



Packaging Inspection Check-Off Form

Name(s): _____

Date box was packaged, inspected, weighed, & verified to insure all parts were inside & correct: _____

1999-2006 GM 1500, 7" LIFT KIT PART # 50000

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

www.mcgaughys.com

BOX 1

☐

Spindles (2) STEEL

☐

U-Bolts (4) 13-1/2" x 2-1/2" x 9/16"

BOX 2

☐

Rear Shocks (2) #929543

☐

Front Shocks (2) #923510

☐

Front Crossmember

☐

Rear Crossmember

☐

Skid Plate

☐

Compression Struts (2)

☐

Torsion Bard Drop Brackets (2)

BOX 3

☐

Rear Lift Blocks (2)

☐

Lower A-Arm Support Rods (2)

☐

Rear Bump Stop Extenders (2)

☐

CV Axle Spacers (2)

☐

Spare Tire Spacer

☐

Outer Tie Rod Ends (2)

☐

Hardware Pack

☐

Weld-In Filler Plate (1)

☐

Sway Bar End Links (2)

☐

Rear Leaf Shims (6)

☐

Passenger Side Differential Drop Bracket

☐

Driver Side Differential Drop Bracket

☐

Compression Strut Brackets (2)



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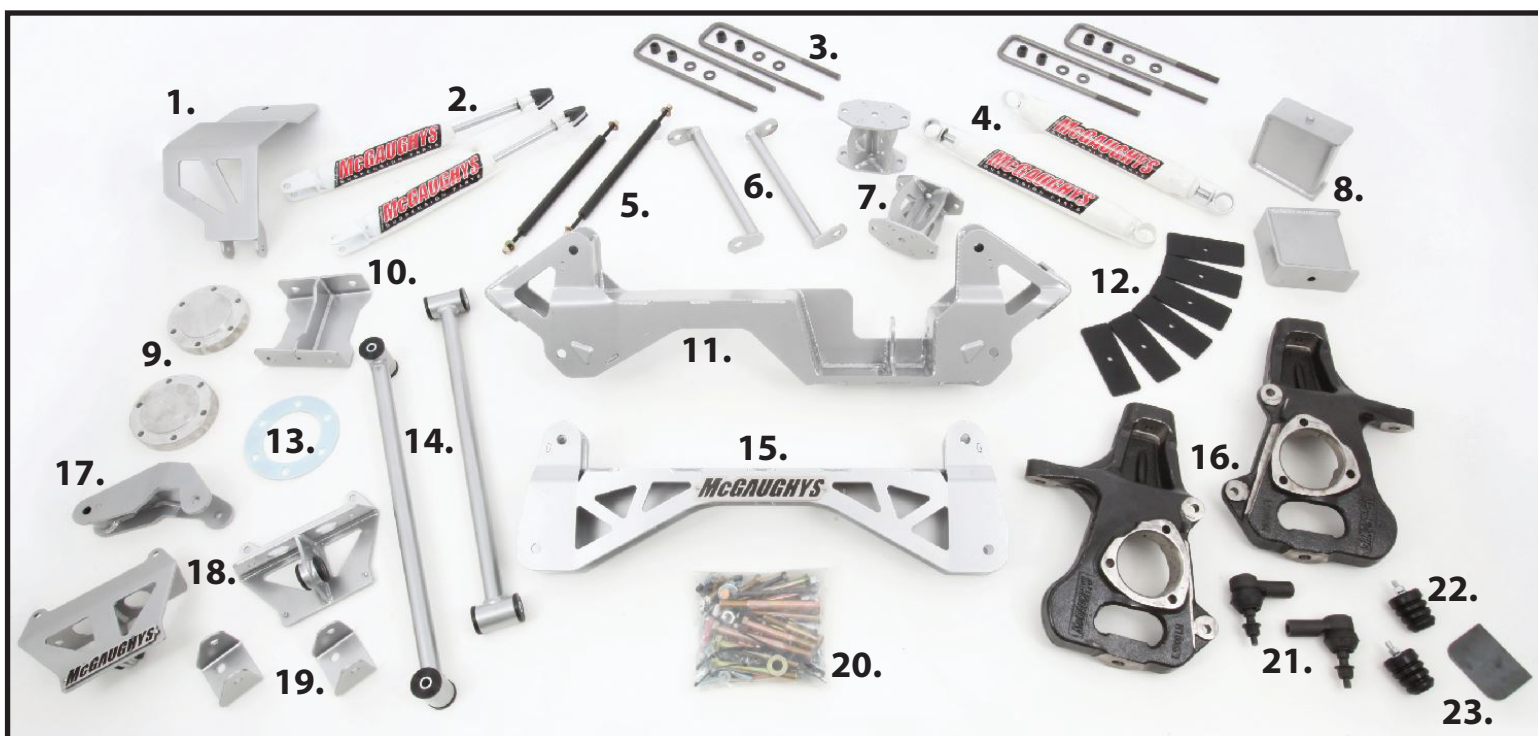
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1999-2006 GM 1500, 7" LIFT KIT

PART# 50000

*****READ THESE ENTIRE INSTRUCTIONS BEFORE STARTING ANYTHING*****

- The factory wheels and tires will not fit on the front of vehicle once lift kit is installed, without using the provided wheel spacer. One provided for use with spare tire only. You must use at least a 17" diameter wheel and 8" wide. With a maximum backspacing of 4-5/8"
- This kit will not work on vehicles with factory auto ride suspension.



- | | |
|--|---|
| 1. Skid Plate | 13. Spare Tire Spacer |
| 2. Front Shocks | 14. Compression Struts |
| 3. U-Bolts | 15. Front Crossmember |
| 4. Rear Shocks | 16. Front Lift Spindles |
| 5. Front Sway Bar End Links | 17. Driver Side Differential Drop Bracket |
| 6. Lower A-Arm Support Rods | 18. Torsion Bar Drop Brackets |
| 7. Rear Bump Stop Extenders | 19. Compression Strut Brackets |
| 8. Rear Lift Blocks | 20. Hardware Pack |
| 9. CV Axle Spacers | 21. Outer Tie Rod Ends |
| 10. Passenger Side Differential Drop Bracket | 22. Foam Bump Stops |
| 11. Rear Crossmember | 23. Weld-In Filler Plate |
| 12. Rear Leaf Spring Shims | |



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**READ THESE ENTIRE INSTRUCTIONS
BEFORE STARTING ANYTHING**

-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. *Except, for the optional weld-in filler plate.

-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.

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 sides of the vehicle. Remove the front wheels.



1. Using the proper torsion bar tool, measure/mark the exposed threads on the torsion bar adjusting bolts, and then UNLOAD and remove the crossmember and bars (keep all hardware).

2. Remove the factory sway bar end links from the lower control arms and sway bar. Save the factory bushings.

3. Remove the factory front shocks, they will not be re-used.

4. Remove and save the bump stops from the frame. They will be reused.

5. Remove the front differential skid plate and splash shield.

6. Remove the outer tie rod end from the spindle.

7. Remove the brake hose bracket from the top of the spindle and unplug the ABS from the frame and control arm.

8. Remove the brake caliper from the spindle and secure it out of the way.

9. Remove the rotor, axle nut, and washer from the spindle.

10. Unbolt the hub and remove the bearing hub assembly from the spindle.

11. Remove the upper and lower ball joints from the spindle. And remove the factory spindles from the vehicle.

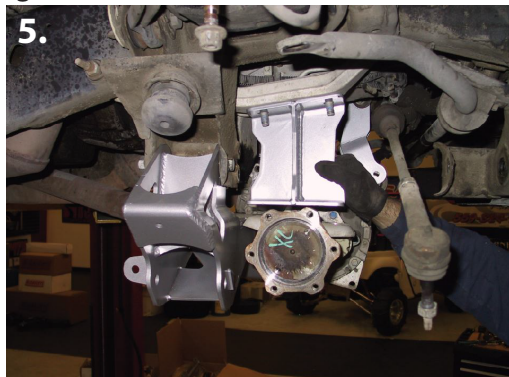
12. Uninstall the CV axles from the differential housing.

13. Remove the lower control arms from the vehicle.

14. Remove the front drive shaft from the differential.

15. Disconnect the vacuum line and electrical connection from the differential.

16. Now remove the differential housing assembly and differential crossmember. You may need to cut the backside of the driver side lower control arm pocket. You will need to measure over 1.5" from the backside of the pocket and make a vertical cut line around the entire pocket. (pics 1-2) With the pocket cut and removed, use the weld-in filler plate provided. Be sure to clean and paint the finished plate to keep from rusting.

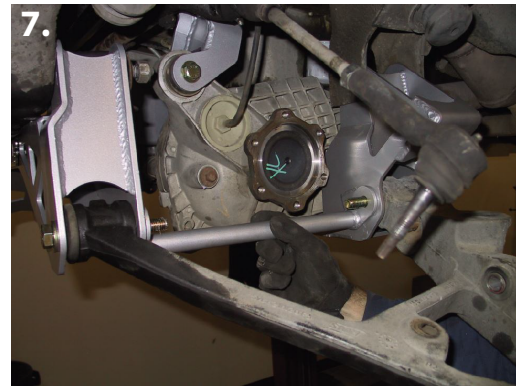
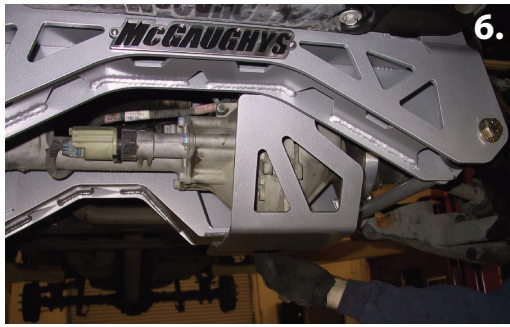


17. Install rear crossmember using the factory hardware. (pics 3-4)

18. Install the passenger side diff drop bracket using the factory hardware to the bottom factory mount on the frame. The wider end of the bracket should be facing the front of the vehicle. (pic 5)

19. Install the driver side diff drop bracket using the factory bolt through the factory diff mount on the frame.

20. Bolt the differential to the new installed diff drop brackets. Use the provided 9/16" x 3-1/2" bolt and lock nut for the driver side differential bushing. DO NOT TIGHTEN BOLTS YET. NOTE: The diff drop bracket may rub on the stud that attaches the centerlink to the pitman arm. If so, cut off the extra thread hanging down past the nut.



21. Install the front crossmember into the factory a-arm pockets, using the factory hardware. DO NOT TIGHTEN YET. (pic 6)

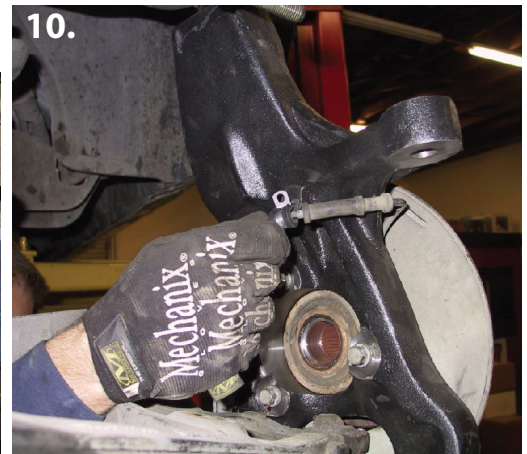
22. Now reinstall the electrical connection and vacuum line to the factory differential housing.

23. Install the factory lower control arms into the new crossmembers, using the provided 5/8" x 5" bolt on the front and 5/8" x 6-1/4" bolt on the rear crossmember. Make sure to use the supplied lower a-arm support rods. (pic 7) Bolts will go from the outside in, so that the nuts are towards the differential. DO NOT TIGHTEN YET.

24. Install the supplied skid plate to the back side of the front crossmember using the provided 1/2" x 14-1/2" bolt and lock nut. Use the provided 1/2" x 1-1/4" bolt to attach the back side of the skid plate to the rear crossmember. Torque both bolts to 50 ft lbs.

25. You can now tighten the differential hardware. Torque to 70 ft lbs.

26. Install new provided bump stops onto the rear crossmember.

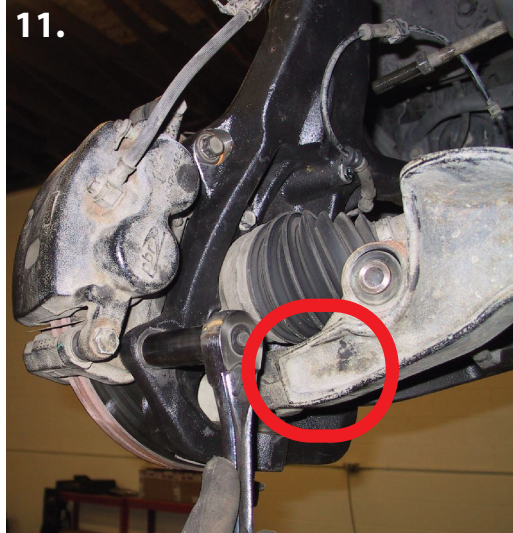


27. Install the new supplied lift spindles. Reinstall the factory upper and lower ball joints into the lift spindles. Torque to 70 ft lbs.

28. Install new provided outer tie rod ends. Torque to 30 ft lbs.

29. Reinstall the original hub assembly back onto new lift spindles. Make sure to use loctite on the flange bolts. Torque to 130 ft lbs.

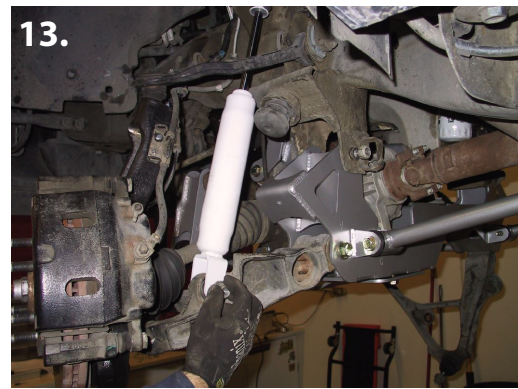
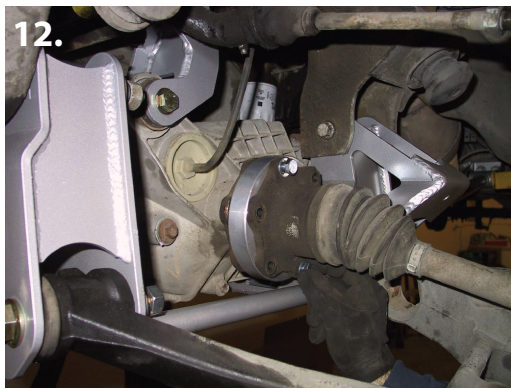
30. Pull excess brake hose that is wound up by the frame through the bracket towards the spindle. (pic 8)



31. Install the factory brake hose bracket to the new lift spindle using the provided self-tapping bolts into the pre-drilled holes on the spindle. (pic 9)

32. Attach brake hose on back side of the lift spindle using the provided clamp and self-tapping bolt. (pic 10)

33. Make sure you grind down the steering stops on the lower a-arms. The front and back stop on each side. (pic 11)



34. Reinstall the CV axles, along with the provided 1" thick CV axle spacers. Use the provided 10mm bolts and washers. Make sure to use loctite and tighten all bolts in a star pattern. Torque to 55 ft lbs. (pic 12)

35. Next, install the axle nut. Torque to 150 ft lbs.

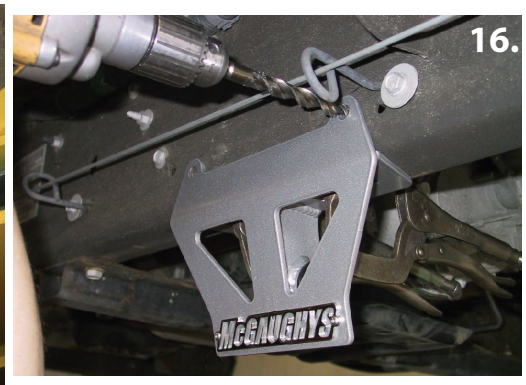
36. Install the new provided front shocks, using the factory hardware on the bottom mount. Torque top to 15 ft lbs and the bottom to 35 ft lbs. (pic 13)

37. Now install the factory rotor and caliper. Torque to 70 ft lbs.

38. Make sure brake hoses and ABS lines are routed in a way so that you are not losing any turning radius. Also, use wire ties to keep lines and hoses hooked to the spindles and upper a-arms. Make sure nothing is rubbing.

39. Reinstall the front drive line using the original hardware. Torque the U-joint strap to 20 ft lbs. NOTE: You may need to re-route your exhaust to keep it from hitting the drive line. NEVER DRIVE THE VEHICLE WITHOUT THE DRIVE LINE INSTALLED, AS IT COULD CAUSE SEVERE DAMAGE.

40. Install the new provided front sway bar end links, using the factory rubber bushings and hardware. Torque to 25 ft lbs only. DO NOT OVER TIGHTEN.



41. Install the compression strut bars in the tabs on the back side of the rear crossmember, using the provided 1/2" x 4" bolts. DO NOT TIGHTEN YET. (pic 14)

42. Install the provided compression strut brackets in to the existing holes on the transmission mount crossmember. (pic 15)

43. Next, bolt up the compression strut bar into the newly installed brackets using the 1/2" x 4" bolts. Torque all four bolts to 60 ft lbs.

44. Install the provided torsion bar drop brackets on to the frame. The new brackets will locate to the underside of the frame so that the center of the bracket's bushing hole is straight down from the center of the bushing hole on the original torsion bar. Use C clamps to hold the bracket in place. Using a center punch, mark the holes and drill 7/16" holes on the frame. (pic 16) Use provided 7/16" x 1-1/4" bolts and torque to 65 ft lbs.

44. Install the original torsion bar crossmember in to the new drop brackets using the factory hardware. Torque to 70 ft lbs.

45. Install the original torsion bars back in to the lower a-arms and to the crossmember using the original adjusters. Make sure you put the adjusters back to the original spot the you marked. DO NOT crank up the torsion bars.

46. Install wheels and tires and set vehicle back on the ground. Torque lug nuts to manufacturer's specs.

CHECK THE FRONT FOR TIRE CLEARANCE BY TURNING THE STEERING WHEEL ALL THE WAY IN BOTH DIRECTIONS. BE SURE TO RE-CHECK ALL COMPONENTS, MAKING SURE EVERYTHING IS PROPERLY TIGHTENED.

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.



1. With the rear end supported, remove the factory shocks, u-bolts, and blocks. Clamp the factory leaf spring pack in the center so that you can unbolt the center pin. Install the provided rear leaf shims at the bottom of the factory leaf pack. Bolt back in the factory center pin with the head of the bolt on the bottom. (pic 1)
2. Install the new lift blocks so that the center pin is on the bottom of the block and fits onto the axle. The long end of the block should be towards the rear of the vehicle and the short end towards the front. (pic 2)
3. Install new provided u-bolts and hardware. Make sure the blocks, leaves, and rear end all stay aligned when tightening.
4. Unbolt the factory bump stops and install onto the new bump stop drop bracket using the factory hardware. Bolt the new assembly into the factory location using the provided 10mm hardware. (pic 3)

5. Using the provided self drilling hex screws, re-route the factory brake line bracket from on top of the frame to the underside of the frame. Make sure to check for clearance and that nothing is rubbing on the bracket line.
6. Install new rear lift shocks using the factory hardware.
7. Make sure the factory ABS line has enough slack so that when the rear end is at its fullest downward travel, the line isn't stretched. Zip tie the ABS line to the u-bolt and anywhere else needed to keep it out of the way.
8. Take the driver side emergency brake cable out of the factory bracket and put the passenger side cable into its place. Bolt the bracket back in the same way it was originally installed using factory hardware.
9. Be sure to check the rear differential fluid at this time. Make sure it is at the proper level. Add fluid if need be.
10. Double check all rear components, make sure everything is tight and torqued to proper specs.
11. Install wheels and tires and set vehicle back on the ground. Torque lug nuts to manufacturer's specs.
12. Now double check the front and rear of the vehicle. Making sure all brake lines, ABS lines, all wires, and hoses have plenty of clearance and are not rubbing or touching anything that could cause wear.
13. Install is now complete. You must get the vehicle properly aligned before operating the vehicle. We also recommend that you inspect all components on the vehicle after the first 100 miles of driving. Make sure everything is in proper working order and tight.

Double check all the front and rear fasteners and components, making sure everything has been torqued to the proper specifications. This MUST be done prior to operating the vehicle. Be sure to get the vehicle properly aligned immediately. We recommend periodically checking all components front and rear to be sure they are all in proper working order.