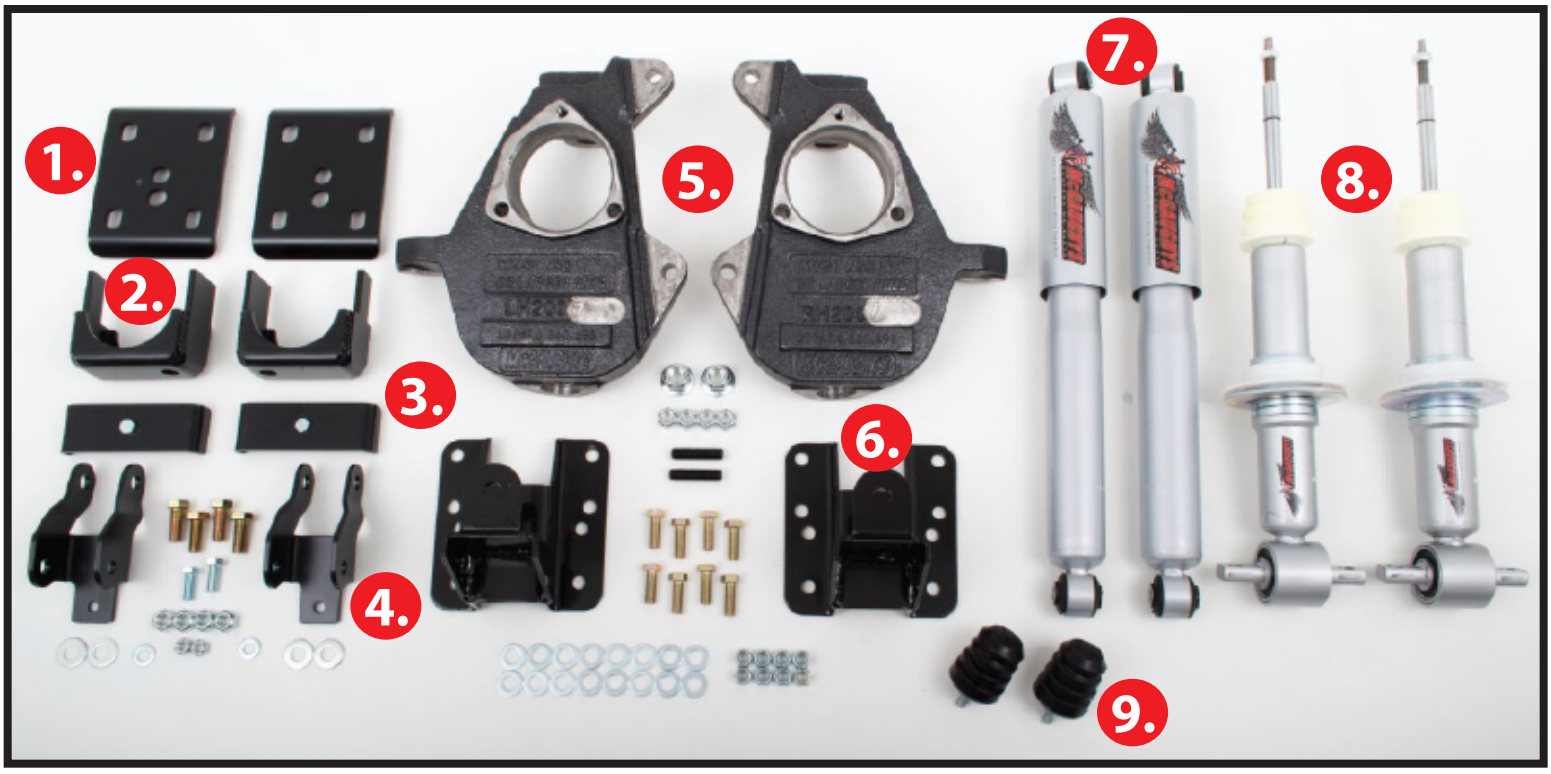
559-226-8196
4603 E. VINE AVE.
FRESNO, CA 93725

INSTRUCTIONS FOR #34070, #34170, #34270 ADJUSTABLE LOWERING KIT FOR 2007-2018 GM 1500 TRUCKS

***BEFORE MOVING FORWARD WITH INSTALLATION, PLEASE VERIFY ALL COMPONENTS ARE PRESENT. IF PARTS ARE MISSING, PLEASE CONTACT MCGAUGHY'S SUSPENSION IMMEDIATELY AT 559-226-8196.**

NOTE: Must use 17" or larger wheels on #34070 & #34170
Must use 18" or larger wheels on #34270
Kit is adjustable. Front can be set from 2" drop to 5" drop. Rear can be set from 5" drop to 7" drop.

READ ALL INSTRUCTIONS FULLY BEFORE STARTING INSTALLATION



Kit Includes:

1. U-Bolt Plates (2)
2. Flip Kit Saddles (2)
3. U-Bolt Retainer Plates (2)
4. Rear Shock Extenders (2)
5. Drop Spindles (2)
6. Rear Lift Hangers (2)
7. Rear Shocks (2)
8. Front Drop Struts (2)
9. Rear Bump Stops (2)
10. All Hardware

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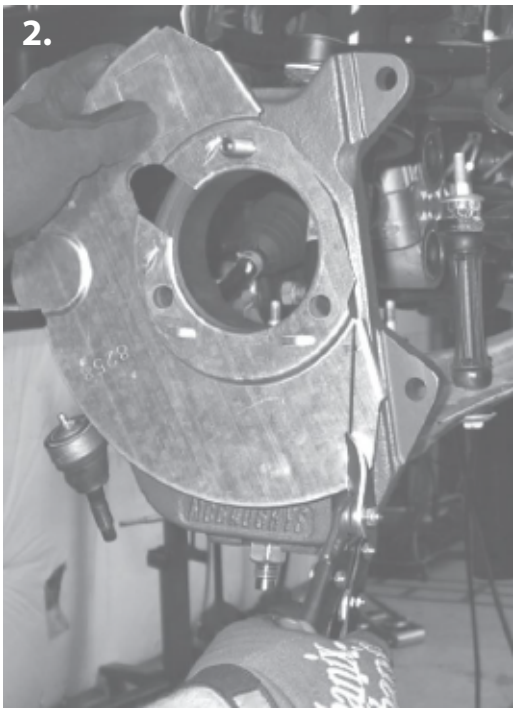
Front Installation

The front portion of this kit can be set for a 2" drop to a 5" drop. Using the spindles alone, you will achieve a 2" drop. The adjustable front drop strut can be added to achieve an additional 0.5" - 3" of drop.



1. With the vehicle off and in park, secure the rear wheels with wheel chocks. Jack the front up and secure with jack stands.
2. Follow the GM repair manual and remove the caliper and rotor.
3. Disconnect ABS sensor plug for the hub assembly. Remove hub assembly from spindle. Disconnect upper and lower ball joint and tie rod end from spindles. Now remove the factory spindle.
4. Install the supplied M12 stud onto the new drop spindles, into the top threaded mounting hole. Apply loctite to stud and torque to 25 lbs. (pic 1)
5. The factory dust shield will have to be trimmed. (pic 2)
6. Install hub assembly. Using the supplied M12 nut on the installed top stud, torque to 75 lbs. Use two of the factory bolts on the lower two holes, torque to factory specs. Be sure to loctite the two lower factory bolts.
7. Install the upper and lower ball joints onto the drop spindle, using the supplied new nuts. Torque to factory specs. Your upper ball joint boot will not touch the top of the spindle.
8. Install the tie rod end using the factory hardware. Torque to factory specs.
9. Cut off the excess threaded stud of lower ball joint which extends through the newly thightened ball joint nut. If you are using wheels larger than 17" or 18", you may not need to trim the ball joint stud. Check for clearance before cutting stud or installing your wheels.
10. Install rotor assembly.
11. Install caliper, using loctite on mounting bolts and torque to factory specs.
12. Check that the brake line (rubber hose) does not rub or contact anything that could cause damage to the line.
13. Bolt the ABS wire bracket to the top of the spindle. Use the supplied 5mm self tapping screws.
14. Install the wheel and torque lugs to proper specs. Spin the wheel and check clearance on all parts. Make sure nothing is rubbing.
15. Repeat this process on the opposite side of the vehicle.
16. Be sure to get vehicle aligned once all lowering components are installed on the vehicle.
17. After 10 miles of driving, be sure to recheck and torque the lug nuts on all four wheels.

If you are only wanting 2" of front drop, then do not install the provided front struts. If you are looking for more drop in the front, then proceed and install the provided front lowering struts.

The adjustable strut, in the box, will be set for ZERO drop. The strut will have six rings on the body. Each ring you remove, will equal to 1/2" of vehicle drop.
EXAMPLE: If you remove 2 rings (leaving 4), that will be 1" of drop. Add that to the 2" drop spindles you just installed, and that will be 3" of total drop in the front.

Amount of Rings Left on the Strut

6 Rings = ZERO drop
5 Rings = 1/2" drop
4 Rings = 1" drop
3 Rings = 1.5" drop
2 Rings = 2" drop
1 Ring = 2.5" drop
0 Rings = 3" drop

1. Remove the factory front struts from the vehicle.
2. Use a coil compressor to take apart the factory front strut. Be sure to save your factory coil, upper coil spring isolator, upper strut mount, and nut clips on the bottom of strut. You will need to install all these parts on to the new lowering strut.
3. Now, again using the coil compressor, re-install the factory coil, upper coil spring isolator, upper strut mount, and nut clips onto the new lowering strut. Make sure the new strut set for the desired drop you are wanting to acheive.
3. Install the new completed strut on to the vehicle using the factory hardware. Repeat the process on the opposite side of the vehicle.

* Picture to the left is how the new adjustable lowering strut will come in the package. With all 6 rings installed.
IMPORTANT: SAVE ANY RINGS YOU REMOVE FROM THE STRUT DURING INSTALLATION. REPLACEMENT RINGS ARE NOT SOLD SEPRATELY

Rear Installation

The rear portion of this kit can be set for a 5" drop to a 7" drop. Using the flip kit alone, you acheive a 7" drop. The provided rear lift hanger can be installed to lift the rear up to a 5" drop or a 6" drop.

1. With the vehicle turned off and in park, secure the front tires with wheel chocks.

2. Jack up the rear end, and put jack stand on each side of the frame.

3. Place a floor jack under the rear axle and use to relieve pressure on the rear leaf springs and shackles by jacking up the rear axle.

4. Start on one side first. Remove the factory u-bolts. You will reuse these. (pic 1)

5. Next, remove the bolts holding the leaf spring in place on the rear shackle side and the front hanger side. (pic 2)

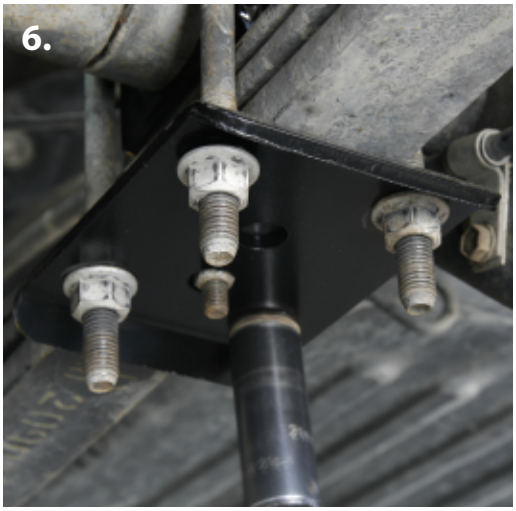
6. Once the leaf spring is loose, place it underneath the axle and reinstall it at the front hanger and the rear shackle. Use the factory hardware.

7. Repeat steps 4-6 on the opposite side of the vehicle.

8. Once the rear axle is on top of the leaf springs, install the flip kit saddle between the leaf spring and the rear axle. (pic 3) The wider ear of the saddle installs towards the front of the vehicle. (pic 4)

9. Use the factory u-bolts, the provided top retainer (pic 5), and the provided bottom u-bolt plate (pic 6), to complete the flip kit installation on the rear axle.

10. Repeat on the opposite side of the vehicle. Once the flip kit is installed on both sides, torque u-bolts to factory specs.



11. Cut off the factory bump stop assembly using a cut-off wheel or plasma cutter. (pic 7)
12. The rear axle housing has a flat saddle welded to the top on each side that the original bump stop would make contact with. At the rear of it, drill a 3/8" hole and install the new provided rear bump stops and hardware. (pic 8-9) Make sure no brake lines or wires are in the way when drilling.

If you are wanting 7" of rear drop, then do not install the provided rear lift hanger. If you are looking for a 5" or 6" drop in the rear, then proceed and install the provided rear lift hanger.

11. The rear lift hanger can be installed in two positions. The 5" position (pic 10) or the 6" position (pic 11)
12. Remove the factory hanger at the rear of the vehicle (where the shackle is located) by drilling or cutting off the rivets.
13. Install the new lift hanger in the factory location, using the new provided hardware. Remember, for a 5" drop, the bottom two holes on the new hanger will not be used and they will hang under the frame. For a 6" drop, the top two holes on the new hanger will not be used and they will extend over the top of the frame.
14. Reinstall the factory shackle using the factroy hadware. Torque to factory specs. Repeat on the opposite side of vehicle.

10.

11.

15. This kit comes with new rear shocks and rear shock extenders. If you are running the rear of the vehicle at the 5" drop position, then you would just need the rear shocks. NO SHOCK EXTENDERS. If you are at the 6" or 7" position, then you will need the new shocks AND shock extenders installed.
16. The shock extenders will install using the supplied hardware. The new shocks will install using the factory hardware.
17. Now install the wheels and torque lugs to proper specs.
18. Be sure to get vehicle aligned once all lowering components are installed on the vehicle.
19. After 10 miles of driving, be sure to recheck and torque the lug nuts on all four wheels.