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.

STOP! READ THIS FIRST!
**READ THESE ENTIRE INSTRUCTIONS BEFORE STARTING ANYTHING**

1. Coil Springs
2. Sway Bar End Links
3. Rear Bump Stop Extenders
4. Bump Stop Extension Brackets
5. Radius Arms
6. U-Bolts
7. Hardware
8. Brake Line Brackets
9. Lift Blocks
10. Pitman Arm
11. Track Bar Relocation Bracket
12. Shocks
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 you 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. Install the new bump stop assemblies into the vehicle using the supplied 7/16" x 3/4" self-tapping flange bolts. (Photo 16)

20. To mount the McGaughy'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 1/8" 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 McGaughy'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.

28. Install the track bar into the McGaughy's bracket using the supplied 18mm x 90mm bolt, washers, and locknut. Leave the hardware assembly loose at this time.

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

30. Install the McGaughy's lift coils with lower tag aligned at 9 o'clock on the left side of the vehicle and 8 o'clock on the right side of the vehicle. The tighter coil windings face up and the open windings face down. (Photos 26 & 27)

31. 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)

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

33. 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)

34. 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)
35. Re-attach the L&R lower brake line brackets to the axle using a 13mm socket.

36. Apply the supplied red thread locker to the factory pitman arm retention nut and tighten to factory specifications. **NOTE: Re-check this nut after the first 500 miles of driving.** (Photo 32)

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

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

39. Reinstall end link 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)

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

41. 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)

42. Attach the sway bar to the drop brackets using the supplied 3/8" x 1 ¼" Grade 8 bolts, washers, and lock nuts and tighten. (Photo 37)

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

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

45. Support the rear axle.

46. Remove the rear shock top nuts using a 21mm socket.

47. Remove the rear shock lower bolts using a 21mm socket and 21mm wrench. (Photo 40)

48. Remove the rear shocks from the vehicle.

49. Remove the nut from the axle bracket to release the parking brake cable. (Photo 41)

50. Pull the brake line retaining clips. (Photo 42)

51. Remove the bracket to axle stud using a 9/16" socket. (Photo 43)

52. Undo the parking brake cable at union. Do this by squeezing the clip and pulling the cable through the cab mount. (Photo 44)

53. Pull the parking brake cable through both holes in the cab mount and front leafspring hanger. (Photo 45)

54. Re-route the cable back through the leafspring hanger front hole and skip the rear hole. Re-connect at union.

55. Remove the U-Bolt nuts using a 21mm socket. Remove the U-Bolts from the axle housing. (Photos 46 & 47)
56. Grind the holes in the U-Bolt plate towards the outside just enough to allow the U-Bolts to fit freely through the bracket. The OE U-Bolts are 9/16” diameter and the supplied McGAughy’s U-Bolts are 5/8” diameter. (Photo 48)

57. Remove U-Bolt hanger from the frame, located in the driver’s side wheel well.

58. Lower the axle to separate the axle and leaf spring pack.

59. Insert the supplied 4 1/2” lift block with the tapered side facing forward. (Photo 49)

60. Install the new U-Bolts around the axle and through the previously modified spring plates.

61. Thread the new nuts and washers onto the replacement U-Bolts, do not tighten them yet.

62. Repeat steps 59 through 61 for the opposite side of the vehicle.

63. Tighten the U-Bolt nuts using a 15/16” socket to 135 ft lbs. Check the torque of all nuts twice. (Photo 50)

64. Remove the bolts holding the rear bumpstops to the frame using a 15mm socket.

65. Install the McGAughy’s bumpstop extension brackets using the factory hardware.

66. Mount the original bumpstop to the McGAughy’s extension bracket using the supplied Grade 5 3/8” x 1 1/4” bolts, washers, and locknuts. (Photo 51)

67. Install the McGAughy’s brake line bracket with the stock stud and 9/16” nut. Position the bracket so the bend comes over the axle. (Photos 52 & 53)

68. Mount the parking brake cable onto the stud using the factory hardware. (Photo 54)
69. Install the brake lines to the McGaughy's bracket using the factory spring clips. (Photo 55)

70. Install the new shock absorbers using the factory hardware. (Photo 56)