



Packaging Inspection Check-Off Form

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

52000, 52001, 52003, 52004
52050, 52051, 52053, 52054

4603 E. Vine Ave
 Fresno, CA 93725
 559-226-8196

5. Skid Plate (1) **BOX 2**
45" x 14" x 14" BOX
-
16. Front Crossmember Drop (1)
-
-
15. Rear Crossmember Drop (1)
-
-
1. Compression Struts (2)
-
- (8) BUSHINGS / (4) SLEEVES
-
-
11. Rear Bump Stop Extenders (2)
-
-
17. Front Bump Stop Extenders (2)
-
-
19. Torsion Bar Drop Brackets (2)
-
-
12. Passenger Side Differential Drop (1)
-
-
14. Driver Side Up. Diff. Drop Bracket (1)
-
-
18. Compression Strut Brackets (4)

9. Lift Spindles (2) **BOX 1**
27" x 10" x 7" BOX
-
7. Lift Blocks (2)
-
-
6. U-Bolts w/ hardware (4)
-
-
8. Lower A-Frame Support Rods (2)
-
- *****
9" x 7" x 4" BOX
-
2. ½" Thick CV Axle Spacers (2)
-
-
10. Hardware (3 Bags)
-
-
13. Rear Brake Line Extender (1)
-
-
21. Weld-in Filler Plate (1)
-
-
20. Zinc Bracket w/2 welded nuts (2)

3. Front Shocks (2) **BOX 3**
 4. Rear Shocks (2)



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

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, 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.

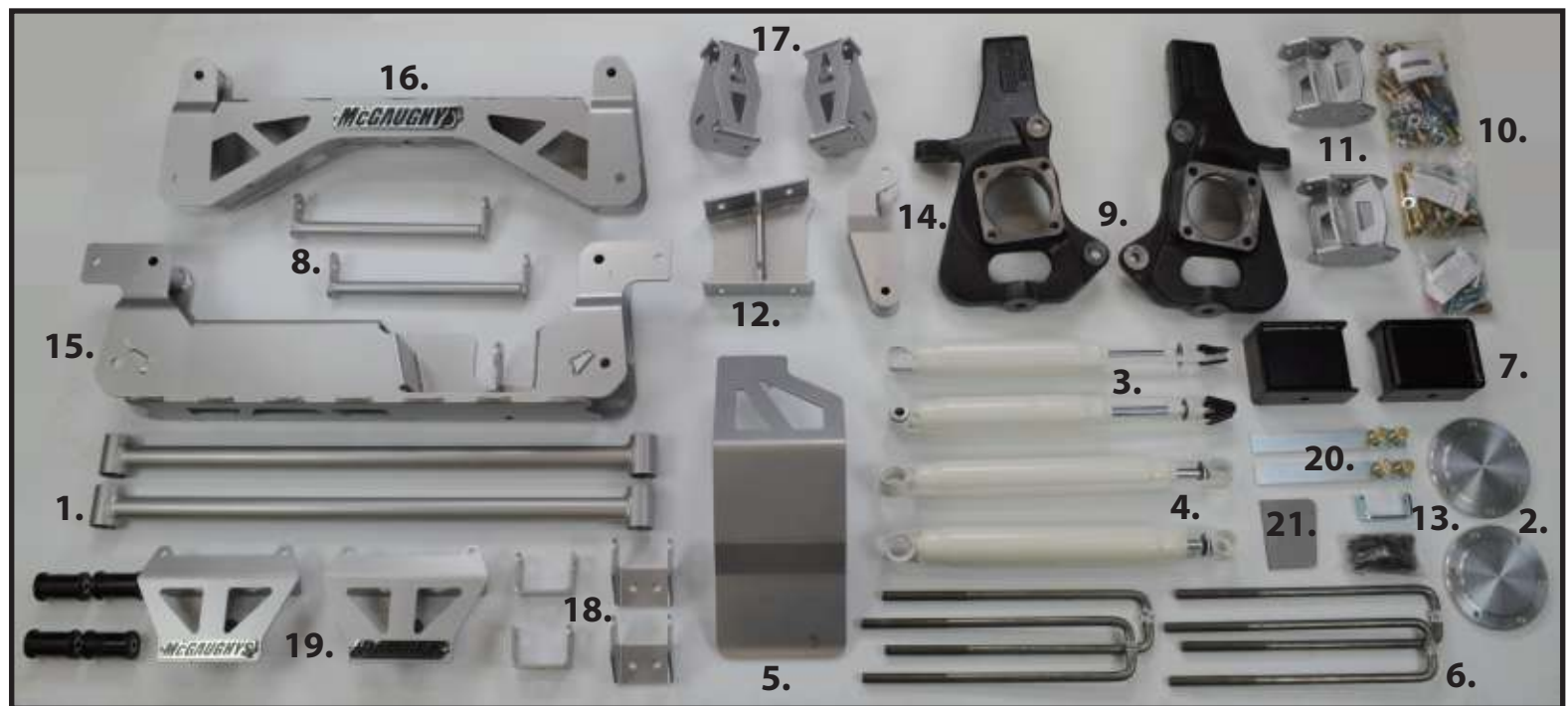


2002-2010 GM 2500 / 3500 TRUCKS

7" LIFT KIT

52000, 52001, 52003, 52004
52050, 52051, 52053, 52054

* The factory wheels and tires will not fit on the front of the vehicle once the lift kit is installed. You must use at least a minimum size of a 16" wheel, 8" wide. The rim's maximum back space allowed is 4 5/8".



- | | |
|-------------------------------|---|
| 1. Compression Struts | 12. Passenger Side Differential Drop |
| 2. 1/2" Thick CV Axle Spacers | 13. Rear Brake Line Extender |
| 3. Front Shocks | 14. Driver Side Up. Differential Drop Bracket |
| 4. Rear Shocks | 15. Rear Crossmember Drop |
| 5. Skid Plate | 16. Front Crossmember Drop |
| 6. U-Bolts w/ hardware | 17. Front Bump Stop Extenders |
| 7. Lift Blocks | 18. Compression Strut Brackets (Frame Side) |
| 8. Lower A-Frame Support Rods | 19. Torsion Bar Drop Brackets |
| 9. Lift Spindles | 20. Zinc Bracket w/ weld nuts & hardware |
| 10. Hardware (3 Bags) | 21. Weld-In filler plate |
| 11. Rear Bump Stop Extenders | |

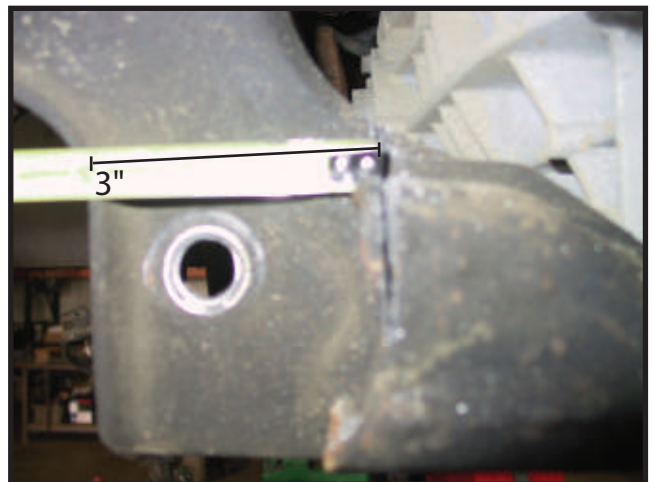
FRONT INSTALLATION:

1. Place wheel chocks behind the rear tires. With the parking brake set, use a jack and lift the front of the vehicle and place jack stands under the frame on each side. Remove the front tires.
2. Using the proper torsion bar tool, measure/mark the exposed threads on the torsion bar adjusting bolts, and then UNLOAD and remove the cross member and bars. (Keep all the hardware)
3. Remove the factory sway bar end links from the lower control arms and the sway bar. Take off the stock shocks which you will not re-use.
4. Take off the bump stops (lower) from the frame and save them.
5. Take off the front differential skid plate and splash shield.
6. Using a rubber mallet, uninstall the tie-rods (hit the spindle to loosen the tie-rods). Be very careful to not damage the tie-rods.
7. Remove the brake hose bracket from the top of the spindle and unplug the ABS from the frame and control arm. Take off the brake caliper and move it out of the way. Take off the rotor, axle nut, and washer. Unbolt the hub by taking off the four hub bolts on the back side of the spindle. Remove the bearing hub assembly and "O" ring from the spindle.



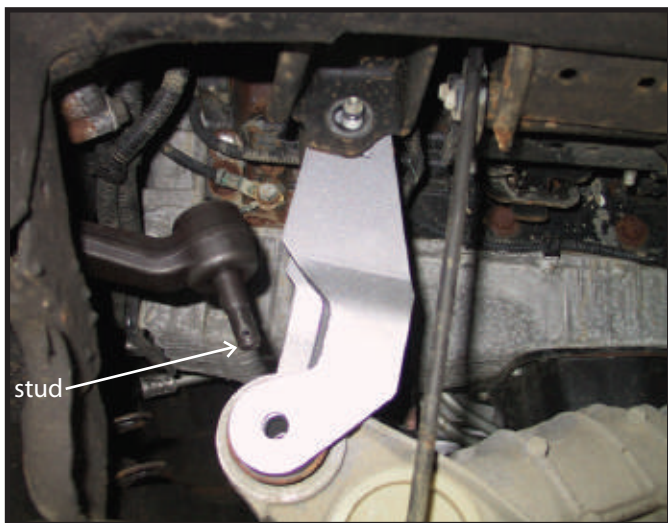
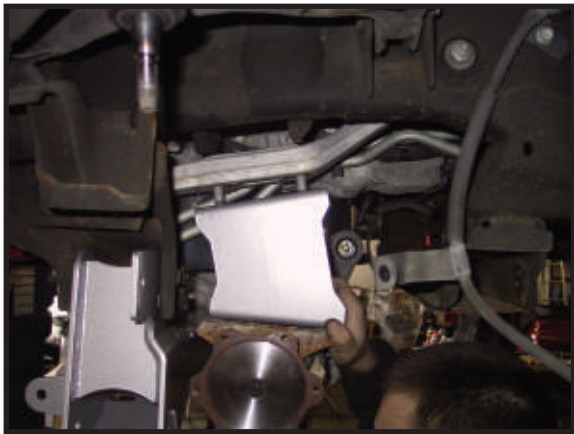
8. Take off the upper and lower ball joint nuts and remove the ball joints. You can remove them by using your rubber mallet and hitting the SPINDLE near the ball joints, NOT THE BALL JOINTS!
9. If 4WD, uninstall the CV axles from the differential housing.

10. Take off the lower control arms.
11. Take off the front drive shaft from the differential. Disconnect the vacuum line and electrical connection from the differential.
12. Remove the differential housing assembly and rear cross member. It may help to turn the steering wheel to the left or you may have to use a die-grinder to cut the backside of the driver side lower control arm pocket and the backside of the front differential cross member. In order to cut you will need to measure 1.75" from the backside of the pocket (closest to the rear on the lower a-frame) and make a vertical cut line around the entire pocket.



13. Now that the pocket is cut-off and gone, use the re-enforcement plate provided in the kit and weld it to the driver's side. Once the welds are cool and the plate is clean, paint the piece so that it doesn't rust!

14. Install the McGaughy's **rear cross member drop** (part#15 in the kit picture) using the factory hardware. Install the passenger side **differential drop** (part#12), using the factory hardware, to the bottom factory mount on the frame. The wider end of the bracket should be facing the front of the vehicle. Bolt the driver side **upper differential drop bracket** (part#14) (the closed end on the new bracket) using the factory bolt through the factory dif mount bracket. Bolt the open end of the upper differential drop bracket (use the 9/16 x 3 1/2 bolt and nylock nut provided) to the factory driver side upper differential bushing. The dif. bracket may rub (on the stud that attaches the center-link to the pitman arm), if so, cut off the extra stud hanging down past the nut. Don't tighten yet! Reinstall the factory differential with the factory hardware.



15. Install the **front cross member** (part#16) into the factory a-arm pockets, using the factory hardware. Install the electrical connection and the vacuum line to the factory differential housing. Don't tighten yet!



16. Install the electrical connection and the vacuum line to the factory differential housing.

17. Install the factory lower a-arms into the new cross-members, using the **lower a-frame support rods** (part#8) over the pivot bolts, between the cross members. Use the provided 5/8" x 5" long bolts with 5/8" washers for the front a-arm pocket. Use the provided 5/8" x 6 1/4" bolt to bolt to the rear pockets. Make sure the bolts go from the front to the rear with the nuts closer to the rear of the vehicle.



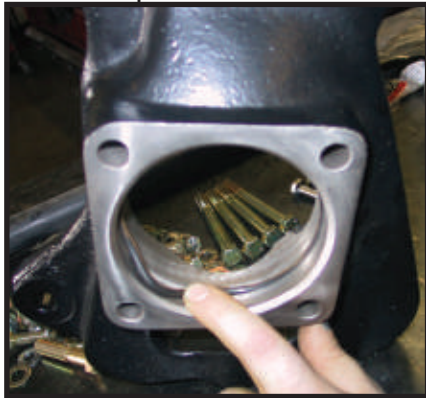
18. Attach the **skid plate** (part #5) to the back side of the front cross member using the provided 1/2" x 4 1/2" bolt and lock nut. Use the provided 1/2" x 1 1/4" to bolt the back side of the skid plate to the **rear cross member** (part #15), the nut is already installed/welded onto the cross member for you. (torque the hardware to 50 ft lbs.)

19. Now tighten (torque to 70 ft. lbs) the passenger side differential housing mount bolts and the driver side differential bushing bolts (front and rear).

20. Install the new front **bump stop extenders** (part#17). You will use the 3/8" x 1 bolts and nuts to bolt the front bump stop extenders to the stock frame mount and torque to 20 ft. lbs. The other end of the extender will bolt to the rear cross member and will use the 1/2" x 1 1/4" bolts, nuts, and washers. Torque the 1/2" hardware to 35 ft. lbs. Now, re-install your factory bump stop to the underside of the new bump stop extender (part#17) and torque to 15 ft. lbs.



21. Install the new McGaughy's **lift spindles** (part#9) and make sure to re-install and re-use the factory "O" ring that you took out of your stock spindles. Re-install original hub assembly back onto the new spindles and make sure to use lock-tite on the flange bolts and stock hardware. Torque to 130 ft. lbs.



22. Re-install the stock upper and lower ball joints and tie-rods. Torque the ball joints to 70 ft. lbs and the tie-rods to 30 ft. lbs.

23. Now, make sure that you have re-checked all of the front-end bolts to make sure that everything so far has been tightened. Make sure that you went back and tightened the parts that were originally left loose like the cross member and control arms. Make sure everything is torqued to the proper specifications.

24. If the vehicle is a 4WD, re-install the CV axles and install the new 1/2" thick CV axle spacers which go between the CV axle and the differential housing. You will use the provided 10mm bolts and washers. Make sure to use lock-tite and torque to 55 ft. lbs in a star pattern. Next, install the axle nut (torque to 150 ft. lbs.) and hub cover plate.



25. Install the new provided **front shocks** (part#3) using the factory hardware and shock hardware provided. Torque the top bushing to 15 ft. lbs. and the bottom bolt to 35 ft. lbs.

26. Install the original rotor as well as the caliper (torque to 70 ft. lbs.). Use the factory clamp for the ABS line and brake hose to the back side of the spindle and then to the a-arms using the provided 1/4" x 1" long bolts, nuts, and washers (torque to 5 ft. lbs.). Make sure the ABS line and brake hose are routed in a way so that you are not losing any turning radius when the wheel turns completely both directions. Also, use wire ties to keep the ABS line and brake hose hooked to the spindles and upper a-arms so that there isn't any rubbing on anything including the tires or any new suspension parts.





When sliding the upper brake line bracket check for clearance from left to right to be sure nothing is rubbing or binding.

27. You may need to re-route your exhaust depending on how it is currently ran on the vehicle. Make sure a reputable muffler shop does any work if it is needed to clear the drive line so that it can be bolted back in. Once the exhaust is correct, re-install the front yoke with the original hardware and torque the bolts to the "U" joint strap to 20 ft. lbs. **NEVER DRIVE THE VEHICLE WITHOUT THE DRIVELINE INSTALLED AS IT COULD CAUSE SEVERE DAMAGE AND OIL LEAKS.**

28. Unbolt the stock sway bar and flip it upside down and bolt back in with all the same hardware. The "U" strap bolts should be torqued to 25 ft. lbs. and the end link bolts should be torqued to 10 ft. lbs. The original sway bar end link will attach the flipped sway bar to the lower a-arms.

29. Re-check all the bolts on the front to make sure that at this point everything is tightened and that nothing has been left loose.

30. On the back side of the lower a-arms there are tabs that need to bolt to the new provided **compression struts** (part#1). Use the provided $\frac{1}{2}$ " x 4" bolts, nuts, and washers to install but do not completely tighten yet.

31. Next, install the new provided **compression strut brackets** (part #18) to the strut. You will hold the compression strut bracket up and then rotate upward until it locates on the transmission cross member. Mark

and drill the $\frac{1}{2}$ " holes to bolt in the new bracket and use the provided $\frac{1}{2}$ " x $1 \frac{1}{4}$ " bolts and washers. We have provided two flat pieces of metal with nuts welded on to bolt in the compression strut bracket.

Note: If your vehicle has an Allison Transmission, the bushing eye will face towards the rear and if it does not have an Allison, then the bracket will face forward.

32. Next you will be installing the **torsion bar drop down brackets** (part#19). The new brackets will locate to the underside of the frame so that the center of the bracket's bushing hole is straight down from the center of the bushing on the original torsion bar. Use some "C" clamps and hold the bracket in place to the frame. Using a center-punch, mark the holes and drill $\frac{7}{16}$ " holes on the frame so that you can bolt in the new drop down bracket using the provided $\frac{7}{16}$ " x $1 \frac{1}{4}$ " bolts, nuts, and washers (Torque to 65 ft. lbs.).



33. Install the original torsion bar cross member (using the original hardware) into the new **drop down brackets** (part#19, above) and torque to 70 ft. lbs. Install the original torsion bars back onto the lower a-arms and to the cross member using the original adjusters. Put the adjusters back at the original spot that you originally marked on the threads. **DO NOT "crank-up" the torsion bars which puts excessive and unnecessary pressure on the components and interferes with the alignment and front-end geometry.** Install the tires and wheels and set the vehicle back on the ground. Tighten the lug nuts to manufacturer's specifications.

Check the front for tire clearance by turning the steering all the way each direction for clearance. If you are running an oversized tire you may need to trim the front bumper valance and/or bumper as well as anything else that they may be rubbing on.

Re-check all components and tighten all hardware.

REAR LIFT KIT INSTALLATION:

34. Place wheel chocks under the front of the vehicle and jack up the rear. Place jack stands under the rear frame rails for extra support.

35. Take off the rear shocks by supporting the rear differential, and take off the stock U-bolts. Lower the rear down slowly being very careful to not stretch the factory brake hoses.

36. Use provided **rear bump stop extenders** (part#11) to bolt the factory bump stops to and then the whole bracket bolts back to the frame using the provided 3/8" x 1 1/2" bolts, nuts, and washers (torque to 20 ft. lbs.).

37. Install the new **lift blocks** (part#7) so that the center pin is on the bottom of the block. The taller side of the block faces towards the rear of the vehicle. Use the provided 5/8" U-bolts, nuts, and washers and tighten down to 90 ft. lbs making sure that the new lift blocks, U-bolts, leaf springs, and rear axle is all in line with each other.



38. Install the provided **rear brake line extender** (part#13) which extends the rubber brake hose away from the rear-end housing.



39. Install the new **shocks** (part#4) and torque to 65 ft. lbs.



40. Check the rear differential fluid to make sure that it is at the correct fill amount. If more is needed make sure to use the proper oil that is recommended in your vehicle owner's manual.

41. Install the rear tires and wheels and tighten to manufacturer's specifications. Inspect and tighten all components and check for clearance issues and/or rubbing. Set the vehicle back on the ground and then re-check and re-tighten all components again and re-check for any clearance issues. Address any issues before driving the vehicle so that you do not cause any permanent damage to the vehicle.

42. Before driving the vehicle anywhere, take the vehicle straight to a reputable front-end shop and get a front-end alignment. The alignment specification are the same as factory so there should not be any alignment issues related to the lift kit if the kit was installed properly. It is also recommended you adjust your headlights if vehicle's ride height is altered.

43. After driving approximately 50 miles on the new lift kit, make sure to re-tighten and re-check all components and hardware and torque to the specifications listed throughout this instruction.

Rear Installation Is Complete!

NOTE: Spindles and u-bolts are shipped with protective coating on surface. This allows them to be delivered to you without rust. We recommend you clean and paint the parts before you install, to protect against any future rust. Remember, spindles and u-bolts are bare metal. And will rust without paint.

- * 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 make sure nothing has come loose and everything is still tight.**
- * 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.**