McGAUGHYS SUSPENSION PARTS

Packaging Inspection Check-Off Form

Name(s):_____

Date box was packaged, inspected, weighed & verified to insure all parts were inside & correct:_____

The Following Instructions Are For Both The Phase 2 Lift Kits & The Phase 3 Lift Kits

2008-10 F250/F350

INSTRUCTIONS FOR 6" & 8" LIFT KITS

BOX 1

- ☐ #1- Hardware Pack #1
- ☐ #2- Hardware Pack #2
- ☐ #3- U-Bolts (4)
- ☐ #4- U-Bolt Retainers (2)
- ☐ #5- Lift Blocks (2)
- ☐ #6- Sway Bar End Links (2)
- ☐ #7- Track Bar Drop Bracket
- ☐ #8- Front Bump Stop Brackets (2)
- ☐ #9- Steering Shock Drop Bracket
- ☐ #10- Drop Pitman Arm (FD800)
- ☐ #11- Front Brake Line Bracket (2)
- ☐ #12- Rear Brake Line Bracket

BOX 3

- ☐ #13- Front Coil Springs (2)
- ☐ #14- Front Shocks (2)
- ☐ #15- Rear Shocks (2)
- ☐ #16- Front Drive Line Spacer
  *Only included with 8" lift kits
- ☐ #17- Rear Drive Line Spacer
  *Only included with 8" lift kits

Please note, that these instructions are for multiple applications. Some parts listed, may not come with your kit.

Box 1 & 3 are included on all lift kits.

Box 2 will change, depending on which phase (2 or 3) you ordered. Box 4 is only included in 8" kits.

2008-2010 FORD F250/F350

BOX 2

- ☐ #19- Radius Arms (2)
- ☐ #22- Hardware Pack #3

THIS BOX #2 IS ONLY INCLUDED IN PHASE 2 LIFT KITS (6” or 8”)

BOX 2

- ☐ #19- Upper 4-Link Bars(2)
- ☐ #20- Lower 4-Link Bars (2)
- ☐ #21- 4-Link Drop Down Brackets (2)
- ☐ #22- Hardware Pack #3

THIS BOX #2 IS ONLY INCLUDED IN PHASE 3 LIFT KITS (6” or 8”)

BOX 4

- ☐ #18- Rear Add-A-Leaf (2)

Box #4 only included with 8” lift kits

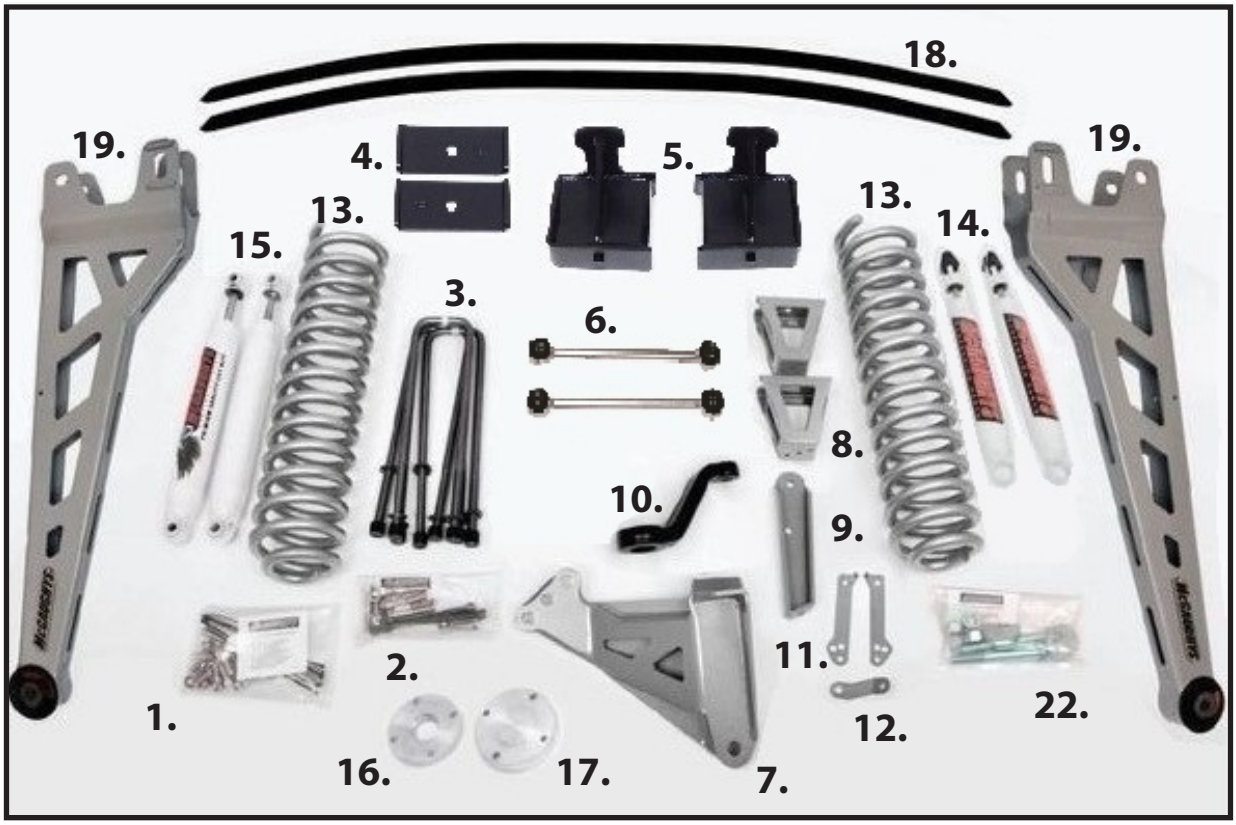
BOX #4 IS ONLY INCLUDED IN 8” LIFT KIT (PHASE 2 or PHASE 3)

2008-2010 PHASE 2 LIFT KIT
F250 (6”) #57242 (8”) #57247 / F350 (6”) #57342 (8”) #57347

8” Lift Kit is Pictured Below

6” Kits Will Not Include Rear Add-A-Leafs or Drive Line Spacers (BOX #4)

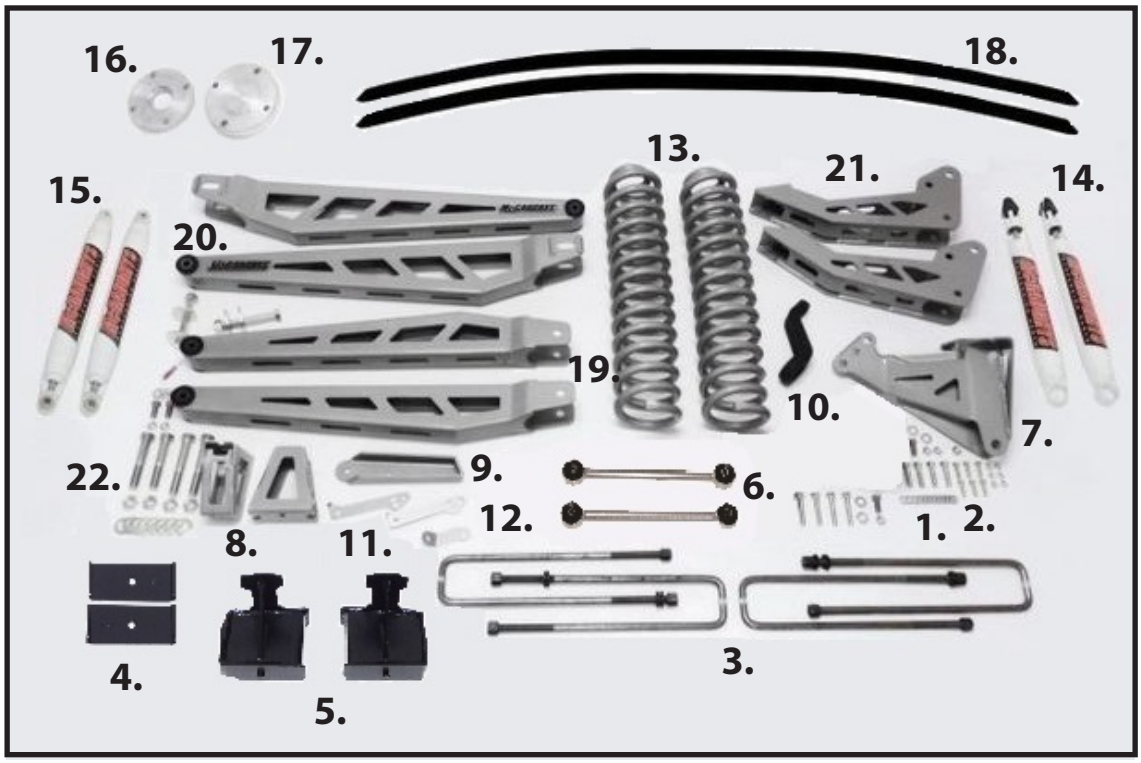
1. Hardware Bag #1
2. Hardware Bag #2
3. U-Bolts
4. U-Bolt Retainers
5. Rear Lift Blocks
6. Sway Bar Drop Brackets
7. Track Bar Drop Bracket
8. Front Bump Stop Brackets
9. Steering Shock Drop Bracket
10. Drop Pitman Arm
11. Front Brake Line Brackets
12. Rear Brake Line Bracket
13. Front Coil Springs
14. Front Shocks
15. Rear Shocks
16. Front Drive Line Spacer
17. Rear Drive Line Spacer
18. Rear Add-A-Leafs
19. Radius Arms
22. Hardware Bag #3



2008-2010 PHASE 3 LIFT KIT
F250 (6”) #57243 (8”) #57248 / F350 (6”) #57343 (8”) #57348

8” Lift Kit is Pictured Below

6” Kits Will Not Include Rear Add-A-Leafs or Drive Line Spacers (BOX #4)



1. Hardware Bag #1
2. Hardware Bag #2
3. U-Bolts
4. U-Bolt Retainers
5. Rear Lift Blocks
6. Sway Bar Drop Brackets
7. Track Bar Drop Bracket
8. Front Bump Stop Brackets
9. Steering Shock Drop Bracket
10. Drop Pitman Arm
11. Front Brake Line Brackets
12. Rear Brake Line Bracket
13. Front Coil Springs
14. Front Shocks
15. Rear Shocks
16. Front Drive Line Spacer
17. Rear Drive Line Spacer
18. Rear Add-A-Leafs
19. Upper 4-Link Arms
20. Lower 4-Link Arms
21. 4-Link Drop Down Brackets
22. Hardware Bag #3

McGAUGHYS
SUSPENSION PARTS

559-226-8196
4603 E. VINE AVE.
FRESNO, CA 93725
www.mcgaughys.com

READ THESE ENTIRE INSTRUCTIONS BEFORE STARTING ANYTHING

- If you are the installer only, and not the owner of the vehicle, please make sure the owner of the vehicle gets these instructions. They contain very important information about the lift kit, maintainace, and warranty.

-Before moving forward with installation, please layout all parts from boxes and ensure everything is present. If any parts are missing, please contact McGaughy's Suspension immediately at 559-226-8196.

-If you alter the finish of any of the provided components, like zinc plating, chroming, or powder-coating, which can cause damage to the strength and structure of the metal, any warranties will be null and void.

-If any components are ground on or modified in any way, then no returns or exchages will be accepted and any warranties will be null and void.

-NO welding is required to install any part of this lift kit. Do not weld any components.

-Over-sized tires and heavier wheels can cause premature wear on factory and aftermarket components like ball joints, bushings, tie-rod ends, wheel bearings, idler arms, drive-lines, etc.... You may need to replace / install new components sooner than factory recommendations based on the tires and wheels you choose. Please note that the heavier and wider wheels and tires combined with aggressive driving (off-road and on highways) will cause more wear on ALL moving parts, factory and aftermarket. Especially when vehicle is in 4wd or Auto-4wd / AWD modes.

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WARRANTY INFORMATION

-McGaughy's warrants all **McGaughy's** products against manufacturer's defects in materials or workmanship for a period of **ONE-YEAR** from the date of original purchase. All McGaughy's spindles carry a **LIFETIME** warranty against manufacturer's defects.

-Warranty will not extend to any product or part there in, that has been improperly installed, abused, or neglected

-McGaughy's will not warranty any product(s) that were modified in any way. Check fit all products prior to custom painting, powder-coating, or any form of fabrication (sanding, drilling, painting, chroming, etc).

-There are **NO WARRANTIES** neither espressed nor implied for powder-coating on any McGaughy's products.

-McGaughy's is not responsible for damages and/or warranty of other vehicle parts (factory or aftermarket) related or non-related to the install of McGaughy's component(s).

-Warranty is limited to the repair or replacement (of McGaughy's product only), at McGaughy's discretion. And only after inspection of the defective part, once returned to McGaughy's with proof of purchase, date of purchase, and all shipping costs prepaid.

-Any cost of labor, freight, incidental or consequential damages are expressly excluded from warranty.

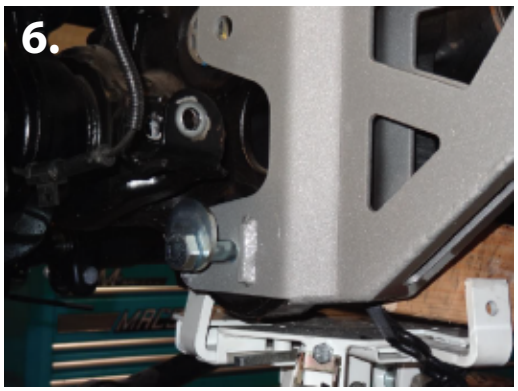
FRONT INSTALLATION

Always use the proper tools and consult the factory service manual for torque values and procedures. With the vehicle turned off and the parking brake set, secure the rear wheels/tires with wheel chocks. Use a jack and lift the front of the vehicle. Place jack stands under the frame on both side of the vehicle. Remove the front wheels.

1. Remove the brake line brackets (2 bolts on each). There is one bracket on the driver side and one bracket on the passenger side. Remove the ABS clips behind each bracket. Be sure to remove the clips attached to the radius arms as well, so that the ABS line is free and loose. Be sure to do this on both sides of the vehicle. (pic 1)
2. Remove the bolt in the frame that holds on the steel brake line bracket for the steel brake line, so that the lines are not bolted to the frame. Be sure to do on both sides of the vehicle. (pic 2)
3. Disconnect the sway bar end links, both sides.
4. Remove the factory front shocks, both side.
5. On the driver side, remove the 4wd vacuum line clip from the frame so that it doesn't get broken when you remove the radius arms. The line just presses into the frame.

6. Remove the factory steering shock at both ends. Then remove the factory steering shock mount off the passenger side of the frame. (pic 3)
7. Loosen the upper factory mount of the track bar on the driver side and let it hang down.
8. Remove the drag link from the pitman arm.
9. Remove the track bar bracket on the driver side from the frame. (pic 4)
10. Use a 46mm socket to remove the pitman arm nut.
11. Remove the front drive line completely out of the truck.
12. Lower the jack so that it is holding the axle to allow for the coil spring to be removed.
13. Make sure the front axle is secure so that it can't twist or roll. Once the axle is secure, remove the factory radius arms from the vehicle.
14. Using a uni-bit, open up the front factory bump stop hole so that it will accept a 3/8" bolt.

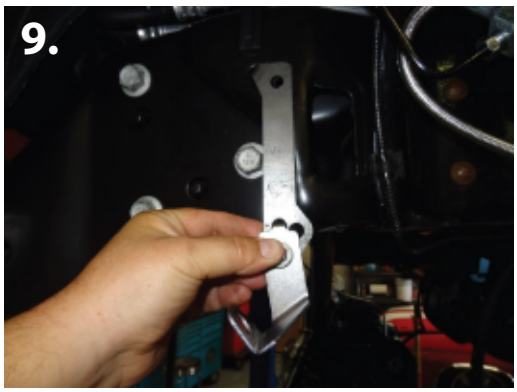
STEPS 15-17 ARE FOR PHASE 2 KITS ONLY

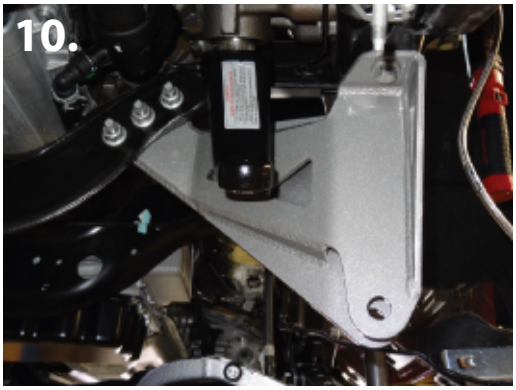


15. Install the new provided radius arms onto the vehicle, with the name plate facing outwards. (pic 5)
16. Use the provided bolt with alignment cams for the front lower hole. (pic 6)
17. Use the lower factory bolt and nut on the upper hole of new radius arm. And use the factory bolt and nut on the frame side of the new radius arm as well.

STEPS 18-21 ARE FOR PHASE 3 KITS ONLY

18. Slide the new upper 4-link arm into the provided 4-link drop down bracket. Lift both parts up into the truck. Bolt the 4-link drop down bracket to the underside of the frame. The front upper bolt (3/4" x 5-1/2") goes through an existing hole on the frame. The hole right behind that hole (the factory radius arm hole) bolts in with the provided 18mm bolt. Next, clamp the rear of the 4-link drop down bracket to the frame and drill the hole. Use the provided 1/2" x 1-1/4" bolt. (pic 7)
19. Bolt the new lower 4-link arm to the new bracket in the bottom front hole, using the provided 3/4" x 5" bolt.
20. The front of the upper 4-link arm bolts to the axle using the factory 18mm bolt. The front of the lower 4-link arm bolts to the axle using the provided cam bolts, alignment washers, and nuts. (pic 8)
21. Remember, the four new 4-link arms are side specific. The lower arms will have the McGaughy's name plate, which always faces outward. The upper arms will have the kick out at the front that will match the front kick out on the lower arms. The upper arms also have a small hole drilled in the middle. This hole is for the ABS sensor (do not install sensor yet). The hole faces outward.





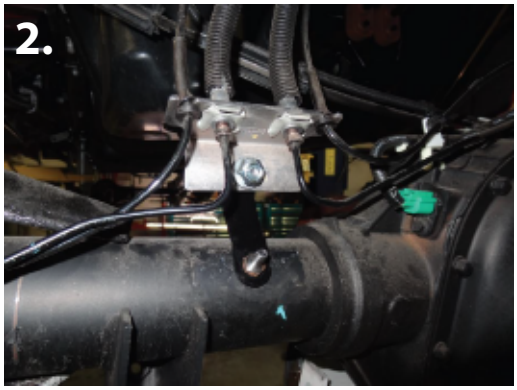
22. Install the new front brake line drop down bracket. The top of the bracket (single hole with bend) bolts into the factory brake line hole. Bolt in using the factory hardware, making sure the bent tab goes into the locating hole so that the brackey does not swivel. NOTE: the locating tab points towards the front of the vehicle and indicates which bracket is for the driver side and which is for the passneger side. Next, install the original brake line onto the bottom of the new bracket. Be sure to check all the brake lines for clearance. (pic 9)
23. Install the new provided drop pitman arm using the factory nut. Use loctite and torque to factory specs.
24. Install the new track bar drop bracket into the factory holes on the driver side. Use the factory hardware on all holes. Torque to factory specs. (pic 10)
25. Install the new driver side and passenger side bump stop drop brackets. The new bracket bolts under the frame in the hole that you drilled out in step #14. Use the provided 3/8" x 1-1/4" bolt to install the new bracket to the frame. Next, bolt the original black bump stop retainer to the new bracket using the provided 5/16" x 1" bolt. Then attach the factory bump stop to the factory retainer. (pic 11)

26. Install the new provided lift coils. The pig tail on the coil goes to the bottom. On the 8" kit, the coils are driver and passenger side specific and are marked. On the 6", the coils are not side specific and can go on either side of vehicle.
27. Install the new front shocks. The body of the shock goes towards the bottom and the shaft goes upwards. If your kit came with the clevis mount, install it on the top of the shock. Not all kits will require this part. (pic 12)
28. Install the factory front track bar into the new track bar drop bracket using the factory hardware. Torque to factory specs. (pic 13)
29. Install the factory drag link into the new drop pitman arm using the original hardware. Torque to factory specs.
30. Install the new provided steering shock drop bracket using the factory hardware into the factory location. Bolt the factory steering shock onto the new drop bracket using the factory bolt and the new provided metric nut. (pic 14)

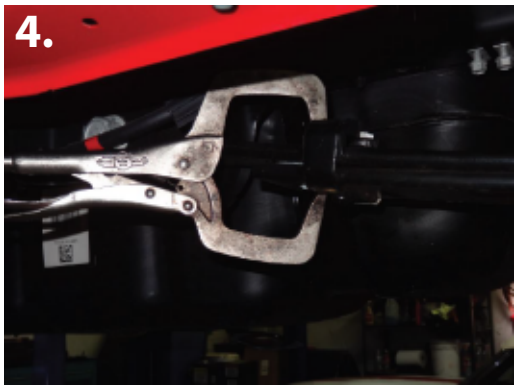
31. Install steering shock stud into the original track bar and tighten to factory specs.
32. Install the new provided sway bar drop brackets using the factory hardware.
33. Install the factory sway bar onto the new sway bar drop brackets using the provided 3/8" x 1-1/2" bolts. (pic 15)
34. Re-install the sway bar end links into the front axle, but do not connect them to the sway bar until the vehicle is on the ground. Once vehicle is sitting on the ground, then you can connect the sway bar end links to the sway bar.

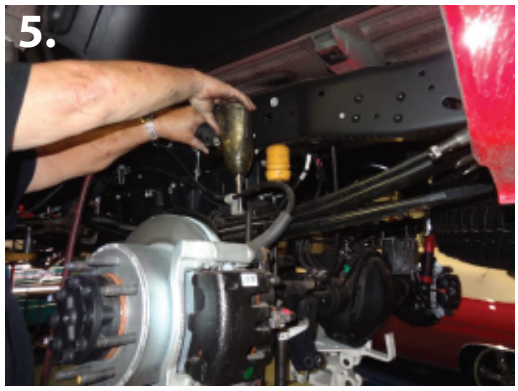
REAR INSTALLATION

With the vehicle turned off and the parking brake set, secure the front wheels/tires with wheel chocks. Use a jack and lift the rear of the vehicle. Place jack stands under the frame on both side of the vehicle. Remove the rear wheels.



1. Use a pry-bar to remove the emergency brake cable from the factory clips. Make sure you remove the cable from both clips. (pic 1)
2. Remove the rear-end vent tube fitting on the rear-end. Remove the factory brake line bracket from the rear-end housing. Un-bolt the vent tube bolt, the one that holds the brake line bracket to the rear-end housing. Use the provided brake line bracket and the original vent tube bolt to bolt the new bracket to the rear-end. Bolt the factory brake line bracket to the newly installed bracket. (pic 2)
3. Remove the factory u-bolts and blocks. (pic 3)





4. Use a "C" clamp and clamp the leaf pack together at each end, so that when you remove the leaf center pin the spring pack does not come apart. (pic 4)
5. Remove the emergency brake clip from the leaf center bolt and remove center bolt. (pic 5)
6. **IF YOU ARE INSTALLING THE 8" LIFT ONLY:** Install the new provided add-a-leaf between the over load leaf and the bottom leaf. (pic 6)
7. Now install the new provided u-bolt retainer plates on top of the leaf in the factory location. Discard the original retainer plate. Use the new provided center pin. Make sure you use the clamps to suck the leaf pack together. Do not rely on the center bolt to close the gap. Make sure center bolt is tight.

8. Install the new tapered lift blocks. The taller side of the block goes towards the rear of the vehicle, the shorter side towards the front. Make sure the bump stop bracket on the block is facing in towrds the center of the rear-end. Install new provided u-bolts. Torque to factory specs. (pic 7)
9. Install the new provided rear shocks into the factory location. The body of the shock goes towards the ground and the shaft side goes up.

10. **IF YOU ARE INSTALLING THE 8" LIFT ONLY:** Install the two provided drive line spacers. The smaller spacer goes on the front drive line. And the larger spacer goes on the rear drive line. (pic 8) Use the provided loctite and hardware.

*** Double check all of the front and rear fasteners and components, making sure everything has been torqued to the proper specifications. This MUST be done before operating the vehicle.**

*** Vehicle MUST be properly aligned before driving.**

*** After 500 miles, be sure to go over all of the front and rear suspension and lift components to be sure they are tight and in proper working order.**

*** We recommend periodically checking all of the front and rear suspension and lift components to be sure they are tight and in proper working order.**