

FORD F-150 (all cabs, 2WD only)

McGaughy's 2/4" Drop Kit Installation Instructions

1. Use wheel chocks to secure the front of the vehicle from rolling / movement.
2. Put jack stands under the front of the truck, securing it from the movement.
3. Remove the factory strut from the front of the truck.
4. Mark the upper strut mount and the lower strut mount making a straight line between the two (for locating where to re-install the strut to). Once the strut is removed from the vehicle, use a strut compressor to remove the factory coil.
5. Remove the factory bump stop strike plate off the strut (**as shown in fig. #1**). Remove the factory strut coil mount. You may need to use a hammer to tap it off, going from side to side tapping gently and evenly until it comes out.
6. Using the new McGaughy's coil drop, slide it over the factory strut. (**Fig. #2 & #3**)
7. Re-install the factory bump stop strike plate on top of the strut. Use a hammer to gently tap it on (rotating around the strut so that it is installed evenly).
8. Cut the original foam bump stop in half, re-install the wider remaining piece of the bump stop back over the factory strut shaft.
9. Using a strut compressor, re-install the factory coil back onto the strut. Make sure the upper strut mount is installed the same way that it was before it was taken out (the bolt pattern). Make sure your marks are lined up from step 4.
10. Re-install the factory strut back onto the vehicle. (Front is complete)
11. Lower the truck down. Put the wheel chocks on the front of the front tires to keep the vehicle from rolling. Raise the rear of the truck and use jack stands to secure the vehicle.
12. Remove the stock brake hose bolts that bolt through the leaf spring axle pads. Use the 1/4" thick spacer provided on your stock brake line clamp that bolts the clamp to the rear-end axle pad housing (for clearance purposes) Torque to 15 ft. lbs.
13. Remove the U-bolts that attach the rear-end to the leaf spring only removing one leaf spring at a time. The McGaughy's kit provides you with an extra leaf spring bolt for the driver's side. If you cut off the head of the factory bolt instead of dropping the gas tank then we provided you with a new replacement bolt to bolt the leaf spring back in. We recommend that you do not cut the bolt and that you do drop the gas tank. If you cut the bolt then make sure that you use a piece of metal as a shield so that you do not puncture the tank.
14. Use the new 18mm bolt (provided in kit, torque to factory leaf spring bolt specifications) to install the new McGaughy's hanger into the factory front leaf spring mount (**shown in fig. #4**). The hanger also uses a provided 7/16" bolt (torque to 40 ft. lbs.) that goes through an existing hole in the frame (in front of the 18mm bolt). You may have to drill through the 7/16" hole so that the holes line up with the new McGaughy's hanger. We have noticed that since the factory hanger is a stamped steel piece, the holes vary from truck to truck. Make sure to use a piece of steel as a shield before drilling so that you do not drill into the tank. If you dropped and removed the tank, then you do not need to worry about the shield. (**fig. #5**)
15. After the new hanger is installed and tightened, install the factory leaf spring under the axle. The leaf spring will now mount into the new McGaughy's front hanger and will use your stock shackle for the rear of the leaf.
16. Using two clamps, clamp the leaf spring together on each side of the U-bolt retainer plate. Loosen the factory leaf spring bolts and remove the U-bolt retainer plate. Re-install the factory leaf spring bolts and tighten.
17. Repeat steps 13-16 for the other side of the vehicle.
18. Once the rear-end is on top of the leaf spring, install the flip kit between the leaf spring and the rear-end housing. When installing the flip, make sure the two holes in the bottom of the flip kit are towards the front of the truck. This will off-set the rear-end further back so that it will stay centered.
19. Using the U-bolts and plates that are included with the flip kit, install the U-bolts over the rear-end housing, placing the leaf spring plate under the leaf spring with the U-bolts protruding through the bottom of the plate. Install using the hardware provided. Make sure the U-bolts are installed perpendicular to the plate and not at an angle. (**fig. #6**)
20. Once the flip kit is installed on both sides, tighten completely. Tighten the U-bolts equally and torque to 90 ft. lbs.
21. Install the new McGaughy's bump stops into the factory hole.
22. Unbolt the stock shock. Install the new McGaughy's shock extenders (provided in the kit) around the original shock mount, extending it downward, and using the hardware provided. Use the stock shock bolt and re-install the stock shocks. Torque to 60 ft. lbs.
23. Re-install the wheels and torque to factory specifications. Release the floor jack and set the vehicle back onto the ground. CHECK the clearance between the rear-end and the exhaust pipe now that the truck is back on the ground. Depending on the truck, the exhaust may have to be modified to clear the lowered suspension.
24. After the truck is on the ground, torque the shackle nuts back to the original factory specifications.
25. Be sure to take the truck to a reliable front end shop to get a front end alignment.