A60 Fres PH: ((559)	Packaging Inspection Check-off Form lame(s):
www.r #1 Lift Spindles (2) #2 Lift Blocks (2) #6 U-bolts & Hardware (4) #4 Differential Drop Brackets (2) WN BOX #5 Passenger Side Differential Drop Brace (1)	#7 Front Crossmember (1) #8 Rear Crossmember (1) #9 Compression Struts (2) #12 Skid Plate (1) #11 Sway Bar Drop Brackets (2) #10 Compression Strut Brackets (4)
 #18 Adjustable Front Struts (2) #19 Rear Shocks (2) #20 Front Driveline (1) 	 #13 Stackable Leaf Spring Shims (8) #14 Leaf Spring Center Bolts (2) #15 Rear Bump Stop Spacers (2) #16 All Necessary Brake Line Brackets
	#3 Tie Rod Ends (2) ************************************

Parts listed on check off sheet are for 4wd trucks only. If you ordered a 2wd kit, some parts will be omitted.

Adjustable Front Strut instructions are located at the back of these instructions. Also, updated front brake line brackets and diesel fuel line brackets are located at the back of these instructions as well.



STOP---READ THIS FIRST!

Read These Entire Instructions Before Starting Anything

2019+ GM 1500 TRUCK

LIFT KIT INSTRUCTIONS: 50793 (4wd), 50790 (2wd)

NOTE:

* This kit will not work with factory wheels. Must use aftermarket wheels with at least 4.5" of back spacing and no more than 5" of back spacing.

* You must grease all components that require grease. Including the provided new tie rod ends. They do not come pre-greased.

* Truck must be aligned once lift kit is installed, before being driven.

* If you alter the powder-coating or finish of any of the provided parts or stock components like zinc plating or chroming which can damage the strength and structure of the metal, any warranties will be null and void.

* If any parts are ground on or modified in any way then no returns will be accepted.

* If you have a 2WD then you will disregard any instructions related to a front differential and CV axles because your vehicle doesn't have those parts!

* Over-sized tires and heavier rims can cause premature ball joint, tie-rod, and idler arm wear. You may need to install new components sooner than factory recommendations based on the tires and rims that you choose.



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FRONT INSTRUCTIONS



- 1. Remove factory tie rod from spindle. (pic 1)
- 2. Remove brake sensor, brake line, and abs sensor from spindle. (10mm socket) (pic 2)
- 3. Remove caliper. Hang caliper from frame out of way using bungee cord or piece of wire. Be sure not to create tension or over extend brake hose. (18mm socket) (pic 3-4)







- 4. Remove rotor and CV axle nut. (36mm socket) (pic 5)
- 5. Remove upper ball joint nut. Be sure to secure spindle.
- 6. Remove hub bolts. (pic 6)







- 7.Remove hub assymbly and dust shield. Hub has a seal, so it will be very snug. (pic 7)
- 8. Loosen lower ball joint nut. Break loose spindle then remove ball joint nut and spindle. (pic 8)
- 9. Remove upper nuts off factory strut. (18mm) (pic 9)





10. Remove lower bolt on factory strut. (15mm) (pic 10) 11. Remove factory struts. (pic 11)

*REFER TO STRUT INSTRUCTIONS OR MAGNA-RIDE INSTRUCTIONS DEPENDING ON WHICH VEHICLE YOU ARE WORKING ON.



12. Use pry bar to remove CV axle. It will be tight because of the clip on the spline of CV axle. (pic 12) 13. Remove sway bar nut on lower mount of end link. (18mm) DO NOT remove upper nut of end link. Where end link is mounted to sway bar.

14. Remove sway bar mounts from frame. (10mm) (pic 13-14)





15. Remove factory skid plate. (13mm)(pic 15)16. Remove factory lower control arm. (27mm) (pic 16)







- 17. Remove bolts from factory front driveline. (pic 17)
- 18. Remove boot retainer clip. DO NOT discard. You will need to re-use. (pic 18)
- 19. Remove factory front driveline. (pic 19)







20. Remove rear factory differential mount. (21mm) (pic 20)

21. Remove factory rear crossmember, under differential. (18mm) (pic 21)

22. Disconnect electronic 4WD solenoid on differential at ALL spots. (pic 22)







- 23. Use transmission jack to support the differential.
- 24. Remove driver side and passenger side factory differential mount bolts. (21mm) (pic 23)
- 25. Disconnect vent hose on differential before dropping. (pic 24)
- 26. Now drop dow differential. Remember to keep the differential flat. DO NOT tip on side or flip upside down. So you do not lose any fluid. (pic 25)







27. Driver side crossmember mount must be cut. Measure over 2" from the end and cut straight down. (pic 26-27)



28. On driver side, factory rack and pinion bolt needs to be flipped. Remove nut and bolt and reinstall going through the opposite way. Torque to factory specs. (pic 28-29)







29. Use factory hardware in factory location to install driver side differential drop bracket. DO NOT TIGHTEN YET. (pic 30-31)

30. Install passenger sider differential drop bracket in to factory location using the factory hardware. DO NOT TIGHTEN YET. (pic 32)







- 31. Install differential into drop brackets using provided hardware. (pic 33)
- 32. On passenger side, be sure to use provided laser cut washer as a spacer on the front side. (pic 34)
- 33. Install passenger side differential drop brace with provided hardware (pic 35)



34. Install rear crossmember using provide 18mm x 120mm bolts. DO NOT TIGHTEN YET. (pic 36-37) 35. Use factory hardware to install differential on rear crossmember mount. (pic 38)



36. Make sure the back side of the driver side differential drop bracket is perpendicular to the ground. Meaning 90 degrees to the ground. (pic 39)



37. Tighten top bolt of the driverside differential mount. Torque to factory specs. (pic 40)
38. Install 1/2" x 4" bolt on passenger side differential drop brace through crossmember and factory hole. (pic 41)
39. Tighten top bolt on passenger side differential mount. Torque to factory specs.
40. Tighten lower bolt on driver side and passenger side differential. Torque to 80 ft lbs.
41. DO NOT tighten bolt on differential mount on rear crossmember yet.







42. Install front crossmember using provided 18mm x 120mm hardware. DO NOT TIGHTEN YET. (pic 42) 43. Install factory lower control arms using provided cam bolts and D washers. DO NOT TIGHTEN YET. (pic 43)









44. Once both lower control arms are in place, tighten the upper bolts on the front and rear crossmembers. Torque to factory specs. (pic 45)
45. Now tighten the rear differential mount on the rear crossmember.
Torque to factory specs. (pic 46)
46. Now tighten the 1/2" x 4" bolt on passenger side differential brace.



47. Install new skid plate using the provided hardware. Be sure to fully tighten the rear first, before tightening the front bolt. (pic 47.48)





48. Install compression strut brackets on to the rear crossmember using provided hardware. (pic 49) 49. Install the compression struts in to front mounts on crossmember using provided hardware. (pic 50) 50. Bolt compression strut brackets to rear of compression struts. using the provided hardware. (pic 51)











51. Using compression strut as a template. Lift up to the transmission crossmember. Mark for the hole and drill out to 1/2". (ppic 52-54) 52. Bolt the compression strut bracket in to place using the provided hardware. Then bolt compression strut into place. (pic 55-56)





53. Install provided breather hose extention on differential. (pic 57-58)



*** BE SURE DIFFERENTIAL IS SQUARE IN TRUCK. THE DIMENSIONS SHOULD BE THE SAME ON BOTH SIDES. ***

54. Now install your assembled front struts. Use factory hardware on lower control arm to mount and provided nuts on top of strut. Tighten to factory specs. *Refer to Strut instructions or Magna-Ride instructions*















55. Install sway bar drop brackets. Use factory hardware to mount brackets to the frame in factory location. Torque to factory specs. (pic 60-61) 56. Use provided 3/8" x 1-1/4" hardware to bolt factory sway bar to new drop brackets. (pic 62-63) 57. Install end link into lower control arm using factory hardware. Torque to factory specs. (pic 64)

58. Loosen factory jam nut and remove factory tie rod end. (pi65) 59. Install new provided tie rod end. 1" of thread showing is a good starting point. *** NEW TIE ROD ENDS MUST BE GREASED.THEY DO NOT COME PRE-GREASED.*** (pic 66)



60. Install factory CV axle. (pic 67) 61. Install McGaughy's lift spindle. Be sure to pass CV axle through spindle before tightening Lower ball joint. Tighten to factory specs. (pic 68) 62. Bolt up upper control arm to new lift spindle. Tight ball joints to factory specs. (pic 68)











63. You can now tighten up your cam bolts on the crossmembers. Make sure they are straight up and down. *** YOU MUST GET YOUR TRUCK ALIGNED IMMEDIATELY. DO NOT DRIVE TRUCK WITHOUT ALIGNMENT. *** (pic 72) 64. Install factory O-ring into new lift spindle. You must remove O-ring from the factory spindle. (pic 69)

65. Install factory dust shield and bearing using factory bearing bolts. Be sure to install and run all four bolts evenly. Torque to factory specs. (pic 70-71)







66. Torque CV axle nut to factory specs.

67. Install factory brake rotors. Torque to factory specs. (pic 72)

68. Use provided loctite on factory caliper bolts. Install brake calipers and tighten to factory specs. (pic 73-74)



69. Remove factory abs sensor bracket that is mounted to factory upper control arm. (pic 75) 70. Remove wires from plastic housing. Use needle nose pliers so you do not ruin the clips. They must be reused. (pic 76-77)







- 71. Install new abs sensor drop bracket located inside the hardware bag. (pic 79-79)
- 72. Remove factory bracket located lower on the abs sensor. This mount will no longer be used. (pic 80)





73. Now clip abs sensor wires into new drop bracket. (pic 81)
74. Bolt brake hose to back side of spindle. Use provided bolt on spindle. Bolt will mount through hole that was used by existing clip. (pic 82)



75. Attach brake sensor wire on driver side spindle. Factory tab DOES NOT go into hole on spindle. (pic 83) 76. Attach abs sensor and second abs bracket using factory hardware. (pic 84-85)



77. Use provided adell clamp to connect abs and brake sensor wire to neck of spindle. Be sure to turn wheels both ways to make sure there is plenty of room and nothing is getting caught up. (pic 86)

78. Reroute abs wire behind brake line. Use 13mm socket to remove factory brake line bracket. Install abs wire with factory bolt back in factory location. (pic 87)

79. Use supplied zip ties to keep all wires and lines out of the way.

80. Install new tie rod ends. *** BE SURE TO GREASE NEW TIE ROD ENDS *** They do not come pre-greased. Torque to factory specs and install cotter pin on castle nut. (pic 88)







81. Now install the new provided front drive line that comes with the kit.

82. Slide the factory retainer ring over the boot. You must open the crimps on the ring first. (pic 89-91) 83. Use blue loctite and new hardware to mount drive line. Button heads go where U-joint is, for clearence.







BEFORE MOVING ON TO THE REAR. GO BACK AND RE-TIGHTEN ALL HARDWARE ON THE FRONT END.

REAR INSTRUCTIONS

1. Before starting the rear. Be sure to support the rear end housing.

2. Remove the factory shocks.



3. Remove brake line bracket from frame and install new drop down bracket. Use factory hardware to mount new bracket to the frame in factory location. (pic 1-2)

4. Attach the factory brake line bracket to the new drop down bracket using the provided 1" x 5/16" bolts. (pic 3)



5. Make sure brake line is not touching or coming in to contact with gas tank or the frame. (pic 4)







6. Remove rear end housing bracket and install new lift bracket in factory mounting holes using factory bolts. (pic 5) 7. Use 1" x 14" bolts to mount housing bracket to new lift bracket. (pic 6-7)



8. Remove factory U-bolts. (pic 8)
9. If your vehicle has a tapered shim under leafs, you must remove that shim. Clamp leaf pack together and remove center pin. Remove the tapered shim. (pic 9-10)
10.







10. Install rear lift shims. Each shim gives you 1/4" of lift. Use new provided center pin. (pic 11)

*** If vehicle has Magna-Ride, be sure to install the sensor bracket between leaf pack and shims. (pic 12) ***



11. Install lift blocks and new U-bolts. Torque to 95 ft.lbs. (pic 13)





12. Remove factory bump stops.13. Reinstall bump stops using new drop down spacers and allen bolts.(pic 14-15)



14. Install new McGaughy's lift shocks using factory hardware. Torque to factory specs. (pic 16)



* Be sure to go over all bolts and hardware to make sure everything is tight.

- * Do not forget to grease all tie rod ends and ball joints.
- * You must get vehicle aligned before driving.

AFTER 500 MILES, BE SURE TO GO OVER ALL HARDWARE AND BOLTS TO MAKE SURE NOTHING HAS BECOME LOOSE AND EVERYTHING IS STILL TIGHT. THIS INCLUDES THE BOLTS ON THE DRIVE LINE.



559-226-8196

#3607 2019+ GM 1500 TRUCK/SUV LIFT STRUT INSTRUCTIONS



- Large bottom ring must always be present on strut. This ring covers the snap ring and keeps it in place.

- Each billet ring equals 1/2" of lift.
- All billet rings plus top spacer will acheive 10" lift.

- Below is a picture of the factory components you will need to use off your factory struts. (coil, bump stop, coil spring isolator, upper strut mount, lower coil pocket with plastic isolator, and lower nut clips *NOT IN PICTURE*)



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1. Use spring compressor to disassemble your factory strut.

2. Be sure to save your factory coil, bump stop, coil spring isolator, upper strut mount, lower coil pocket with plastic isolator, and lower nut clips. You will be reusing these parts.

3. Using spring compressor, install factory parts on to new McGaughy's lift strut.









4. Be sure to install top spacer if running at 10" position.

5. Note that the top of the strut has three mounting studs. Two nuts are provided for the inner most studs on the top mounts. These are the studs located closest to the engine when bolting up the struts. The other studs will use your factory nuts.

6. Reuse factory bolts to mount strut to lower control arms.





UPDATED BRAKE LINE BRACKET





Above are pics of the updated brake line brackets installed. Your vehicle may or may not use these. Not all GM trucks will require you to use both brackets. We include them either way.



DIESEL FUEL LINE BRACKET









Above are pics of the Diesel Fuel Line Bracket installed This bracket is only requiered when installing lift kit on a diesel vehicle. Disregard this part if your vehicle is not diesel.

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