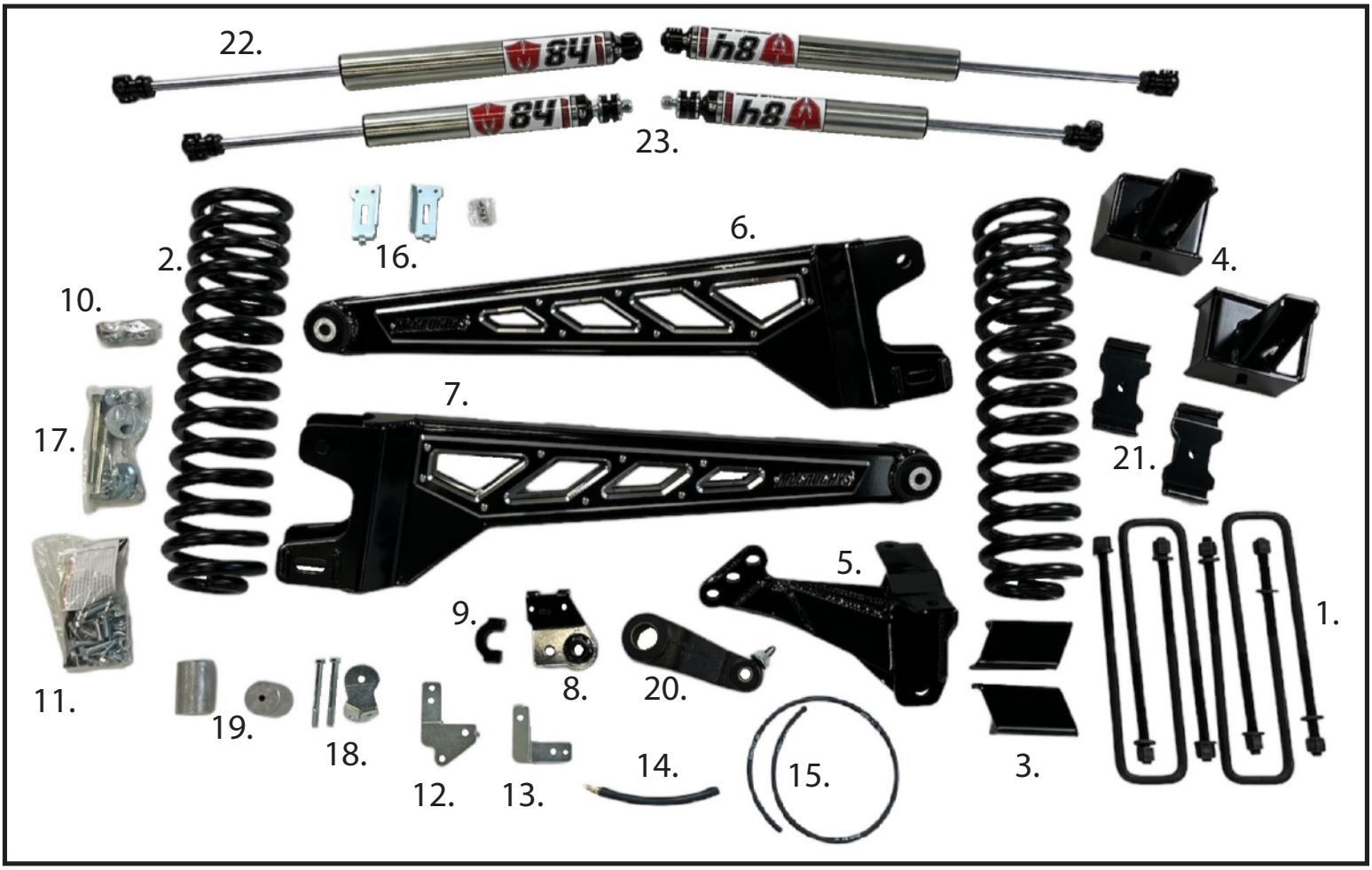
McGAUGHYS SUSPENSION PARTS

4603 E. VINE AVE
FRESNO, CA 93725
559-226-8196

2023+ FORD F250 / F350 / F450
4.5" S/S LIFT KIT
PART# 57404 / 57414 / 57424



1. U-Bolts w/Hardware (4)
2. Front Lift Coils (2)
3. Front Sway Bar Drop Brackets (2)
4. Rear Lift Blocks (2)
5. Front Track Bar Drop Bracket
6. Passenger Side Radius Arm w/Billet Face Plate
7. Driver Side Radius Arm w/Billet Face Plate
8. Drag Link Flip Bracket
9. Drag Link Flip Clamp
10. Hardware Bag #1 (Steering)
11. Hardware Bag #3
12. Driver Side Brake Line Bracket
13. Passenger Side Brake Line Bracket
14. Vacuum Line Extension #1
15. Vacuum Line Extension #2
16. Radius Arm Scaling Brackets (2) w/Hardware
17. Hardware Bag #2 (Radius Arms)
18. Bump Stop Brake Line Bracket
19. Front Bump Stop Entensions (2) w/Hardware
20. Drop Pitman Arm w/Hardware
21. U-Bolt Retainer Plates (2)
22. Rear Shocks (2)
23. Front Shocks (2)

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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, maintainace, 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 exchages 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 bearingsm 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.

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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 espressed 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:

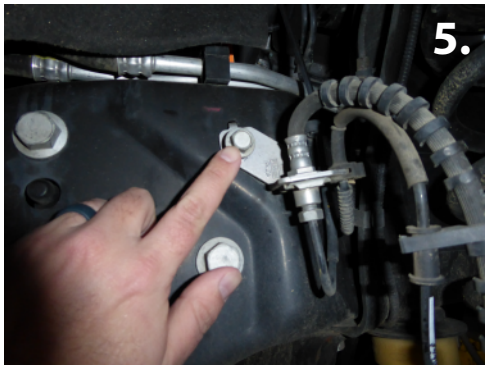
If you are not using a lift to do the install, be sure to park the vehicle on a level surface and chock the rear wheels so the vehicle does not roll. Use jack stands to safely support the vehicle.

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

2. Disconnect drag link from pitman arm using 24mm. Save the crown retainer and cotter pin. You will reuse those. You will NOT reuse the factory nut though. (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 bracket on the frame using 13mm. (pic 5)

6. Disconnect brake line bracket 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)

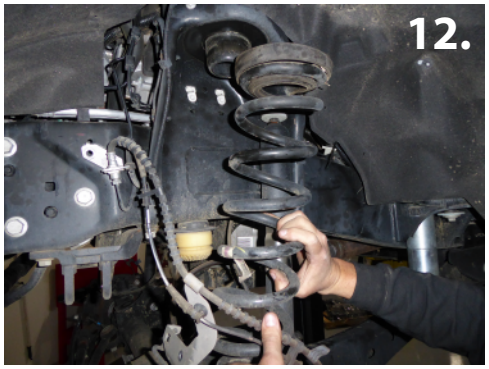
9. Check all wires and lines that may over extend when axle is dropped. You do not want any to break or disconnect.

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

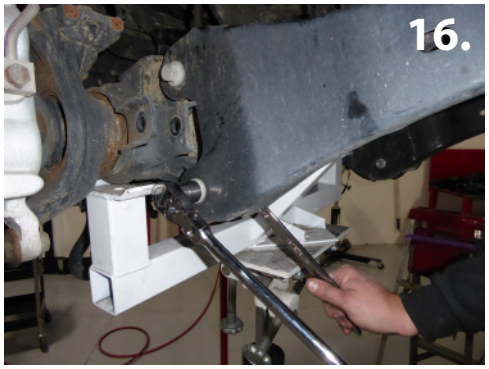
11. Use a strap to secure drive line out of the way for now.

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

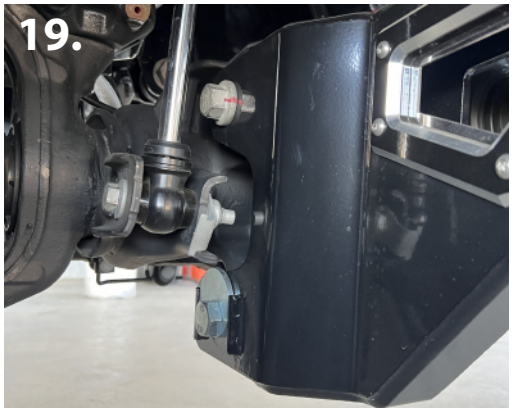
13. First, disconnect the factory sensor rod bracket from the factory radius arms. (pics 10-11) You will re-use the "ball" stud off the factory bracket.
14. Now, with axle secured with stands, jack front axle to compress the suspension just slightly, to take the wieght off the front shocks. With the 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)

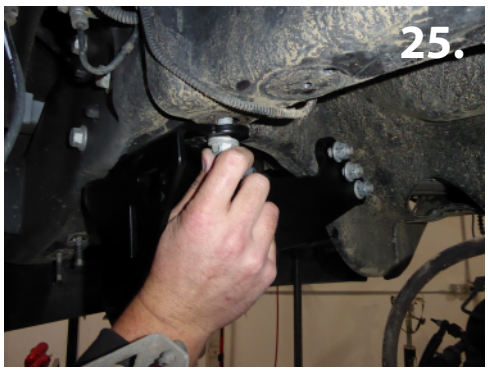


20. Remove factory radius arm bolts from the axle using 24mm. (pic 16) Remove both upper and lower bolts.
21. Remove bolts from radius arm on the frame using 24mm and 27mm. (pic 17)
22. Now remove the factory radius arm from the vehicle.
23. Disconnect factory track bar bracket from the frame using 18mm and 21mm. (pic 18) You will reuse this hardware.
24. Disconnect the factory pitman arm nut and remove the factory pitman arm.

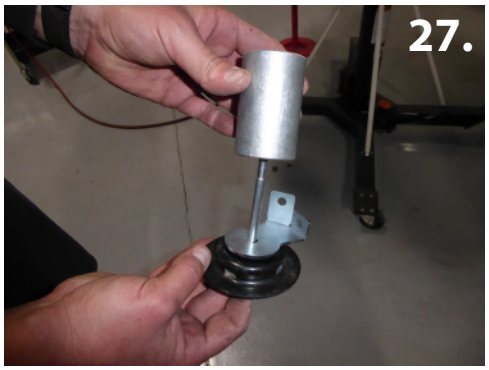


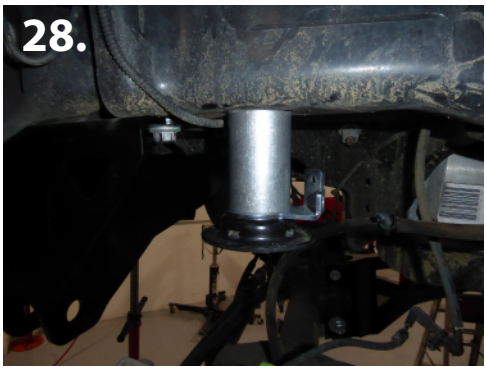
25. Install new McGaughy's radius arms on driver side and passenger side. Use the provided cam bolts and washers for the lower mounts on the axle. (pic 19-20) Be sure to use the cam washers on both sides of each radius arm.
26. Use the factory bolts for the upper on the axle mounts on both sides of the vehicle.
27. Use the factory hardware to mount the radius arm in the factory mount on the frame on both sides. (pic 21)
28. Be sure to center the cam washers on both sides of each radius arm. Torque the lower bolts to factory specs. Next torque both upper bolts to factory specs. Leave the bolts on the frame side just snug. You will tighten them after you set the truck on the ground.

29. Install the provided drag link flip collar in to new provided pitman arms. (pic 22-23)
30. Clean the threads on the spline of the factory steering box and the threads on the factory nut.
31. Install the new pitman arm in the same direction the factory one was removed. Install the factory pitman arm nut. Torque to factory specs. (pic 24)

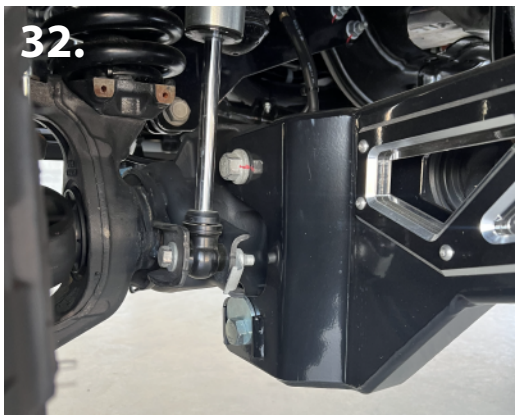


32. Install new track bar drop bracket using all the factory hardware. (pic 25)
33. The track bar bracket factory bolt retainer will now mount from the front. (pic 26)
34. Torque all bolts to factory specs. Be sure not to pinch any wiring when tightening down hardware.





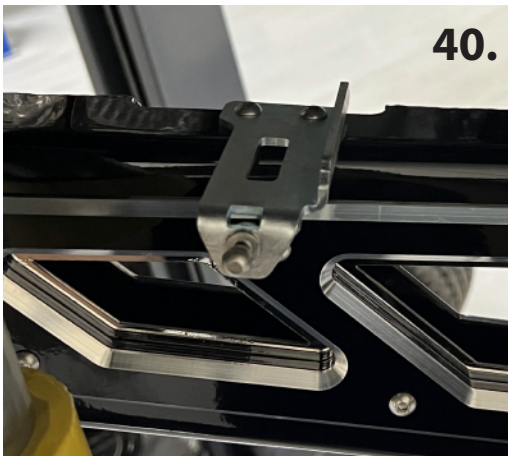
35. Install new bump stop drop spacers. Use the provided 15mm bolt to install through the factory mount and spacer up in to the factory location on the frame. On the driver side, you will sandwich the vacuum line bracket between the mount and spacer. (pic 27-28)
36. Install the new front lift shocks in to the factory location on the frame. (pic 29)

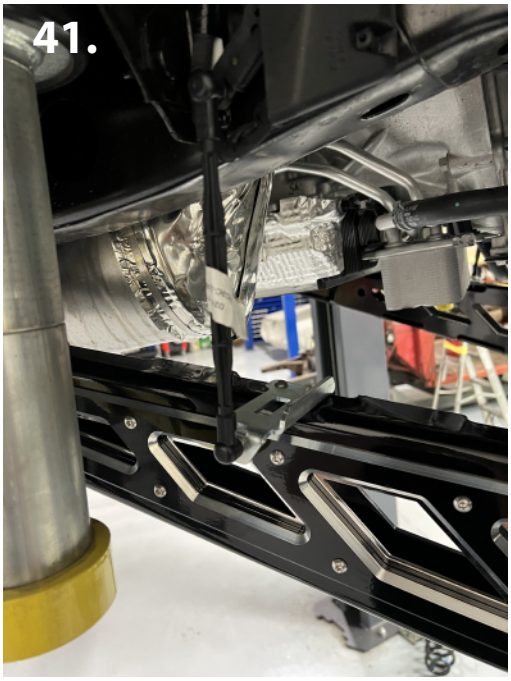


37. Install new lift coils in to the factory location using the factory upper coil isolators. Be sure to line up the upper winding of the coil with the nub on the factory isolator. (pic 30)
38. The bottom winding of the coil needs to locate against the factory nub/stop on the lower coil mount on the axle. (pic 31)
39. Once coils are in place, lift axle so that lower shock mount and shock line up. Install the lower shock in to the factory loacation using the factory hardware. Torque to factory specs. (pic 32)
40. Slowly lower the axle to take the wieght off the jack.

41. 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. Torque to factory specs. (pic 33)
42. Install new sway bar drop brackets on to the frame in the factory location using the factory hardware. (pic 34-35)
43. Mount the factory sway bar on to the new drop brackets. Use the provided 3/8" x 1-1/4" bolts. (pic 34-35)

44. Install the two provided vacuum line extensions, as shown. (pics 36-38) One directly on the pumkin (pic 36) and the other will be on the driver side hub. (pic 37) Run the hose along the front of the axle and zip tie the two together. (pic 38)

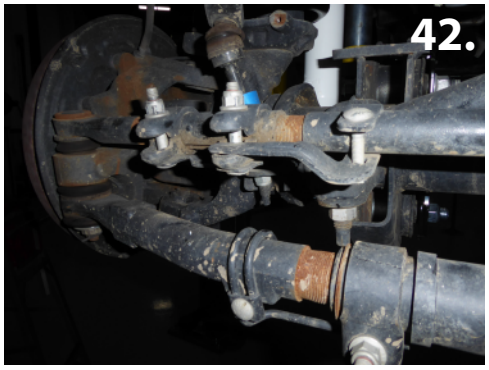




***If your vehicle is equipped with the factory scaling, then proceed to steps 45 & 46. If your vehicle does not have the scaling feature, then skip these steps as you will not need the two supplied brackets.**

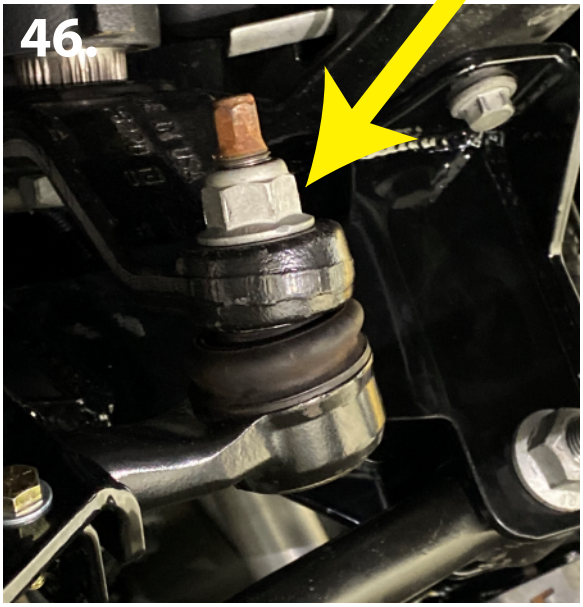
45. Remove the factory "ball" stud for the radius arm linkage from the factory bracket. Install it on the new provided brackets. (pics 39-40)

46. Bolt new linkage bracket onto the McGaughys radius arms using the provided hardware. Attach the factory linkage by snapping it on to the newly installed radius arm bracket. (pic 41)

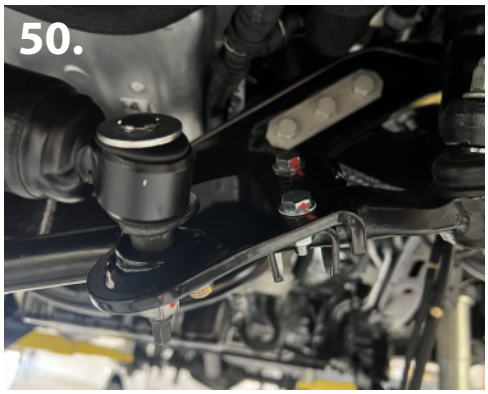


47. Loosen drag link clamp using 15mm and safety retainer using 13mm. (pic 42)
48. Now rotate drag link so that the end link faces up.
49. Drill out hole on drag link where the steering shock mounts. Drill hole to 5/8". (pic 43)
50. Use the provided 5/8" x 2-1/4" bolt, washers, and lock nut to mount the new steering shock flip bracket. (pic 44)
51. Install the provided u-clamps on to the new steering shock flip bracket using the provided 5/16" x 1" grade 8 bolts, washers, and locking nuts. (pic 45)

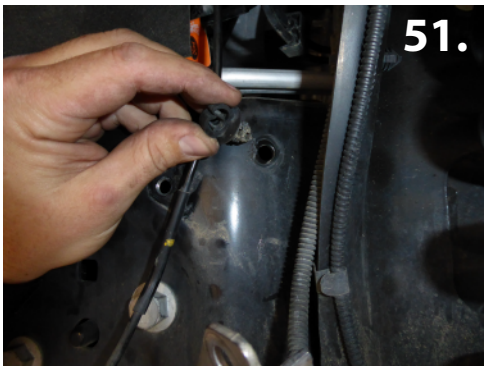
IF YOUR FACTORY NUT DOES NOT LOOK LIKE THE FLANGE NUT IN PICTURE #46. STOP IMMEDIATELY AND CALL US. 559-226-8196

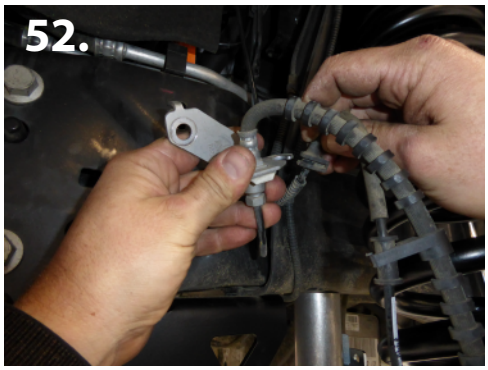


52. Reconnect the drag link to new pitmanarm. You will use the factory nut with loctite. You must use the factory flange locking nut, because it is locking. Torque to factory specs, using loctite. (pic 46/47)

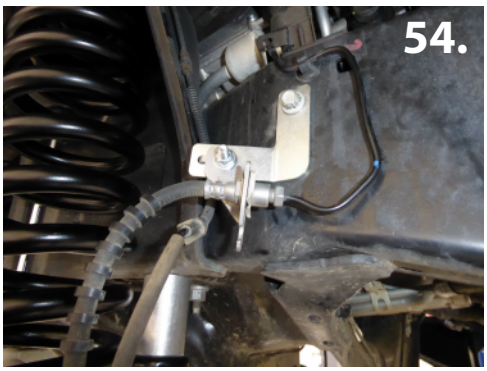


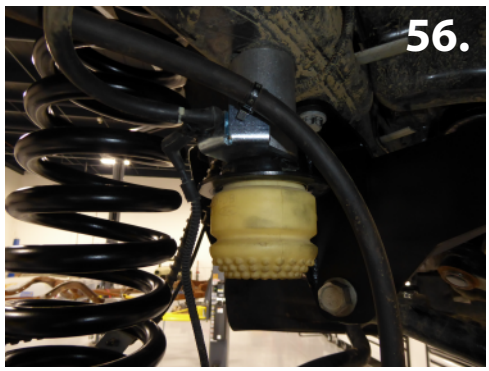
53. Tighten drag link clamp and safety retainer on drag link. **Be sure to align the vehicle before driving.** (pic 48)
54. Reconnect the steering shock on to the drag link using the factory hardware. Torque to factory specs. (pic 49-50)
55. Then reconnect the steering shock on the frame in the factory loaction. Use the factory hardware. Torque to factory specs. NOTE: Steering shock may be easier to install when vehicle in on the ground.





56. On the driver side, remove brake line from the factory plastic clip. Then remove the palstic clip from the frame. You will reuse plastic this clip. (pic 51)
57. Remove the abs line from the factory brake bracket. (pic 52)
58. Install the new brake line bracket on to the frame using the factory hardware. Reposition the brake line as shown, be sure not to kink or bend the brake line and install factory bracket on to new brake line bracket using 5/16" x 1" bolt, washer, and top lock nut. (pic 53) **Make sure the brake line is not rubbing anywhere that could wear a hole in the line.**

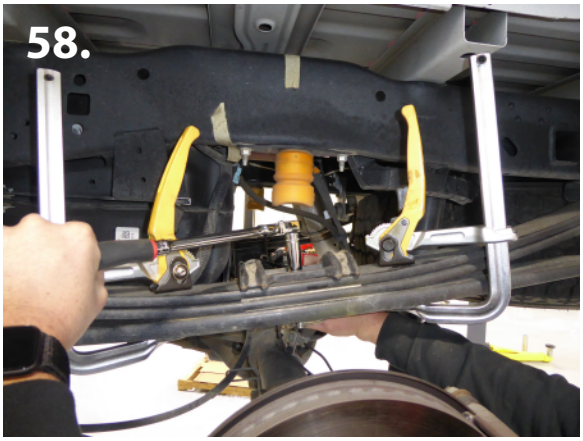




59. On passenger side, install new brake line bracket using the factory hardware. Reposition brakeline as shown and connect the factory brake line bracket on to new brake line bracket using provided hardware. (pic 54)
Make sure the brake line is not rubbing anywhere that could wear a hole in the line.
60. Reconnect front drive line using the factory u-joint caps and bolts. Be sure to loctite the bolts when reinstalling. Torque to factory specs. (pic 55)
61. If you have not already, you can now install the factory bump stop in to the factory mount and spacer. Be sure to connect the front axle breather hose and vacuum line to the new vacuum line bracket that was installed between the bump stop mount and bump stop spacer on the driver side. (pic 56)

REAR INSTRUCTIONS:

62. Support the rear end housing with stands and jack. Jack up the rear slightly to take the wieght off the shocks.
63. Remove the lower shock bolts using 21mm and 18mm.
64. 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.



65. 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 57)
66. Clamp the leaf spring pack to remove the u-bolt retainer plate. (pics 58-59)
67. Install new retainer along with factory sensor bracket and new provided u-bolts. Using the factory center pin and nut. (pic 60)

68. Install new lift block. The small taper will be towards the front of the vehicle with the bump stop plate facing inwards. (pic 61) Snug u-bolts only.
69. 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 ***

70. Install the new rear lift shocks in to the factory mounts using the factory hardware. (pic 62) 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.