



D5815 Installation Instructions

2009-12 Dodge 2500

2009-12 Dodge 3500

Transfer Case Indexing Ring Kit

Read and understand all instructions and warnings prior to installation of product and operation of vehicle.

Zone Offroad Products recommends this system be installed by a professional technician. In addition to these instructions, professional knowledge of disassembly/ reassembly procedures and post installation checks must be known. Minimum tool requirements include the following: Assorted metric and standard wrenches, hammer, hydraulic floor jack and a set of jack stands. See the "Special Tools Required" section for additional tools needed to complete this installation properly and safely.

»» PRODUCT SAFETY WARNING

Certain Zone Suspension Products are intended to improve off-road performance. Modifying your vehicle for off-road use may result in the vehicle handling differently than a factory equipped vehicle. Extreme care must be used to prevent loss of control or vehicle rollover. Failure to drive your modified vehicle safely may result in serious injury or death. Zone Offroad Products does not recommend the combined use of suspension lifts, body lifts, or other lifting devices.

You should never operate your modified vehicle under the influence of alcohol or drugs. Always drive your modified vehicle at reduced speeds to ensure your ability to control your vehicle under all driving conditions. Always wear your seat belt.

»» TECHNICAL SUPPORT

Live Chat provides instant communication with Zone tech support. Anyone can access live chat through a link on www.zoneoffroad.com.

www.zoneoffroad.com may have additional information about this product including the latest instructions, videos, photos, etc.

Send an e-mail to tech-zone@spotrtruckusainc.com detailing your issue for a quick response.

888.998.ZONE Call to speak directly with Zone tech support.

Difficulty Level

easy 1 2 **3** 4 5 difficult

Estimated installation: hours

Special Tools Required

Short 9/16" wrench or

9/16" "S" shaped wrench

Transmission jack highly recommended

»» PRE-INSTALLATION NOTES

1. Special literature required: OE Service Manual for model/year of vehicle. Refer to manual for proper disassembly/reassembly procedures of OE and related components.
2. Adhere to recommendations when replacement fasteners, retainers and keepers are called out in the OE manual.
3. Larger rim and tire combinations may increase leverage on suspension, steering, and related components. When selecting combinations larger than OE, consider the additional stress you could be inducing on the OE and related components.
4. Post suspension system vehicles may experience drive line vibrations. Angles may require tuning, slider on shaft may require replacement, shafts may need to be lengthened or trued, and U-joints may need to be replaced.
5. Secure and properly block vehicle prior to installation of Zone Offroad Products. Always wear safety glasses when using power tools.
6. If installation is to be performed without a hoist, Zone Offroad Products recommends rear alterations first.
7. Due to payload options and initial ride height variances, the amount of lift is a base figure. Final ride height dimensions may vary in accordance to original vehicle attitude. Always measure the attitude prior to beginning installation.

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***Important* Verify you have all of the kit components before beginning installation.**

Kit Contents

D5815

Transfer Case Indexing Ring

Qty Part

1	Front driveshaft spacer
1	Bolt pack - front driveshaft spacer
4	7/16" Flanged head bolt
1	T-case indexing ring w/ studs pressed in
1	Bolt pack - T-case indexing ring
6	10mm x 30mm Flat head bolt
6	3/8"-24 Hex nut
6	3/8" Cadmium plated washer
1	Thread locker - 1 ml

INSTALLATION INSTRUCTIONS

NOTE: Do NOT remove the transmission output seal!

1. Park vehicle on clean flat and level surface.
2. Block the wheels for safety.
3. Leave the transmission in neutral for the installation of the transfer case indexing ring.
4. Remove the rear driveshaft from the vehicle. Mark the driveshaft at the axle so that it can be reinstalled in the same manner it was removed. It will take 2 people to hold the weight of the driveshaft, remove carrier bearing hardware if equipped. (Figure 1A, 1B)



Figure 1A



Figure 1B

5. Support the transmission with a jack. Take extra care not to damage the transmission pan or any lines around the pan.
6. Disconnect the transfer case shift linkage for manual transfer cases, disconnect the transfer case shift module for auto shift applications. (Figure 2)



Figure 2

7. Disconnect the breather tube
8. Remove the three nuts holding the transmission mount to the crossmember, retain nuts. (Figure 3)



Figure 3

9. With the transmission well supported, remove the 4 bolts that hold the crossmember to the frame. Mark the front side of the crossmember and remove from vehicle.

10. If necessary to access transfer case to transmission mating bolts, remove the mount from the transmission, retain bolts.
11. Remove the 4 bolts that attach the front driveshaft to the transfer case. (Figure 4)



Figure 4

12. Support the transfer case and remove the 6 nuts that attach the transfer case to the transmission. (Figure 5)



Figure 5

13. Remove the transfer case from the vehicle.



Figure 6

14. Remove the studs from the transfer case. Tighten two nuts against each other on each stud. Using the inside nut, remove the studs from the transfer case. (Figure 7)



Figure 7

15. Clean the mounting surfaces from any corrosion or oxidation that may be present.
16. Install the transfer case indexing ring onto the transfer case. Note: This will only go on one way, rotate until the holes line up, attach with counter sunk allen bolts with loc-tite on threads. Ensure the ring goes on square and there are no gaps. Tighten to 35 ft-lbs. (Figure 8)



Figure 8

17. Reinstall the transfer case and tighten with 3/8" fine thread nuts with washers. Loc-tite and tighten to 45 ft-lbs. Note: This torque applies with the loc-tite still slightly damp and acting as a lubricant. The max recommended torque is 55 ft-lbs when rechecking hardware.
18. Reattach the breather line and electric connection for auto shift 4x4 models. Attach the shift linkage for manual shift transfer case models.



Tip Before hooking up the front driveshaft, now is a great time to grease the nearly impossible to access grease fitting on the front dual cardan joint. A needle adaptor on a grease gun is required. This fitting is required to be serviced at every oil change interval. Ensure that this maintenance is not skipped!

19. Reinstall front driveshaft with driveshaft spacer and new hardware if it is being installed with 6 inches or more of lift. If there is less than 6 inches of lift, do not use the driveshaft spacer and reuse the factory hardware. Use loctite on threads and tighten to 75 ft-lbs. Bolt pack # 932. Note: Certain aftermarket kits may not require the driveshaft spacer. It is the installers responsibility to ensure that

the driveshaft has adequate engagement and install or skip the installation of the included spacer.

20. If removed, reinstall the transmission mount with OE hardware, tighten to 35 ft-lbs.
21. Reinstall the transmission crossmember with factory bolts, and tighten to 95 ft-lbs..
22. Reinstall the rear driveshaft with factory hardware, use loctite on threads, tighten to 75 ft-lbs. If the vehicle is equipped with a carrier bearing, install carrier bearing drop at this time (sold separately) if the kit is being installed with a lift 4" or taller.
23. Check the shift linkage for manual shift transfer cases. Adjust the linkage as necessary to allow all gear ranges to be selected.
24. Recheck all fasteners for proper torque, recheck again after 500 miles.

Post-Installation Warnings

1. Check all fasteners for proper torque. Check to ensure for adequate clearance between all rotating, mobile, fixed, and heated members. Verify clearance between exhaust and brake lines, fuel lines, fuel tank, floor boards and wiring harness. Check steering gear for clearance. Test and inspect brake system.

2. Re-torque all fasteners after 500 miles. Always inspect fasteners and components during routine servicing.