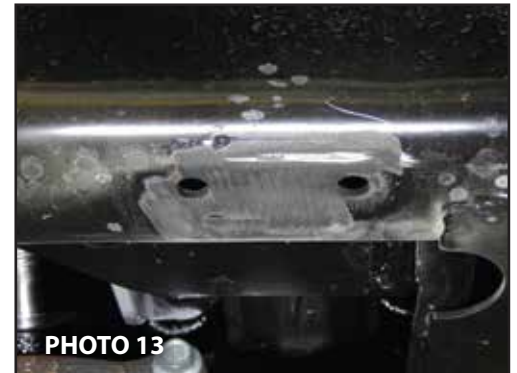
11. Lower the front axle until the front coil spring tension is released.

12. Remove the coil springs. (Photo 10)

13. Remove the track bar from the factory track bar bracket using a 27mm socket. (Photo 11)



14. Use a cut-off wheel to remove the front bump stop mounts (L&R) from the frame. **NOTE: The frame mounts will be reused so do not destroy them, cut the factory weld only.** (Photo 12)



15. Clean the remaining weld material from the frame using an abrasive disc or flap-wheel. Clean and paint the bare metal. (Photo 13)

16. Clean the remaining weld material from the bump stop mount you just removed using an abrasive disc or flap-wheel. Clean and paint the bare metal.



17. Install the bump stop mounts to the extension brackets with the supplied 3/8" buttonhead allen bolts, washers, and locking nuts. (Photo 14)

18. Install the new bump stops to the factory mounts. This will take some force to do. (Photo 15)

19. Re-thread the bump stop mounting holes in the frame using the supplied 7/16" tap. Next, install the new bump stop assemblies into the vehicle using the supplied 7/16" x 3/4" bolts. (Photo 16)



20. To mount the McGaughey's track bar relocation bracket, start by drilling a brace hole using a 7/16" drill bit. Place something firm between the crossmember and oil pan to prevent damage. **NOTE: The top hole on the bracket may or may not require drilling with a 1/2" drill bit, due to the production variances on Ram frames.** (Photos 17 & 18)

21. For the top mounting hardware, Install the supplied 1/2" x 1 1/2" bolt from the rear with washers, and locking nut. Next, install the supplied Grade 8 7/16" x 1 1/2" bolts, washers, and locking nuts in the lower mounting holes. (Photo 19)



22. Remove the upper radius arm to axle bolts using a 27mm socket. Remove the lower radius arm to axle bolts using a 24mm socket and a 27mm wrench. (Photo 20)

23. Remove the radius arm to frame bolts using a 27mm socket. Remove the radius arms from the vehicle. (Photo 21)

24. Install the McGaughey's radius arms to the axle; upper bolts first. (Photo 22)



25. Install the rear radius arm bolts next. (Photo 23)





26. Install the radius arm to axle lower bolts with the cam alignment pointed up and the bolt centered.  
**NOTE: Professional alignment will be required following this installation.** (Photo 24)

27. Duplicate steps 22 thru 26 for the other side.

Track Bar  
Alignment Cam  
(6.0" Lift)



28. Track bar alignment cam must be used in this position for a 6.0" lift. Place the cams in front and behind the McGaughy's track bar bracket so that the bolt can pass through with no obstruction.

29. Install the track bar into the McGaughy's bracket using the supplied 18mm x 90mm bolt, washers, alignment cams, and locknut. Torque all bolts to factory specifications.

30. Trim the protrusion off of the stock coil insulators as shown. (Photo 25)

31. Install the McGaughy's lift coils with lower tag aligned at 9 o'clock on the left side of the vehicle and 3 o'clock on the right side of the vehicle with the motor being the 12 o'clock position. The tighter coil windings face up and the open windings face down. (Photos 33 & 34)



32. Install the shocks with the supplied new upper hardware and original lower hardware using a 21mm wrench for the upper nut and a 21mm socket and wrench for the lower hardware. (Photo 28)



33. Tighten the track bar hardware previously left loose in step 28.

34. Install the McGaughy's supplied driver's side brake line drop bracket on frame with stock hardware. Next, install the OE brake line bracket to the McGaughy's drop bracket with the supplied 5/16" x 3/4" bolts, washers and nut. (Photos 29 & 30)

35. Install the McGaughy's supplied passenger side brake line drop bracket on frame with stock hardware. Next, install the OE brake line bracket to the McGaughy's drop bracket with the supplied 5/16" x 3/4" bolts, washers and nut. (Photo 31)

36. Re-attach the L&R lower brake line brackets to the axle using a 13mm socket.

37. Install new drop pitman arm. Apply the supplied red thread locker to the new drop pitman arm retention nut and tighten to factory specifications.

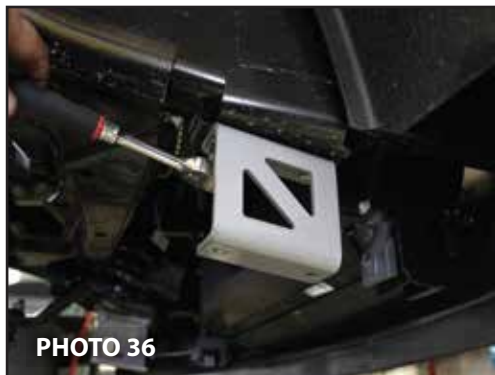
**NOTE: Re-check this nut after the first 500 miles of driving.** (Photo 32)

38. Loosen the drag link adjuster lock nuts. Turn the adjuster until the drag link is free.

39. Cut off the unthreaded portions of the end and link as shown. (Photos 33 & 34)

40. Reinstall end back on the drag link. Insert the drag link end back into the pitman arm from the bottom as shown. Tighten the nut to factory specifications. (Photo 35)

41. Adjust the drag link to center the front axle at ride height.



42. Mount the supplied sway bar drop brackets to the frame with the original hardware. Mount brackets so that the angle is away from the axle. (Photo 36)

43. Attach the sway bar to the drop brackets using the supplied 3/8" x 1 1/4" Grade 8 bolts, washers, and lock nuts and tighten. (Photo 37)

44. Install the sway bar end links and tighten to factory specifications. (Photo 38)

48. Install new front billet driveline spacer between rear of driveline and transfer case with provided hardware 7/16 x 14 x 2" long bolt and and locktite. Torque to factory specifications.

46. Apply the supplied thread-locking compound to the driveshaft flange retaining bolts. Align the driveshaft flange to the axle flange and thread in the bolts. Tighten bolts to factory specification. (Photo 39)





## REAR INSTALLATION:

47. Support the rear axle and remove the parking brake cable retainer bracket nut. (Photo 40)

48. Remove the top shock nut using a 18mm socket.

49. Remove the bottom shock hardware using a 21mm socket and 21mm wrench. (Photo 41)

50. Remove the shock absorber. (Photo 42)



51. Repeat steps 46 through 48 for the opposite side.

52. Remove the sway bar end link upper mounting hardware. (Photo 43)

53. Remove the sway bar end link lower mounting hardware. (Photo 44)

54. Remove the sway bar end link.

55. Repeat steps 50 through 52 for the opposite side.

56. Remove the panhard bar to axle hardware. (Photo 45)

57. Lower the rear axle until spring pressure has been safely released.

58. Remove the rear coil springs. (Photo 46)

59. Open the existing hole in the factory lower track bar bracket with a 1/2" drill bit as shown. (Photo 47)



60. Install the new track bar bracket into the lower track bar mount. Insert the original bolt through the lower hole, going through the brackets.



PHOTO 48

61. Using the  $\frac{9}{16}$ " bolt, place the track bar reinforcement brace in front of the track bar mount and place new bolt through the hole that runs through the track bar bracket and through the track bar brace.



PHOTO 49

62. Place  $\frac{3}{8}$ " washer ( $\frac{1}{4}$ " thick) under the track bar brace and insert  $\frac{3}{8}$ " x  $1\frac{3}{4}$ " NC bolt through the brace, washer, the original hole in the spring pad, and through the track bar bracket. (Photo 50) (Do not use  $\frac{1}{4}$ " washer in rear if you have a  $4\frac{1}{2}$ " coil spring spacer because the bracket sits on top of the mount.)



PHOTO 50

63. Mark two holes in the track bar brace. Drill the hole on the side facing outward, to  $\frac{1}{2}$ " and install the new  $\frac{1}{2}$ " x  $1\frac{1}{2}$ " NC bolt (Photo 51A). Drill the front hole facing inward to  $\frac{3}{8}$ " and insert the  $\frac{3}{8}$ " x  $1\frac{1}{2}$ " bolt (Photo 51B).

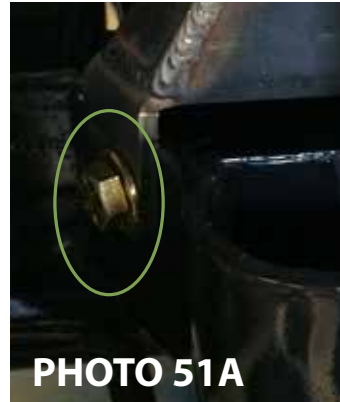


PHOTO 51A

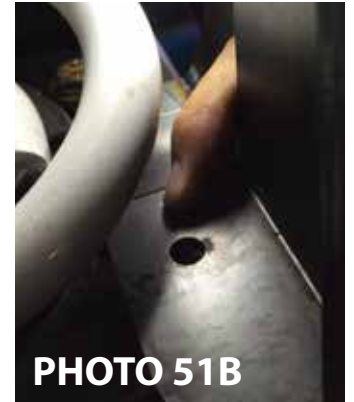


PHOTO 51B

64. Insert the  $\frac{1}{2}$ " x  $1\frac{1}{2}$ " NC bolt and nut through the hole under the rear lower track bar bracket you drilled out to  $\frac{1}{2}$ " in Photo 52.



PHOTO 52

65. Remove the  $\frac{9}{16}$ " bolt from the track bar bracket and track bar brace (used for alignment) and reinstall track bar into the new track bar bracket and brace. (Photo 53) Tighten all the bolts.



PHOTO 53