

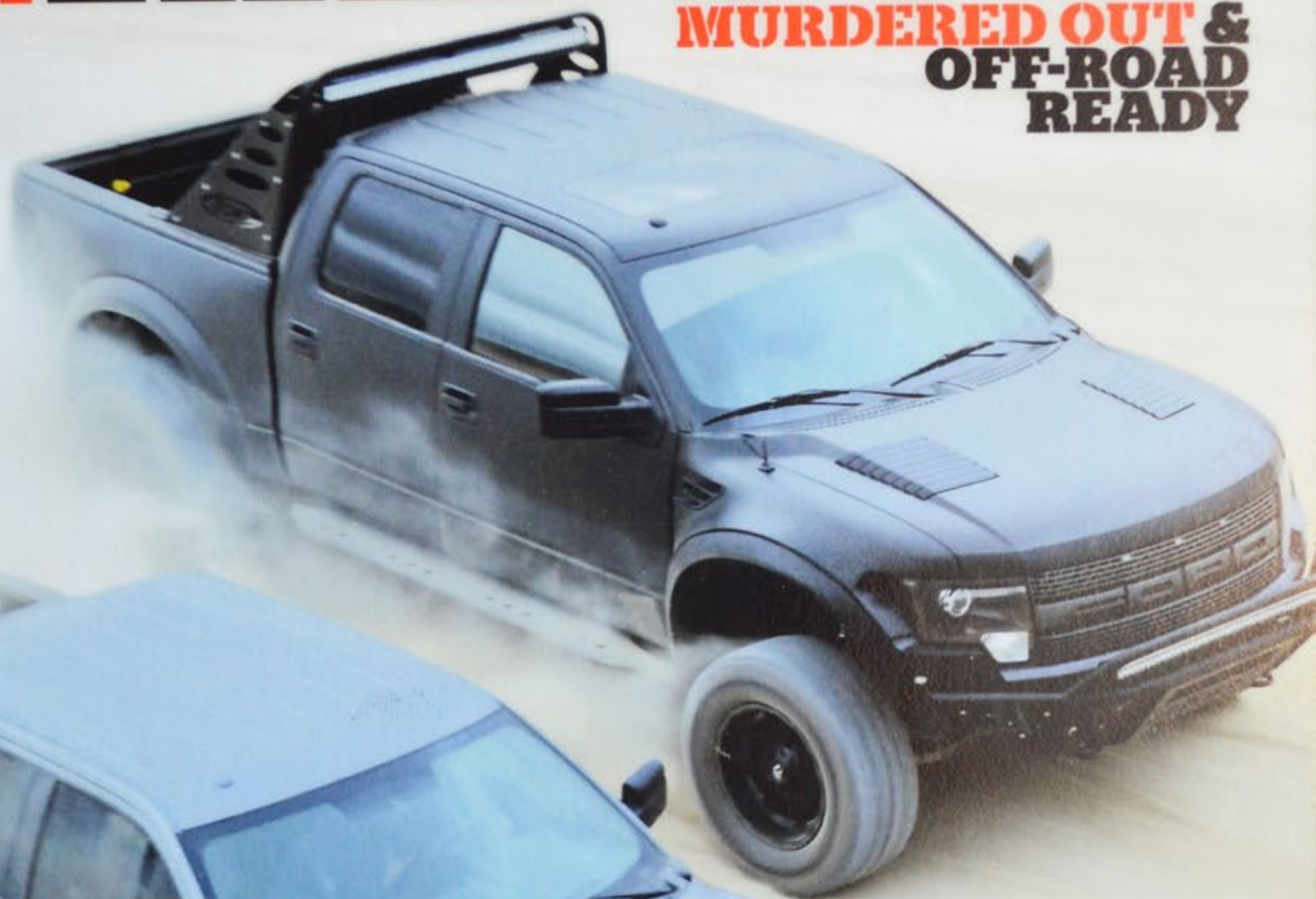
WORLD'S LEADING TRUCK PUBLICATION

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Starting with a rendering from Karbon Kreations, we named this 2012 Ford F-150 FX4 Project Jekyll and Hyde because it will look like a show truck but run in the mud and dirt with the best of them.

Project Jekyll and Hyde: Part 1

McGaughy's New 6.5-inch Lift for 2009-2013 F-150s

It's no big secret that Ford hit a homerun of epic proportions with the redesigned F-150 in 2009, but once they introduced four new engine options for 2011, you could easily call it a grand slam. We've worked on dozens of them in the last few years, but that experience didn't quell our excitement when McGaughy's released their latest lift kit for Ford's hot seller. Well

known for quality lowering kits, McGaughy's branched out into the world of lift suspension kits several years ago and the quality carried over. Entering the domain of Blue Oval owners, they now offer a 6.5-inch lift kit for '09-'13 F-150s. Using lift spindles, strut spacer, new drop-down A-arm crossmembers, and front compression struts, the kit retains a factory-like ride, while allowing plenty of

clearance for larger wheels and tires. Out back, a simple lift block with new shocks matches the frontend's new height. The added height allowed us to bolt on 37x13.50R20LT Interco SS M-16 mud-terrain tires mounted on 20x12-inch Fuel Off-Road Throttle wheels. The rugged good looks of the new wheels and tires dramatically transformed our EcoBoost-powered SuperCrew. To

handle spinning the wrenches while we snapped the pics, we drove the 2012 F-150 FX4 to Ekstensive Metalworks, in Houston. Known for their custom airbagged installs and parts, if it deals with custom trucks of any kind, Ekstensive can handle it. Check out the install to get all of the details, and to give your Ford better looks and off-road capability, give McGaughy's a call. **Truckin'**

Sources:

EKSTENSIVE METALWORKS
(281) 442-1050
ekstensive.com

FUEL OFF-ROAD WHEELS
(800) 493-7891
mhtwheels.com

INTERCO TIRE
(337) 334-3814
intercotire.com

KARBON KREATIONS
karbonkreations.com

MCGAUGHY'S SUSPENSION
(559) 226-8196
mcgaughys.com



1. We arrived at Ekstensive Metalworks, in Houston with a completely stock truck with the goal of turning it into a legitimate off-road-ready F-150.

2. After the truck was up on the lift and wheels and tires were removed, the Ekstensive crew began disassembling the factory suspension by unbolting the brake caliper, removing the rotor, and busting loose the outer tie-rod end, lower ball joint nut, and upper ball joint from the spindle.



3. Before the spindle could be pulled free, the four-wheel-drive CV axle had to be unbolted from the backside of the spindle hub and the outer CV nut was removed with a 10mm socket.

4. The factory hub/bearing was then unbolted from the spindle with a 15mm socket and the dust shield was removed. With the stock spindle removed, we laid it side-by-side with the new McGaughy's lift spindle. No doubt about it, the lift spindle is taller, burlier, and stronger than the original Ford piece.



5. Using a 21mm socket and a wrench on the other side to secure the bolt, the lower A-arm bolts were removed and the lower control arms pulled free. Derek then removed the three 15mm nuts from the upper strut mounting pocket and pulled the strut/coil spring assembly off the truck.

6. Up next, the A-arm crossmember bolts were removed, as was the factory crossmember.





7. and 8. Per the McGaughy's instructions, Derek marked the rearmost lower control arm mount and drilled a 9/16-inch hole into it. He then cut off the inside portion of the factory mount with a Sawzall. This will make room for the new McGaughy's rear crossmember.



9. It's a little tough to see, but the front differential driveshaft was then unbolted and set aside from the chassis.



10. We were now ready to look at the McGaughy's 6.5-inch lift kit. Complete with lift spindles, drop-down crossmembers, compression struts, diff brace, strut spacer, lift blocks, and new rear shocks. The kit is completely bolt-on and comes in a good-looking silver powdercoat.



11. Derek recruited Josh to help lift up and bolt on the new rear crossmember.

12. They then bolted on the sway bar drop-down brackets on each side.



15. The front driveshaft was then reconnected with the included spacer.



13.



13. and 14. Keeping the front differential level while they lowered it down, the differential drop spacers were inserted and bolted in place on the driver and passenger side.

14.



16.



17.



18. Keeping the differential secure and providing underbelly protection, McGaughy's included this diff brace bracket.

18.



19.



19. Because of the length of the lift spindles, new brake line extension brackets were also bolted in place.

20.

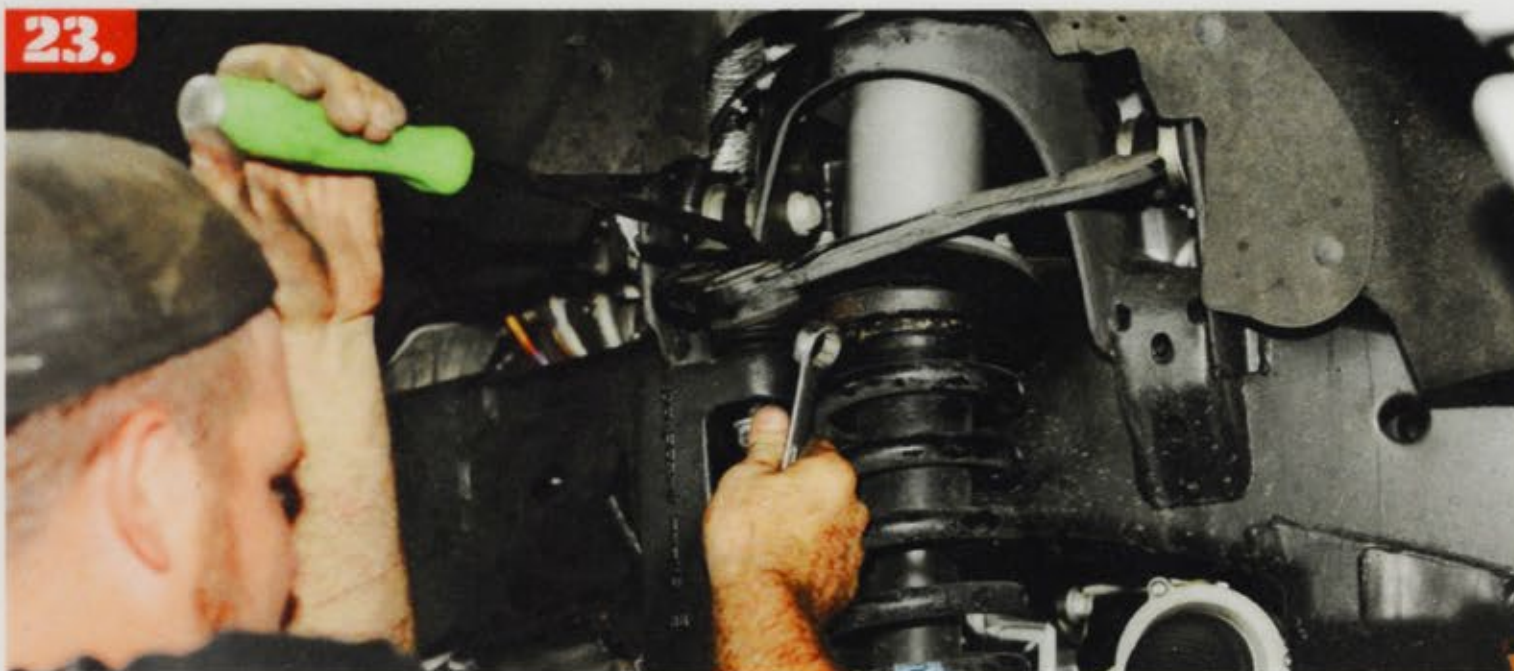

20. With the hub bearing installed into the new McGaughy's lift spindles, the fellas slid the CV axle into the spindle and loosely hung it from the upper control arm.

21.

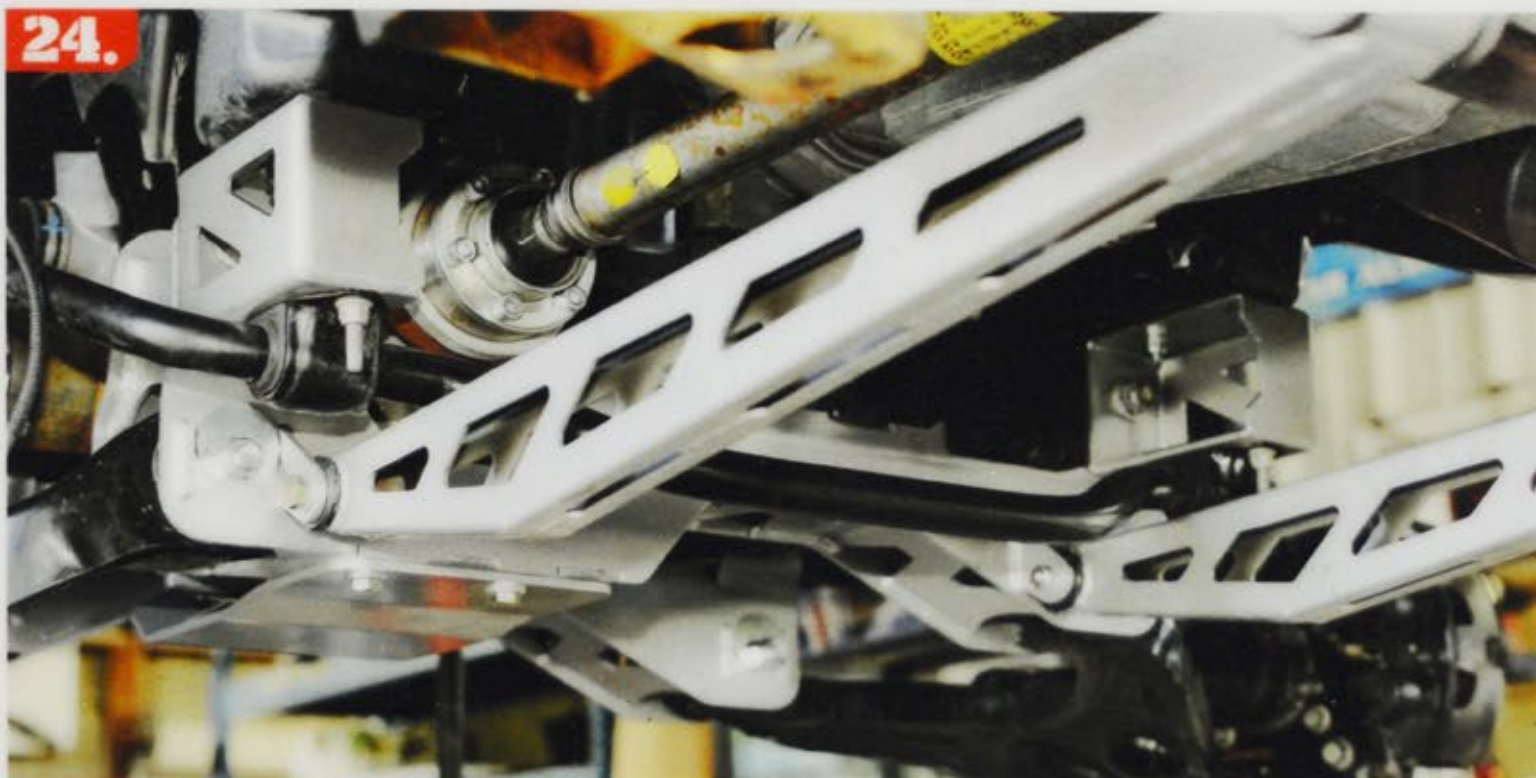

21. Retaining the factory strut and coil spring assembly helps the McGaughy's lift kit maintain a factory-like ride. They use this large strut spacer that is secured by three nuts.

22.


22. The strut/coil spring assembly was then installed into the spring pocket and the lower A-arm.

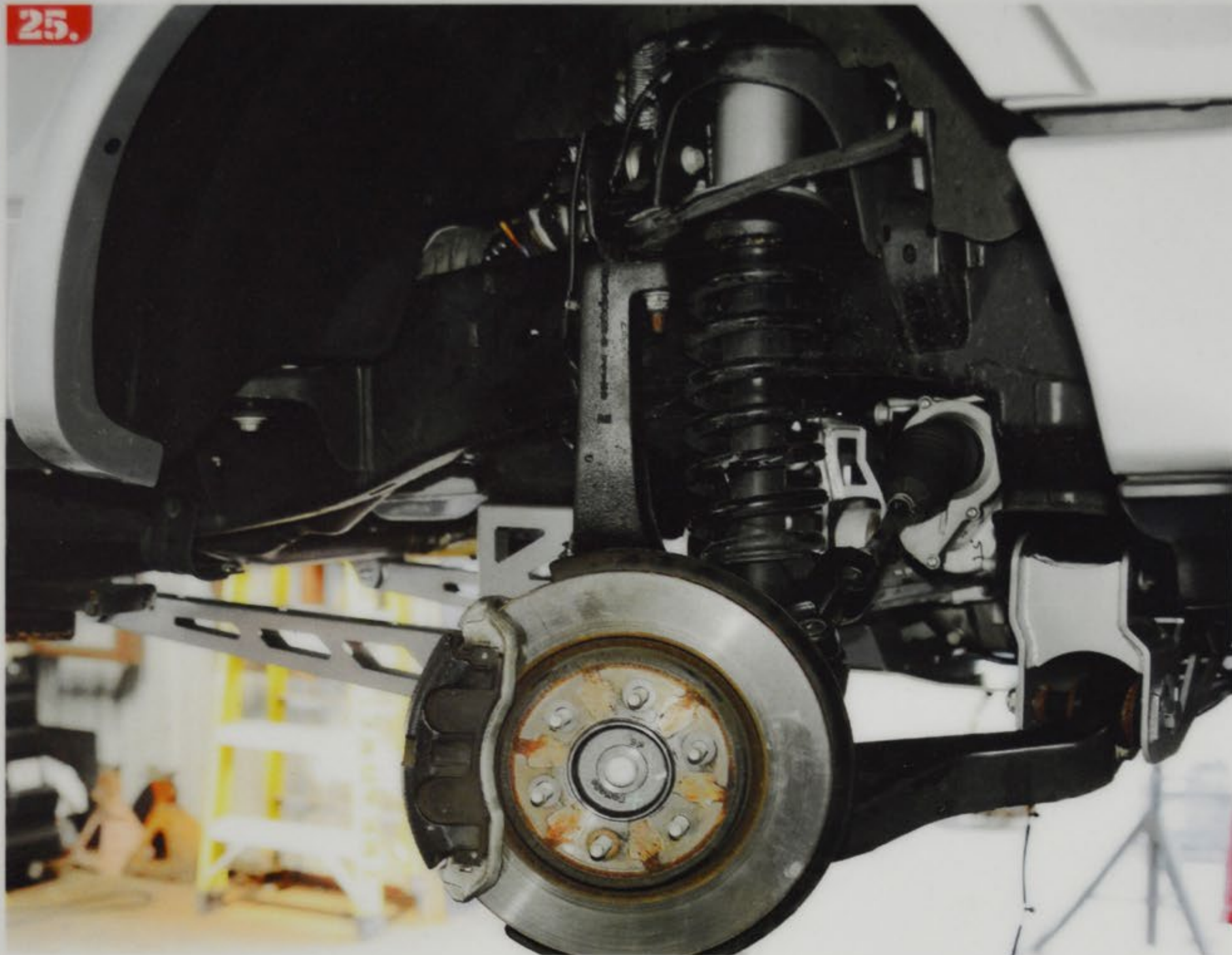
23.


23. To get everything in place, Derek used a prybar to lower the upper A-arm into position with the spindle. The upper ball joint nut was then threaded on and tightened down.

24.


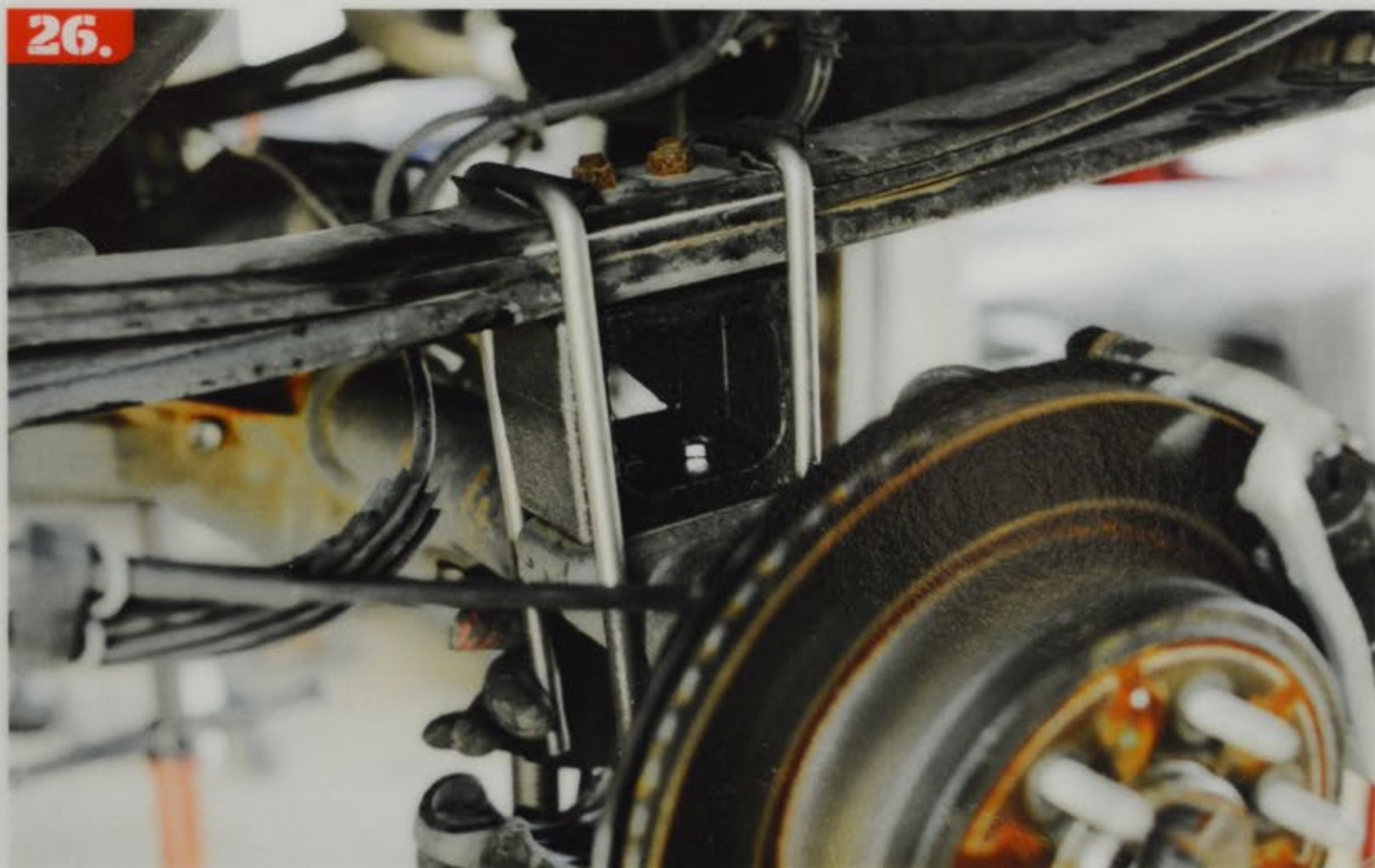
24. Adding strength to the drop-down A-arm crossmembers and providing good looks, the Ekstensive crew bolted on the McGaughy's compression struts.

25.



25. Once the brake rotor and caliper were back in place and the ABS wiring/ brake hoses secured, the new McGaughy's front suspension was ready to rock and roll.

26.



26. Moving to the rear suspension, the axle was supported by jacks and the factory U-bolts removed. The fellas then installed the McGaughy's lift block and longer U-bolts.

27. New, longer McGaughey's shocks will help damp the ride and are designed especially for this lift kit.



28.



28. We capped off the F-150's new lift kit with a killer set of wheels and tires. Bolted on each corner are 37x13.50R20LT Interco SS M-16 tires mounted around 20x12-inch Fuel Off-Road Throttle wheels with a seriously deep lip. The 37-inch tires are a bit aggressive for this lift kit, and they did rub on the stock bumper, but as you can see in the rendering, we're going to replace the front bumper with a prerunner style from ADD.

29.



29. After a shakedown run and retorquing, the F-150 was looking sick. Stay tuned for more installs on this 2012 FX4, as we continue to makeover Ford's phenomenon.