



Packaging Inspection Check-Off Form

Name(s): _____

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

**2014-20 GM SUV, 7" LIFT KIT
(BLACK S/S) PART# 50803 / 50808
50804 / 50809 / 50814 / 50819**

Front Lift Spindles (2)

BOX 1

Skid Plate

BOX 2

Front Crossmember

Rear Crossmember

Compression Struts (2)

Front Adjustable Lift Struts (2)

Compression Strut Brackets

Front Sway Bar Extenders (2)

Hardware Pack

Spare Tire Wheel Spacer

Weld In Filler Plates (2)

w/ Auto-Ride Kits ONLY

Upper Clam Shell Strut Extenders (4)

Billet Pucks (4)

Lower Strut Extenders (2)

Ride Height Sensor Extensions (2)

Hardware

BOX 3

Front Sway Bar Drop Brackets (2)

Lower A-Arm Support Rods (2)

Differential Drop Brackets (2)

Rear Trailing Arm Relocator Brackets (2)

Rear Bump Stop Extenders (2)

Front Brake Line Brackets (2)

CV Axle Spacers

Outer Tie-Rod Ends (2)

Rear Sway Bar End Links (2)

Hardware Pack (2)

Rear Coil Springs (2)

Rear Track Bar Relocator Bracket

Rear Track Bar Relocator Bracket Brace

Rear Shock Extenders (2)

Rear Brake Line Bracket

Parts listed and pictured are for 4wd kits. If you ordered a 2wd kit, some parts will be omitted.



McGAUGHYS
S U S P E N S I O N P A R T S

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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, 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.
- 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.
- Any warranty will be void on lift kits or components that are installed along with another company's components. All McGaughy's parts are designed to work with factory components or other McGaughy's components only.
- 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.

2014-20 GM SUV, 7" LIFT KIT

NON-AUTO LEVELING & AUTO LEVELING

PART# 50803 / 50808 / 50804 / 50809 / 50814 / 50819

*****READ THESE ENTIRE INSTRUCTIONS BEFORE STARTING ANYTHING*****

- The factory wheels and tires will not fit on the front of vehicle once lift kit is installed, without using the provided wheel spacer. One provided for use with spare tire only. You must use at least a 17" diameter wheel and 8" wide. With a maximum backspacing of 4-5/8"
- If you have a 2wd vehicle, then you will disregard any instructions related to the front differential and CV axles.



- | | | |
|--|---|--|
| <ul style="list-style-type: none"> 1. Skid Plate 2. Rear Crossmember 3. Front Crossmember 4. Front Compression Strut Brackets 5. Rear Compression Strut Brackets 6. Front Lift Spindles 7. Adjustable Front Lift Struts 8. Front Brake Line Brackets | <ul style="list-style-type: none"> 9. Weld-In Filler Plates 10. Rear Bump Stop Extenders 11. Sway Bar Extenders 12. Outer Tie-Rod Ends 13. Rear Lift Coils 14. Differential Drop Brackets 15. Hardware Pack 16. CV Axle Spacers | <ul style="list-style-type: none"> 17. Rear Trailing Arm Brackets 18. Compression Struts 19. Lower A-Arm Support Rods 20. Sway Bar Drop Brackets 21. Rear Sway Bar End Links 22. Spare Tire Wheel Spacer 23. Rear Shock Extenders 24. Rear Track Bar Bracket & Brace |
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FRONT INSTALLATION

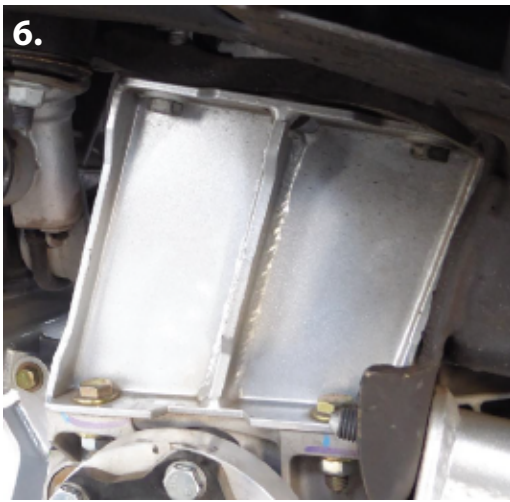
Always use the proper tools and consult the factory service manual for torque values and procedures. With the vehicle turned off and the parking brake set, secure the rear wheels/tires with wheel chocks. Use a jack and lift the front of the vehicle. Place jack stands under the frame on both sides of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



1. Remove the factory outer tie-rod ends.
2. Unplug the factory ABS line from the a-arm and the frame. Remove the factory brake hose bracket from the spindle and from the coil pocket.
3. Disconnect the calipers and secure out of the way. Make sure they do not hang from the brake hose.
4. Remove the factory clips on the wheel studs. Take off the bearing cover, axle nut and washer, and the rotor with the hub bearing all as one unit. (pic 1)
5. Unbolt the factory ball joints and remove the factory spindles.
6. Remove the factory front struts from the vehicle.
7. Remove the factory brake line bracket that connects the brake hose to the upper a-arm.
8. Un-bolt and remove CV axles.
9. Remove the sway bar end links from the lower a-arms. Un -bolt and remove sway bar from the vehicle completely.
10. Now un-bolt and remove the factory lower a-arms. (pic 2)
11. Remove the factory front skid plate and shield. (pic 3)
12. Uninstall the driveshaft from the differential.
13. Un-bolt the factory rear crossmember. Disconnect the two clamps, vacuum line, and electrical plug from the differential housing and remove.



14. You will need to cut 3" off the driver side lower a-arm frame mount. Measure over 3" from the inside edge and mark with a straight edge. Use a sawzall to cut straight down your mark. (pic 4)
15. On the passenger side, you will need to measure over 3-1/2" from the inside edge. Use the same method and mark and cut like you did on the opposite side. **MEASURING 3.5" ON THIS SIDE THOUGH.** (pic 5)
Now would be a good time to install the OPTIONAL WELD-IN FILLER PLATES provided.



Picture #6 is the **DRIVER SIDE DIFF DROP BRACKET**

Picture #7 is the **PASSENGER SIDE DIFF DROP BRACKET**

- 16.** Install the differential drop down brackets as shown. Use the factory hardware and torque to 75 lbs. (pic 6-7)
- 17.** Now install the factory differential onto the new differential drop brackets. Use the provided 1/2"x 1-3/4" bolts on the driver side and the 9/16" x 1-3/4" bolts on the passenger side. Be sure to use the laser cut washers on the head of the bolts. Torque the driver side bolts to 75 lbs and the passenger side bolts to 95 lbs.
- 18.** Next, re-install the vacuum line and electrical plug onto the factory differential.

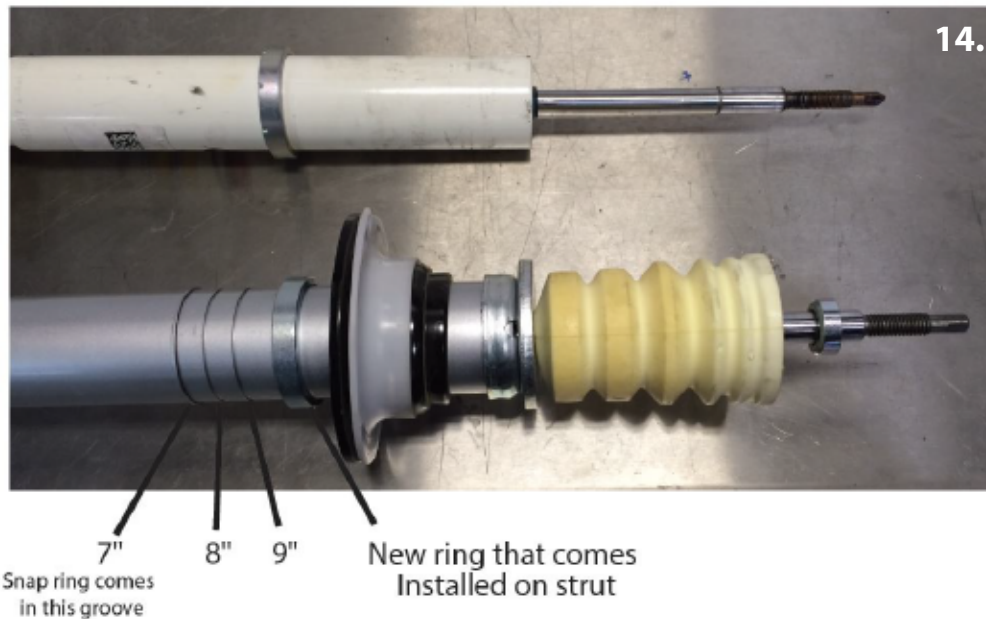
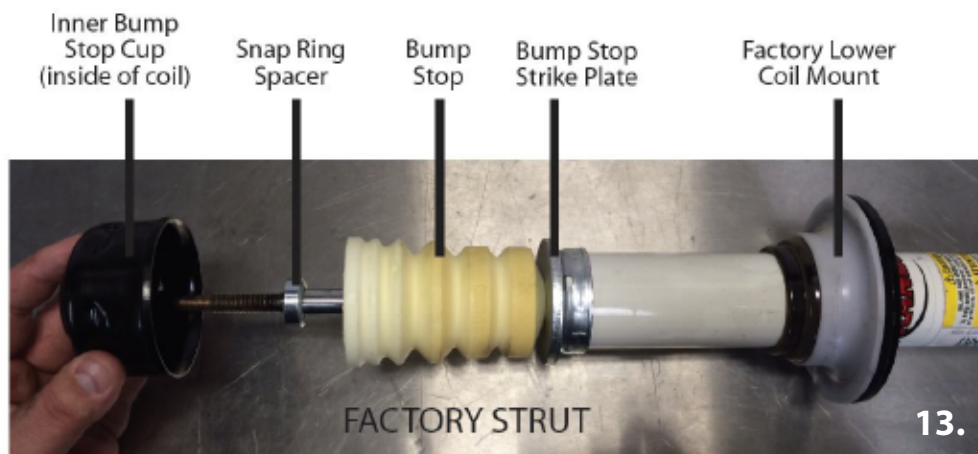


- 19.** Install the front crossmember, using the factory lower a-arm hardware into the factory a-arm pockets. **DO NOT TIGHTEN YET.** (pic 8)
- 20.** Install the rear crossmember, using the factory lower a-arm hardware into the factory a-arm pockets. **DO NOT TIGHTEN YET.**
- 21.** Install the factory lower a-arms into the new location on the front and rear crossmembers. Use the provided 5/8" x 5" hardware. Be sure to install the lower a-arm support rod at this time. **DO NOT TIGHTEN YET.** (pic 9)
- 22.** Install the new skid plate, using the provided 7/16" x 1-1/4" hardware on the front crossmember and the provided 1/2" x 1-1/4" hardware on the rear crossmember. **DO NOT TIGHTEN YET.**



- 23.** With the bushings and sleeves pressed into the compression struts, install the compression struts into the brackets that are on the rear crossmember. Next, install the frame brackets on the opposite side of the compression struts. Now lift the bars up so that you can mark where the brackets will install onto the frame. Once the hole is marked and drilled, bolt the brackets to the frame. Lastly, hold the compression struts back up to the rear frame brackets and install using the provided hardware. (pic 10-11)

Now go over all the bolts and hardware and tighten up everything. Be sure to tighten the upper bolts on both crossmembers, the bolts for the lower a-arms, the bolts on the skid plate, and the bolts on the compression struts.



IF YOUR VEHICLE IS EQUIPPED WITH AUTO-RIDE. REFER TO INSTRUCTIONS ON LAST PAGE

24. Now you can assemble the new front struts. Be sure to use a strut compressor to disassemble the factory struts. (pic 12)

25. Follow the diagram on to which parts will be reused from the factory strut to the new strut. (pic 13)

26. The strut comes set at the 7" position in the box. It can be adjusted to 8" or 9" before you assemble. Use the diagram to get the height you are wanting. (pic 14)

27. Once the new struts are properly put together and set to the height desired, you can use the strut compressor and install the factory coil and top hat onto the new strut with the new top nut provided.

28. Now install the full strut onto the vehicle into the factory location using the factory hardware.



29. Install the new lift spindles onto the vehicle using the factory hardware. Torque the upper nut to 35 lbs and the lower nut to 70 lbs.

30. Install the factory axle shaft into the new spindles and torque the axle nut to 150 lbs. Re-install the factory cover for the bearing.

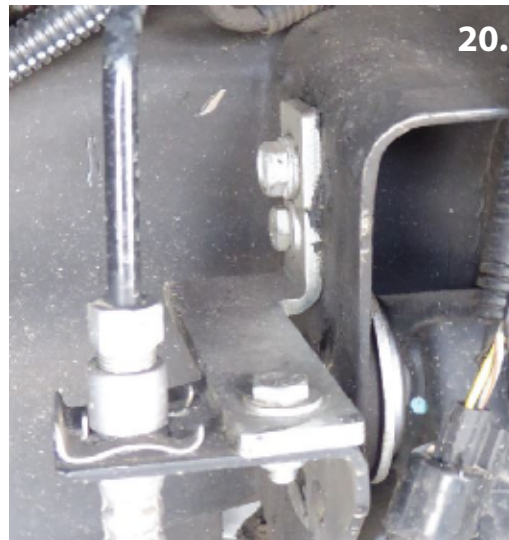
31. Now install the provided CV axle spacers with the provided 10mm x 50mm hardware. Be sure to use loctite on the bolts and torque to 55 lbs. (pic 15)

32. Install the factory hubs/bearings using the factory hardware, torque to 125 lbs. Install the factory rotors and calipers using the factory hardware, torque to 30 lbs.

33. Be sure to remove the factory outer tie-rod ends and install the new provided outer tie-rod ends. Install the new tie-rod ends into the spindle with the new nut. Torque to 40 lbs.



- 34.** Install the sway bar drop brackets to the frame using the provided 10mm hardware. Torque to 25 lbs. (pic 16)
- 35.** Next, bolt the sway bar with the factory mounts to the new drop down brackets. Use the provided 7/16" x 2-1/4" hardware. Torque to 50 lbs. (pic 16)
- 36.** Install the provided sway bar extenders onto the end of the factory sway bar. (pic 17) The extender bracket installs on the bottom side of the sway bar with the larger side against the sway bar. Use the provided 18mm hardware. Torque to 110 lbs. Now install the factory sway bar end link into the factory location on the lower a-arm and into the new extender bracket. (pic 18)



Picture #19 is the **DRIVER SIDE BRAKE LINE BRACKET**

Picture #20 is the **PASSENGER SIDE BRAKE LINE BRACKET**

- 37.** Install the new front brake line bracket extenders to the factory mount using the factory hardware. Then bolt the factory bracket to the new extender bracket using the provided 1/4" hardware. (pic 19-20)
- 38.** Use the provided 1/4" x 3/4" hardware to bolt the factory brake hose and ABS line to the new lift spindle. Connect the ABS line back together and use wire ties to secure the line out of the way. Besure there is enough slack for when the suspension travels.



- 39.** Install the factory drive line into the factory differential just how it was originally. Tighten all hardware and torque to factory specs. (pic 21)

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.

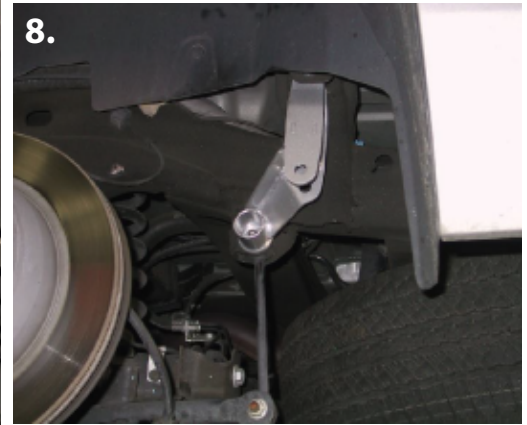
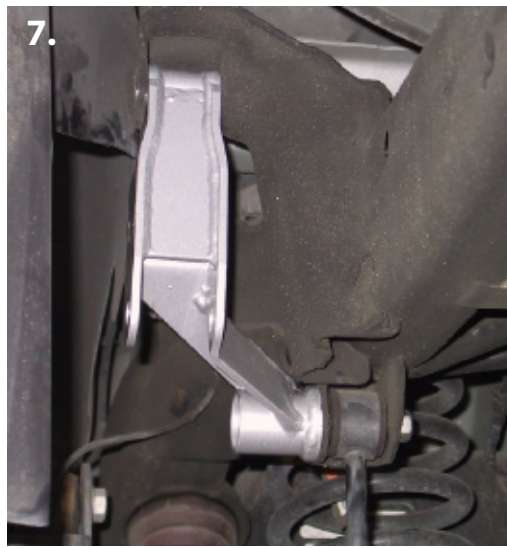
1. With the rear end supported, unplug the factory ABS line on both sides of the vehicle. The line is attached at one end to the frame and the other end hooks to the rear end with a plastic clip. Remove the plastic clip on the frame and unplug.
2. Disconnect both emergency brake cables on the driver side. Gently pull the cable loose at the black metal clamp located where the main cable from the front, hooks to the clamp and turns into two cables. The entire cable and bushing will pull out from the rear.
3. Use 21mm wrench and remove the rear shocks from the vehicle.
4. Slowly lower the rear end so the pressure will be off the coils. Remove the rear coils from the vehicle.
5. Use a 21mm socket and unbolt the factory track bar where it attaches on the rear end (driver side) only.
6. Using a 13mm socket, unbolt the factory rubber brake line bracket from the rear end where the rubber hoses hook to the bracket and steel lines.
7. Use a 19mm socket and 18mm wrench to remove the factory rear sway bar end links from the vehicle.
8. Use a 21mm socket and unbolt the front bolt of the rear trailing arms, upper and lower arms.
9. Install the new trailing arm drop brackets in the factory location on the frame using the factory hardware. DO NOT FULLY TIGHTEN YET.
10. Now install the factory lower trailing arm into the new drop down bracket, using the provided 9/16" x 4" hardware. And the factory upper trailing arm into the new drop down bracket, using the provided 9/16" x 3-1/2" hardware.
11. Start by tightening the lower trailing arms first, then the upper arms. Next, move to the drop down bracket and tighten the upper bolt first, then the lower. Repeat on the opposite side of the vehicle.



12. Drill the two holes on the rear end/factory track bar mount, to 1/2" (pic 1)
13. Install the new track bar relocator bracket into the factory location, using the factory hardware. DO NOT FULLY TIGHTEN YET. (pic 2)
14. Install the new track bar brace, mounting at the two holes that you drilled out to 1/2" and the top hole where the track bar itself will install. With the track bar brace in place, mark where you will need to drill on the factory track bar mount, for the new bracket. It will be the bolt closest to the passenger side. Drill this hole out to 1/2". (pic 3)



15. Now tighten up all the bolts on the track bar relocator bracket and brace. Use the 1/2" x 1-3/4" bolts on all three holes you drilled and the factory bolt on the track bar bracket in the factory location. (pic 4)
16. Install the factory track bar into the new track bar relocator. Use the 9/16" x 4" bolt. The bolt will go through the track bar relocator bracket, factory track bar, and the track bar brace. (pic 5)



17. Install the new brake line extender on the rear end in the factory location using the factory hardware. Now bolt the factory brake bracket to the new extender bracket using the 5/16" x 1-1/4" hardware. (pic 6)
 18. Now install the new bump stop extenders. Line the new extender on the pad directly below the bump stop. This is the new pad the bump stop will come into contact with. With the extender lined up with the factory hole, mark and drill the other hole to 3/8". Bolt in the new bracket using the 3/8" x 1" hardware.
 19. Install the rear shock extenders. They will bolt into the factory shock location and the factory sway bar end link location. (pic 7-8)
 20. Install the new rear lift coils using the factory upper and lower coil spring isolators.
 21. Install the new rear sway bar end links. Use the factory upper hardware and the provided 7/16" x 2-1/2" hardware on the lower end. Be sure to use the large fender washer on the nut side between the bushing and nut.
 22. Install the factory rear shocks using the factory hardware in the factory lower mount and new extender brackets.
 23. Discard the factory plastic clip off the factory ABS line. Use the provided addel clamp around the ABS line. Use the provided self tapping screw and mount the line to the frame. Make sure there is enough slack for full suspension travel. Be sure line is not stretched, broken, pinched, or rubbing.
 24. Re-install the factory emergency brake cables the same way they originally were. These are the teo cable on the driver side.
 25. Now go over and re-tighten all hardware. Make sure nothing is rubbing and there is plenty of clearance on all lines, wires, and hoses.
 26. Install wheels and tires and tighten to manufacturer's specifications.
- BE SURE TO GO OVER AND RE-CHECK EVERYTHING AFTER THE FIRST 100 MILES.**

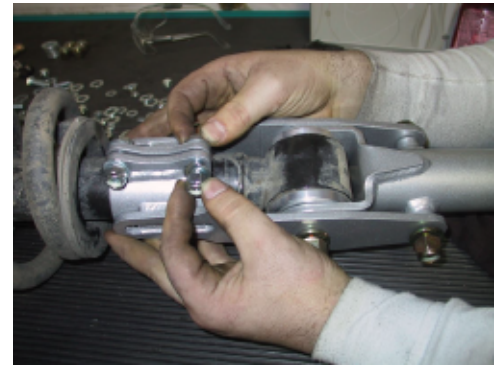
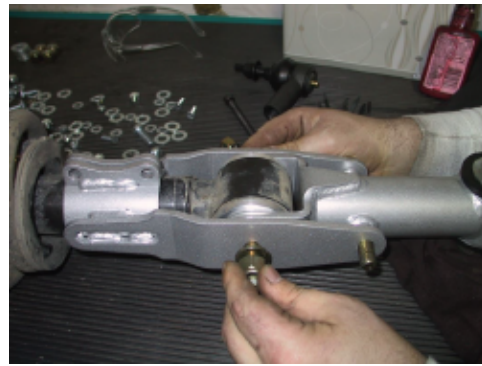
Double check all the front and rear fasteners and components, making sure everything has been torqued to the proper specifications. This MUST be done prior to operating the vehicle. Be sure to get the vehicle properly aligned immediately. We recommend periodically checking all components front and rear to be sure they are all in proper working order.

Magnetic Ride Adaptor 2007-18 GM SUV, 2wd/4wd



1. Upper Clam Shell Strut Extenders
2. Lower Strut Extenders
3. Strut Bushing Spacers
4. Front Strut Hardware

* Ride Height Sensor Extensions
(not pictured)



1. On the factory coil-overs you will need to take out the factory clip on the nut from the factory cross-shafts. Press out the cross-shaft and bottom coil-over bushing.
2. Using the provided strut bushing spacers (part# 5), push them into the bottom of the factory shocks.
3. Install the provided Upper Clam shell Strut Extenders (part# 2) around the bottom of the factory shock so that it is lined up with the strut bushing extenders (part# 3). Use the provided 1/2" x 4" bolts to bolt the strut bushing extender to the shock mount. (Don't tighten yet!) The 5/16" x 1 1/2" bolts are to bolt to the shock brackets. Make sure when tightening down the shock brackets stay equally spaced on the shock. Now tighten and torque the 1/2" bolts to 75 ft. lbs. and the 5/16" to 20 ft. lb.
4. Using the factory hardware, re-install the front stock shocks. But do not tighten yet!



5. Re-attach the lower strut extenders into the factory position on the lower a-arm. Now tighten everything on the front.