

**2023+ FORD F250 / F350 / F450
8" S/S LIFT KIT / 4-LINK
PART# 57408 / 57418 / 57428**



- 1. Rear Lift Blocks (2)
- 2. Sway Bar Drop Brackets (2)
- 3. Track Bar Bracket Cams (2)
- 4. Track Bar Drop Bracket
- 5. Hardware Packs (2)
- 6. Front Reservoir Mounts (2)
- 7. Drop Pitman Arm
- 8. 4-Link Drop Bracket Frame Spacers (2)
- 9. Rear Leaf Shims (10)
- 10. Long Vacuum Line Extension
- 11. Front Bump Stop Extensions (2)
- 12. Steering Shock Drop Bracket
- 13. 4-Link Scaling Arm Brackets (2)
- 14. Small Vacuum Line Extension
- 15. Steering Shock Flip Clamp
- 16. Steering Shock Flip Hardware
- 17. Steering Shock Flip Bracket
- 18. U-Bolt Retainer Plates (2)
- 19. Front Brake Lines (2)
- 20. U-Bolts & Hardware (4)
- 21. Upper 4-Link Arms w/Billet Face Plates (2)
- 22. Lower 4-Link Arms w/ Billet Face Plates (2)
- 23. Front Lift Coils (2)
- 24. 4-Link Drop Down Brackets w/ Billet Face Plates (2)
- 25. Drag Link
- 26. Front M84 Reservoir Shocks (2)
- 27. Rear M84 Shocks (2)

**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, maintenance, 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.

-This kit includes a new drag link. The new drag link MUST be used. The new drag link has more travel and articulation in the joint end, than the factory drag link does. The factory drag link will fail if used with this lift kit and will void any warranty on components.

-This kit requires the factory front brake lines to be changed out. This kit includes the new required DOT APPROVED brake lines. New brake lines will need to be properly bled and must be installed by a FORD ASE CERTIFIED MECHANIC.

-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 exchanges 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.

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 expressed 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 INSTRUCTIONS:

If you are not using a lift to do the install, be sure to park the vehicle on a level surface and chock the rear wheels so the vehicle does not roll. Use jack stands to safely support the vehicle.



1. Disconnect steering shock from drag link and from frame using 18mm. (pic 1)

2. Disconnect drag link from pitman arm using 24mm. (pic 2)

3. Disconnect factory sway bar mounts from the frame using 15mm. (pic 3)

4. Disconnect track bar from the factory track bar bracket using 30mm. (pic 4)

5. Disconnect brake line brackets on the frame using 13mm. (pic 5)

6. Disconnect brake line brackets on the axle using 10mm. (pic 6)

7. Remove plastic clip for vacuum line from driver side radius arm. (pic 7)

8. Remove plastic clip for vacuum line from the passenger side axle. (pic 8)

9. Check all wires and lines that may over extend when axle is dropped. You do not want any to break or disconnect any lines or connectors.

10. Disconnect front drive line from front differential. (pic 9)

11. Use a strap to secure drive line out of the way for now.

12. Now secure front axle with stands and jack. AGAIN, check all wires and lines so that nothing will break or disconnect.



13. First, disconnect the factory sensor rod bracket from the factory radius arms. (pics 10-11) You will re-use the "ball" stud off the factory bracket.

14. Now, with axle secured with stands, jack front axle to compress the suspension just slightly, to take the weight off the front shocks. With the suspension compressed, remove the bottom shock bolts on both sides.

15. Slowly drop axle, so the coil springs can be removed easily. You will reuse the factory upper coil isolators. (pic 12)

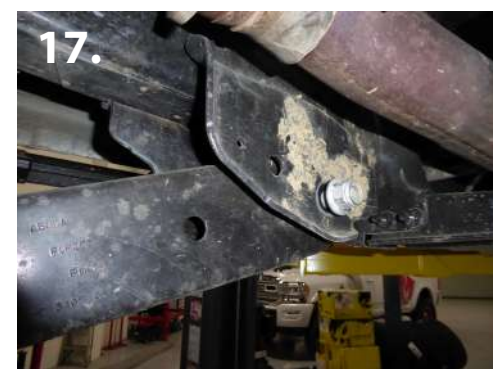
16. Remove the upper shock nut using 21mm. Remove both factory shocks from the vehicle.



17. Remove the factory bump stops from the factory mounts on the frame. (pic 13) You will reuse the bump stop.

18. Remove the factory bump stop mount from the frame using 10mm. (pic 14) You will reuse this mount.

19. Using a hammer or grinder, you must flatten down the tab that is on the top of the factory bump stop mount you just removed. (pic 15)



20. Remove factory radius arm bolts from the axle using 24mm. (pic 16) Remove both upper and lower bolts.

21. Remove bolts from radius arm on the frame using 24mm and 27mm. (pic 17)

22. Now remove the factory radius arm from the vehicle.

23. Disconnect factory track bar bracket from the frame using 18mm and 21mm. (pic 18) You will reuse this hardware.

24. Disconnect the factory pitman arm nut and remove the factory pitman arm.



25. Before installing the 4-link drop down brackets, drill the factory holes on the outside and inside of the factory radius arm mounts. Drill out to 1/2". (pics 19-20) *Note: Driver side (pic 20) will drill out both holes (inside frame and outside frame), the passenger side (pic 19) will only drill out the outside frame hole only, The inside uses the smaller size bolt because the muffler is too close to get a drill in properly.

Passenger Side Drop Down Bracket



Passenger Side Upper Arm



Passenger Side Lower Arm



Driver Side Upper Arm



Driver Side Drop Down Bracket

Driver Side Lower Arm

*Billet face plates on drop down brackets and 4-link arms will always face out.

*The "M" on the drop down brackets will be towards the rear of the vehicle.

*The flat side of the upper and lower 4-link arms will always face up.

*The upper 4-link arm has the standard hole at the front (no adjustment) and the two small holes on top for the scaling bracket to bolt to.

*The lower 4-link arm has the slotted hole at the front side for alignment adjustment.

21.



*RED nut (M18-2.5)
for MOCK-UP use ONLY

22.



26. Now install the 4-link drop down brackets, using the provided M18 x 160mm bolt and RED MOCK-UP NUT into the factory radius arm mounting hole. The included RED NUT is for mock up only. You will not leave it on the vehicle. Snug RED NUT. (pic 21-22)

27. With the RED NUT tight enough to not allow the bracket to shift back and forth, swing bracket up against the bottom side of the frame. (pics 22-23)

28. With 4-link bracket in place against the frame, scribe the two holes that need to be drilled on the bottom side of the frame. (pic 24).

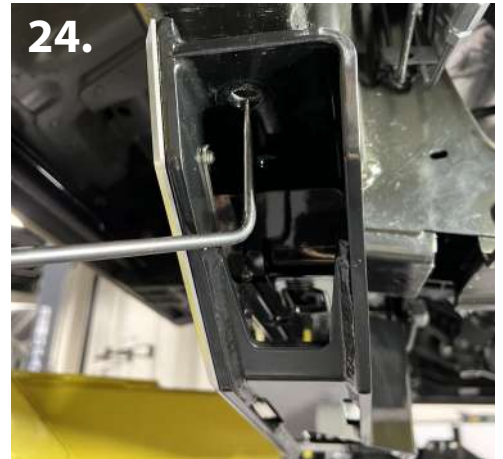
29. With both holes marked, center punch and drill the two holes to 11/16". (pic 25)

23.

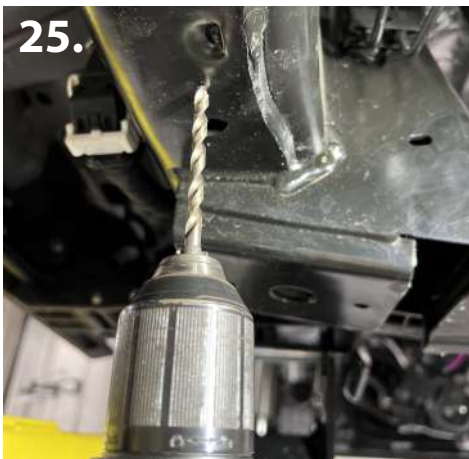


*Driverside bracket shown

24.



25.



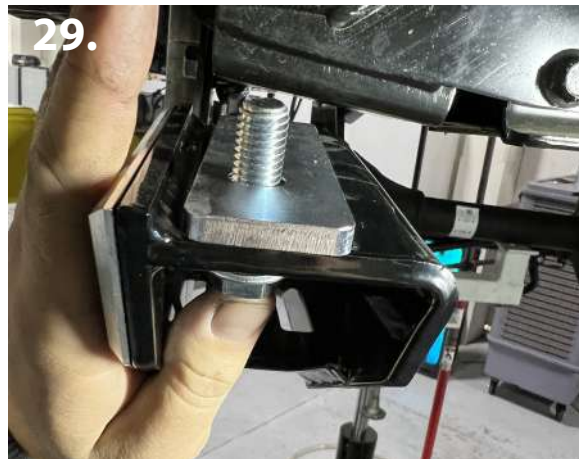
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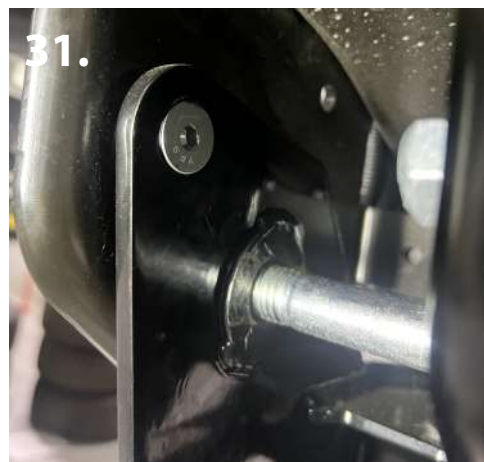
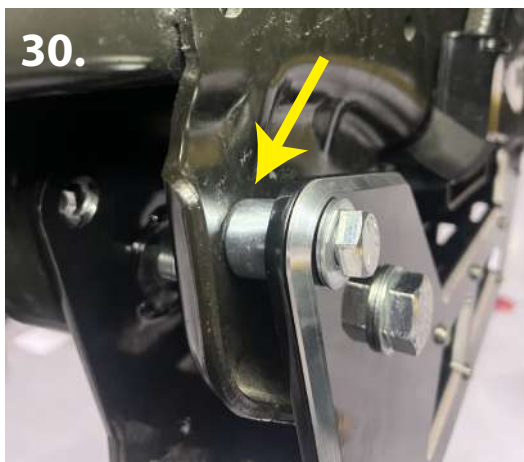
27.



30. Once both holes are drilled, insert the rivet nuts into the frame and cinch down using the provide rivet nut tool. (pics 26-27)



31. With both holes drilled on the bottom of the frame and both rivet nuts installed. Swing the bracket up and install using the provided 1/2" x 1-3/4" bolts and washers. Make sure the provided rectangle spacer is used between the drop down bracket and frame. Do not fully tighten. (pic 28-29)



32. Now use the provided 1/2" x 2" bolt, washers, and top lock nut. These will install using the provided spacer (1" tubing, cut to 5/8" long). This will install in the hole on the outside of the frame, in the hole you drilled out in step #25. Spacer will sandwich between the drop down bracket and the frame. Do Not fully tighten. (pic 30)

33. Now on the inside of the bracket, install the provided counter sunk bolt with locking nut. (pic 31) *Driver side counter sunk bolt is 7/16' x 1-1/4", the passenger side will use 3/8" x 1".

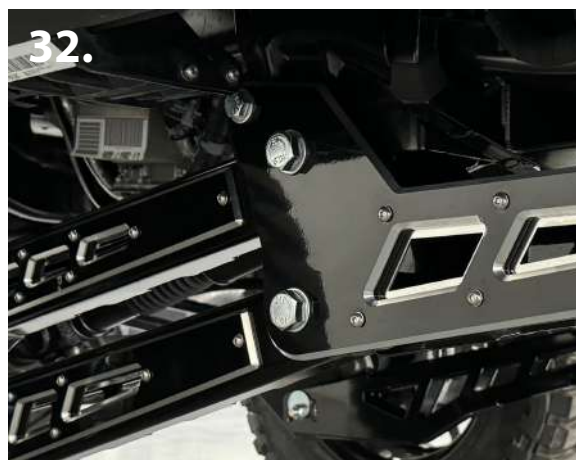
34. Be sure to tighten the counter sunk bolt and hardware fully. Leave the other bolts just snug.

35. Now remove the RED NUT and set aside for use with installing the opposite side bracket. If you have already installed the opposite side and this is the second side you are working on, then you may discard the RED NUT. Once the RED NUT is removed from the vehicle. Slide out the M18 x 160mm bolt just enough for the upper 4-link bar to be installed into the drop down bracket. Use the provided M18 top lock nut for this hardware once installed. Now snug the upper 4-link bolt and fully tighten all the remaining hardware on the drop down bracket.

36. Now swing the 4-link arm up and connect to the axle into the factory upper hole. Use the provided M18 x 160mm hardware. (pic 33)

37. Next install the lower 4-link arm into the drop down bracket using the provided M18 x 150mm hardware. (pic 32)

38. Swing the lower 4-link arm into place on the factory lower mount on the axle. Use the provided cam bolt (M18-2.5 x 130mm D-Shaped) and D-Shaped washers (on both side of the bolt) for the lower arm. (pic 33)



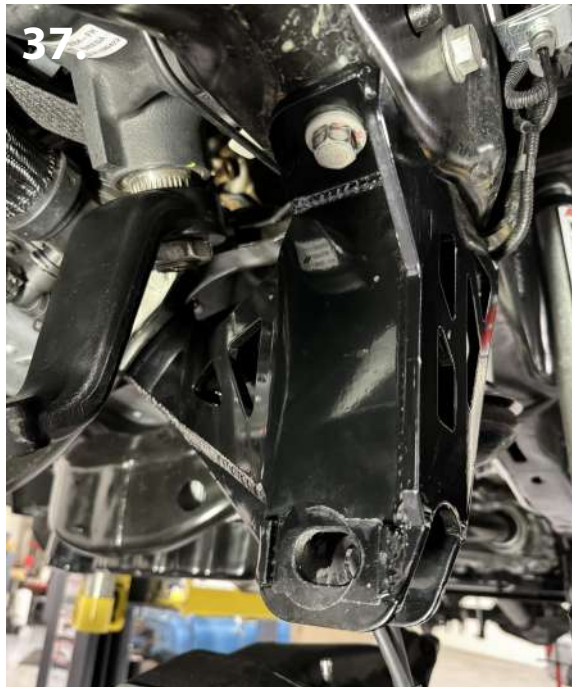
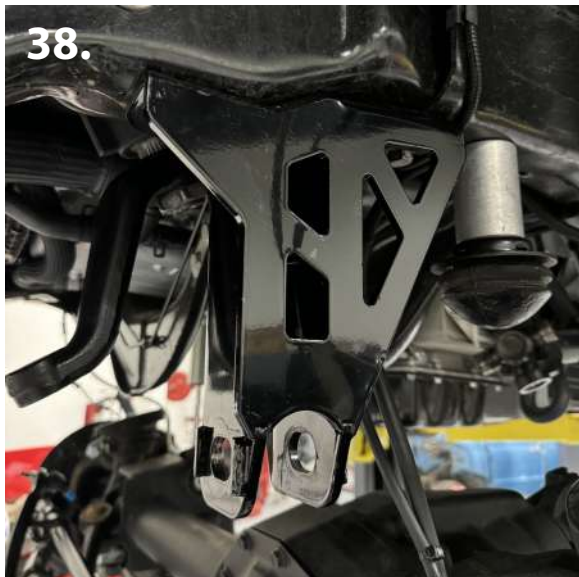
39. Be sure to center the cam washers on both sides of each 4-link arm. Torque the lower bolts to factory specs. Next torque the upper bolts to factory specs. Make sure the 4-link bolts on the drop down bracket are torqued as well. You can now follow the same steps and do the opposite side of the vehicle.



40. Before installing the new pitman arm. Make sure all the threads are clean. Now install the new provided drop pitman arm. Be sure to install the new pitman arm in the same direction/orientation the factory one came off. (pic 34)

41. Now clean the threads on the factory nut. Be sure to use loctite on the factory nut. (pic 35)

42. Install factory nut and torque to factory specs. (pic 36)



43. Install new track bar drop bracket using all the factory hardware. (pic 37-40)

44. The track bar bracket factory bolt retainer will now mount from the front. (pic 40)

45. Torque all bolts to factory specs. Be sure not to pinch any wiring when tightening down hardware.





46. Install new bump stop drop spacers. Use the provided 8mm bolt to install through the factory mount and spacer up in to the factory location on the frame. (pic 41-43)



47. Install new provided M84 Reservoir Shocks into the factory location on the frame, upper mount. (pic 44)



45.

46.

47.

48.

49.

48. Install the provided front reservoir mount. The reservoir mount will sandwich between the factory coil seat on the frame and the factory coil isolator. (pic45-46)

***This kit has vehicle side specific coils. Make sure you are installing the correct side coil on your vehicle. The coils are marked DRIVER SIDE and PASSENGER SIDE.**

49. The bottom winding of the coil needs to locate against the factory nub/stop on the lower coil mount on the axle. (pic 47)

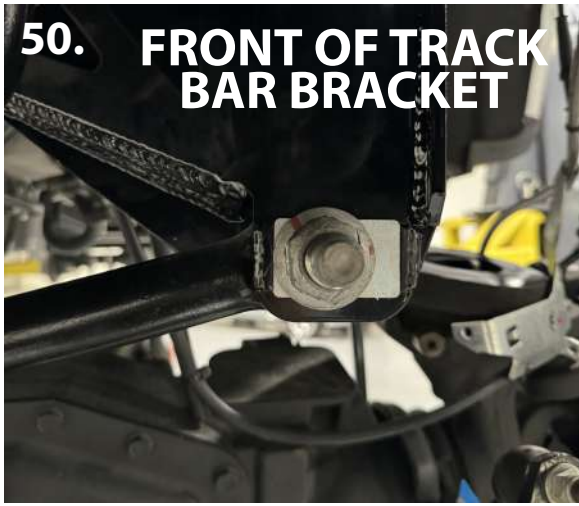
50. Once coils are in place, lift axle so that lower shock mount and shock line up. Install the lower shock in to the factory location using the factory hardware. Torque to factory specs.

51. Slowly lower the axle to take the wieght off the jack.

52. Before installing the shock reservoir onto the reservoir

mount. We recommend using a 1/2" wrench to slightly loosen the fitting on the shock. Then rotate the fitting 90 degrees and retighten. (pic 48) Be sure not to over-loosen the fitting. Just enough to rotate the fitting.

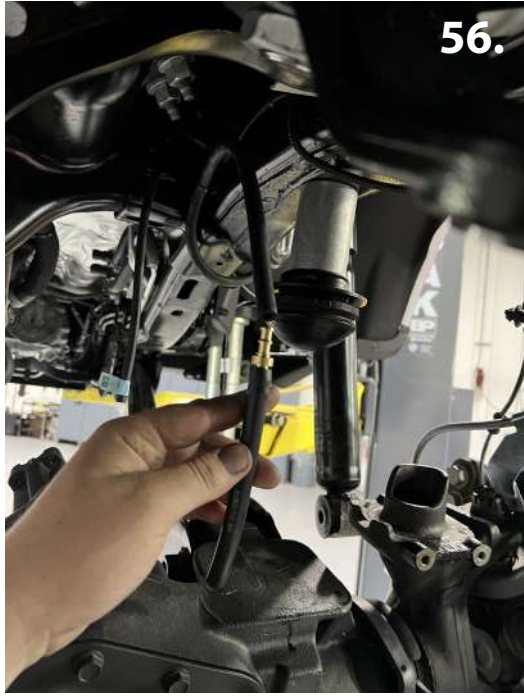
53. The front reservoir shocks come with billet clamps for mounting. The clamps will only fit tight (correct) one way, as the diameter of the reservoir is slightly larger than the diameter of the shock body. The shock body and the reservoir mount are the same diameter. Be sure to line up the billet clamp correctly and install. (pic 49)



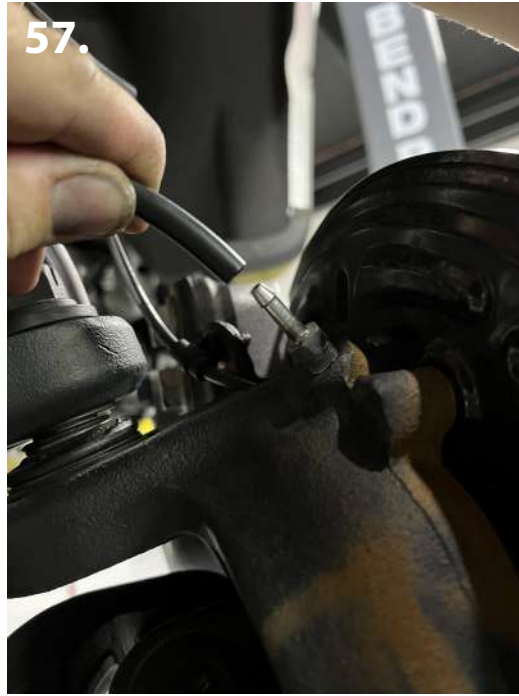
54. Install the factory track bar in to the new track bar drop bracket using the factory hardware. The bolt will be installed going from the back to the front. Make sure the track bar cams are installed, where the bolt is offset to the inside of the vehicle. Further away from the driver side wheel and tire. Torque to factory specs. (pic 50-52)



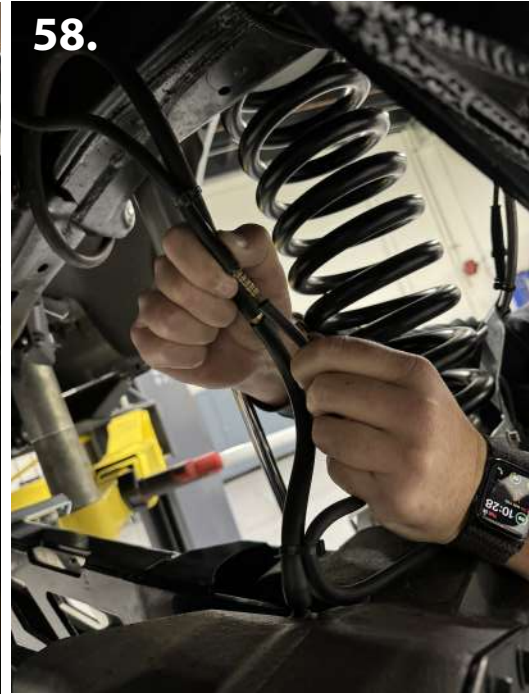
55. Install new sway bar drop brackets on to the frame in the factory location using the factory hardware. Torque to factory specs. (pic 53-54)
56. Mount the factory sway bar onto the new drop brackets. Use the provided 3/8" x 1-1/4" bolts. Torque to 30 ft/lbs. (pic 55)
*NOTE: Smooth, flat side of bracket faces outwards.



56.



57.



58.

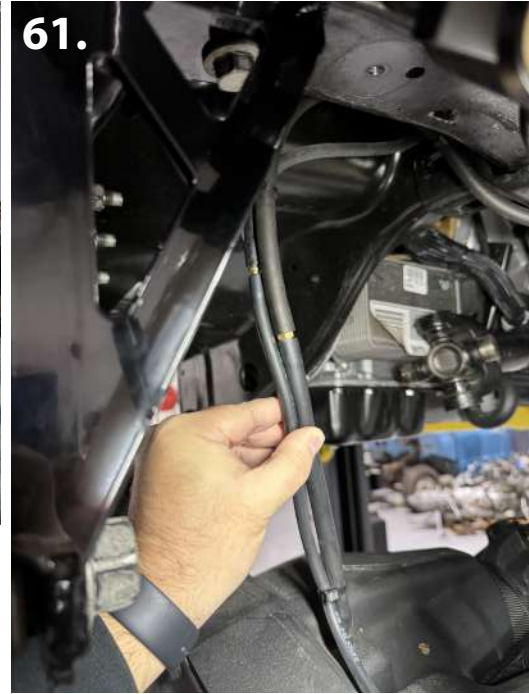
57. Install the two provided vacuum line extensions. The provided fatter shorter line, with the fitting installed, will install directly on to the axle pumpkin. (pic 56) The skinnier longer line will install on to the driver side hub. (pic 57-58)



59.



60.



61.



62.

58. Be sure to run the line from the hub down the axle to connect on to the factory line and fitting. (pic 59)
59. Run the line behind the new installed bracket on the new brake lines. Zip tie The line to the bracket. (pic 60)
60. Once both lines are attached, use 2-3 zip ties and zip tie the two lines together. (pic 61-62)

***If your vehicle is equipped with the factory scaling, then proceed to steps 54 & 57. If your vehicle does not have the scaling feature, then skip these steps as you will not need the two supplied brackets.**



61. Remove the factory "ball" stud for the scaling linkage from the factory bracket. (pic 63)
62. Use the provided button head bolts to mount the supplied scaling brackets to the upper 4-link arm. Be sure to use loctite on both bolts. (pic 64-65)
63. Install the factory "ball" stud that you removed from the factory bracket, onto the new bracket on the upper 4-link arm. (pic 66)
64. Now attach the factory linkage by snapping it onto the new 4-link bracket. (pic 67)

***This kit includes a new Drag Link. The new drag link MUST be used. The new drag link has more travel and articulation in the joint end, than the factory drag link does. The factory drag link will fail if used with this lift kit.**



68.



69.

65. To install the new provided drag link. First loosen the drag link clamp. (pic 68-69)

66. Once the clamp is loose, remove the factory drag link from vehicle. It is important, that when you remove the factory drag link, count and note the

amount of turns (revolutions) it takes to fully remove the drag link out of the clamp. Then be sure to install the new drag link the same amount of turns.



70.

67. The new drag link will now be facing up, so that the stud of the joint end (where the nut is) is facing up. You will then need to drill out the hole where the steering shock would mount. Drill out to 5/8". This can be done with the drag link on or off the vehicle. Whichever is easiest for you. (pic 70)



71.



72.

68. Install the steering shock flip bracket onto the new drag link. Use the provided 5/8" x 2-1/4" bolt, washers, & lock nut to mount in the hole that you previously drilled out. (pic 71-72) Torque to 120 ft/lbs.



69. Install the provided u-clamps on to the new steering shock flip bracket using the provided 5/16" x 1" bolts, washers, & locking nuts. (pic 73-74)
Torque to 25 ft/lbs.



70. Now connect the new drag link to the new pitman arm. Make sure you use the provided nylock flange nut. **DO NOT USE THE FACTORY NUT.** (pic 75)

71. Torque nut to 100 ft lbs. (pic 76-77)



72. Tighten drag link clamp and safety retainer on drag link. **Be sure to align the vehicle before driving.** (pic 78)



79.



80.

73. Reconnect the steering shock on to the drag link using the factory hardware. Torque to factory specs. (pic 79-80)



81.

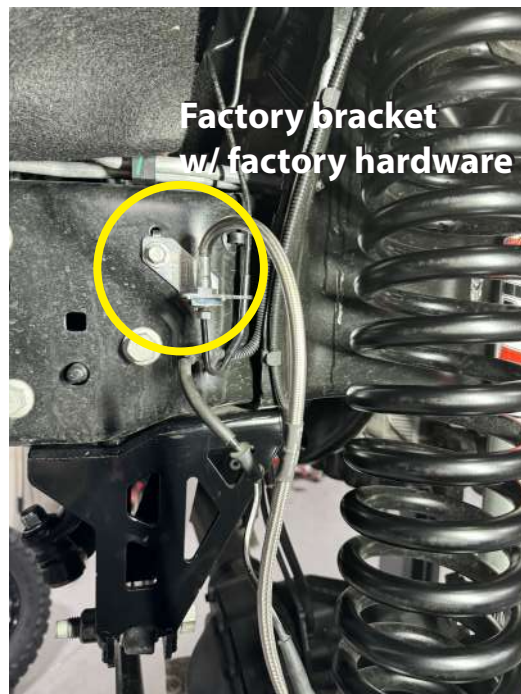
74. Install the new steering shock drop bracket on the frame. Remove the factory mount and install the new drop bracket in the factory location, using the factory hardware. Torque to factory specs. (pic 81)

75. Now reconnect the steering shock onto the new drop bracket. Use the new provided nut along with the factory bolt. Torque to factory specs. NOTE: Steering shock may be easier to install when vehicle in on the ground.

THIS KIT REQUIRES THE FACTORY FRONT BRAKE LINES TO BE CHANGED OUT. THIS KIT INCLUDES THE NEW REQUIRED DOT APPROVED BRAKE LINES. NEW BRAKE LINES WILL NEED TO BE PROPERLY BLED. AND MUST BE INSTALLED BY A FORD / ASE CERTIFIED MECHANIC.



New Bracket w/ Factory hardware



Factory bracket w/ factory hardware



Be sure to reconnect the front drive line back into the factory location using the factory clamps and hardware. Make sure to use loctite on all the bolts and torque to factory specs.

REAR INSTRUCTIONS:

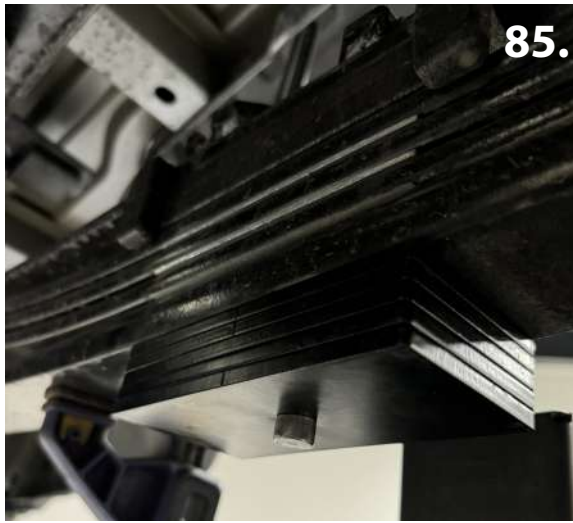
76. Support the rear end housing with stands and jack. Jack up the rear slightly to take the weight off the shocks.

77. Remove the lower shock bolts using 21mm and 18mm.

78. Now, doing one side at a time, remove the factory u-bolt nuts using 24mm. Remove the bottom plate, you will reuse this part. Remove the factory u-bolts and blocks.



Before lowering your rear end, make sure all electrical wires and brake lines have enough slack. DO NOT over stretch any wires or lines.



79. If your vehicle is equipped with the factory scaling feature, then you will remove nut holding on factory sensor bracket. Remove the bracket from vehicle, you will reuse. Do NOT discard. (pic 82)

80. Clamp the leaf spring pack to remove the u-bolt retainer plate. (pics 83-84)



81. Now install the new top u-boly retainer plate along with the provided leaf shims. You will use five shims per side. All five shims will install on the bottom of the leaf pack using the new longer center pins. (pic 85-86)

88.



89.



82. Install new lift block. The small taper will be towards the front of the vehicle with the bump stop plate facing inwards. (pic 87-88)

83. Install the new provided u-bolts. Use the factory axle plate on the bottom. (pic 89) Be sure to snug only, do not fully tighten yet.

84. Now repeat steps on the opposite side of vehicle. Once both sides are fully installed and making sure the u-bolts are aligned at the end of the retainer plate, then tighten all u-bolt nuts. Torque to 165 ft lbs.

*** BE SURE TO RETORQUE U-BOLTS AFTER 500 MILES ***

90.



91.



85. Be sure to reinstall the factory scaling bracket on top of the leaf pack. (pic 90)

86. Install the new rear lift shocks in to the factory mounts using the factory hardware. (pic 91) Torque to factory specs.

Double check all of the front and rear fasteners and components, making sure everything has been properly torqued as outlined in these instructions to factory specifications. This MUST be done prior to operating the vehicle. We recommend periodically checking all of the front suspension and lift kit components and fasteners to be certain they are tight and in proper working order.

QTY	SIZE	DESCRIPTION
2	M18-2.5 x 160mm Hex Head 10.9	Upper 4-Link Bar on Drop Down Bracket
4	M18 Flat Washer ZP	
2	M18-2.5 Top Lock Nut ZP	
2	M18-2.5 x 150mm Hex Head 10.9	Lower 4-Link Bar on Drop Down Bracket
4	M18 Flat Washer ZP	
2	M18-2.5 Top Lock Nut ZP	
2	M18-2.5 x 120mm Hex Head 10.9	Upper 4-Link Bar on Axle
4	M18 Flat Washer ZP	
2	M18-2.5 Top Lock Nut ZP	
2	M18-2.5 x 130mm D-Shaped Bolt 10.9	Lower 4-Link Bar on Axle
4	M18 D-Shaped Washer ZP	
2	M18-2.5 Top Lock Nut ZP	
2	1/2"-13 x 2" Hex Head Grade 8 YZ	4-Link Drop Down Brackets
4	1/2"-13 x 1.75" Hex Head Grade 8 YZ	
8	1/2"-13 SAE Flat Washer ZP	
2	1/2"-13 Top Lock Nut ZP	
4	1/2"-13 Rivet Nut	
1	7/16"-14 x 1.25" Counter Sunk Allen ZP	Driver Side 4-Link Drop Down Bracket
1	7/16"-14 Top Lock Nut ZP	
1	7/16" SAE Flat Washer ZP	
1	3/8"-16 x 1" Counter Sunk Allen ZP	Passenger Side 4-Link Drop Down Bracket
1	3/8"-16 Top Lock Nut ZP	
1	3/8" SAE Flat Washer ZP	
2	8mm x 120mm Hex Head 10.9	Front Bump Stop Extension
2	8mm Flat Washer ZP	
4	3/8"-16 x 1.25" Hex Head ZP	Sway Bar Drop Bracket
8	3/8" SAE Flat Washer ZP	
4	3/8"-16 Top Lock Nut ZP	
4	1/4"-28 x 3/8" Stainless Steel Button Head Allen	Scaling Bracket for 4-Link
1	5/8"-11 x 2.25" Hex Head Grade 8	Steering Shock Flip Kit
2	5/8" SAE Flat Washer	
1	5/8"-11 Top Lock Nut	
2	5/16"-18 x 1" Hex Head Grade 5 ZP	
4	5/16" SAE Flat Washer ZP	
2	5/16"-18 Top Lock Nut ZP	
1	M12-1.75 Top Lock Nut ZP	Steering Shock