



Packaging Inspection Check-off Form

Name(s): _____

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

**2019+ GM 1500 TRUCK
PART# 50792 (2wd), 50797 (4wd)**

**559-226-8196
4603 E. VINE AVE.
FRESNO, CA 93725
www.mcgaughys.com**

BOX 1

- #3 Lift Spindles (2)
- #12 Lift Blocks (2)
- #11 U-bolts & Hardware (4)
- *****
- OWN BOX**
- #6 Passenger Side Diff Drop Bracket
- #7 Driver Side Diff Drop Bracket
- #4 Passenger Side Differential Drop Brace
- #27 Front Drive Line Spacer w/Hardware
- #28 Drive Line Boot Adaptor w/Clamp

BOX 2

- #10 Front Crossmember
- #5 Rear Crossmember
- #15 Compression Struts (2)
- #9 Skid Plate
- #13 Sway Bar Drop Brackets (2)
- *****
- OWN BOX**
- #14 Compression Strut Brackets (4)
- #26 Stackable Leaf Spring Shims (8)
- #25 Leaf Spring Center Bolts (2)
- #20 Rear Bump Stop Spacers (2)
- #16, 18, 19, 23, 24 Brake Line Brackets
- #21 Tie Rod Ends (2)
- *****
- OWN BOX**
- #8 Hardware Pack

BOX 3

- #2 Adjustable Front Struts (2)
- #1 Rear Shocks (2)

**Parts listed on check off sheet are for 4wd trucks only.
If you ordered a 2wd kit, some parts will be omitted.**

2019+ GM 1500 TRUCK

PART# 50792 (2wd), 50797 (4wd)

NOTE:
 * This kit will not work with factory wheels. Must use aftermarket wheels with at least 4.5" of back spacing and no more than 5" of back spacing.
 * You must grease all components that require grease. Including the provided new tie rod ends. They do not come pre-greased.
 * Truck must be aligned once lift kit is installed, before being driven.



- | | | |
|--------------------------------------|----------------------------------|----------------------------------|
| 1. Rear Shocks | 10. Front Crossmember | 19. Front Brake Line Bracket |
| 2. Front Struts | 11. U-Bolts | 20. Rear Bump Stop Brackets |
| 3. Lift Spindles | 12. Lift Blocks | 21. Outer Tie Rod Ends |
| 4. Passenger Side Diff. Drop Brace | 13. Sway Bar Drop Brackets | 22. Pass. Side Diff. Drop Washer |
| 5. Rear Crossmember | 14. Compression Strut Brackets | 23. Front Brake Line Bracket |
| 6. Passenger Side Diff. Drop Bracket | 15. Compression Struts | 24. Front Brake Line Bracket |
| 7. Driver Side Diff Drop Bracket | 16. Rear Axle Brake Line Bracket | 25. Rear Leaf Center Pins |
| 8. Hardware | 17. Compression Strut Nuts | 26. Rear Leaf Shims |
| 9. Skid Plate | 18. Rear Frame Brake Line Brkt. | 27. Front Drive Line Spacer |
| | | 28. Drive Line Boot Adaptor |



McGAUGHY'S
S U S P E N S I O N P A R T S

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**READ THESE ENTIRE INSTRUCTIONS
BEFORE STARTING ANYTHING**

- If you are the installer only, and not the owner of the vehicle, please make sure the owner of the vehicle gets these instructions. They contain very important information about the lift kit and maintainace.
- 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 exchages 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.
- 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.

WARRANTY INFORMATION

- McGaughy's warrants all **McGaughy's** products against manufacturer's defects in materials or workmanship for a period of **ONE-YEAR** from the date of original purchase. All McGaughy's spindles carry a **LIFETIME** warranty against manufacturer's defects.
- Warranty will not extend to any product or part there in, that has been improperly installed, abused, or neglected.
- Any warranty will be void on lift kits or components that are installed along with another company's components. All McGaughy's parts are designed to work with factory components or other McGaughy's components only.
- McGaughy's will not warranty any product(s) that were modified in any way. Check fit all products prior to custom painting, powder-coating, or any form of fabrication (sanding, drilling, painting, chroming, etc).
- There are **NO WARRANTIES** neither expressed nor implied for powder-coating on any McGaughy's products.
- McGaughy's is not responsible for damages and/or warranty of other vehicle parts (factory or aftermarket) related or non-related to the install of McGaughy's component(s).
- Warranty is limited to the repair or replacement (of McGaughy's product only), at McGaughy's discretion. And only after inspection of the defective part, once returned to McGaughy's with proof of purchase, date of purchase, and all shipping costs prepaid.
- Any cost of labor, freight, incidental or consequential damages are expressly excluded from warranty.

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 side of the vehicle. Remove the front wheels.



1. Remove factory tie rod from spindle. (pic 1)



2. Remove brake sensor, brake line, and abs sensor from spindle. (10mm socket) (pic 2)



3. Remove caliper. Hang caliper from frame out of way using bungee cord or piece of wire. Be sure not to create tension or over extend brake hose. (18mm socket) (pic 3-4)



4. Remove rotor and CV axle nut. (36mm socket) (pic 5)



5. Remove upper ball joint nut. Be sure to secure spindle.



6. Remove hub bolts. (pic 6)



7. Remove hub assembly and dust shield. Hub has a seal, so it will be very snug. (pic 7)



8. Loosen lower ball joint nut. Break loose spindle then remove ball joint nut and spindle. (pic 8)



9. Remove upper nuts off factory strut. (18mm) (pic 9)



10. Remove lower bolt on factory strut. (15mm) (pic 10)
11. Remove factory struts. (pic 11)

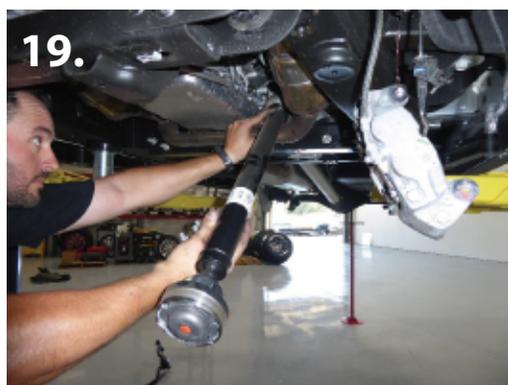
*REFER TO STRUT INSTRUCTIONS OR MAGNA-RIDE INSTRUCTIONS DEPENDING ON WHICH VEHICLE YOU ARE WORKING ON.



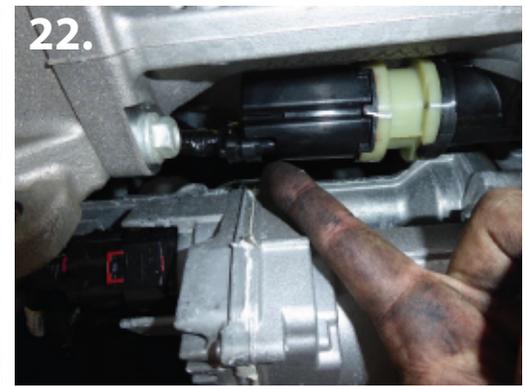
12. Use pry bar to remove CV axle. It will be tight because of the clip on the spline of CV axle. (pic 12)
13. Remove sway bar nut on lower mount of end link. (18mm) DO NOT remove upper nut of end link. Where end link is mounted to sway bar.
14. Remove sway bar mounts from frame. (10mm) (pic 13-14)



15. Remove factory skid plate. (13mm) (pic 15)
16. Remove factory lower control arm. (27mm) (pic 16)



17. Remove bolts from factory front driveline. You will not re-use the bolts. (pic 17)
18. Remove boot retainer clip. You will not re-use. (pic 18)
19. Remove factory front driveline. (pic 19)



- 20. Remove rear factory differential mount. (21mm) (pic 20)
- 21. Remove factory rear crossmember, under differential. (18mm) (pic 21)
- 22. Disconnect electronic 4WD solenoid on differential at ALL spots. (pic 22)



- 23. Use transmission jack to support the differential.
- 24. Remove driver side and passenger side factory differential mount bolts. (21mm) (pic 23)
- 25. Disconnect vent hose on differential before dropping. (pic 24)
- 26. Now drop down differential. Remember to keep the differential flat. DO NOT tip on side or flip upside down. So you do not lose any fluid. (pic 25)



27. Driver side crossmember mount must be cut. Measure over 2" from the end and cut straight down. (pic 26-27)



28. On driver side, factory rack and pinion bolt needs to be flipped. Remove nut and bolt and reinstall going through the opposite way. Torque to factory specs. (pic 28-29)



29. Use factory hardware in factory location to install driver side differential drop bracket. DO NOT TIGHTEN YET. (pic 30-31)

30. Install passenger sider differential drop bracket in to factory location using the factory hardware. DO NOT TIGHTEN YET. (pic 32)



31. Install differential into drop brackets using provided hardware. (pic 33)

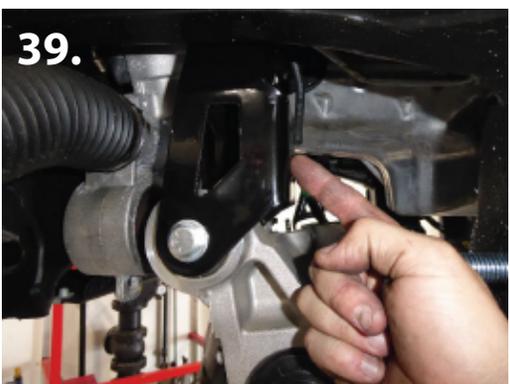
32. On passenger side, be sure to use provided laser cut washer as a spacer on the front side. (pic 34)

33. Install passenger side differential drop brace with provided hardware (pic 35)



34. Install rear crossmember using provided 18mm x 120mm bolts. DO NOT TIGHTEN YET. (pic 36-37)

35. Use factory hardware to install differential on rear crossmember mount. (pic 38)



36. Make sure the back side of the driver side differential drop bracket is perpendicular to the ground. Meaning 90 degrees to the ground. (pic 39)



40.

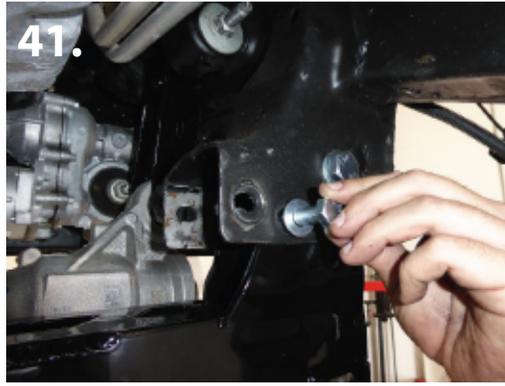
37. Tighten top bolt of the driverside differential mount. Torque to factory specs. (pic 40)

38. Install 1/2" x 4" bolt on passenger side differential drop brace through crossmember and factory hole. (pic 41)

39. Tighten top bolt on passenger side differential mount. Torque to factory specs.

40. Tighten lower bolt on driver side and passenger side differential. Torque to 80 ft lbs.

41. DO NOT tighten bolt on differential mount on rear crossmember yet.



41.



42.

42. Install front crossmember using provided 18mm x 120mm hardware. DO NOT TIGHTEN YET. (pic 42)

43. Install factory lower control arms using provided cam bolts and D washers. DO NOT TIGHTEN YET. (pic 43)



43.



44.

44. Once both lower control arms are in place, tighten the upper bolts on the front and rear crossmembers. Torque to factory specs. (pic 45)

45. Now tighten the rear differential mount on the rear crossmember. Torque to factory specs. (pic 46)

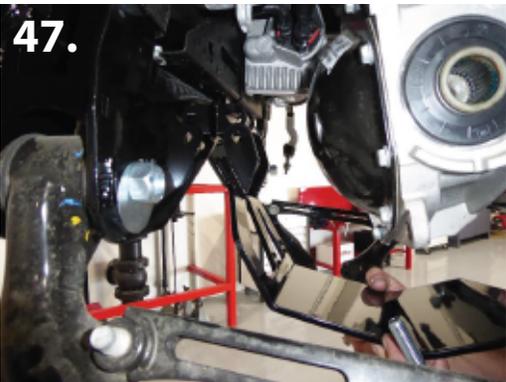
46. Now tighten the 1/2" x 4" bolt on passenger side differential brace.



45.



46.



47.

47. Install new skid plate using the provided hardware. Be sure to fully tighten the rear first, before tightening the front bolt. (pic 47-48)



48.



49.



50.



51.

48. Install compression strut brackets on to the rear crossmember using provided hardware. (pic 49)
49. Install the compression struts in to front mounts on crossmember using provided hardware. (pic 50)
50. Bolt compression strut brackets to rear of compression struts. using the provided hardware. (pic 51)



52.



53.



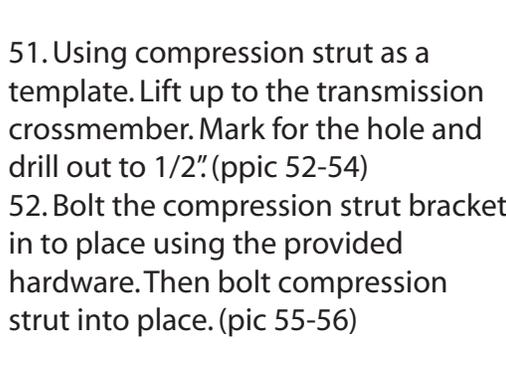
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55.



56.



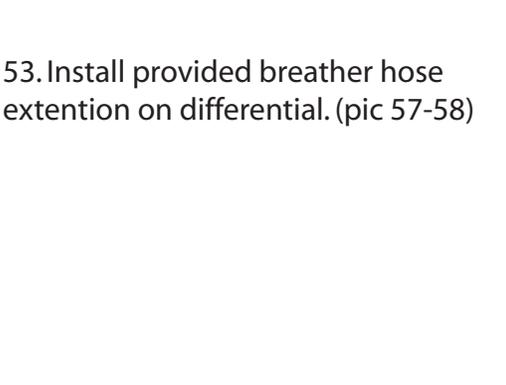
57.



57.



58.



58.

51. Using compression strut as a template. Lift up to the transmission crossmember. Mark for the hole and drill out to 1/2". (pic 52-54)
52. Bolt the compression strut bracket in to place using the provided hardware. Then bolt compression strut into place. (pic 55-56)

53. Install provided breather hose extension on differential. (pic 57-58)



59.

*** BE SURE DIFFERENTIAL IS SQUARE IN TRUCK. THE DIMENSIONS SHOULD BE THE SAME ON BOTH SIDES. ***

54. Now install your assembled front struts. Use factory hardware on lower control arm to mount and provided nuts on top of strut. Tighten to factory specs. *Refer to Strut instructions or Magna-Ride instructions*



60.



61.



62.



63.



64.

55. Install sway bar drop brackets. Use factory hardware to mount brackets to the frame in factory location. Torque to factory specs. (pic 60-61)

56. Use provided 3/8" x 1-1/4" hardware to bolt factory sway bar to new drop brackets. (pic 62-63)

57. Install end link into lower control arm using factory hardware. Torque to factory specs. (pic 64)



65.



66.

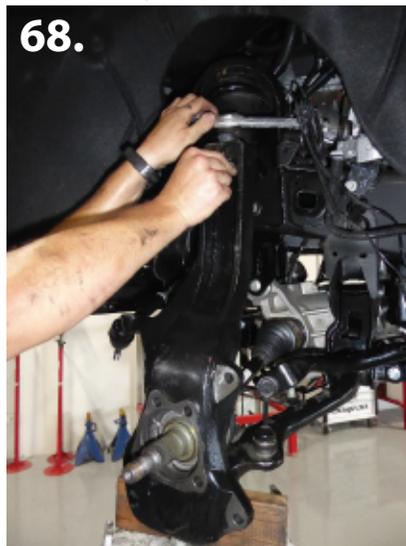
58. Loosen factory jam nut and remove factory tie rod end. (pic 65)

59. Install new provided tie rod end. 1" of thread showing is a good starting point. *** NEW TIE ROD ENDS MUST BE GREASED. THEY DO NOT COME PRE-GREASED.*** (pic 66)



67.

60. Install factory CV axle. (pic 67)
61. Install McGaughy's lift spindle. Be sure to pass CV axle through spindle before tightening Lower ball joint. Tighten to factory specs. (pic 68)
62. Bolt up upper control arm to new lift spindle. Tight ball joints to factory specs. (pic 68)



68.



63. You can now tighten up your cam bolts on the crossmembers. Make sure they are straight up and down. *** YOU MUST GET YOUR TRUCK ALIGNED IMMEDIATELY. DO NOT DRIVE TRUCK WITHOUT ALIGNMENT. *** (pic 69)

64. Install factory O-ring into new lift spindle. You must remove O-ring from the factory spindle. (pic 70)

65. Install factory dust shield and bearing using factory bearing bolts. Be sure to install and run all four bolts evenly. Torque to factory specs. (pic 71-72)



66. Torque CV axle nut to factory specs.

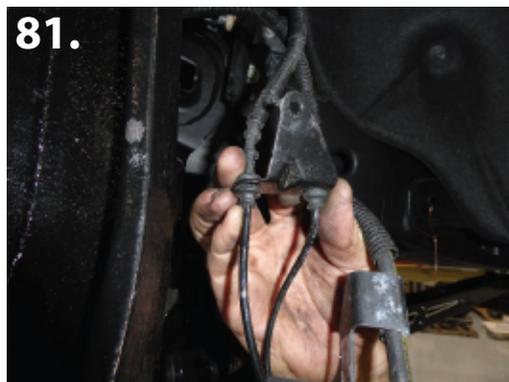
67. Install factory brake rotors. Torque to factory specs. (pic 73)

68. Use provided loctite on factory caliper bolts. Install brake calipers and tighten to factory specs. (pic 74-75)



69. Remove factory abs sensor bracket that is mounted to factory upper control arm. (pic 76)

70. Remove wires from plastic housing. Use needle nose pliers so you do not ruin the clips. They must be reused. (pic 77-78)



71. Install new abs sensor drop bracket located inside the hardware bag. (pic 79-80)

72. Remove factory bracket located lower on the abs sensor. This mount will no longer be used. (pic 81)



73. Now clip abs sensor wires into new drop bracket. (pic 82)

74. Bolt brake hose to back side of spindle. Use provided bolt on spindle. Bolt will mount through hole that was used by existing clip. (pic 83)



75. Attach brake sensor wire on driver side spindle. Factory tab DOES NOT go into hole on spindle. (pic 84)

76. Attach abs sensor and second abs bracket using factory hardware. (pic 85-86)



77. Use provided Adell clamp to connect abs and brake sensor wire to neck of spindle. Be sure to turn wheels both ways to make sure there is plenty of room and nothing is getting caught up. (pic 87)

78. Reroute abs wire behind brake line. Use 13mm socket to remove factory brake line bracket. Install abs wire with factory bolt back in factory location. (pic 88)

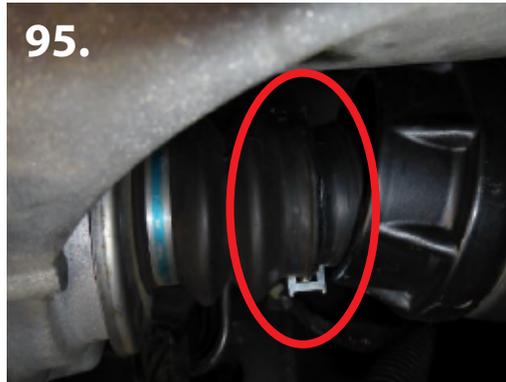
79. Use supplied zip ties to keep all wires and lines out of the way.

80. Install new tie rod ends. *** BE SURE TO GREASE NEW TIE ROD ENDS *** They do not come pre-greased. Torque to factory specs and install cotter pin on castle nut. (pic 89)



81. Before re-installing the factory front drive line, be sure to remove the factory rubber boot clamp. (pic 90) You will use the new provided adaptor and clamp.

82. Install the factory front drive line using the provided front spacer and allen head bolts. 10mm 1.5 thread pitch by 80mm long, be sure to use loctite. (pic 91-92)



83. You will now install the provided boot adaptor and clamp. The adaptor has a small side and a large side. It can only install one way. (pic 93-95)



84. Use a 1/4" nut driver to hand tighten only. Do not over tighten. (pic 96)

85. After adaptor clamp is installed, make sure there is a gap between adaptor and main aluminum boot cover. (pic 97) Make sure you rotate the drive line to make sure the gap is there through the drive lines full revolution. It is VERY important that it does not touch. It can cause leaking or failure of the drive line if it does.

NOTE: We do not recommend driving the vehicle in 4wd or Auto-4wd mode at highway / freeway speeds

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. Before starting the rear. Be sure to support the rear end housing.

2. Remove the factory shocks.

3. Remove brake line bracket from frame and install new drop down bracket. Use factory hardware to mount new bracket to the frame in factory location. (pic 1-2)

4. Attach the factory brake line bracket to the new drop down bracket using the provided 1" x 5/16" bolts. (pic 3)



5. Make sure brake line is not touching or coming in to contact with gas tank or the frame. (pic 4)



6. Remove rear end housing bracket and install new lift bracket in factory mounting holes using factory bolts. (pic 5)

7. Use 1" x 14" bolts to mount housing bracket to new lift bracket. (pic 6-7)



8. Remove factory U-bolts. (pic 8)



9. If your vehicle has a tapered shim under leafs, you must remove that shim. Clamp leaf pack together and remove center pin. Remove the tapered shim. (pic 9-10)



10. Install rear lift shims. Each shim gives you 1/4" of lift. Use new provided center pin. (pic 11)



*** If vehicle has Magna-Ride, be sure to install the sensor bracket between leaf pack and shims. (pic 12) ***

***** NOTE: If you are installing the provided rear leaf shims, then you will need to install the rear drive line spacer (#50009, sold separately) *****



11. Install lift blocks and new U-bolts. Torque to 95 ft.lbs. (pic 13)



14.



15.

12. Remove factory bump stops.
13. Reinstall bump stops using new drop down spacers and allen bolts. (pic 14-15)

16.



14. Install new McGaughy's lift shocks using factory hardware. Torque to factory specs. (pic 16)

- * **Be sure to go over all bolts and hardware to make sure everything is tight.**
- * **Do not forget to grease all tie rod ends and ball joints.**
- * **You must get vehicle aligned before driving.**

* **Double check all of the front and rear fasteners and components, making sure everything has been torqued to the proper specifications. This MUST be done before operating the vehicle.**

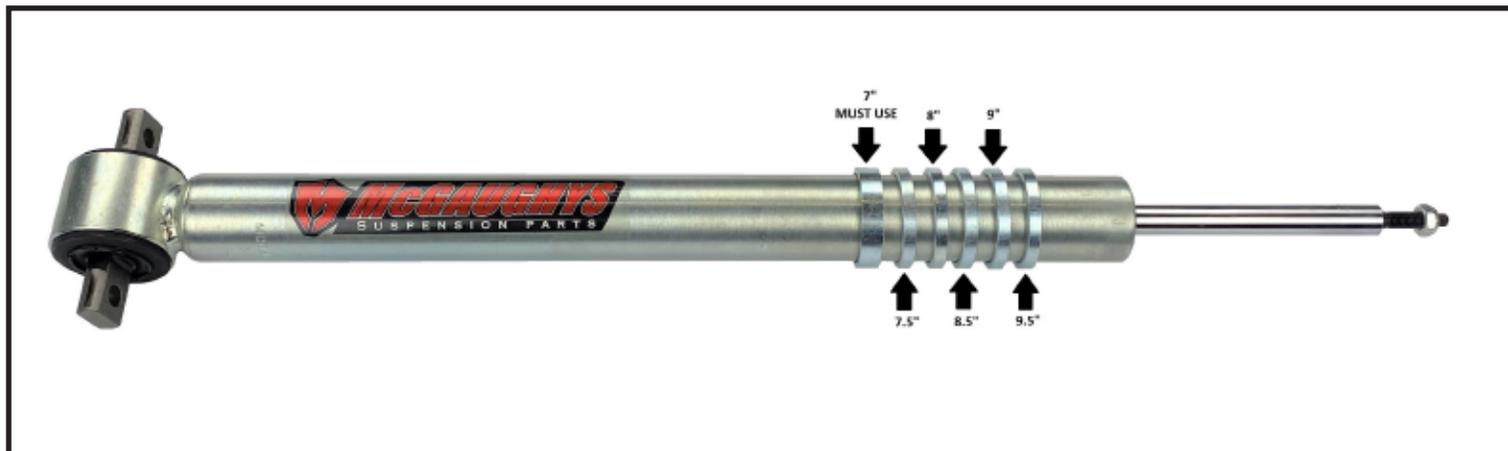
* **Vehicle MUST be properly aligned before driving.**

* **After 500 miles, be sure to go over all of the front and rear suspension and lift components to make sure nothing has come loose and everything is still tight.**

* **We recommend periodically checking all of the front and rear suspension and lift components to be sure they are tight and in proper working order.**

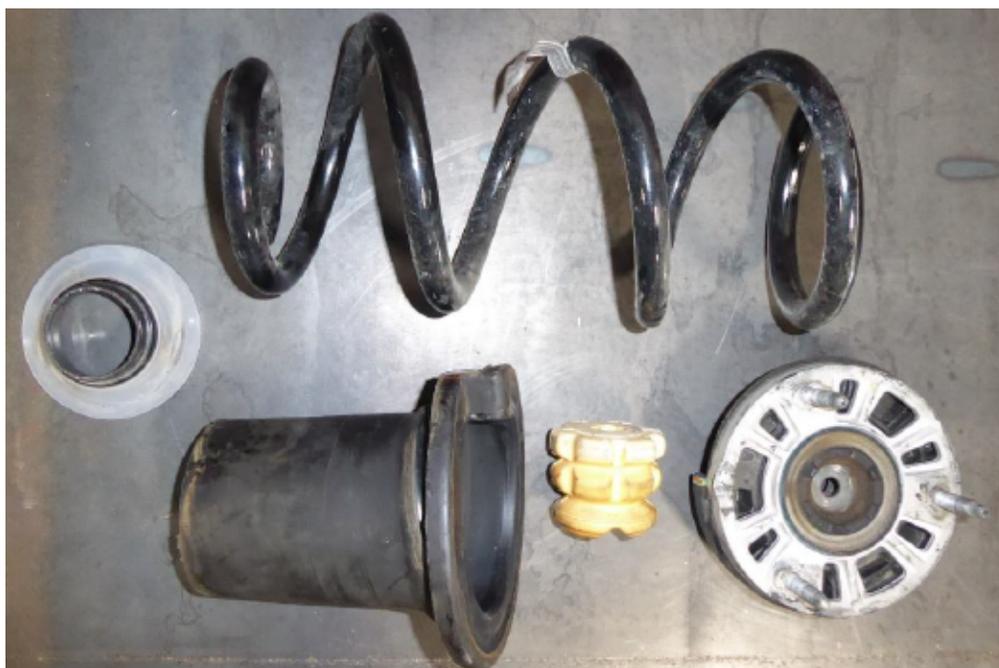
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2019+ GM 1500 TRUCK/SUV LIFT STRUT INSTRUCTIONS



- Large bottom ring must always be present on strut. This ring covers the snap ring and keeps it in place.
- Each billet ring equals 1/2" of lift.

- Below is a picture of the factory components you will need to use off your factory struts. (coil, bump stop, coil spring isolator, upper strut mount, lower coil pocket with plastic isolator, and lower nut clips *NOT IN PICTURE*)



1. Use spring compressor to disassemble your factory strut.

2. Be sure to save your factory coil, bump stop, coil spring isolator, upper strut mount, lower coil pocket with plastic isolator, and lower nut clips. You will be reusing these parts.

3. Using spring compressor, install factory parts on to new McGaughy's lift strut.

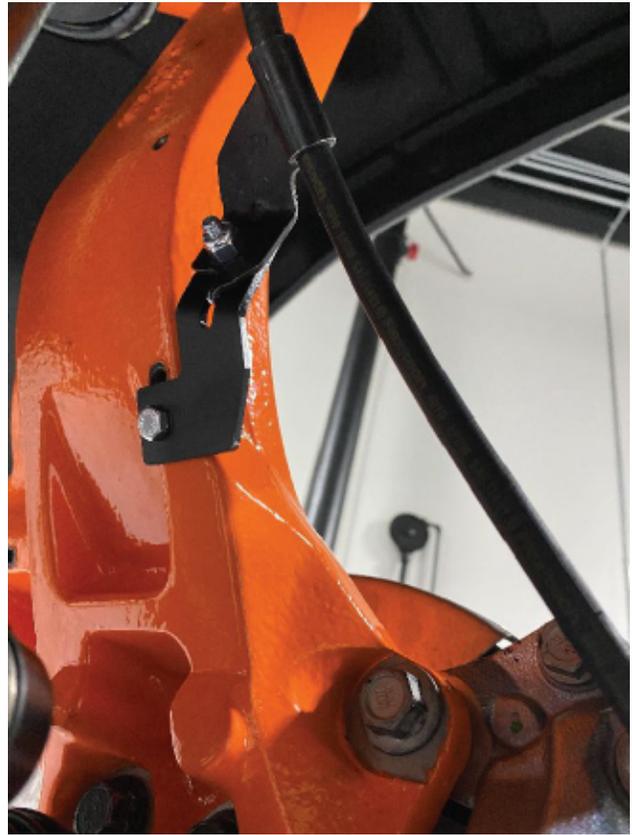


4. Note that the top of the strut has three mounting studs. Two nuts are provided for the inner most studs on the top mounts. These are the studs located closest to the engine when bolting up the struts. The other studs will use your factory nuts.

5. Reuse factory bolts to mount strut to lower control arms.

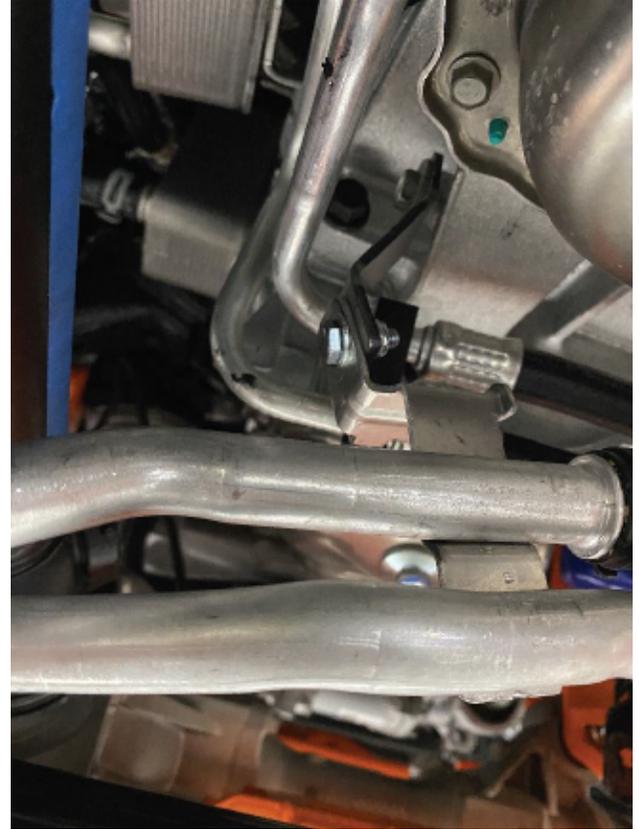


UPDATED BRAKE LINE BRACKET



Above are pics of the updated brake line brackets installed. Your vehicle may or may not use these. Not all GM trucks will require you to use both brackets. We include them either way.

DIESEL FUEL LINE BRACKET



**Above are pics of the Diesel Fuel Line Bracket installed
This bracket is only required when installing lift kit on a diesel
vehicle. Disregard this part if your vehicle is not diesel.**