9/07/05

'94 - '01 Dodge 2500 4WD
6” Suspension Lift Kit

P/N 10-46694

INSTALLATION INSTRUCTIONS

***NOTE*:** Each Lift Kit, and options to Lift Kits, are packaged separately. Therefore installation procedures are covered in separate instructions. Familiarize yourself with each specific set of instructions before beginning.

Parts List

Item	Description	Qty.	Illus.
Box 1 of 6			
20-56694-1	Mount, Upper Control Arm Drvr.	1	8
20-56694-2	Mount, Upper Control Arm Pass.	1	8
20-56694-5	Mount, Lower Control Arm, Rear	2	12
20-56694-10	Front Sway Bar Drop Pass.	1	15
20-56694-11	Front Sway Bar Drop Drvr.	1	15
20-56694-12	Extension, Front Bumpstop Assembly Pass.	1	9
20-56694-13	Extension, Front Bumpstop Assembly Drvr.	1	9
20-56694-14	Mount, Track Bar Drop Bracket	1	10
20-69085	Hardware Pack Containing: (Control Mount)		
13-23042-Z	Hex Bolt, 9/16”-12 x 4-1/2” Gr. 8	2	8
13-21456-Z	Hex Bolt,1/2”-13 x 1-1/2” Gr. 8	4	8
13-23094-Z	Hex Bolt, 12MM-1.75 x 110MM Gr. 10.9	2	8
13-22938-Z	Hex Bolt, 3/8”-16 x 1-1/4” Gr. 8	4	8
13-20536-Z	Hex Bolt, 5/16”-18 x 1”	2	
13-30395-Z	Flat Washer, 9/16” Hrdn.	4	8
13-30382-Z	Flat Washer, ½” Hrdn.	8	8
13-30546-Z	Flat Washer, 12MM Hrdn.	4	8
13-30408-Z	Flat Washer, 3/8” Hrdn.	8	8
13-30187-Z	Flat Washer, 5/16”	4	
13-10397-Z	Top Lock Nut, 9/16”-12	2	8
13-10514-Z	Top Lock Nut, ½”-13	4	8
13-10696-Z	Top Lock Nut, 12MM-1.75	2	8
13-10553-Z	Top Lock Nut, 3/8”-16	4	8
13-10155-Z	Nyloc Nut, 5/16”-18	2	
20-833297	Sleeve, 7/8”OD x .120w x 2.34”	2	8
20-69098	Hardware Pack Containing: (Control Arm Mt.)		
13-21118-Z	Hex Bolt, 7/16”-14 x 1-1/4” Gr. 8	12	12
13-30304-Z	Flat Washer, 7/16” Hrdn.	24	12
13-10384-Z	Top Lock Nut, 7/16”-14	12	12
20-69111	Hardware Pack Containing: (Front Bumpstop)		
13-20003-Z	Hex Bolt, 3/8”-16 x 1-1/2”	3	9
13-20053-Z	Hex Bolt, 3/8”-16 x 1”	1	9
13-30012-Z	Washer, 3/8” Flat	7	
13-30151-Z	Washer, 3/8” Split Lock	1	
13-10022-Z	Nut, 3/8”-16 Nyloc	3	

Parts List

Item	Description	Qty.	Illus.
20-69124	Hardware Pack Containing: (Front Sway Bar)		
13-22938-Z	Hex Bolt, 3/8”-16 x 1-1/4” Gr. 8	4	15
13-30408-Z	Flat Washer, 3/8” Hrdn.	8	15
13-10553-Z	Top Lock Nut, 3/8”-16	4	15
20-69137	Hardware Pack Containing: (Front Track Bar)		
13-23198-Z	Hex Bolt, 5/8”-11 x 2-1/2” Gr. 8	1	10
13-22795-Z	Hex Bolt, 5/8”-11 x 4” Gr. 8	1	10
13-30369-Z	Flat Washer, 5/8” Hrdn.	3	10
13-10345-Z	Top Lock Nut, 5/8”-11	2	10
13-90607	Cotter Pin, 1/8” x 1-1/2”	2	10
20-833180	Sleeve, Tapered Track Bar Drop	1	10
20-69189	Hardware Pack: (Steering Stabilizer Mount)		
13-21300-Z	Hex Bolt, 1/2”-13 x 3-1/2”	1	13
13-30034-Z	Washer, 1/2” Flat	2	13
13-10038-Z	Nut, 1/2”-13 Nyloc	1	13
20-832010	Sleeve, .625” x .060W x 1.37”	1	13
20-833206	Spacer, 1-3/16”OD x 17/32”ID x .375” lg.	1	13

Box 2 of 6

20-56694-6	Control Arm, Upper Pass.	1	11
20-56694-7	Control Arm, Upper Drvr.	1	11
20-56694-8	Control Arm, Lower Pass.	1	11
20-56694-9	Control Arm, Lower Drvr.	1	11
20-69150	Hardware Pack Containing: (Upr & Lwr Control Arm)		
13-23042-Z	Hex Bolt, 9/16”-12 x 4-1/2” Gr. 8	2	
13-23107-Z	Hex Bolt, 9/16”-12 x 4” Gr. 8	2	
13-30395-Z	Flat Washer, 9/16” Hrdn.	8	
13-10397-Z	Top Lock Nut, 9/16”-12	4	
15-10979	Bushing, Tapered Red	8	11
20-833310	Sleeve, 7/8” x .120 x 2.625”	2	11
20-833336	Sleeve, 7/8” x .156 x 2.625”	4	11
20-833323	Sleeve, 9/16”OD x 15/32”ID x 2.312”	2	

Parts List

Item	Description	Qty.	Illus.
Box 3 of 6			
20-20244-1	Coil, Dodge 95-01 2500 4WD	2	14
Box 4 of 6			
13-70104-1	Add-a-Leaf 2500	2	17
13-90802	U-Bolt, 9/16”-18 x 3.125 x 14.5”Sq.	4	18
20-69241	Hardware Pack Containing: (1/2” Leaf Pin)		
13-90828	Pin, Center 1/2”-20 x 6” w/Nut	2	18
20-68188	Hardware Pack Containing: (9/16” U-Bolt Hrdw.)		
13-30330	Flat Washer, 9/16” Hrdn.	8	18
13-10423	High Nut, 9/16”-18 Fine	8	18
Box 5 of 6			
20-833375-1D	Block, Rear w/Bumpstop Drvr.	1	18
20-833375-2P	Block, Rear w/Bumpstop Pass.	1	18
Box 6 of 6			
BE5-6646-H5	Shock Absorber,Front 97-01 Dodge 4WD 6”	2	
BE5-6647-H5	Shock Absorber, Rear 97-01 Dodge 4WD 6”	2	

***One* of the following Pitman Arms will be used in conjunction with this base kit:**

10-20257	‘94-’99 Dodge	1	13
	- OR -		
10-20270	‘00-’01 Dodge	1	13

BEFORE YOU BEGIN

- Installation by a professional mechanic is recommended. Use of the appropriate power tools, a Dodge service manual and a shop hoist can greatly reduce installation time,

- Prior to installation, carefully inspect the vehicle's steering and drive train systems, paying close attention to the tie rod ends, pitman and idler arms, ball joints, and wheel bearing preload. Also check steering-to-frame and suspension-to-frame attaching points for stress cracks. The overall vehicle must be in excellent working condition; repair or replace worn parts.

- Read instructions carefully and study the illustrations before attempting installation. Race Car Dynamics is not responsible for damage, failure or injury resulting from improper installation or parts substitution of this kit.

- Check parts and hardware against parts list to assure that your kit is complete. Report any shortages to Race Car Dynamics at (1-619-588-4723), The parts and hardware supplied are of high-grade material and must not be replaced by inferior parts or failure may result.

- Separate parts according to the areas they will be used. Putting hardware with brackets before you begin will save installation time.

- All components in this kit come with a protective coating. Do not plate (i.e. chrome, cadmium, zinc etc,) or otherwise alter the finish in any way. This could weaken the structural strength of the components.

- Secure and properly block vehicle prior to beginning installation.

- Foot-pound torque readings are listed in Torque Specifications at the end of the instructions unless specifically stated in an instruction. DO NOT USE AN IMPACT WRENCH TO TIGHTEN ANY OF THE BOLTS.

PLEASE NOTE

- System is designed for models built on or after 2/9/1994

- WARNING: Do not use wheel spacers.

- Clears 35" x 12.50" tires on 15" to 16.5" wheels, 8”-10” wide. Wheels require a maximum backspacing of 4 5/8”.

- Front end realignment is necessary.

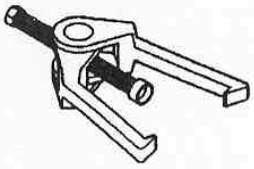
- Speedometer recalibration is necessary if bigger tires (10% more than stock diameter) are installed.

- When working with rear leaf springs you need two large C-clamps or a large vise to contain the elastic potential energy stored in the leaf spring when removing and installing the center bolt.

- Welding by a certified welder is required for installation of this system.

- Actual lift may vary based on engine and chassis combinations. Factory "Off-Road" package equipped vehicles will achieve 1" less lift then standard.

*Special tools are required for safe removal and installation of this kit. These tools can be purchased from your Dodge Dealer.



Tie Rod Puller # C-3894-A

Lower Ball Stud Remover # C-4150-A

DISASSEMBLY

1) Open vehicle hood and disconnect front shock nut, retainer and grommet on both sides of vehicle. Remove three nuts from upper shock bracket and remove bracket (**Illustration 1**).

2) Raise vehicle. If working without a shop hoist, put vehicle in gear, set emergency brake and block rear wheels, in front and behind tires. Loosen lug nuts. Lift vehicle with floor jack and place safety jack stands under frame rails, behind front wheel wells, and lower frame onto stands. Remove the front tire/ wheel assemblies.

3) Use a suitable floor jack capable of supporting and lifting the front differential. Raise the jack just enough to support axle's weight.

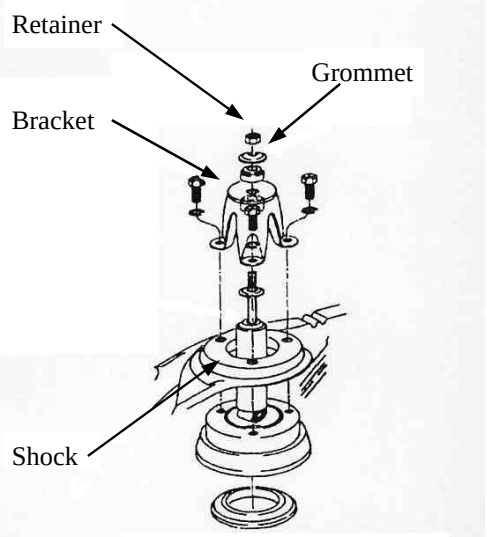


Illustration 1

4) Unbolt brake line bracket from both axle housing brackets.

5) Remove brake caliper from rotor and secure caliper to frame with a length of wire.

***WARNING*:** Do not let caliper hang by the brake line hose.

6) Disconnect vacuum plug and electrical connector from differential.

7) Disconnect sway bar upper link nuts and sway bar to frame clamp bolts and remove sway bar.

8) Disconnect drag link ball joint from Pitman Arm using Tie-Rod Puller C-3894-A (**Illustration 2**).

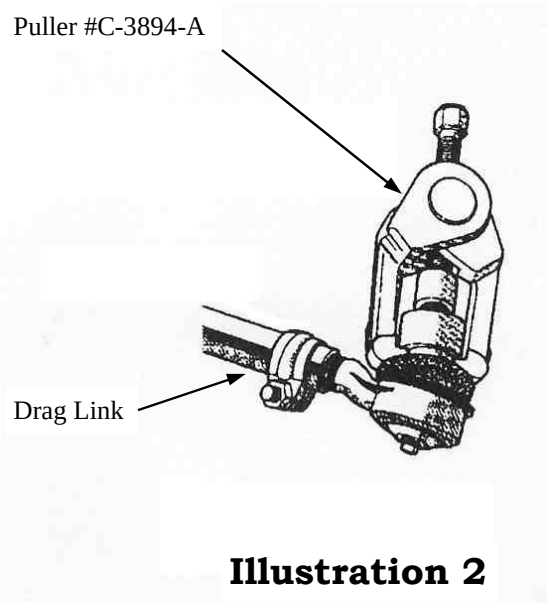


Illustration 2

9) Scribe an index mark across face of steering gear shaft so new Pitman Arm (10-20257 or 10-20270) can be centered on shaft. Use Lower Ball Stud Remover C-4150A to remove Pitman Arm from steering gear shaft.

10) Disconnect track bar from frame bracket (**Illustration 3**).

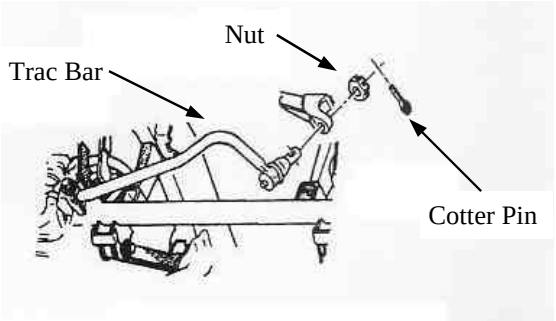


Illustration 3

II) On front lower control arm locate adjustment cam-bolt and adjustment cam-bolt bracket. For installation reference scribe matching index marks across the two as shown in (**Illustration 4**).

12) For installation reference scribe matching index marks on bottom of coil spring (at end of coil) and lower spring pocket (**Illustration 5**).

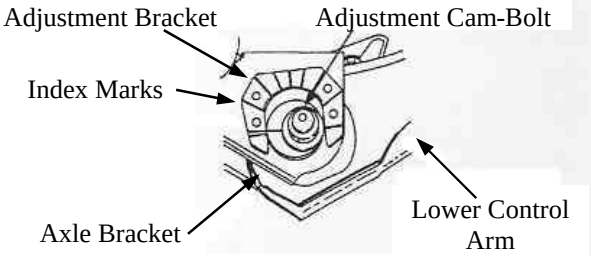


Illustration 4

13) Scribe index marks at both ends of front drive shaft in relation to mating flange. Disconnect drive shaft and remove from vehicle. Tape U-joint caps so not to loose them.

14) On each side of vehicle unbolt lower shock bolt from front axle bracket. Remove shock absorbers through engine compartment.

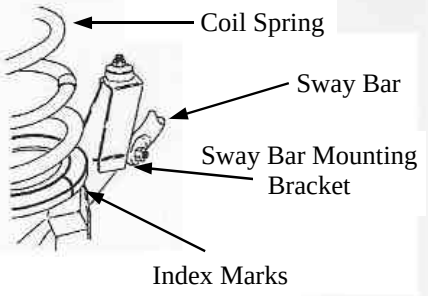


Illustration 5

15) Carefully lower floor jack supporting differential until coil springs are free from upper spring pocket. Remove springs.

16) Remove upper rubber isolation pad and bolt ring from spring pocket.

***NOTE*:** You will re-use rubber pad and bolt ring during installation of suspension system. If dual shock kit is installed a new bolt ring is provided.

17) Note location of index marks on lower control arm adjustment cam-bolt to bracket. Remove nut, washer and cam-bolt.

18) Remove lower control arm. First remove hardware from frame bracket then unbolt arm from differential bracket (**Illustration 6**).

19) Remove upper control arm. Remove hardware from frame bracket then unbolt arm from differential bracket.

20) Repeat steps 17 to 19 on opposite side.

21) Carefully lower differential to the floor.

22) Refer to **Illustration 7** and grind welds from bracket caps on axle suspension bracket. The top cap is a bracket support. The lower cap is used to mount the brake line to the axle.

***WARNING*:** Do not grind any length off bracket.

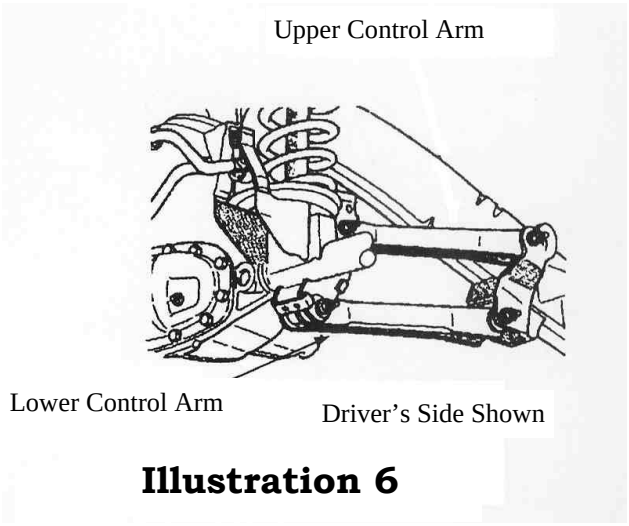


Illustration 6

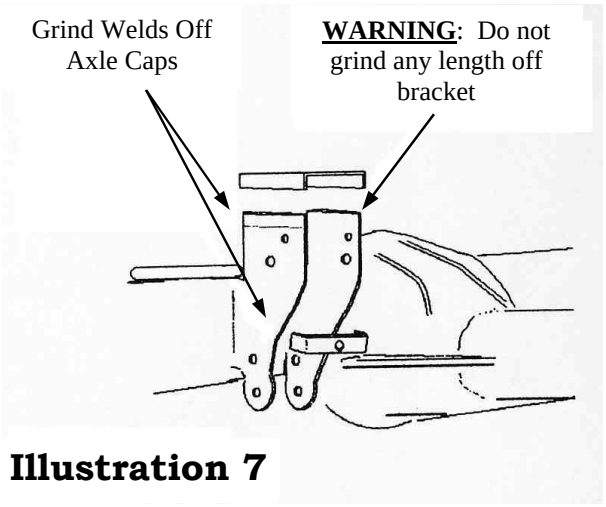
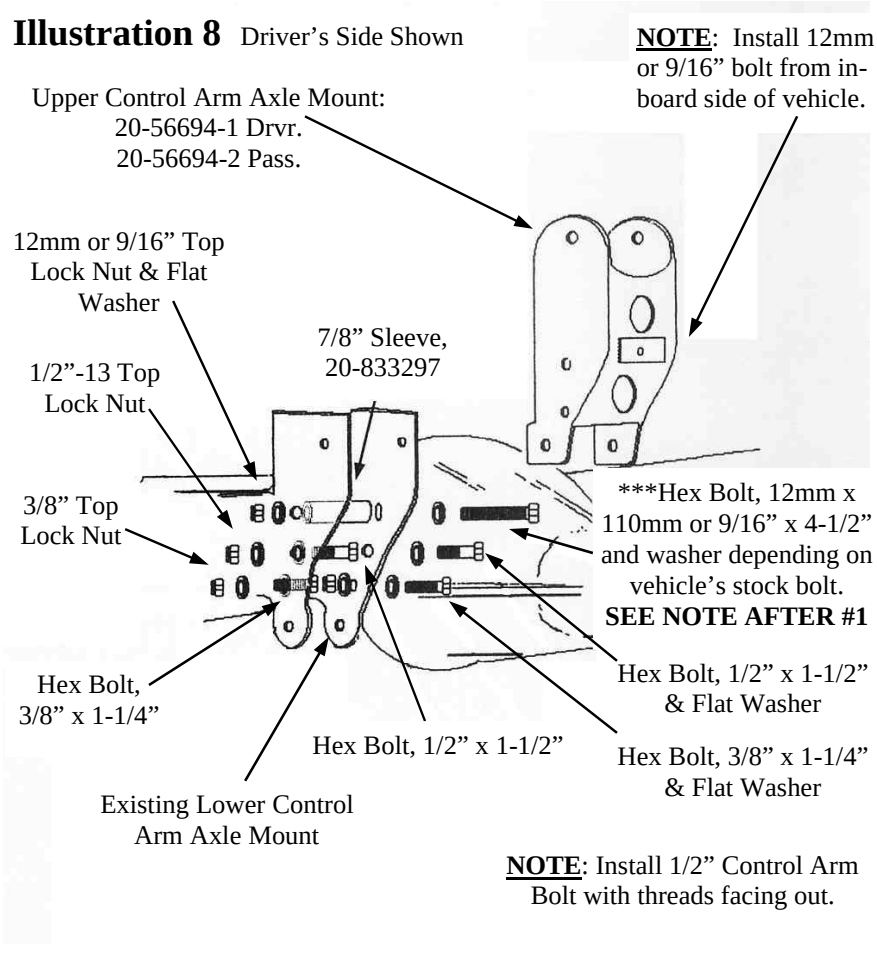


Illustration 7

INSTALLATION

1) Slide Upper Control Arm Mount (20-56694-1 Drvr, 20-56694-2 Pass.) over existing axle suspension bracket (**Illustration 8**). Align existing holes in brackets and mark hole locations needed to be drilled. Remove Mount and drill 1/2" holes. Bolt Upper Control Arm Axle Mount to existing axle bracket using the provided hardware as shown in **Illustration 8**. Insert 7/8" Crush Sleeve (20-833297) inside existing bracket for center support. Install 12mm x 110mm or 9/16 x 4-1/2" Bolt from inboard side of Axle Mount. Torque all bolts to Ft. Lb. specs found on last page.

Illustration 8 Driver's Side Shown



***NOTE*:** Vehicles will use either a 9/16 bolt or a 12mm bolt in upper mount hole shown on **Illustration 8.** If the vehicle came equipped with a 14mm bolt replace it with 9/16" x 4-1/2" bolt supplied. Factory bolt hole and new bracket need to be drilled to accept 9/16" bolt if used.

***NOTE*:** Install 12mm or 9/16" and 1/2" Bolts so threads face out. If installing RCD Dual Shock Kit; install Lower Shock Mount to Upper Control Arm Axle Mount at this time.

2) Repeat Step 1 on opposite side of vehicle.

3) On driver's side, position Bumpstop Extension (20-56494-13) onto existing bumpstop axle housing pad and align mounting hole with differential bolt hole. Remove differential bolt. Mark and drill 3/8" hole in housing pad (**Illustration 9**). Mount Extension to pad with supplied 3/8" x 1-1/2" hardware and 3/8" x 1" hex bolt to differential.

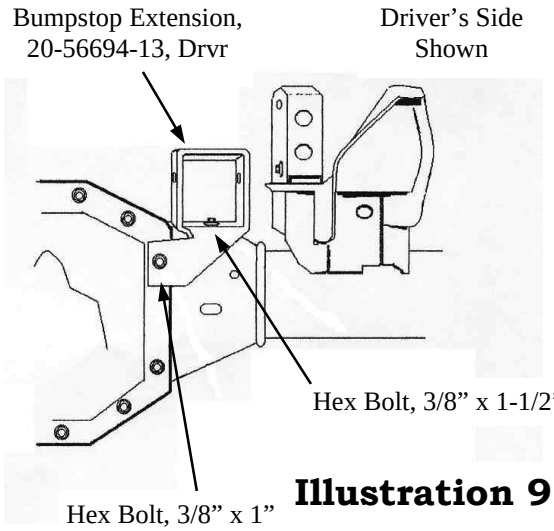


Illustration 9

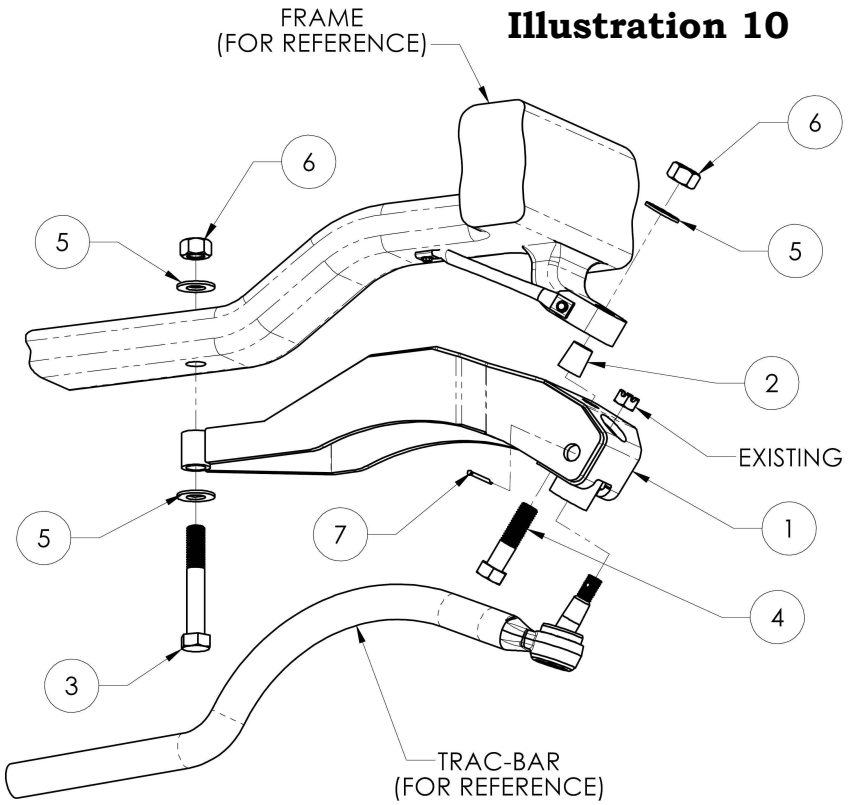
4) Center Bumpstop Extension (20-56694-12, Pass) on passenger's side bumpstop axle pad. Mark mounting hole locations and drill two (2) 3/8" holes in pad. Mount extension with 3/8" hardware provided. Torque nuts to 35 ft. lbs.

5) Grind or wire brush around outside exterior of the track bar ball stud frame mount You will later weld the new bracket to this location.

***NOTE*:** Track bar bracket must fit flush against bottom of frame rail. Some grinding may be required.

6) Install the Track Bar Drop Bracket (20-56694-14) into existing mount location (**Illustration 10**). Insert 5/8"-11 x 2-1/2" Hex Bolt from inside the top mounting hole of Track Bar Drop Mount. Insert Tapered Sleeve (20-833180) onto exposed threads of 5/8" bolt, with small end of taper up. Secure assembly into original bracket mounting hole using 5/8" Top Lock Nut and Flat Washer. Tighten but do not torque at this time.

Illustration 10



ITEM #	PART #	PART DESCRIPTION	QTY.
1	20-56694-14	TRACK BAR DROP BRACKET	1
2	20-833180	SLEEVE, TRAC BAR DROP CENTER	1
3	13-22795-Z	SCREW, 5/8"-11 X 4" HEX HD GR8	1
4	13-23198-Z	SCREW, 5/8"-11 X 2.5" HEX HD GR8	1
5	13-30369-Z	WASHER, 5/8 FLAT HRDN	3
6	13-10345-Z	NUT, 5/8"-11 TOP LOCK GR8	2
7	13-90607	COTTER PIN, 1/8" X 1.5"	1

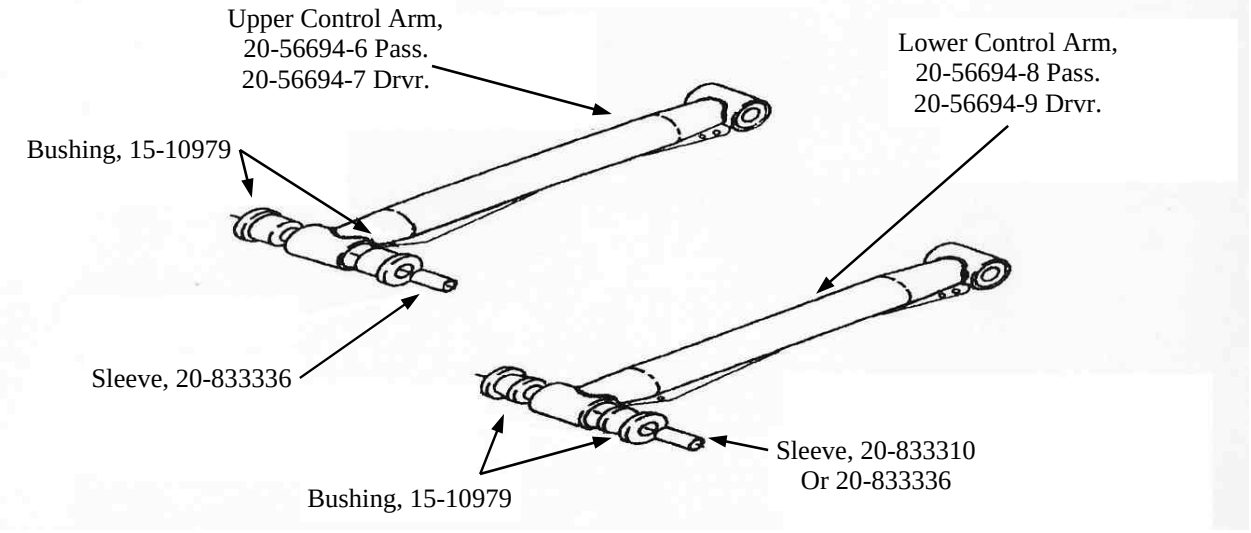
7) Attach Track Bar Bracket (20-56694-14) to existing 5/8" hole in front frame crossmember. Attach using 5/8"-11 x 4" Bolt, Washer and Nyloc Nut provided. Hand tighten.

***NOTE*:** If there is no hole existing in the crossmember under the oil pan that lines up with the new bracket, the new bracket will need to be welded on. Generally, trucks with a diesel motor must have the bracket welded onto the crossmember. Be sure to grind or sand off any powdercoating on the new bracket before welding. Center bracket mount on crossmember and torque 5/8"x2.5" bolt (item #4) to 100 ft. lbs.

8) Center new Pitman Arm (10-20257 or 10-20270 depending on application) onto steering gear shaft and install using existing washer and nut. Torque nut to 185 ft. lbs.

NOTE: Pitman arm must have the same taper as tie rod end taper being installed. See Pitman arm instructions and tag for detailed installation instructions.

Illustration 11



WARNING: Control Arms are specific to Passenger and Driver side. Notice Control Arm ends have gussets. Install gussets pointed down. One hole in Gusset indicates Driver's side front. Pre-assembled end goes to the rear of vehicle on both upper and lower control arms.

9) Carefully raise front differential into position.

10) Install Bushings (15-10979) and Sleeves (20-83336) into Upper Control Arms as shown in **Illustration 11**. Install Bushings (15-10979) and Sleeves (20-833310 or 20-833336 depending on size of factory Lower Control Arm Cam Bolt) into front of Lower Control Arm. The opposite end of both Upper and Lower Control Arms come pre-assembled and go to the rear of the vehicle with gussets facing down. Lubricate components if necessary. If the factory rear control arm bolt fits loosely in the upper control arm, sleeve (20-833323) will need to be used inside the pre-assembled rear control arm bushing.

***NOTE*:** Two sets of sleeves have been included for the Lower Control Arm Bushings. Some vehicles use a 14mm cam bolt and others use a 16mm cam bolt. Make sure to use a sleeve that fits the factory Control Arm Bolt correctly.

11) Repeat step 10 on all remaining Control Arms.

12) Install new Upper Control Arm (20-56694-6 Pass.; 20-56694-7 Drvr) on each side of vehicle. With gusset down (and hole in front gusset indicating driver's side) attach the Control Arm to axle using 9/16” x 4” bolt then work control arm into frame bracket. Install using existing hardware. Do not tighten bolts at this time. Torque nuts once vehicle is on the ground.

NOTE: Make sure upper control arm bolts fit correctly in sleeve used.

***NOTE*:** Although not mandatory, consider trimming the stock rear lower control arm bracket flush with the frame to cleanup the installation's appearance.

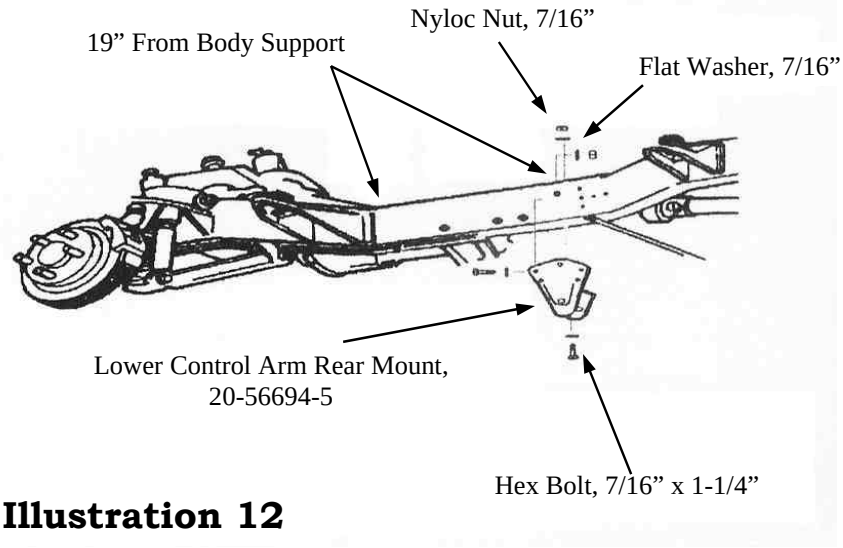


Illustration 12

13) Measure along frame rail, starting from the rear side of frame body support, back 19" to locate an existing 5/8" hole in the frame (**Illustration 12**). This hole is not used except to locate the new Lower Control Arm Rear Mount (20-56694-5). Place the Mount on the frame aligning 5/8” hole (top center of bracket) and mark location of the six (6) holes to be drilled. Remove Mount and drill 7/16" holes. Install Mount with 7/16" Bolts, Washers and Nuts provided. Torque nuts to 60 ft. lbs,

NOTE: Bracket needs to fit flush along bottom of frame rail. Some grinding may be required. In some cases skid plate may need relocated.

14) Install new Lower Control Arm (20-56694-8 Pass; 20-56694-9 Drvr) on each side of vehicle. Attach front of arm with reference mark aligned to cam bolt, cam, and nut. With gusset down (and hole in gusset indicating driver's side) attach rear of Control Arm to frame bracket using 9/16” x 4-1/2” bolts. Do not torque nuts at this time.

15) Loosen drag link ball joint adjustment sleeve and install ball joint to bottom side of Pitman Arm using existing washer and nut.

NOTE: The Drag Link has to be rotated. First, grind off washer securing dampener stud to link and remove stud. Rotate link and insert 1/2” x 3-1/2” Hex Bolt (13-21300-Z) with 1/2” Large Flat Washer into link as shown in **Illustration 13.** Install Spacer (20-833206), Sleeve (20-832010), and stabilizer. Secure with 1/2” Flat Washer, and Nyloc Nut provided.

16) Mount Track Bar to Track Bar Drop Bracket with existing hardware. Align ball stud cotter pin hole so once installed the cotter pin can be easily inserted. Torque nut to 70 ft. lbs.

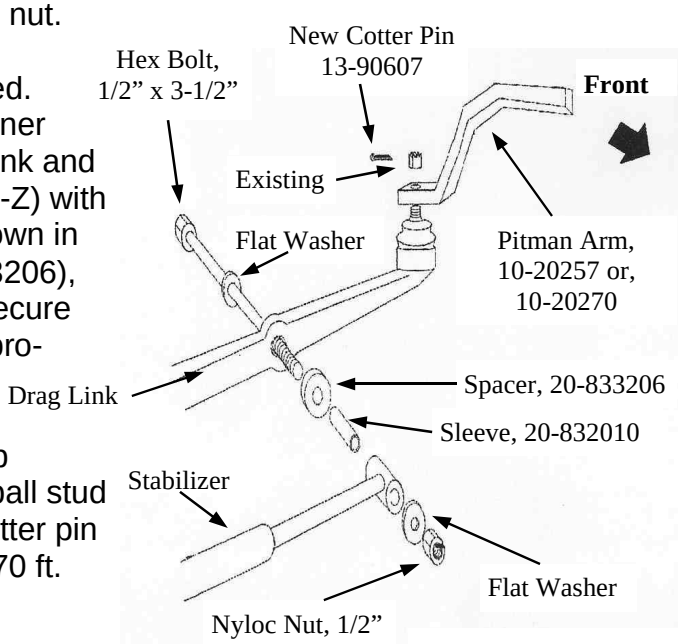


Illustration 13

17) If necessary, lower floor jack to install new Coil Spring (20-20244 -1) and Shock Absorber (BE5-6646-H5) together Install Spring/ Shock, with existing rubber isolator and bolt ring on top of Spring. Make sure spring index marks align (**Illustration 14**).

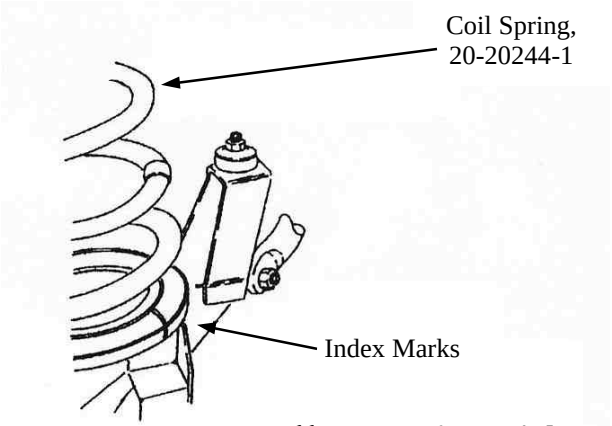


Illustration 14

NOTE: Dual shock kit uses new bolt ring.

18) Install original upper shock bracket. Torque fasteners to 55 ft. lbs.

19) Install existing upper shock grommet, retainer and nut. Torque nut to 35 ft. lbs.

20) Install brake caliper. Torque mounting bolts to factory specifications.

21) Repeat steps 17 to 20 on opposite side of vehicle.

22) Align mating flange marks and install front drive shaft using existing hardware, Torque flange yoke bolts to 65 ft. lbs. Torque axle yoke bolts to 14 ft lbs.

23) Install vacuum connector and electrical connector to front axle.

24) Torque Front Track Bar Mount nut, Track Bar ball stud nut, drag link ball joint nut (install new cotter pin) and drag link adjuster clamp nuts to value listed in Torque Specifications.

25) Cycle steering back and forth to check for clearance.

26) Once clearance is confirmed have a certified welder weld the Front Track Bar Bracket to frame. Paint all bare metal (following welding), to prevent rust.

27) Lower floor jack so suspension is at full droop. Rotate the drive shaft to check for free movement. Should the shaft bind it will be necessary to file down any contact points made on the CV joint.

28) Install tire/wheel assemblies and lower vehicle.

NOTE: Check steering drag link for clearance at full droop. Some grinding may be required on Pass. Side sway bar axle mount.

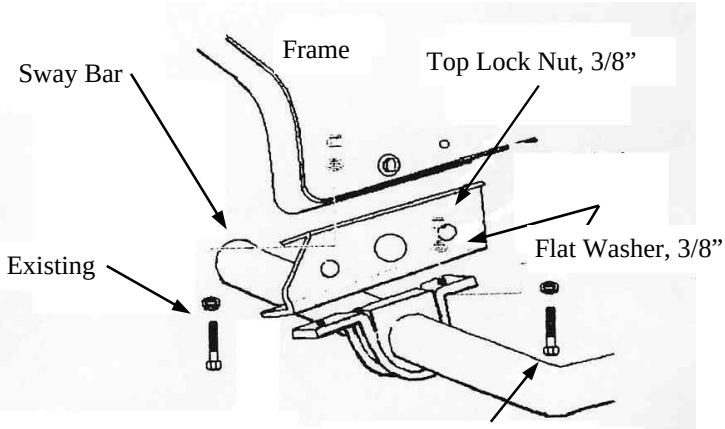


Illustration 15

29) Install Sway Bar Extension (20-56694-10 Pass-, 20-56694-11 Drvr.) to frame with existing hardware. Install sway bar to extension using existing rubber isolators, frame clamps and supplied 3/8”-16 x 1-1/4" Hex Bolt, Flat Washer, and Nyloc Nut (**Illustration 15**). Install existing sway bar links using existing hardware. Torque clamp bolt to 40 ft. lbs. Torque 3/8" Extension to frame nuts to 35 ft lbs. and link nut to 27 ft. lbs.

30) Once vehicle is on the ground torque upper and lower control arm nuts. Torque upper nut at frame bracket to 80 ft lbs. Torque lower cam nut at axle bracket to 95 ft. lbs.

REAR INSTALLATION

1) Raise the vehicle. If working without a shop hoist, put vehicle in gear, set emergency brake and block front wheels, in front and behind tires. Place floor jack under rear differential and lift vehicle. Support vehicle at frame rails using suitable safety jack stands. Lower vehicle onto jack stands. Remove rear tire/wheel assemblies.

2) With a floor jack, raise the rear axle just enough to relieve tension on the shock absorbers and remove shocks.

3) If equipped, disconnect the brake proportioning valve linkage located near bottom of shock on driver's side of axle (**Illustration 16**).

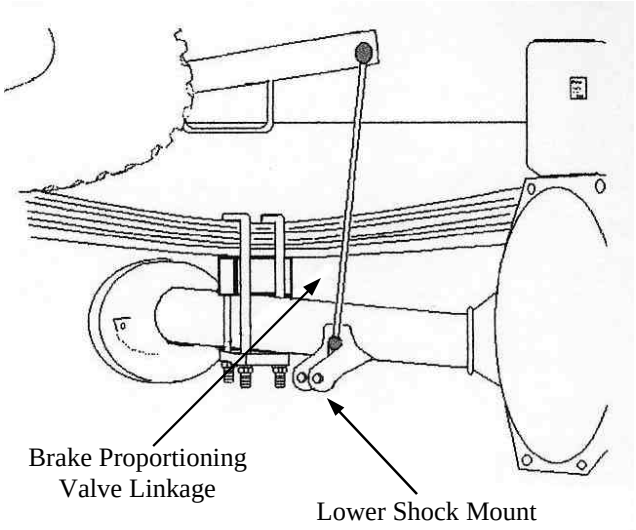


Illustration 16

4) With suitable floor jack supporting axle, remove spring U-bolts and hardware.

5) Remove bolt from spring shackle. Remove bolt from spring frame bracket and remove spring.

6) Install two C-Clamps onto spring pack assembly to hold the assembly securely together (**Illustration 17**). Place one C-Clamp on each side of, and evenly spaced from, center bolt,

7) If necessary, use vise-grips to hold the center bolt head while removing center bolt nut. Remove center bolt if bolt is rusted use a hammer and drift to drive it out. Carefully remove C-clamps.

8) Before installing Add-A-Leaf (13-70104-1) apply small amount of grease to ends of Add-a-Leaf then hold It centered under spring pack - concave side up (see Note below). If necessary, remove leaf alignment clamps.

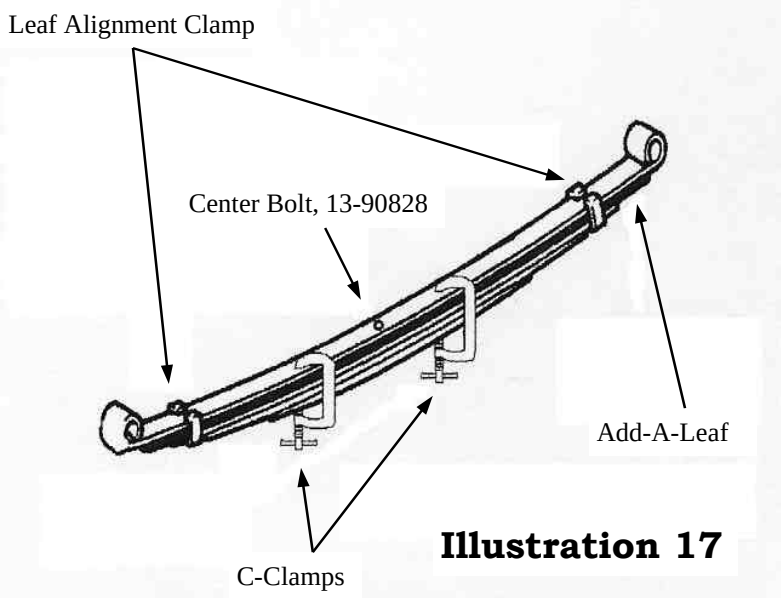


Illustration 17

NOTE: Add-a-Leaf will be placed in the spring assembly progressively according to length. For example, if existing leaves are 32" long and the next is 25" long, and the new Add-a-Leaf is 28" long, place Add-a-Leaf between these existing leaves,

***NOTE*:** If vehicle is equipped with a thick load leaf at the bottom of the spring pack, insert Add-a-Leaf between it and spring pack. Do not install Add-a-Leaf below this thick helper spring.

9) Install Center Pin Bolt (13-90828) through load leaf (if equipped), Add-a-Leaf and spring pack. Install Flat Washer and finger tighten with the 3/8" High Nut.

***CAUTION*:** Do not attempt to draw spring leaves together with the Center Pin Bolt. Failure of any component can cause an explosive disassembly and possible injury.

10) Make sure Rear Spring, Add-a-Leaf and load leaf (if so equipped) are aligned. Tighten the Spring Pack Center Bolt to 30-35 ft. lbs. If removed, replace leaf alignment clamps.

11) Carefully remove C-clamps.

12) Install spring into frame pocket first and insert bolt. Install spring into shackle and install bolt. Torque both bolts to 110 ft. lbs.

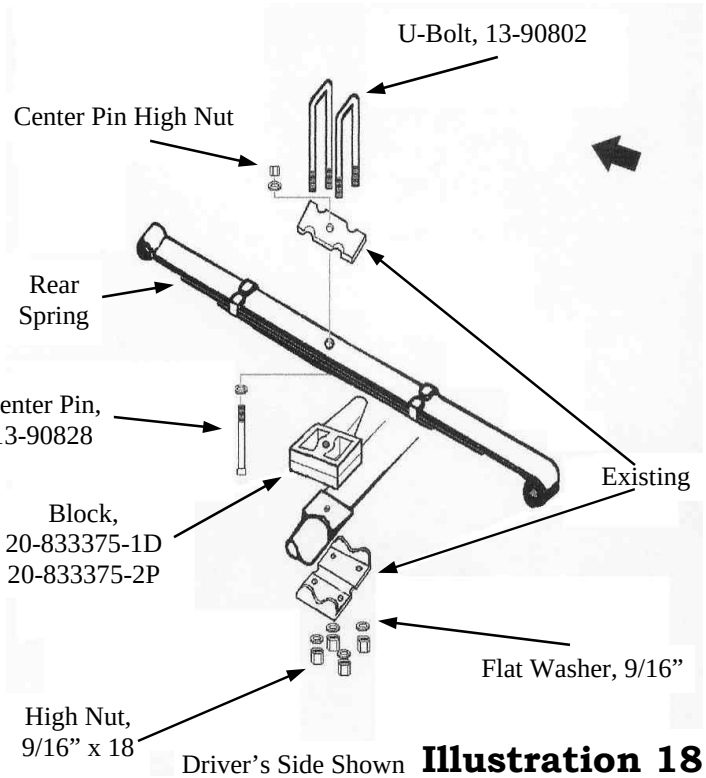


Illustration 18

13) Insert riser Block (20-833375-1D Drvr., 20-833375-2P Pass.) onto rear axle with arm facing inward and shorter end of Block facing forward **(Illustration 18)**. Carefully raise rear axle until Block makes contact with leaf spring. Make sure Socket Head Cap Bolt is aligned with hole in rear block and alignment tab on the rear block is aligned with locating hole in axle tube spring pad.

14) Re-mount axle to spring with U-bolts (13-90802), Washers, High Nuts (13-30330), and existing anchor plates. Cross-torque U-bolt nuts to 99 ft. lbs.

15) Install Shock Absorber (BE5-6647-H5)

16) Repeat steps 4 through 15 on opposite side.

17) If equipped, lengthen the existing proportioning valve linkage the same length as Block added between axle and spring assembly. Install linkage as shown in **Illustration 16**.

18) Install tire/wheel assemblies and lower vehicle.

SOME FINAL NOTES

- After installation is complete, double check that all nuts and bolts are tight refer to torque specifications chart on last page.
- If new tires were installed that are more then 10% taller than original tires, the speedometer must be recalibrated. Contact an Authorized Dodge dealer for details on recalibration.
- With vehicle on the floor, cycle steering lock to lock and inspect steering, suspension, and driveline systems for proper operation, tightness, and adequate clearance. Check brake hose fittings for leaks and make sure all hoses are long enough.
- Have headlights readjusted to factory specifications.
- Have front end aligned to factory specifications.

TORQUE SPECIFICATIONS: (Grade 8 & Class 10.9)

5/16”	20 FT. LBS.	M6	9 FT. LBS.
3/8”	35 FT. LBS	M8	23 FT. LBS.
7/16”	60 FT. LBS.	M10	45 FT. LBS.
1/2”	90 FT. LBS.	M12	75 FT. LBS.
9/16”	160 FT. LBS.	M14	120 FT. LBS.
5/8”	175 FT LBS.	M16	165 FT. LBS.

EXISTING TORQUE SPECIFICATIONS

Control Arm Upper Frame Nut	80 ft. lbs.	Shock Rear Upper Nut	100 ft. lbs.
Control Arm Cam Axle Nut	95 ft. lbs.	Shock Rear Lower Nut	100 ft. lbs.
Drag Link Ball Stud Nut	65 ft. lbs.	Spring Pack Center Bolt	30-35 ft. lbs.
Drag Link Adjustment Clamp Nut	40 ft. lbs.	Spring Pack to Shackle/Frame bolt	110 ft. lbs.
Drive Shaft Flange Yoke Bolts	65 ft. lbs.	Sway Bar Clamp Bolt	40 ft. lbs.
Drive Shaft Axle Yoke Bolts	14 ft. lbs.	Sway Bar Upper Link Nut	27 ft. lbs.
Pitman Arm Nut	185 ft. lbs.	Track Bar Ball Stud Nut	70 ft. lbs.
Shock Bolt Ring Nuts	55 ft. lbs.	Track Bar Drop Bracket Nut	70 ft. lbs.
Shock Front Upper Nut	35 ft. lbs.	U-Bolt Rear Spring Nut	99 ft. lbs.
Shock Front Lower Nut	100 ft. lbs.		