



EIGHT INCHES FOR 37s

# FOUR-LINK YOUR FORD

BY CHRIS ROGERS | PHOTOGRAPHY: OFF-ROAD STAFF

**K**NOWN THROUGHOUT THE LOWERING WORLD FOR HIGH-QUALITY DROP KITS, MCGAUGHY'S SUSPENSION PARTS IS A BIT OF A NEWCOMER TO THE OFF-ROAD INDUSTRY. THEY PEEKED THEIR HEAD IN A FEW YEARS AGO TO SHOW US SOME OF WHAT THEY WERE PLANNING, BUT SINCE THEN THEY'VE REALLY RAMPED UP WITH KITS FOR CHEVYS BUILT AFTER 2001 AND NOW KITS FOR THE CURRENT F-150 AND SUPER DUTY, AS WELL.

We got a first glimpse at McGaughy's new four-link conversion Super Duty kit that lifts the truck 8 inches while converting the radius arm suspension to four separate links. You should be able to purchase this suspension by the time this magazine hits newsstands, so keep your eyes peeled. **OR**

# FOUR-LINK YOUR FORD

► McGaughy's 8-inch Super Duty lift kit consists of new coils, a four-link conversion, bumpstop lowering brackets, sway bar lowering brackets, a track bar bracket, a new pitman arm, and Fox remote-reservoir shocks. The 8-inch lift allows 37-inch tires to be put on the 2011-and-up Ford F-250s and F-350s.



► Fox remote-reservoir shocks are in every possible place on this truck, but those shocks are just an option and you can order the kit with or without them. You obviously do not need remote-reservoir steering stabilizers—but they do look good.



Drop brackets are given for the sway bar, track bar, steering linkage, and bumpstops to account for the 8 inches of lift.

► McGaughy's erred on the side of overkill when it came time to build their four-link conversion. The mounting brackets tie into the original radius arm points, but also travel back behind the transmission crossmember to again meet up to the frame for extra strength and absolute rigidity. The four-link arms themselves are boxed tubular arms with urethane bushings in them. Using urethane instead of a hard steel ball rod end will keep the ride a little smoother and soak up some of the extra road noise.



▲ Blocks lift the rear end of the Super Duty kit, though McGaughy's does have a full spring option if you want to go that route. You do not have to worry about these blocks spitting out, though, as they are retained by the inner U-bolts thanks to the design of the welded-plate blocks.



▲ This test truck was outfitted with 37x13.50R22 Toyo Open Country M/Ts on 22x12 American Force wheels. It's a little more wheel (versus tire) than we like to run, but it still looked pretty good.

From the looks of things, a set of 38-inch tires would fit up here no problem with the correct backspacing built into the wheel.

## THE SOURCE

**MCGAUGHY'S SUSPENSION PARTS**  
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