



5680 W. Barstow, Fresno, CA 93722
 PH: (559) 226-8196 (559) 277-0457 FAX
 www.mcgaughys.com

STOP---READ THIS FIRST!

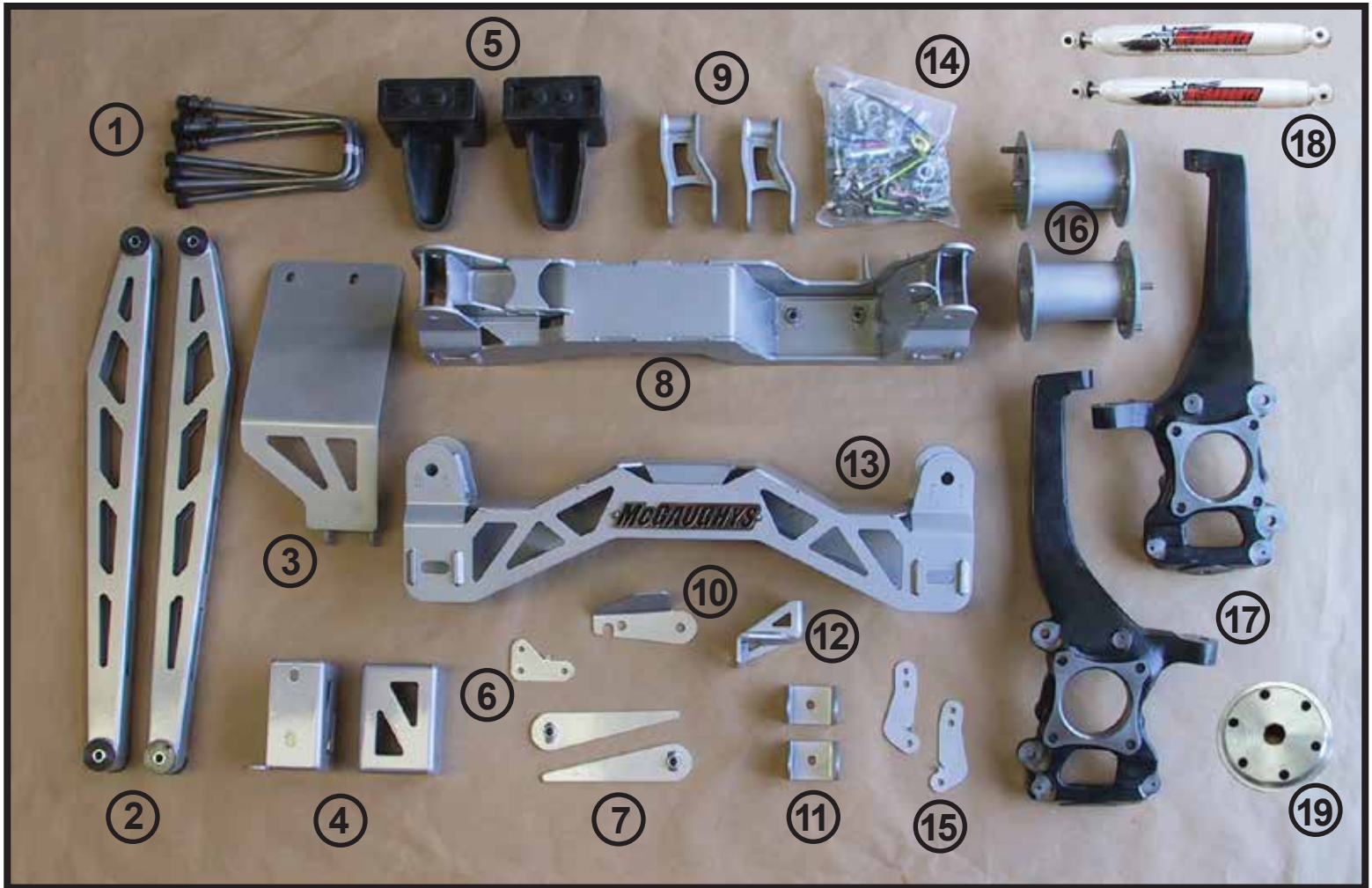
Read These Entire Instructions Before Starting Anything

2009-2014 FORD F-150 6.5" LIFT KIT

LIFT KIT INSTRUCTIONS (PART# 57000 & #57050)

NOTE:

- * The factory wheels and tires WILL fit on the front of the vehicle once the lift kit is installed if they are 18" or larger.
- * If you alter the powder-coating or finish of any of the provided parts or stock components like zinc plating or chroming which can damage the strength and structure of the metal, any warranties will be null and void.
- * If any parts are ground on or modified in any way then no returns will be accepted.
- * NO welding is required to install any part of this lift kit. Do not weld any components.
- * Over-sized tires and heavier rims can cause premature ball joint, tie-rod, and idler arm wear. You may need to install new components sooner than factory recommendations based on the tires and rims that you choose.



- 1. U-bolts w/ hardware (4)
- 2. Compression Struts (2)
(upgraded ones are shown)
- 3. Skid Plate (1)
- 4. (left & right) Sway Bar Drops (2)
- 5. Lift Blocks (2)
- 6. Rear Brake Line Bracket (1)

- 7. Compression Strut Bracket Nuts (2)
- 8. Rear Crossmember (1)
- 9. Differential Drops (2)
- 10. Rear Emergency Brake Bracket (1)
- 11. Compression Strut Brackets (2)
- 12. Pass. Side Diff. Brace (1)
- 13. Front Crossmember (1)

- 14. Hardware Bags (2)
 - 15. (left & right) F. Brake Line Brkts (2)
 - 16. Strut Spacers (2)
 - 17. (left & right) Spindles (2)
 - 18. Rear Shocks (2)
 - 19. Drive Line Spacer (1)
- Also Includes: 2 Steel Templates**

FRONT INSTALLATION:

Place wheel chocks behind the rear tires. With the parking brake set, use a jack and lift the front of the vehicle and place jack stands under the frame on each side. Remove the front tires.

Disassembly Instructions for Stock Components:

1. Remove front tires/wheels from the truck. Unbolt the sway bar end links & the sway bar. Remove the stock brake line bracket and rubber brake hose. Unbolt the caliper from the spindle but DO NOT let the calipers just hang. Make sure the calipers are supported so that you do not ruin the brake hoses. Take off the rotors, dust cap, & CV nut from the hub. Disassemble the anti-lock brake sensor and the vacuum line from the factory hub. Take off the tie-rod nut & tie-rods from the spindle. Remove the upper and lower ball joints. Disconnect the CV axles from the spindles and remove the spindles. Remove the factory coils by taking off the top three nuts on the coil over and the bottom large nut. Take off the lower a-frames. Mark where the drive-shaft is located/installed and then disconnect the drive-shaft from the diff and make sure it is secured out of the way.



2. Place provided steel template on top of the driver side rear lower a-arm bushing mount, on the back side. Line up the factory lower a-arm slot in the template with frame slot & clamp securely. Make sure the slot & hole are lined up & don't worry about the edge of the template. Drill hole to 9/16" & cut frame along template edge as shown in Fig A & B. Next, use other provided steel template & line up template slot with factory slot (as shown in Figure C) on the front side of the lower a-arm rear bushing mount. There are no holes to drill this time. Cut along the edge of the steel template (as shown in fig C) and then connect your cuts from both steps to completely remove the part of the bracket that has the two holes that the factory crossmember used to bolt to. (Pictures on next page, FIG A, B, & C)

Fig A

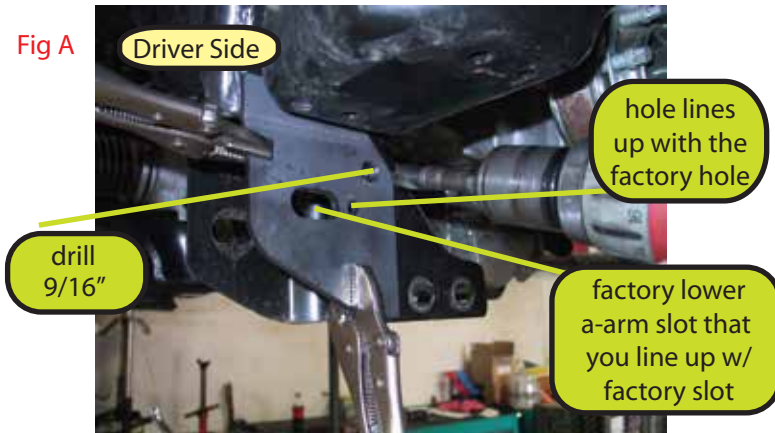


Fig B

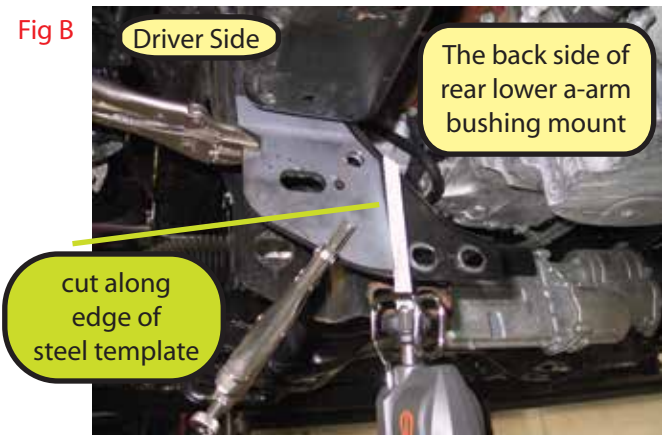
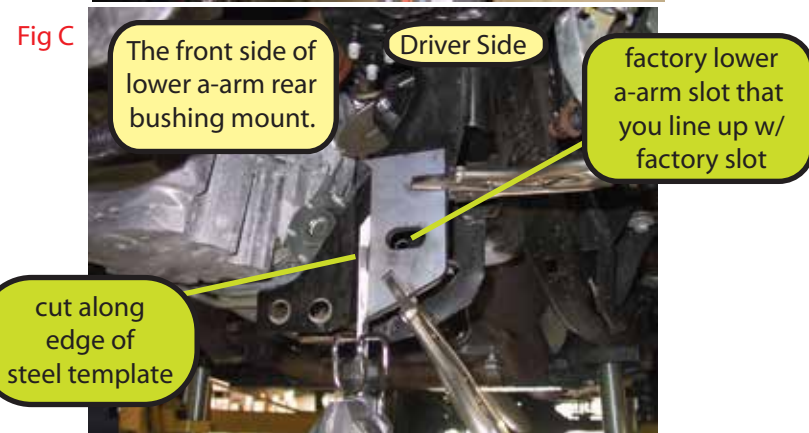


Fig C



FRONT LIFT KIT ASSEMBLY

3. Install front differential drop (#9) using the stock diff bolt. Install the bolt with the head towards the front of the truck through the top of the diff drop (tubing end). Use the stock nut but don't tighten yet. The brackets should joggle forward because we are off-setting the diff & moving it forward. Install the front stock diff into the new diff drops (from step #1). Use provided 9/16" x 4" bolts & nuts for the bottom hole of the diff drop brackets to the stock diff. Make sure you keep the diff level when lifting it so that the fluid doesn't run out every where. Install the lower bolt with the head towards the front of the truck, just like the upper hole. The pumpkin goes toward the driver side and the splined end goes toward the passenger side. Re-connect the breather line to the front diff on the driver side. You push it onto the passenger side of the pumpkin, just how it came off stock.



4. Install the new rear crossmember (#8). Install the driver side bolt first (using the stock bolt & the head can go either direction) and then install the passenger side with the stock bolt as well. The part installs into the original lower a-arm factory frame mounts.



5. Install the driver side sway bar drop (#4) using the stock bolt with the head at the rear. Install the bolt through the torsion bar drop, through the rear cross-member. The stock bolt goes through the hole closest to the outside and you use the provided 9/16" x 4" bolt for the hole drilled in the frame closest to the inside of the truck.



6. Install the passenger side sway bar drop (# 4) with the stock bolt (either direction). The passenger side sway bar drop only has one hole.



8. Install the passenger side diff brace bracket (#12) (on the passenger side) between the front diff and the rear crossmember using the two supplied 1/2" x 4 3/4" bolts.



9. Tighten all diff bolts, including the passenger side diff bracket from step #8 above.

10. Install the strut spacer (#16) to the top of the factory strut using the stock bolts. Install the new stud end of the coil spring spacer into the truck in the factory mount. Use the provided 7/16" top lock nuts. Do this step for the driver & passenger side.

7. Install the new front crossmember (#13) into the factory lower a-arm, lower mount holes using the factory bolts. The "McGaughy's" name plate faces the front of the truck.



11. Install the factory lower a-arm into the front and rear crossmembers using the provided 18mm bolts. The longer 18mm bolt goes in the front of the crossmember with the head facing the front so that the welded on alignment circle fits inside two rectangular welded bars on the front side. Install the shorter 18mm bolt with the special alignment circle welded onto the bolt to the rear of the crossmember. Follow this step for the driver & passenger side.



12. Use the provided 3/8" x 1 1/4" bolts with nylock nuts into the sway bar drops (#4) (from step # 4 & 5). There are two upper holes on the passenger side and two on the driver side.



13. Tighten all the hardware for the front and rear crossmembers.

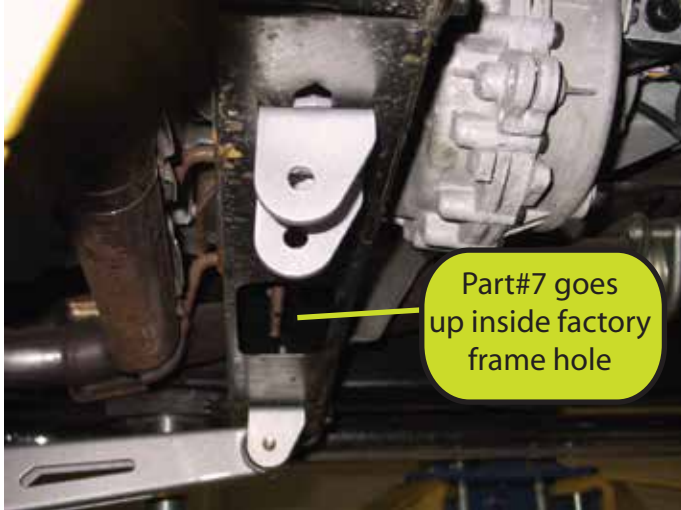
14. Install the factory sway bar, using the factory bolts & nuts. The sway bar installs onto the bottom side of the sway bar drops (from #4 & 5). The U brackets around the sway bar will line up with the two holes on the bottom of the McGaughy's sway bar drops.



15. Install new skid plate (#3). The front of the skid plate (with the tubing) bolts to the back side of the front crossmember using provided 1/2" x 4" bolt and top lock nut. The flat side of the skid plate (back/rear) bolts under the rear crossmember using the two provided 1/2" x 1 1/4" bolts. The bolts screw into the nuts that we welded on for you on the crossmember to make it a lot easier...and yes, you're welcome!!!



16. Install the new compression strut brackets (#11) to the factory transmission crossmember. The straight side of the bracket goes toward the front and the angled side goes toward the rear. Use the provided 1/2" x 1 1/4" bolt to install the bracket to the crossmember but leave it loose since the hole is slotted. The bolt tightens to the welded on nut on the flat bracket (#7) that you insert inside the transmission crossmember. The point, points toward the center for each side of the hidden bracket.



17. Bolt the front end of the compression struts (#2) to the back side of the rear crossmember (#8) using the provided 1/2" x 3 3/4" bolts with top lock nuts. Bolt the rear of the compression strut to the brackets from step #16 using the supplied 1/2" x 3 3/4" bolts with top lock nuts. Do this step for the driver & passenger side.



NOTE: If your truck came with factory 14mm caliper bolts then you will use the four provided stainless steel sleeves. Carefully tap the sleeves into the machined caliper holes on the new lift spindles using a hammer. If your truck has factory 18mm caliper bolts (which most do) then you will not need the sleeves at all and

you can disregard this notation.



18. Re-install the end of the stock CV axles to the factory location on the front differential.

19. Install the stock hub onto the new lift spindle (#17) using the provided lock-tite on the hub bearing bolts. Install the stock 4WD CV vacuum actuator hub on the inside/back of the spindle. Install the spindle assembly into the truck by inserting the lower ball joint into the spindle & hand tighten the nut. Install CV axle through the vacuum actuator & into the stock bearing that is bolted onto the new lift spindle.



20. Use a pry-bar on the upper a-frame, pulling it down so that you can install the upper ball joint onto the spindle. Tighten the upper and lower ball joint nuts to factory specifications. Tighten the CV center nut that attaches the CV to the hub to factory specifications.



21. Install the stock dust shield onto the lift spindle (#17) using the stock hardware.



22. Install the stock rotor and caliper.



23. Install the new drop brake line brackets (#15). The new brackets have a little tab to locate onto the frame. The hole uses the stock bolt. The bottom hole uses the 5/16" x 3/4" bolt with nylock nut & two flat washers.



24. Run the factory ABS line along the factory vacuum line and zip-tie in place. Make sure you turn the steering wheel fully both directions to verify that there is no rubbing and that everything is out of the way.



25. Install the stock tie-rod end.



26. Check all parts, hoses, and lines for clearance. Make sure nothing is rubbing and tighten all front components just to be sure that everything is tight. Install tires and wheels and repeat above with the tires and wheels on the truck to double check for clearance and/or rubbing. Front is complete!

REAR INSTALLATION:

27. Remove the rear stock shocks.

28. Install the new brake line drop down bracket (#6) on the inside of the driver side frame rail. Use the stock bolt to bolt the bracket to the frame. Use the provided 5/16" x 3/4" bolt from the new bracket lower hole to the stock bracket that is holding the brake hoses.



29. Remove the stock U-bolts & stock lift block. Install the new provided U-bolts (#1) and new cast lift blocks (#5). The ear on the lift block points inward toward the center of the truck with the flat part of the ear pointed upward. Install the new provided U-bolts with the stock U-bolt retainer and U-bolt nuts & washers.



30. Install the new emergency brake bracket (#10) on the driver side. The bracket bolts at the end of the frame rail and wraps around to the inside of the frame. Use provided 1/2" x 1" bolt, nut, & flat washer for the top hole. The lower, inside hole is 5/16" x 3/4" with nut

and flat washer.



31. Install the new provided spacer (#19) in between the factory front drive line and the front diff.



32. Install the new McGaughy's shocks (#18). The main part of the shock body should be down, closest to the ground and the shock shaft points upward. Use the stock hardware.



33. Re-tighten all parts, brackets, and hardware.

34. Re-check all parts, brackets, hoses, etc. for clearance and make sure everything is free from rubbing.

35. Install front and rear tires. Re-check all parts, brackets, hoses, etc. for clearance and make sure everything is free from rubbing.

36. After 500 miles, tighten and inspect all hardware/parts.