



4/24/13

**'03-'13 4WD DODGE 2500
3" SUSPENSION LIFT KIT**

**P/N 10-46203
or 10-46303**

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.

PART LIST

ITEM	DESCRIPTION	QTY.	ILLUS.
<u>Box 1 of 2</u>			
20-20114	3" Spring Spacer	2	5
15-10992	Dodge Bumpstop	2	4
20-835540	Rear Block, 1"	2	7
13-91114	U-Bolt, 9/16" x 4-1/8" x 13-1/2"	4	7
20-67720	Hardware Pack Containing:		
13-20142-Z	Hex Bolt, 7/16"-14 x 1-1/4"	6	5
13-30101-Z	Washer, 7/16" Split Lock	6	5
20-68305	Hardware Pack Containing:		
13-20447-Z	Unslot Hex Screw, #10 x 1/2"	4	
15-10966	Clamp, 3/8" x 3/8" x .203	4	
15-11395	Wire Tie, 6"	4	
15-11447	Wire Tie, 8"	2	
15-11460	Wire Tie, 11"	2	
20-71279	Hardware Pack: Sway Bar Link		
20-56603-2	Sway Bar Link Extension	2	6
20-68188	Hardware Pack: U-Bolt Hardware		
13-30330	Washer, 9/16" Flat HRDN	8	7
13-10423	Nut, 9/16"-18 High	8	7
<u>Box 2 of 2</u> (10-46203 only)			
BE5-6681-H5/ 24-185776	Front Shock	2	5
BE5-6682-H5/ 24-185783	Rear Shock	2	
<u>Box 2 of 2</u> (10-46303 only)			
25-187595	Front Shock, Reservoir		
25-187601	Rear Shock, Reservoir		

INTRODUCTION

Installation by a professional mechanic is recommended. Use of the appropriate 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, rack & pinion unit, ball joints and wheel bearing preload. Also check steering-to-frame and suspension-to-frame attachment points for stress cracks. The overall vehicle must be in excellent working condition; repair or replace worn parts.

Read instructions carefully and study illustrations before attempting installation. **RCD Suspension** is not responsible for damage, failure or injury resulting from improper installation or parts substitution of this kit.

Check parts and hardware against the parts list to assure that your kit is complete. The parts and hardware supplied are of high-grade material and must not be replaced by inferior parts or failure may result. Do not begin installation if parts are missing.

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

This kit is supplied as a bolt-on assembly. Do not weld anything to the components and do not weld the components to the vehicle.

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 decrease the structural strength of the components.

Secure and properly block vehicle prior to beginning installation.

Always wear safety glasses when using power tools.

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

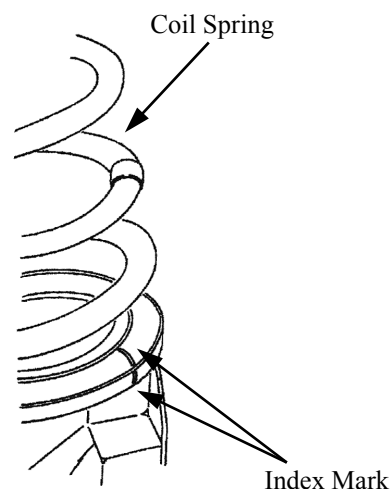
PLEASE NOTE

- ❑ **Required Wheel Size:** 17" to 18" with a 5" offset from the inward side.
- ❑ **Maximum Wheel Width:** 8"
- ❑ **Maximum Tire Size:** 35" x 12.50". A E-rated tire is recommended.
- ❑ Front end realignment is necessary.
- ❑ Speedometer recalibration is necessary if bigger tires (10% more then stock diameter) are installed.

INSTALLATION

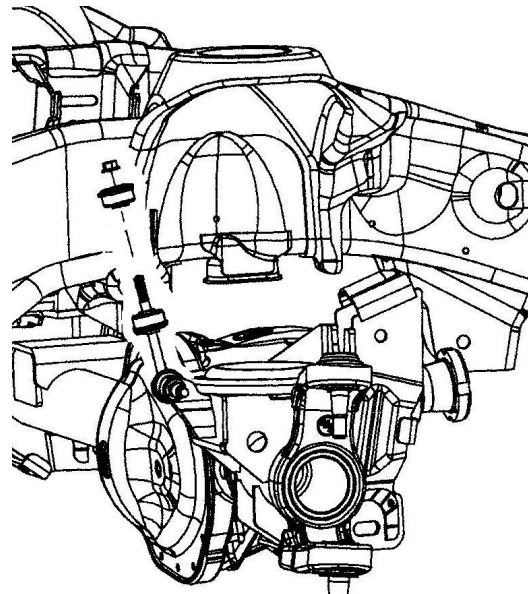
- 1) Raise the vehicle. If working without a shop hoist, support vehicle with suitable safety jack stands. Put vehicle in gear, set emergency brake and block rear wheels, in front and behind tires. Loosen lug nuts. Lift vehicle with floor jack and place safety jack stands under frame rails, behind front wheel wells, and lower frame onto stands. Remove the front tire/wheel assemblies.
- 2) Support front axle with a suitable floor jack near the spring seat. Raise the jack just enough to support axle's weight.
- 3) Unbolt both brake line brackets from front axle to allow free movement of the suspension components.
- 4) For installation reference scribe matching index marks on bottom of the coil spring and the lower spring pocket. **(Illustration 1)**
- 5) Disconnect the sway bar end links at Sway Bar **(Illustration 2)**.

Illustration 1



- 6) From within the engine compartment locate the upper shock bracket and remove the nut, retainer and grommet from shock.
- 7) Remove the three nuts securing upper shock bracket (**Illustration 3**). Remove the bracket and set aside.
- 8) Unbolt the lower shock bolt from bracket attached to front axle. Remove shock absorber through the engine compartment.
- 9) Carefully lower the floor jack until springs are free from upper spring pocket. Remove the springs.
- 10) Remove the upper rubber isolation pad and stud ring from spring pocket.

Illustration 2



NOTE: You will use isolation pad during installation but not the stud ring.

- 11) Locate front rubber Bumpstop mounted on frame near the coils. Use channel lock pliers with a back and forth motion to pry Bumpstop from it's pocket.
- 12) Apply soapy solution to base of new Bumpstop (15-10992) and press Bumpstop into existing Bumpstop pocket (**Illustration 4**).
- 13) Place spring spacer (20-20114) into frame's upper spring pocket (**Illustration 5**). Align holes and install the 7/16" hardware provided. Do not tighten hardware at this time.
- 14) Insert existing rubber isolation pad inside recess of spring spacer.
- 15) Place the coil spring between the spring spacer and lower spring pocket. Align index marks on bottom of the coil spring to index on lower spring pocket.
- 16) Use a floor jack to raise front axle just enough to compress the front coil spring. Remove the 7/16" hardware from spring spacer.

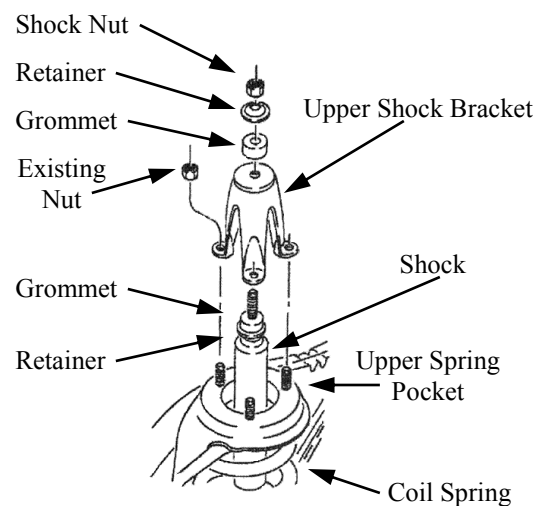


Illustration 3

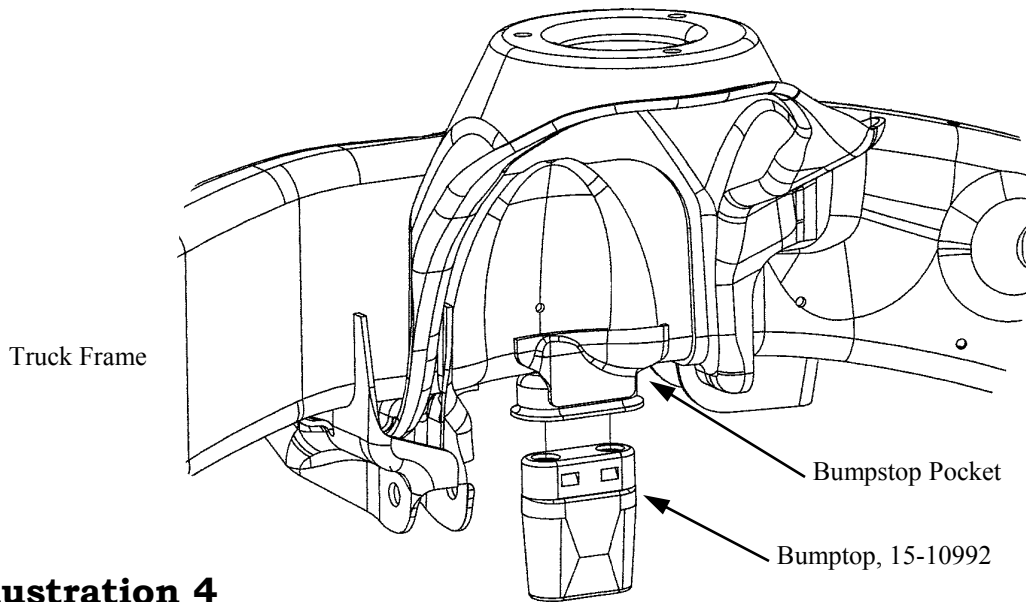


Illustration 4

17) From the engine compartment, insert shock absorber (BE5-6681-H5/24-185776) through the coil spring. Install lower shock bolt and torque to 135 ft. lbs. **Note:** if using reservoir shock (25-187595). Follow Bilstein's installation instructions, however the reservoirs will have to be mounted at more angle to clear the sway bar at full compression.

18) Install original upper shock bracket. Align mounting holes and install 7/16" hardware with bolts passing through mounting holes of the bracket, upper spring pocket and spring spacer. Torque fasteners to 55 ft. lbs.

19) Install upper shock grommet, retainer and nut.

20) Repeat steps 6 to 19 on opposite side of vehicle.

21) Attach both brake line brackets to front axle.

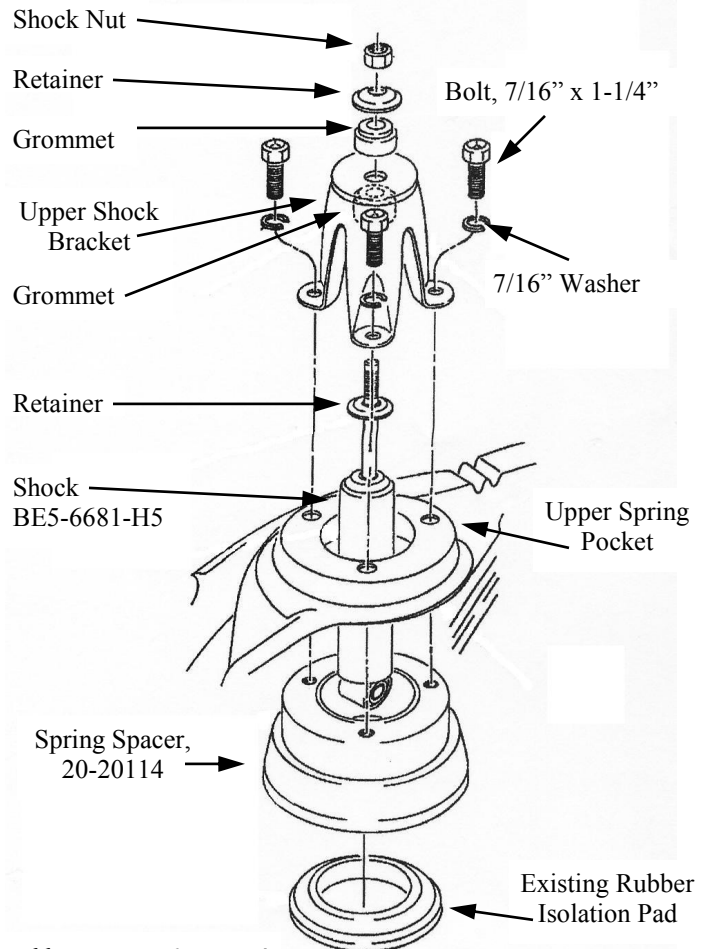


Illustration 5

22) Apply loctite to the threads of the original sway bar links. Thread the link extensions onto the originals and tighten securely. Install original washer and bushing on new stud and insert into sway bar. Install second washer and bushing and secure with nut. **(Illustration 6)**

23) Install tire/wheel assemblies and lower vehicle.

24) **Recheck ALL hardware used to install complete suspension system at this time. Anything not tightened to the specified torque needs to be tightened now. Refer to chart on the last page of these instructions for general and specified torque values.**

Illustration 6

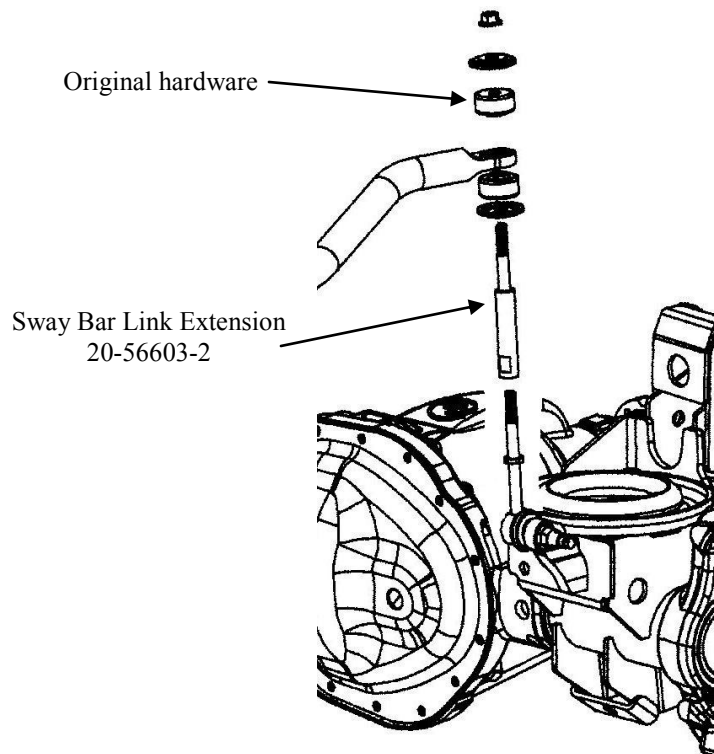
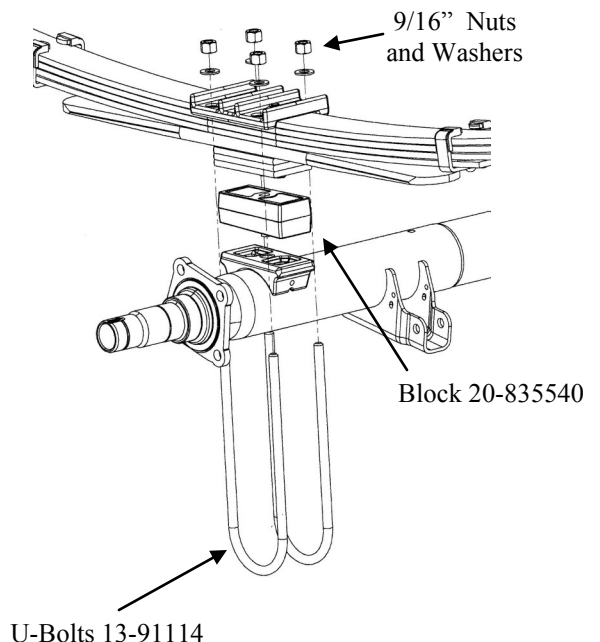


Illustration 7



REAR INSTALLATION

- 1) Raise the vehicle. If working without a shop hoist, support vehicle with suitable safety jack stands. Put vehicle in gear, set emergency brake and block front wheels, in front and behind tires. Remove rear tire and wheel assembly.
- 2) With a floor jack, raise the rear axle just enough to relieve tension on the shock absorbers and remove shocks.
- 3) Remove rear U-bolts attaching rear axle to driver side leaf spring. Carefully lower

rear axle.

- 4) Insert new riser Block (20-835540) on axle pad. Make sure the pin in the block indexes into the hole of the axle housing spring pad. Carefully raise rear axle until block makes contact with leaf spring. Make sure center bolt is aligned with hole in block. **(Illustration 7)**
- 5) Re-mount axle to spring using new U-Bolts and hardware supplied with existing anchor plates. Cross torque U-Bolt nuts to 85-100 ft.-lbs.
- 6) Install new shock absorbers (BE5-6682-H5/24-185783). Note: If using reservoir shocks. Follow Bilstein's installation instructions.
- 7) Repeat steps 3 through 6 on opposite side.
- 8) Install wheel/tire 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.
- 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

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