

Higher Ground: LGE-CTS Motorsports Shows How to Add a 4-Inch McGaughys Lift to a '14 GMC

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So you just bought a new truck and you're rolling hard down the streets thinking you're the boss. Then all of a sudden some fool rolls up on you with the exact same truck. Suddenly you don't look so tough, and you don't want to fall short again. One of the best ways to make your truck a cut above the rest is to alter the height with new suspension parts.

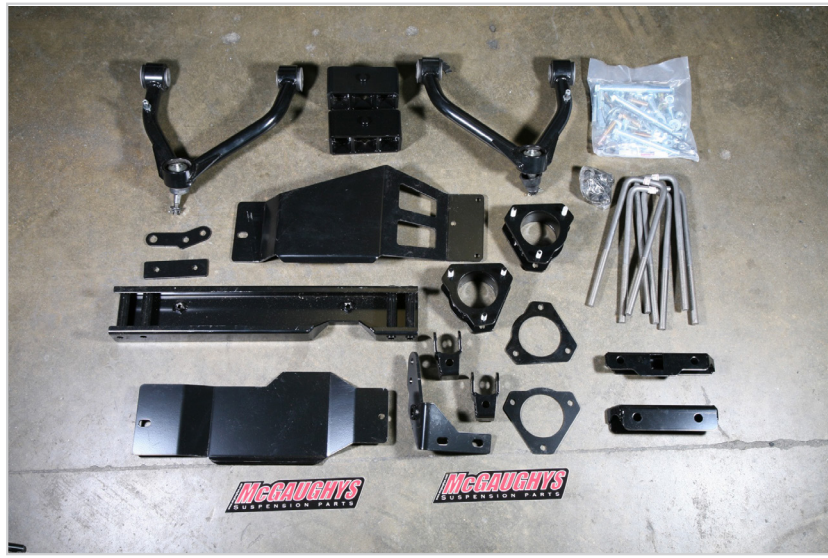
A good way to do this is to add a substantial lift that will make it stand above the rest. Besides giving your truck a better look, you'll reap some other benefits as well. The added height will offer better clearance for trails and unpaved surfaces. We've all been in situations where you question whether or not your truck can make it through without getting stuck.

McGaughys Suspension Parts has been helping folks in these situations for years with its high-quality suspension parts. Recently the company has been concentrating on lift kits. So, when super cross rider Davi Millsaps wanted to add a lift to his '14 GMC Sierra 1500, he knew just where to turn. He turned to LGE-CTS Motorsports in San Dimas, California, for the installation that will make it a lot easier for Davi get through the rough paths that lead to the kind of terrain he needs to practice with his bike.

When we showed up and looked at the parts in person, we were instantly impressed with their quality and fine powder coat finish. All of the parts are completely bolt-on with no fabrication needed, and unlike other kits, there is no cutting or grinding required on the front or rear differentials. Another great thing about the kit is that the front struts didn't need to be disassembled, which saves a lot of time.

Instead of just going with a lift over stock wheels, Davi decided to add a little more style and function with a new set. The truck was completed with a set of Nitto Terra Grapplers and BMF Wheels to complete the look. The truck was driven immediately afterwards, and not only did it look good, it rode smoothly both on and off-road. Check out the steps on the next few pages to see how it all went down.

Nitto Tire
Nittotire.com



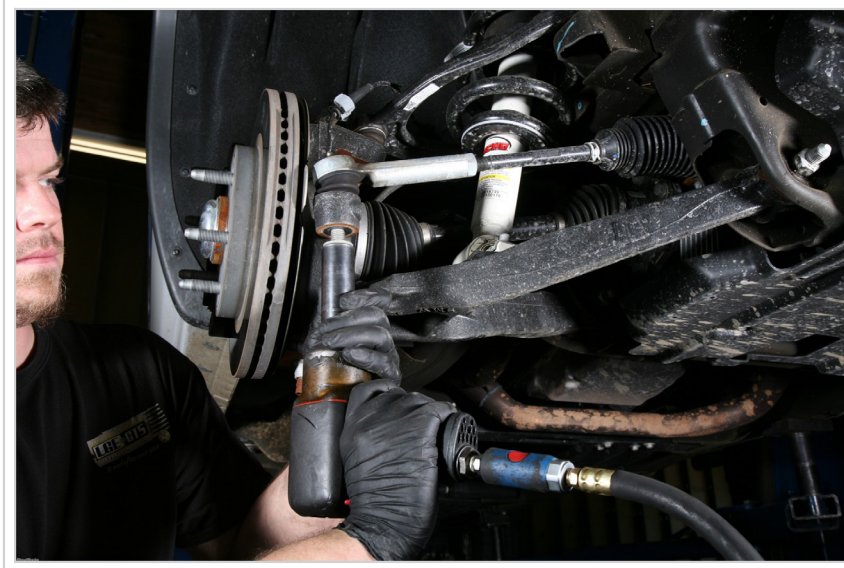
The 4-inch lift kit came with front strut spacers, upper A-arms, a cross member, skid plates and all other hardware needed for the front. For the back end, lift blocks, U-bolts and shock extenders do the trick.



Once you have the truck on a lift or up high on jack stands, you can take off the wheels. The first thing to do on the front is to remove the ABS sensor wire bracket using an impact gun or wrench with a 10mm socket.



To free the front suspension, the sway bar end links are removed with the use a 15mm socket and wrench.

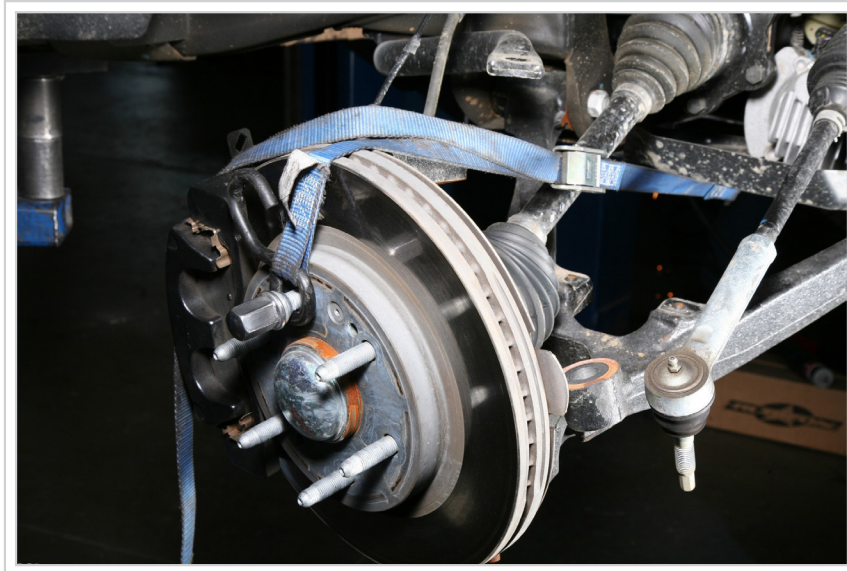


A 21mm socket is used to disconnect the tie rods from the spindles.



The front strut assembly is unbolted from the frame and lower arm. Then it's removed and set aside for the spacers.





Before the upper arms could be removed, the ball joints were unbolted from the spindles. To minimize stress to the lower ball joints, Chance held the spindles in place with a tie strap connected to the frame.



To swap out the A-arms, the cam bolts were unbolted to free them. The new arms were simply placed in and secured with the factory cam bolts.



The plastic skid plate was removed by taking out the 15mm bolts that attach it. Then, the rear front cross member can be dropped out by undoing the four bolts the hold it.



The diff gets mounted lower with the use of a pair of drop-down brackets. To access the passenger side differential, the electronic rack-and-pinion steering needs to be out of the way. To do this, the two passenger side and lower driver's side need to be removed. Then the upper driver's side bolt can be loosened but not removed so the steering can move while remaining attached to the frame.

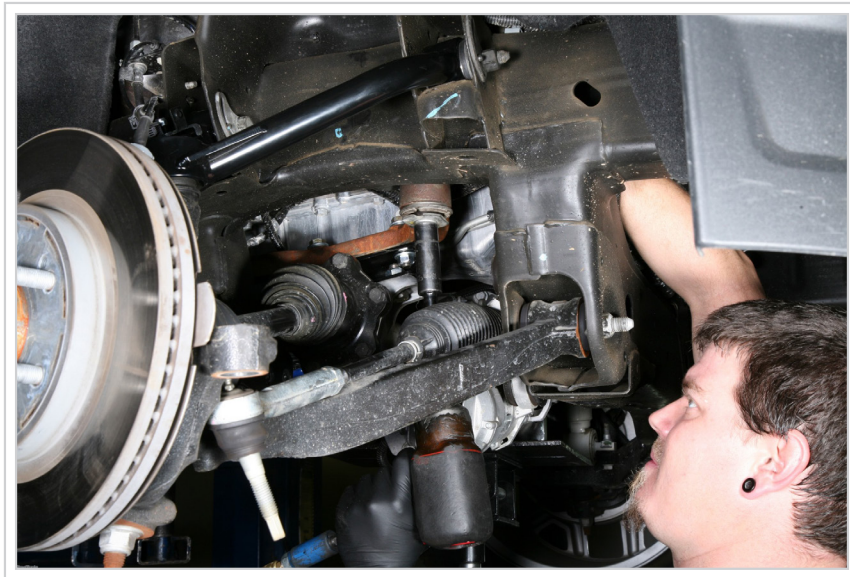


With the diff supported, the differential mounts can be unbolted and removed.





Using a hammer, the factory studs are removed and the drop-down brackets can be installed.



The differential brackets can be reinstalled and the steering can be bolted back on the frame.





In order to bring the diff down, 3 inches of the frame needs to be cut off where the cross member used to bolt up. Afterwards, the rear bolt for the lower driver's side A-arm needs to be removed.



Using a 10mm socket, the sway bar is removed from both sides of the frame.



The bracket for the new cross member is bolted between the sway bar mount and the frame. Once in place, the new A-arm bolt can be placed in and tightened down. Note that the CV axle may need to be removed to do so. Then, the new cross member can be bolted in.



Since, the driver's side sway bar mount holds the new cross member bracket, the passenger side gets a shim.



This spacer is mounted to the top of the strut assemblies to make the installation simpler and maintain factory ride quality. Then they're mounted to the truck in the factory locations.



The front started to come together as the tie rods and new upper A-arms were secured to the stock spindles. Once the castle nut is tightened, a cotter pin is used to keep it in place.



The sway bar and end links are reattached to the lower arms using a 15mm socket and wrench.



The cool new arms even come with hardware and a mounting location for the ABS sensor wire harness bracket.



The new skid plates were attached to the front with factory bolts, and the rear is held in place with the supplied $\frac{1}{2}$ x 1-Inch bolts. On the front of the driver's side diff skid plate, two 5/16-inch holes need to be drilled out and two supplied 3/8-inch self-tapping bolts are installed.

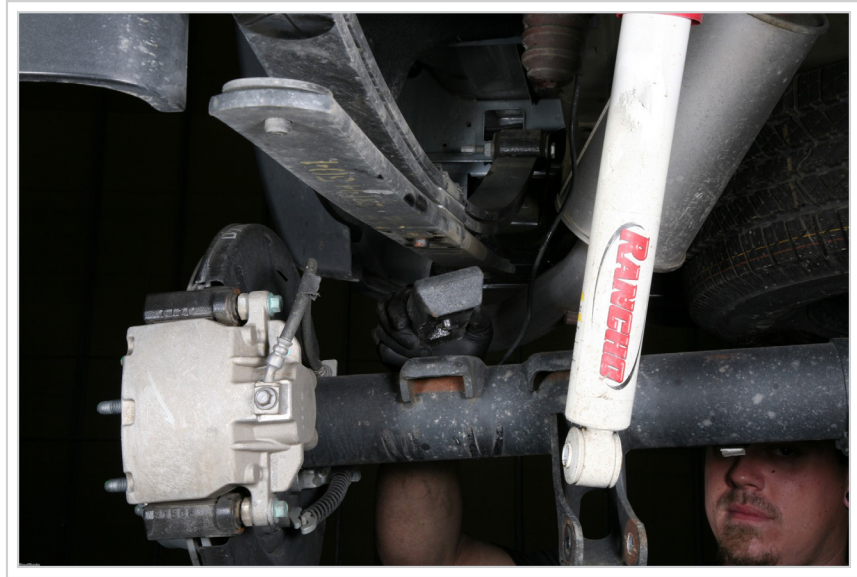


The brake line was removed from the rearend to allow for it to move down during the rearend installation.



Before the rearend can come down, the rear shocks are unbolted to free it.





With the rearend supported, the factory U-bolts were removed so that the blocks could be removed.



Then the rearend was lowered and the new blocks were dropped in, taller sides towards the rear. The new U-bolts were bolted together to reattach the rearend.



These extenders allow the stock shocks to be used. With the rearend together, the brake line was bolted back on to complete the rear of the installation.



The truck also received an upgraded set of rolling stock. Since the factory wheels have tire pressure sensors, they were marked for their designated corners and taken off so they could be used on the new wheels.



Although this is occasionally used to drive off-road it will mostly be driven on paved roads. For a happy medium we chose Nitto Tires' Terra Grappler, which is an all-terrain light truck radial. It has a nice-looking tread that will grip during all seasons of weather and is designed to minimize road noises. These 305/55R20-sized tires have an overall diameter of 33.19 inches and fit this truck and lift without having any fitment issues.



The Nitto tires were mounted to the new BMF Wheels. These 20-inch F.I.T.E. 6 rollers in Death Metal Black seemed to fit the look of the truck perfectly. The shiny black finish is nicely accented with machined details.



Chance bolted on these bad boys and then gave the truck a front-end alignment to complete the job.

Text and Photos by Kevin Aguilar