

# 2017-22 FORD F250 / F350

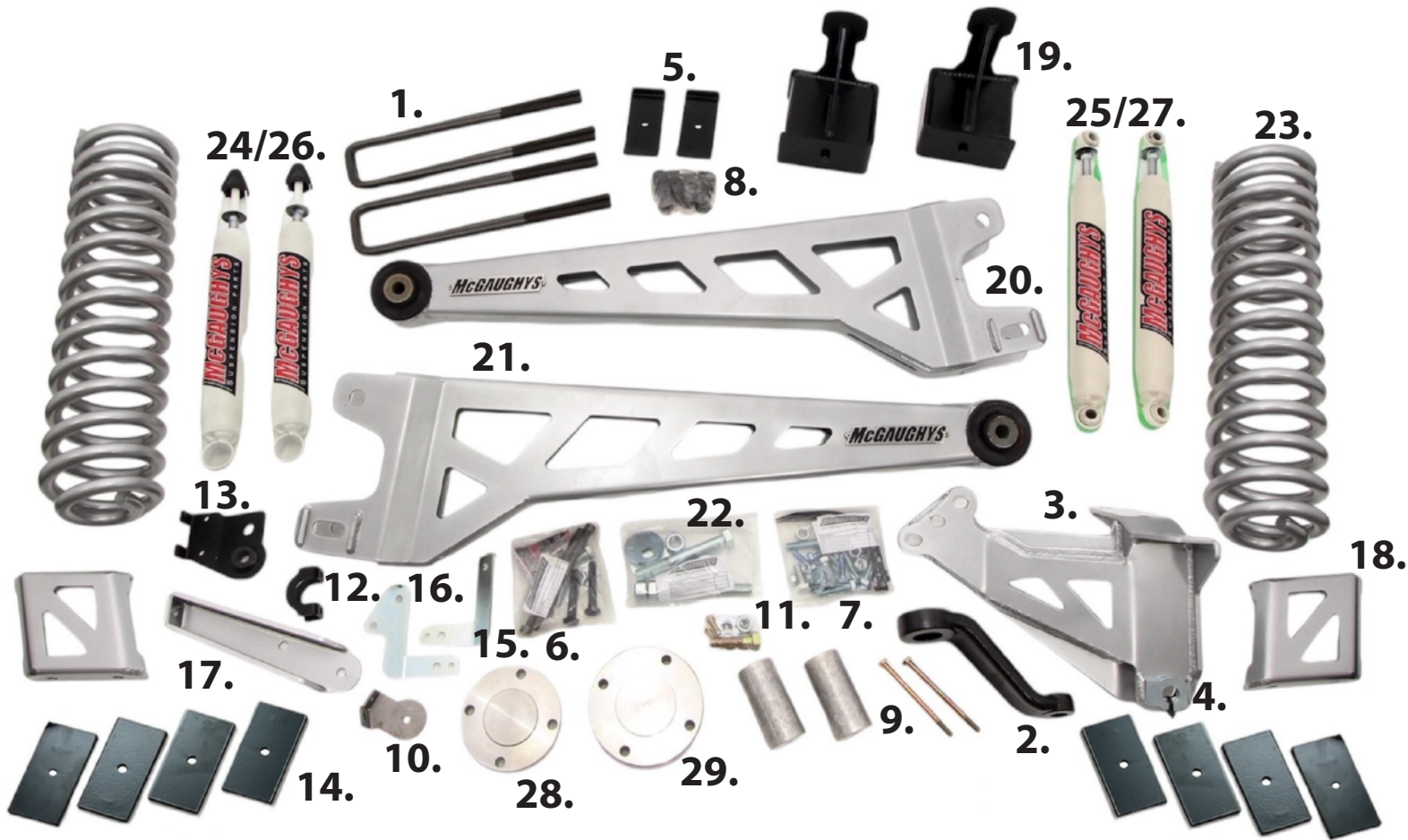
## 6" & 8" LIFT KIT INSTRUCTIONS

Part # 57290, 57291, 57292, 57293, 57310, 57311, 57312, 57313

\*8" lift kit is pictured below. The 6" lift kit will not come with the add-a-leaf or front & rear drive line spacers.

**\*Vehicle must have flange style rear driveline.**

**Driveline spacer will NOT fit on trucks with u-joint style rear driveline. U-joint ends will need to be replaced or modified. (8" Lift Kits Only)**



- |  |                                       |                                    |
|--|---------------------------------------|------------------------------------|
| 1. U-Bolts (4)                               | 11. Hardware Bag #3 (Steering)        | 21. Driver Side Radius Arm         |
| 2. Drop Pitman Arm                           | 12. Drag Link Flip Clamp              | 22. Hardware Bag #4 (Radius Arms)  |
| 3. Front Track Bar Bracket                   | 13. Drag Link Flip Bracket            | 23. Front Lift Coils (2)           |
| 4. Track Bar Bracket Cams (2)                | 14. Rear Leaf Spring Shims (8)        | 24. Front Shocks (2)               |
| 5. U-Bolt Retainer Plates (2)                | 15. Passenger Side Brake Line Bracket | 25. Rear Shocks (2)                |
| 6. Hardware Bag #1                           | 16. Driver Side Brake Line Bracket    | 26. Front Shock Bushings & Sleeves |
| 7. Hardware Bag #2                           | 17. Steering Shock Drop Bracket       | 27. Rear Shocks Bushings & Sleeves |
| 8. U-Bolt Hardware                           | 18. Sway Bar Drop Brackets (2)        | 28. Front Drive Line Spacer        |
| 9. Front Bump Stop Extensions (2)            | 19. Rear Lift Blocks (2)              | 29. Rear Drive Line Spacer         |
| 10. Driver Side Bump Stop Brake Line Bracket | 20. Passenger Side Radius Arm         |                                    |



559-226-8196  
4603 E. VINE AVE.  
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**READ THESE ENTIRE INSTRUCTIONS  
BEFORE STARTING ANYTHING**

**\*Vehicle must have flange style rear driveline.  
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rear driveline. U-joint ends will need to be replaced  
or modified. (8" Lift Kits Only)**

- 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.



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

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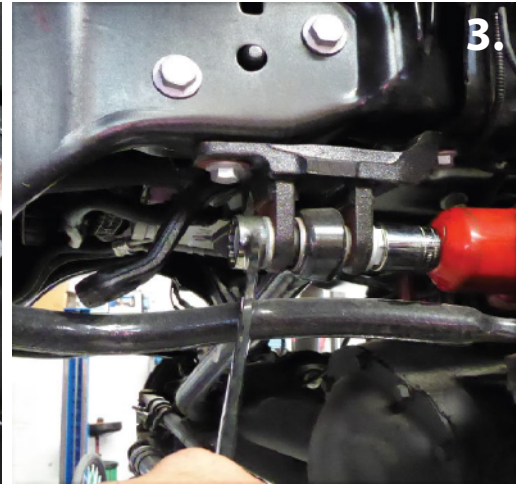
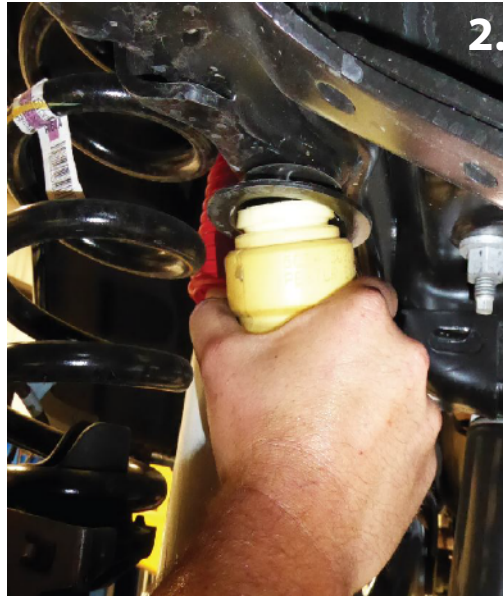
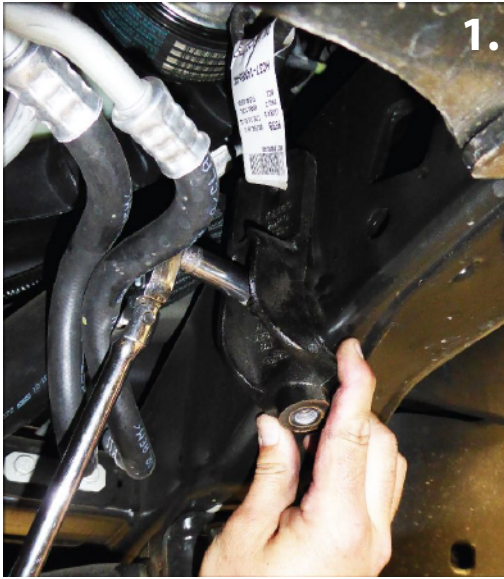
## WARRANTY INFORMATION

- 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.

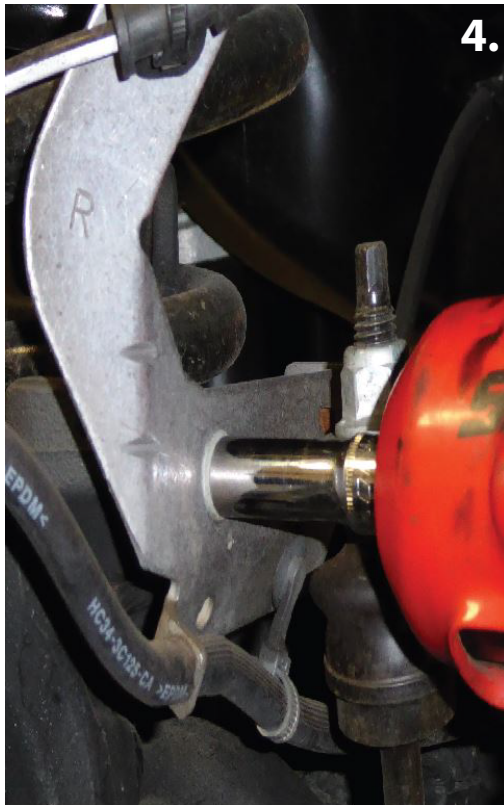


## FRONT INSTALLATION

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.

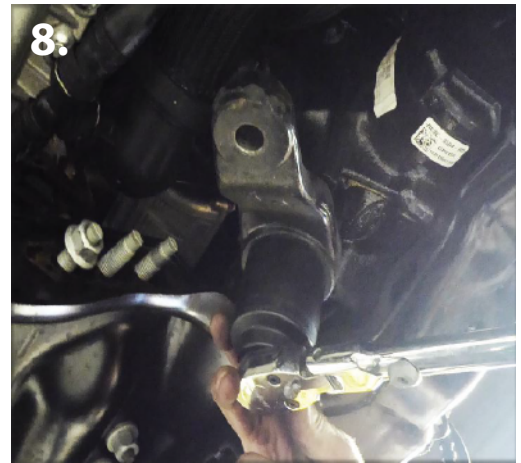
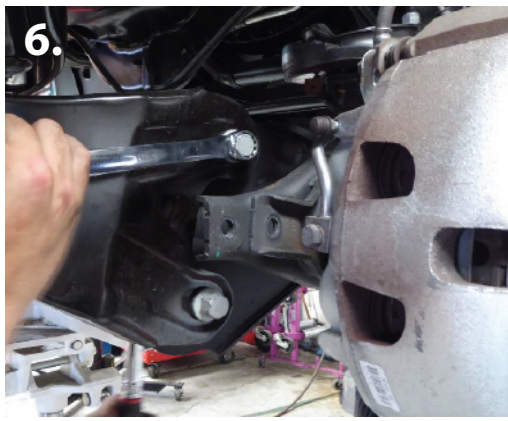


1. Disassemble the front components. Start by loosening the sway bar end links.
2. Remove the steering shock and steering shock mount from the drag link. Next, remove drag link from the pitman arm. Then remove the steering shock mount from the frame. (pic 1)
3. Remove the factory foam bump stops from the vehicle. (pic 2)
4. Remove the factory track bar and track bar mount from the frame. (pic 3)



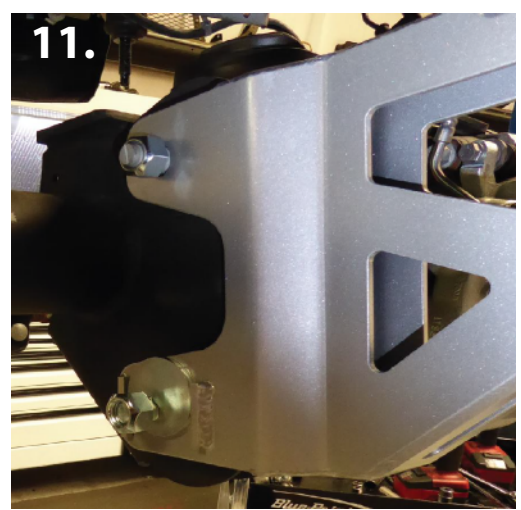
5. Remove factory brake line brackets from both side of the vehicle. (pic 4-5)
6. Remove the plastic clips that hold the brake lines to the frame on both sides.
7. Disconnect vacuum lines from the frame mounts.
8. Now remove the front driveline u-joint straps. Be sure to put tape around the u-joint caps, so they do not come off.
9. Make sure the front axle is supported and secure. Then remove the factory front shocks.
10. Slowly drop the axle and remove the factory front coils and rubber isolators.



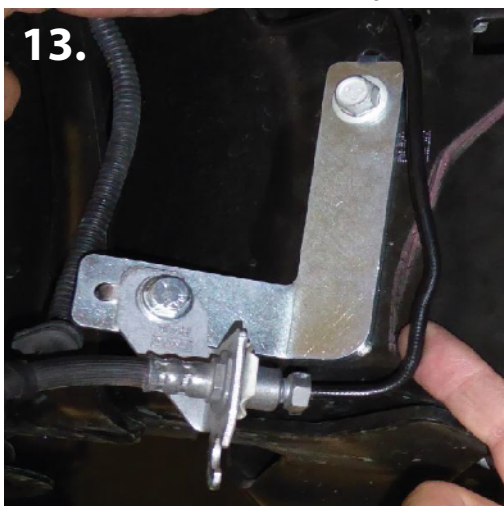
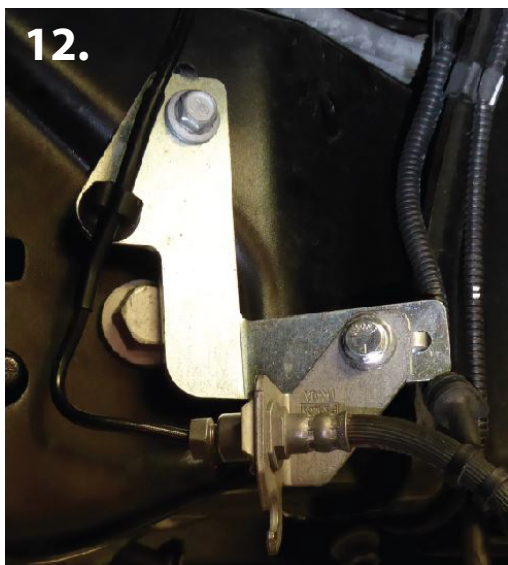


11. You can now remove the factory radius arms. Use 24mm socket and wrench on the axle side and frame side. (pic 6-7)

12. Use a 46mm socket to remove the factory pitman arm. (pic 8)



13. Install the new supplied radius arms. Use the factory hardware to bolt into the factory mounts on the frame side. (pic 9) The axle side will use the factory upper bolt and new provided lock nut. While the lower hole will use the provided shaved bolts and D-ring cams. Be sure to use one cam on each side, head side and nut side of the two lower bolts. (pic 10-11) Do not fully tighten yet.



14. Install brake line extension brackets into the factory hole using the factory hardware.

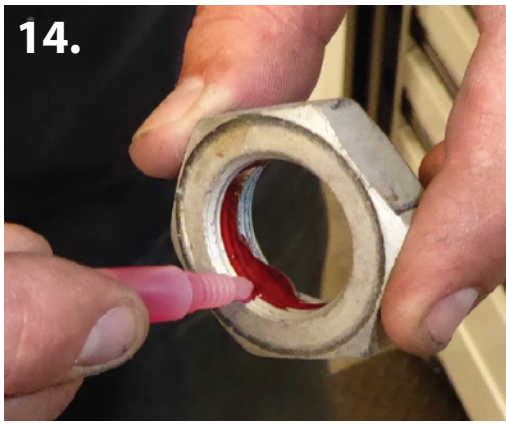
15. Bolt driver side factory brake line to new extension bracket using the provided 5/16" x 18 x 1". (pic 12)

16. Bolt passenger side factory brake line to new extension bracket using provided 5/16" x 18 x 1". (pic 13)

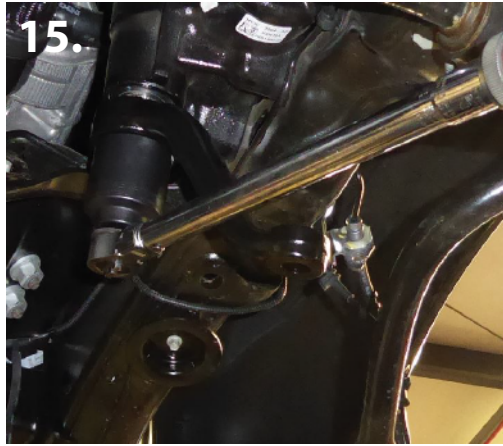
Make sure all brake lines are clear of any obstructions that could rub or cause damage to lines.



14.



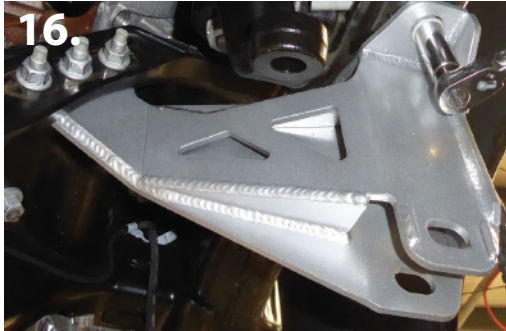
15.



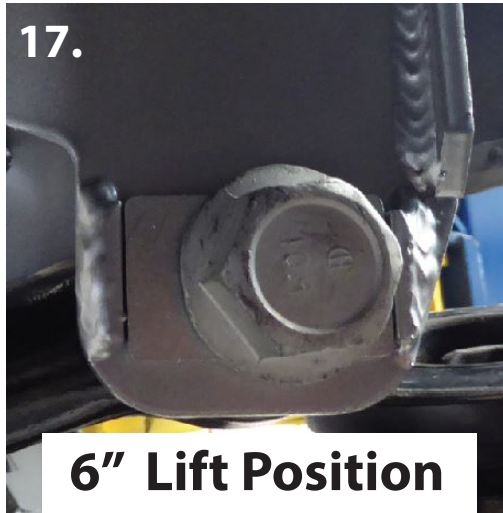
17. Install the provided drop pitman arm. Make sure before you install, that your steering wheel is centered. Provided pitman arm should be etched **FD800**.

18. Use supplied loctite on the threads of the factory nut. (pic 14-15) Torque nut to factory specs.

16.

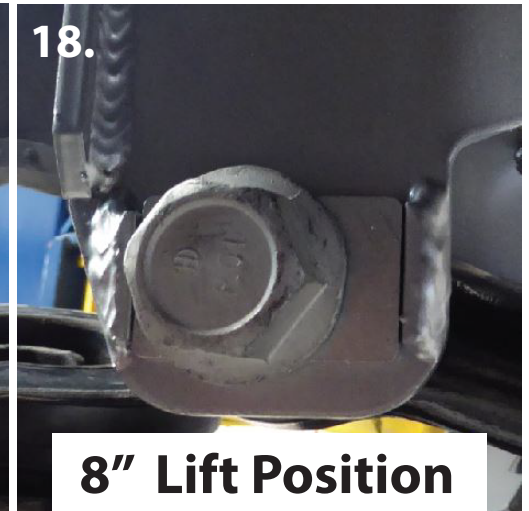


17.



**6" Lift Position**

18.

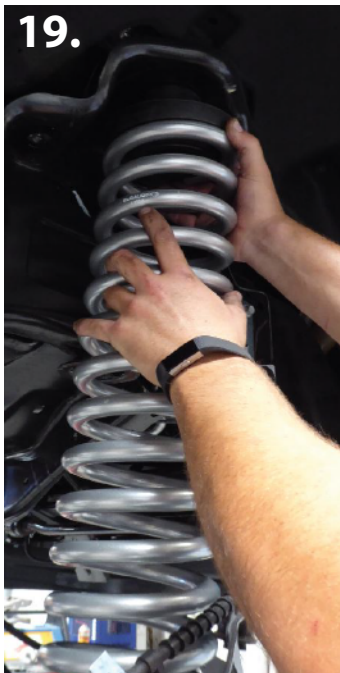


**8" Lift Position**

19. Install the provided track bar drop bracket. Use the factory hardware to install into the factory location. Torque to factory specs. (pic 16)

20. Install the factory track bar into the new drop down bracket using the factory hardware. Make sure you use the provided track bar alignment cams in the proper position, as shown. (pic 17-18) If you are installing the 6" lift kit, then the cam will be placed so that the bolt head will be towards (closer to) the driver side wheel/tire. (pic 17) If you are installing the 8" lift kit, then the cam will be installed the opposite way, so that the bolt head will be closer towards the center of the truck. (pic 18)

19.



20.



21. Install the new lift coils into the factory coil locations. Be sure to use the factory rubber isolators on top of the new coils. (pic 19)

22. Make sure the bottom of the coils line up with the lower coil stop on the axle mount. (pic 20) With bottom in place, make sure the top rubber isolator is sitting flush. Twist top rubber isolator if need be, then you can jack up the front axle to put pressure on the coils, so they do not fall out or shift.

23. Now install the new front shocks into the factory location. Use the factory

hardware on the lower mount and the provided hardware on the upper mount.



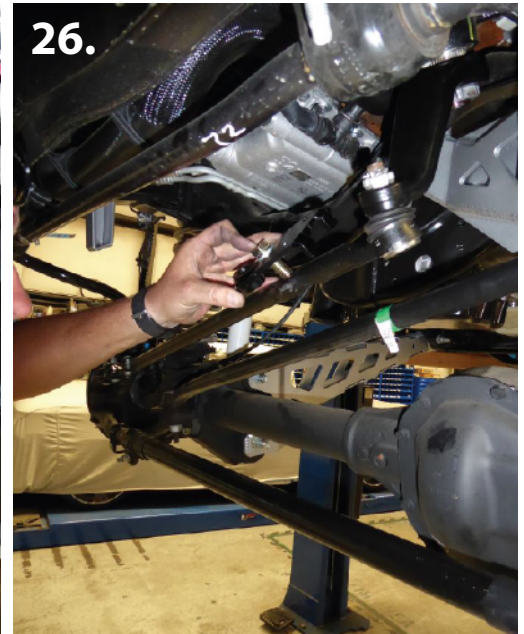
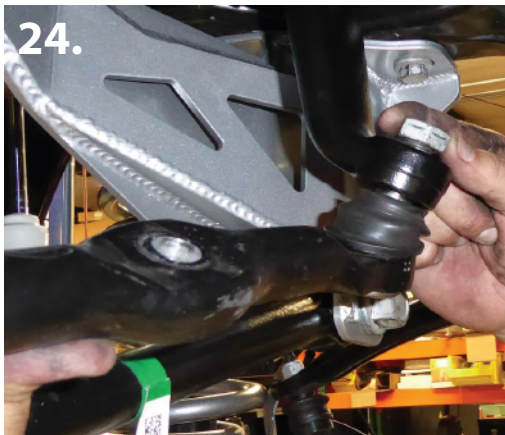
**21.**

24. You can now tighten all the radius arm hardware. Make sure the lower axle bolts and cams are set as shown. (pic 21) With the large part of cam washer facing up towards sky. Torque all bolts to factory specs. You can now lower the jack that was supporting the front axle. Make sure no lines, wires, or components are being stretched or come into contact with anything that will cause damage.

**22.****23.**

25. Using a 15mm socket, loosen drag link clamps. They will need to be rotated 360 degrees, so they do not come into contact with sway bar. (pic 22)

26. You will need to drill out the factory tapered hole to 5/8", for the drag link flip mount. (pic 23)

**25.****26.****24.****27.**

27. Install the factory drag link to new pitman arm using the factory hardware with castle nut and cotter pin. Torque to factory specs. (pic 24)

28. Install steering shock drop mount into the factory location using the factory hardware. (pic 25)

29. Use the provided 5/8" x 2-1/2" hardware to install steering mount flip brackets to drilled out hole on drag link. (pic 26) U-mount for flip kit will use the provided 5/16"-18 x 1" hardware.

30. Use the factory bolt and the provided M12-1.75 lock nut to install the factory steering shock onto the new drop bracket. (pic 27)





28.



29.

31. You can now reinstall the factory lower brake line bracket. (pic 28)

32. Unbolt and remove the factory sway bar and mounts from the frame. Install the new sway bar drop brackets onto the frame in the factory location, using the factory hardware. Next, reinstall the factory sway bar and mounts onto the new drop brackets using the provided 3/8"-16 x 1-1/4" hardware. (pic 29)



30.



31.



32.



33.

33. Remove the factory bump stop cup from frame. Tap down the tab on top of cup, so that it will sit flush. (pic 30)

34. Use the provided 8mm x 1.25 x 120mm bolt through the factory bump stop cup and new drop spacers. Bolt into the factory location. (pic 31)

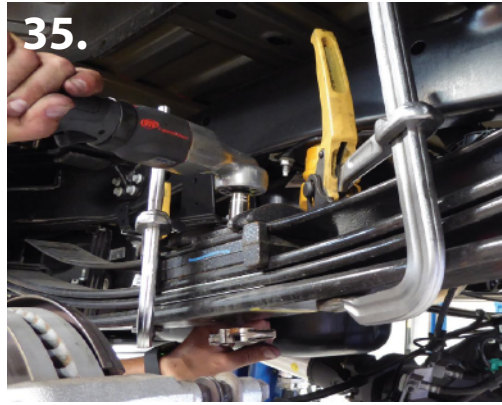
35. Driver side will also need the brake line bracket installed between factory cup and new spacer. (pic 32-33)

36. You can now reinstall the front driveline. If you are installing the 8" lift kit, then you will need to also install the provided front driveline spacer.



## 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.



37. Use a jack to support the rear end and keep it secure. Then remove the factory rear shocks.

38. Use a 21mm socket and remove the factory u-bolts. You will need to change out the u-bolt retainer plate. We provide you with a new plate, as the new u-bolts will be square and the old ones were round. (pic 34)

39. Clamp the leaf pack and remove the factory center pin. Then remove the factory u-bolt retainer plate. (pic 35) **If you are installing the 6" lift kit**, then go ahead and install the new provided retainer plate and reinstall the factory center pin. Torque to factory specs. **If you are installing the 8" lift kit**, now is where you will install the provided leaf spring shims. The shims will install between the bottom leaf spring and the lift block. Then you can install the new u-bolt retainer plate. Use the new provided center pin and torque to factory specs.

40. You can now install the new provided lift blocks and u-bolts. Bump stop bracket on lift blocks will face towards center of the vehicle. (pic 36)



41. Now install the new rear shocks. Make sure the provided metal sleeve is pushed into the rear shock before installing. Shocks will install in the factory location using the factory hardware. Shock body will be towards ground.

42. If you are installing the 8" lift kit, you will need to install the provided rear drive line spacer 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 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.**

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or modified. (8" Lift Kits Only)**

