



**2011-2019 GM 2500 / 3500
10"-12" LIFT KIT
#52370 / 52371**

(27" x 10" x 7")

BOX 1

- #12. Lift Spindles (2)
- #10. Lift Blocks (2)
- #20. U-Bolts (4)
5/8" x 14-1/4" x 3" (sq.)

(45" x 14" x 14")

BOX 2

- #19. Rear Crossmember (1)
- #18. Front Crossmember (1)
- #25. Billet Face Plate (installed)
- #6. Skid Plate (1)
- #21. Sway Bar End Links (2)
(not pictured)
- #13. Compression Struts (2)
- #3. Lower A-Frame Support Rods (2)
- #5. Front Brake Lines (2)
- #5. Rear Brake Lines (3)

Packaging Inspection Check-Off Form

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

(22" x 16" x 10")

BOX 3

- #8. Torsion Bar Drop Brackets (2)
- #15. Front (Front) Bump Stop Brackets (2)
- #16. Diff Drop Brackets (2)
- #9. Rear Bump Stop Brackets (2)
- #11. Front (Rear) Bump Stop Brackets (2)
- #7. Front Bump Stop Retainer Brackets (2)
- #17. Compression Strut Brackets (2)
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- #4. Hardware Bags (2)
- #14. CV Axle Spacers (2)
- #2. Compression Strut Nut Mounts (2)
- #23. Weld In Filler Plate (1)
(not pictured)

WHITE BOX

- #1. Leaf Springs (2)
- #22. Front Driveline (1)
(not pictured)
- #24. Front/Rear Shocks (4)
(not pictured)

OWN BOX



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.
- 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.



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WARRANTY INFORMATION

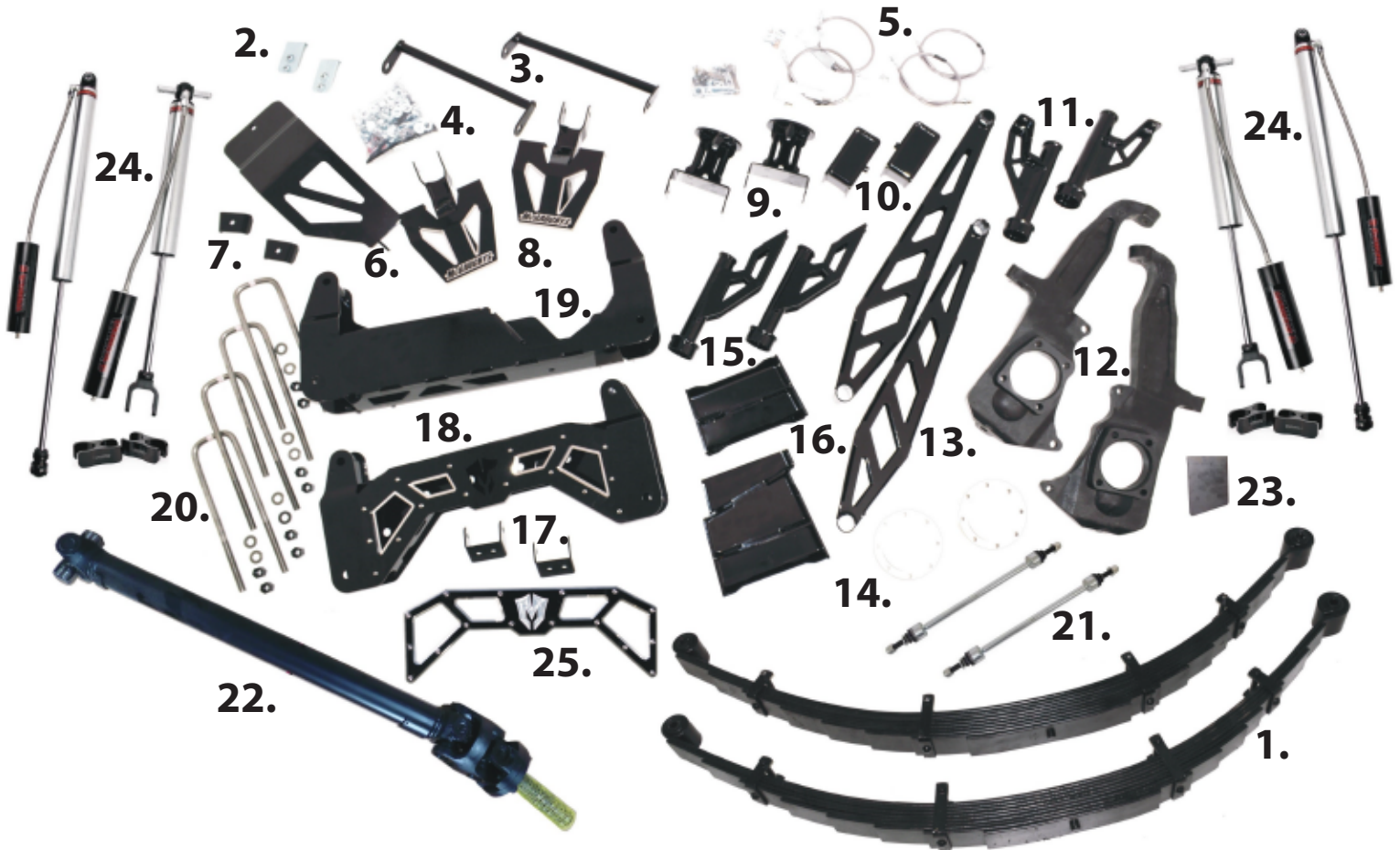
- McGaughy's warrants all **McGaughy's** products against manufacturer's defects in materials or workmanship for a period of **ONE-YEAR** from the date of original purchase. All McGaughy's spindles carry a **LIFETIME** warranty against manufacturer's defects.
- Warranty will not extend to any product 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 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.



McGAUGHY'S
S U S P E N S I O N P A R T S

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FRESNO, CA 93725
(559) 226-8196

**10"-12" LIFT KIT INSTRUCTIONS
2011-2019 GM 2500 / 3500 TRUCKS**

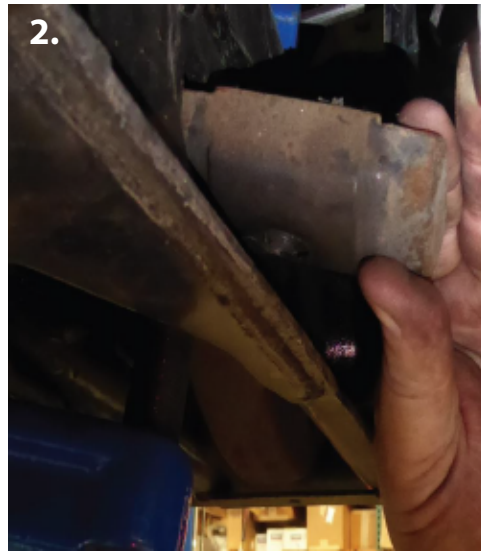


1. Leaf Springs
2. Compression Strut Nut Mounts
3. Lower A-Frame Support Rods
4. Hardware Bags
5. Front & Rear Brake Lines
6. Skid Plate
7. Front Bump Stop Retainer Brackets
8. Torsion Bar Drop Brackets
9. Rear Bump Stop Brackets
10. Lift Blocks
11. Front (Rear) Bump Stop Brackets
12. Lift Spindles
13. Compression Strut Bars
14. CV Axle Spacers
15. Front (Front) Bump Stop Brackets
16. Diff Drop Brackets
17. Compression Strut Brackets
18. Front Crossmember
19. Rear Crossmember
20. U-Bolts
21. Sway Bar End Links
22. Front Driveline
23. Weld In Filler Plate
24. Front & Rear Shocks
25. Billet Face Plate for Crossmember

FRONT INSTALLATION

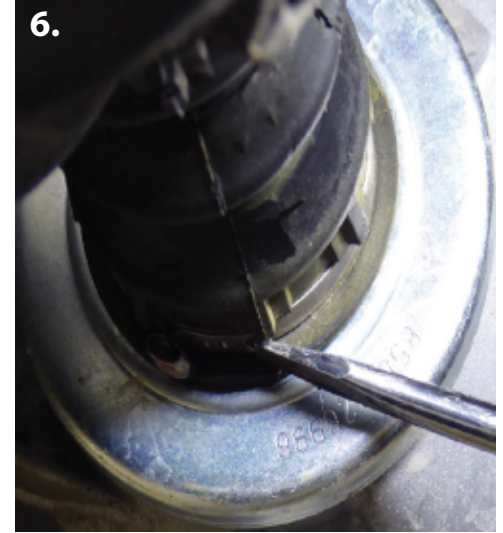
Always use the proper tools and consult the factory service manual for torque values and procedures. With the vehicle turned off and the parking brake set, secure the rear wheels/tires with wheel chocks. Use a jack and lift the front of the vehicle. Place jack stands under the frame on both side of the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

1. Disassemble the front. Start by disconnecting the ABS lines from the frame and the control arms.
2. Remove brakeline bracket from spindle using a 10mm socket.
3. Remove the factory sway bar end links using a 15mm wrench and socket.
4. Remove the factory skid plate using a 15mm socket.
5. Remove the factory tie rod ends from the spindles using a 15mm socket.
6. Remove dust cap from rotor hub. Then remove CV axle nut using a 34mm socket.
7. Before disassembling torsion bars, be sure to mark the bars DRIVER side and PASSENGER side. They need to be re-installed in the same location they are pulled from. This goes for the torsion keys as well. Torsion bars must not be installed on opposite side or backwards. So mark front and back on each bar too.
8. Before removing the bolt going through the block, be sure to mark the length at which it sits. After it is marked, remove the bolt using a 21mm socket. (pic 1)
9. After the bolt is removed, use proper tool to clamp and remove the block. (pic 2)
10. Once block is out, remove torsion key by sliding torsion bar towards front of vehicle. (pic 3)



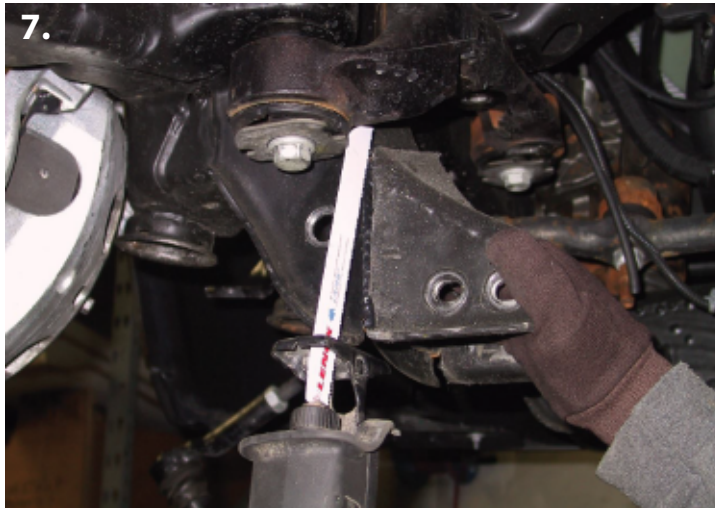
11. Remove the torsion bar crossmember from vehicle, using 21mm wrench. Be sure you unplug the wire from crossmember before removing it from vehicle.
12. Next, remove torsion bars from vehicle. Again, make sure they are both marked front and back, and driver side and passenger side.
13. Remove the factory front shocks. Use 21mm socket and wrench for the lower bolt first. Then use a 21mm wrench to remove the top nut.
14. After shocks have been removed, unbolt CV axle bolts using 17mm socket. (8 bolts per side)
15. Remove CV axles out of vehicle.
16. Unbolt brake calipers using 21mm socket, and secure up out of the way on the frame. Use zip tie or wire to keep out of working space.

17. Remove factory spindles from vehicle, by loosening upper ball joint nut first using 18mm wrench. Then use 18mm socket to remove lower ball joint nut. Remove spindles from vehicle.
18. Remove lower control arms from vehicle, using 22mm and 24mm wrench and socket.
19. Remove lower control arm bump stop, by applying downward force to the stopper. (pic 4)
20. Remove front driveline using 11mm socket on the front half clamp. (pic 5)
21. Next remove rear strap over rubber boot using a flathead screw driver. (pic 6)



22. Support front differential with a jack. Remove or unplug all electrical wires and vacuum lines before removing differential from vehicle. Slowly lower and remove differential housing and rear crossmember from vehicle.

23. Use a die-grinder or sawzall to cut the inside of the driver side lower control arm pocket. Measure 4.25" from the inside and make a vertical cut straight down. (pic 7)

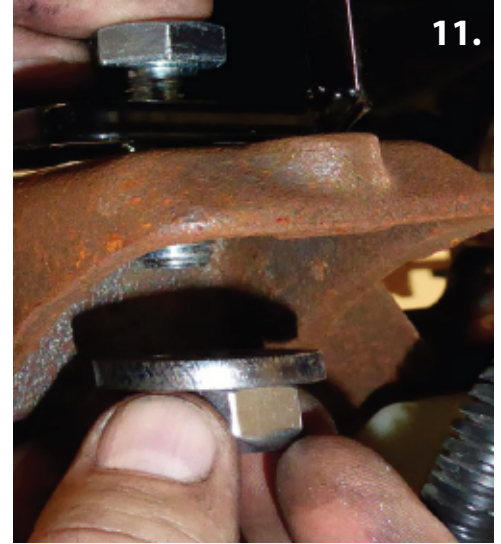
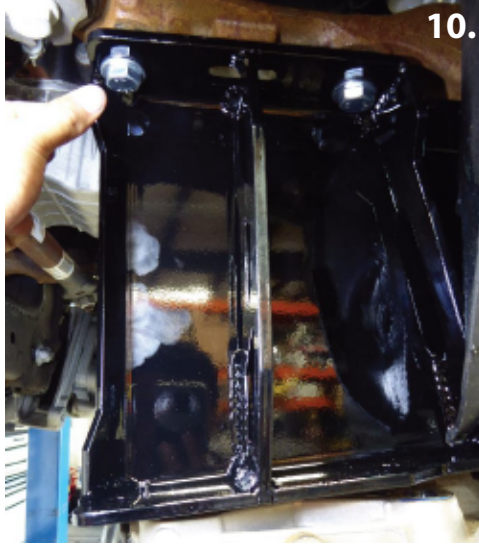


24. With the pocket cut out, you can now weld in the provide filler plate. Be sure to test fit rear crossmember before fully welding in plate. Once test fitted, you can now fully weld in the filler plate. Be sure to paint when done. (pic 8)
25. Install passenger side diff drop bracket. Make sure open side with gusset is facing out towards the tire. Smooth side will face inside. Taller end of bracket goes to the front of the vehicle. Use the factory hardware to install to frame. (pic9)
26. Install driver side diff drop bracket same way, with the smooth side facing in and gusset facing out. Use the provided 12mm x 30mm bolts. (pic 10)



27. With both diff drop brackets installed, use jack to lift differential into place.

28. Use the provided 1/2"-13 x 3-1/2" bolts and laser cut washers for the driver side. (pic 11) And use the provided 1/2"-13 x 1-1/4" bolts for passenger side. Torque all bolts to 60lbs. Make sure to double check that all bolts are tight. Now reconnect all electrical wires and vacuum lines to front differential. Make sure all wires and lines are out of the way of any moving parts.

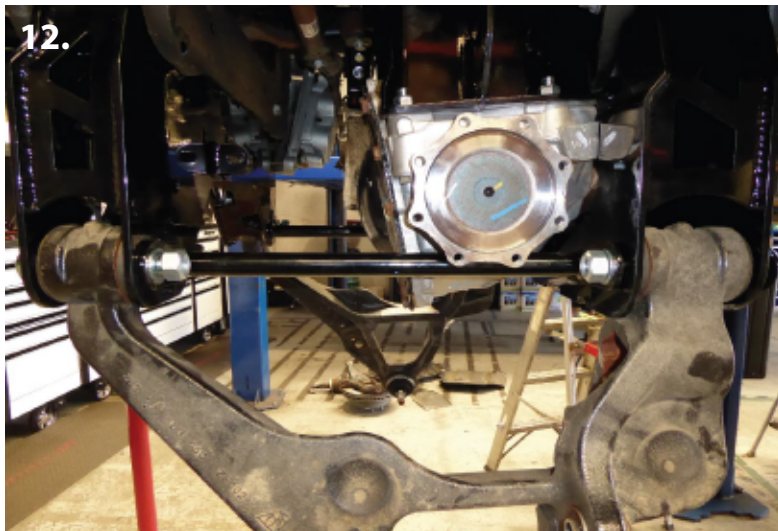


29. Install the new provided front driveline. Use the instructions within the driveline box.

30. Install the new provided front crossmember, using the factory hardware. Bolt heads should be towards back of vehicle and the nuts facing towards the front. Now install the new rear crossmember the same way. Using factory hardware and the bolt heads towards back of vehicle.

31. Now reinstall the factory lower control arms using the provided 18mm x 120mm bolts on the front side (towards front of vehicle) and 18mm x 140mm on the rear side of the arms. (pic 12)

32. Before tightening up lower control arm, be sure to install the provided lower support rods.

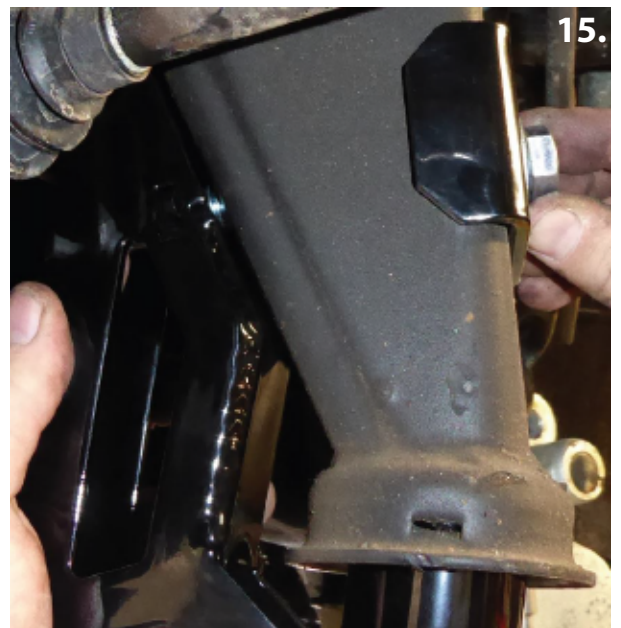


33. Install new provided skid plate, using the provided 1/2"-13 x 4" bolt on the front crossmember and 1/2"-13 x 1" bolt on the rear crossmember. After skid plate is installed, go back through and tighten all hardware for front and rear crossmembers. Make sure lower A-frame support rods are pushed up and flush against welded tabs on crossmembers, before tightening. (pic 13) Also, make sure lower control arms are parallel to the ground before tightening. Use a 27mm socket and wrench to tighten.

34. Install the front side front bump stop brackets. The upper bolt will only tighten up against the frame, to hold bracket in place. (pic 14)



35. The lower bolt hole will need to be drilled out to 1/2". After drilling, use provided 1/2"-13 x 4" bolt, washer, and top lock nut. Be sure to use retainer bracket on opposite side of bump stop bracket. (pic 15)



36. Now install rear side front bump stop extender brackets. Use the provided bolts with welded tabs in the factory location. (pics 16 / 17)

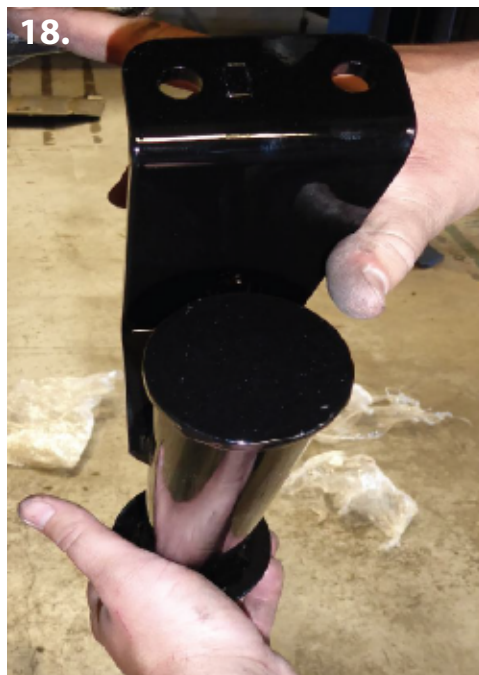


37. Use the provided 7/16" washers and top lock nuts to install driver side bracket (pic 18) and the passenger side bracket (pic 19).



38. Now reinstall the factory bump stops into the newly installed drop brackets.

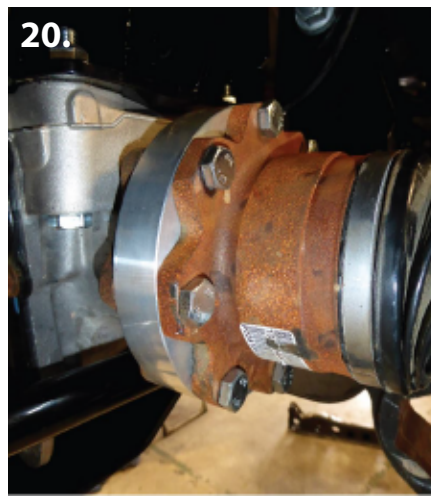
39. Install the new provided lift spindles. Use the factory ball joint nuts on the upper and lower. Torque to factory specs.



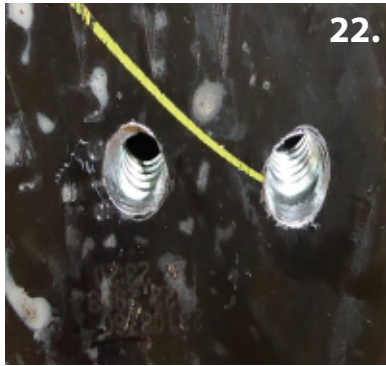
40. Make sure to remove the factory O-ring on the original spindles and reinstall on the new lift spindles. Next, install the hub using the factory hardware and provided loctite. Torque to factory specs.



41. Reinstall factory CV axles to the back side of the hub. Before bolting into place, install the provided CV axle spacers onto flange. Use provided 10mm x 50mm hardware and loctite. (pic 20)



42. Install the compression strut bars. Start by bolting the front of compression strut to the back side of the rear crossmember. Hand tighten only. Next, bolt the rear compression strut brackets to the rear of the compression struts. Hand tighten only. Now swing compression struts up until the rear bracket meets the transmission crossmember. Mark the location where you will need to drill. Once marked, let the compression struts hang out of the way. Now drill out the marked spots to 1/2". With the holes drilled out, slide the provided compression strut retainer nut brackets (pic 21) into the transmission crossmember so the nuts line up with the holes. (pic 22)



43. Now swing the compression strut bars up and bolt into place using the provided 1/2"-13 x 4" hardware. torque to 75lbs. (pic 23)

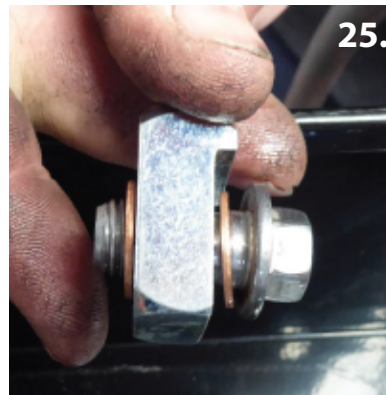
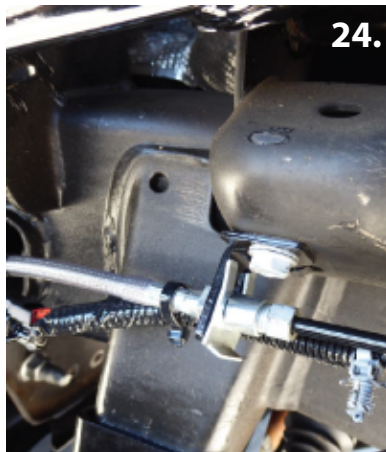
44. Disconnect rubber line from steel line. Remove any brackets to the rubber line. Remove banjo bolts to re-use. Do not re-use banjo washers, you will use the new provided washers.

45. Install new brake lines to steel lines on the frame. Secure with supplied retainer clips. (pic 24)

46. Place new banjo washer onto original banjo bolt and install through fitting. Place new banjo washer on opposite side of fitting. (pic 25)

47. Now install to caliper. Torque to factory specs.

48. Tighten upper brake line fitting to factory specs as well.



44. Use provided adel clamp to secure new brake lines to lift spindles. There is a 1/4"-20 tapped hole on back of spindle. Use provided bolt to install. (pic 26)

45. After all lines are installed, bleed brakes by following the GM Brake System Manual. Bleeding of brakes should be performed by a GM Certified Technician.

46. The factory ABS line that runs from your hub to the spindle needs to be run along the new brake line. Use the provided zip ties to secure the line to new brake line. Make sure the ABS line and all brake lines are away from any moving parts. Turn wheels left to right to make sure none of the lines get hung up or caught on anything. Make sure everything has enough slack to move easily.

47. Install the new provided sway bar end links in the factory locations.



48. Use the provided 9/16" x 3-1/2" hardware to install the new torsion bar drop brackets into the factory mounts. (pic 27)

49. Install the factory torsion bar crossmember into the new drop brackets, using the factory hardware. (pic 28) Use the provided 3/8" x 1-1/4" hardware from the bottom of the torsion bar crossmember into the new drop brackets. (pic 29)

50. Tighten all bolts on torsion bar crossmember and drop brackets. Start from bottom bolts and work up, until all hardware is tight. (pic 30)

51. Reinstall the factory torsion bars into the lower arms and crossmember. Make sure they are installed the same way they were taken off the vehicle. Using the proper torsion key tool, apply pressure on the key to reinstall the factory block. Tighten bolt back to the stock position you marked earlier. Make sure you secure reconnect any abs lines you loosened earlier as well.

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.

52. Support the rear end with a jack.

53. Remove ABS wires from both sides of the frame, disconnect at the plug.

54. Using a 21mm socket and wrench, remove the factory shocks from the vehicle.

55. Disconnect brake line bracket on driver side using 13mm socket. (pic 31) Remove emergency brake line brackets on driver side using 13mm socket. (pic 32-34)



56. Install supplied bracket, by connecting cable line in place and lining bracket to frame.

(pic 35)

57. Scribe hole onto frame, for bracket, and drill out to 7/16".

(pic 36) Use provided 7/16"-14 x 1-1/4" hardware to install bracket. (pic 36-37)



58. Reinstall parking brake line to the frame. Be sure to allow 1/4" of thread to protrude through nut.

59. Install parking brake drop bracket to factory holes on driver side. (pic 38)

60. Place original parking brake hanger on lower hole of drop down bracket. Use 1/4"-20 x 1" hardware to bolt hanger to bracket using the upper hole. (pic 39)



61. With the rear end supported with jack, and only doing one side at a time. Loosen the nuts on the front and back of the leaf spring. Do not remove the bolt yet. Then remove the u-bolts and plate.

62. Now take the bolts out and remove the leaf spring from the vehicle. You will need to use "C" clamps on the factory leaf pack to remove the center pin and u-bolt retainer plate. The factory retainer plate must be reinstalled onto the new provided leaf pack. Use the same process to re-install the retainer plate on new leafs as you did to remove it from the factory leaf pack.

63. Install the new leaf spring onto the vehicle using the factory hardware. Place the provided lift block between the leaf pack and the rear end. Tall side of the lift block faces towards the rear of the vehicle. If you are adding the rear lift shims, you can install them now between the lift block and leaf spring. Use the provided u-bolts and the factory retainer plates to secure rear end. Do not fully tighten yet. With the first side complete, now do the same process on the opposite side of the vehicle. When both side are complete, you can then torque all the u-bolts to 175lbs. Be sure to tighten in a "X" pattern.

64. Make sure you plug the ABS wires back into place at this time.

65. Do not forget to tighten the front and rear bolts on both leaf springs. Check all the bolts on the shackles as well, to make sure they are still tight. Torque all hardware to factory specs.

66. Remove the factory brake line bracket on the driver side of rear end. You will reinstall it once the new bump stop extender is in place. Place the driver side bump stop extender in place and bolt on using supplied hardware and factory hardware with factory brake line bracket. (pic 40)



67. Now do the same process on the passenger side. Remove the factory brake line bracket and reinstall it along with the new bump stop extender. (pic 41)



**This kit comes with new stainless steel braided brake lines.
Brake lines should be installed by a GM Certified Technician
When installing, refer to GM Hydraulic Brake System Manual with any questions**

68. This kit will come with three new brake lines for the rear. If your vehicle is equipped with Stabilitrak, then you will use the two brake lines. If your vehicle does not have Stabilitrak, then you will only use the single brake line.

69. Disconnect and remove fitting rubber and steel at both ends of factory brake lines.

70. Install new braided lines at each end, connecting to steel fitting at frame and at rear end. Tighten both ends of lines to factory torque specs.

71. Secure new lines with provided clips, so they do not twist. Make sure all lines are away from any moving parts.

72. After all lines are installed, bleed brakes by following the GM Brake System Manual. Bleeding of brakes should be performed by a GM Certified Technician.

73. This kit includes front and rear reservoir shocks. Reservoirs can be bolted on to shock body using the supplied clamp mounts. Install front and rear shocks using the factory 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 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.**