

2017 FORD F-250 & F350 6 & 8" LIFT KITS

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STOP---READ THIS FIRST!

Read These Entire Instructions Before Starting Anything

LIFT KIT INSTRUCTIONS (PART# 57291 & 57293)

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.



This is the 6" & 8" Lift Shown without the specific phase parts. The rest of the parts continue on the next page.



8" kit has specific driver & passenger side coils

6" kit does not have specific driver & passenger side coils

- | | | |
|-------------------------|-----------------------------------|--------------------------------------|
| 1. Front Shocks (2) | 7. Lift Blocks (2) | 15. Passenger-side Radius Arm |
| 2. Hardware Bag #1 (1) | 8. Sway Bar Drops (1) | 16. Driver-side Radius Arm |
| 3. Coil Springs (2) | 9. Steering flip mount + hardware | 17. Front Driveline Spacer |
| 4. U-Bolt Retainers (2) | 10. Track Bar Drop Bracket (1) | 18. Rear Driveline Spacer |
| 5. U-Bolts (4) | 11. Front Spacer stops (2) | 19. Track Bar Drop Cams |
| 6. Hardware Bag #2 (1) | 12. Steering Shock Drop (1) | 20. Driver-side Bump Stop Bracket |
| (8" Kit ONLY) | 13. Drop Pitman Arm (1) | 21. Driver-side brakeline bracket |
| | 14. Rear Shocks (2) | 22. Passenger-side brakeline bracket |
| | | 23. Overload leaf-springs 8" only |

These instructions are for the 6" lift kit as well as the 8" lift kit. There are three different varieties of lift kits within each height so make sure you only follow the instructions that pertain to the actual kit that you are installing.

FRONT INSTALLATION:

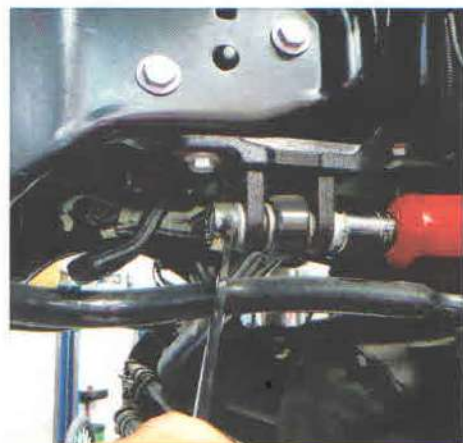
Place wheel chocks behind the rear tires. With the parking brake set, use a jack and lift the front of the vehicle and place jack stands under the frame on each side. Remove the front tires.

Disassembly Instructions for Stock Components:

1. Remove front tires/wheels from the truck. Place a jack under the front axle for support on each side.
2. Loosen sway bar end-links on both sides from the differential.



3. Remove Steering shock from drag link, now remove steering shock mount from drag link.



4. Remove drag link from pitman arm.
5. Remove steering shock from drag link
6. Remove steering shock from vehicle **keep steering shock as you will be re-using it later on to re-install. **
7. Remove steering shock factory frame mount. Use a 13 mm socket to remove.



8. Remove factory front bump stops from vehicle.



9. Remove factory track bar, keep factory nut with sheet metal lockout, remove factory track bar mount from frame, keep hardware and retainer to re-use with new track bar.

11. Remove plastic clips that hold brakelines to frame on both sides.



Factory track bar removal

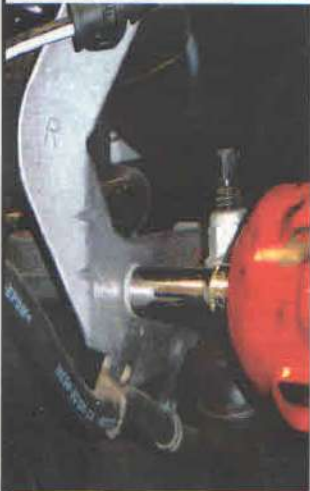


Factory track bar mount



Sheet Metal Lockout for track bar

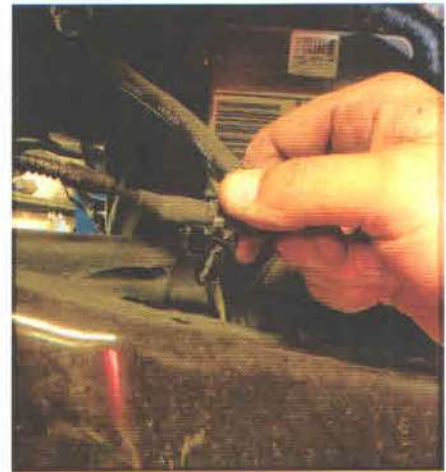
10. Remove factory front brakeline brackets from both sides of vehicle.



bottom brakeline brkt



Top brakeline brkt



plastic clips on frame

12. Disconnect vacuum lines from frame mount



13. Remove Driveline U-joint straps using an 8mm socket. Put a piece of tape around u-joint caps to avoid them from coming off.



Before moving forward, Support the front Axle with a stand and strap to secure it from falling off of vehicle.

14. Remove factory front shocks from both side of the vehicle, using a 21mm on top bolt and 18mm on bottom bolt.



14b. Front shocks when disassembled, hold bottom nut using a 20mm and 21mm for the top.



15. Remove factory front coils from vehicle, Make sure you save rubber insulators.



16. Remove factory radius arms, one side at a time using 24mm socket and 24mm wrench.



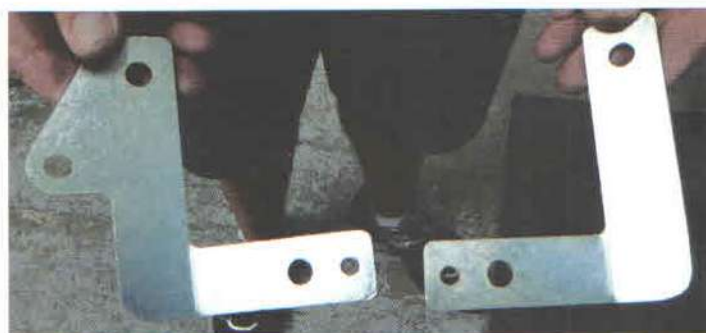
17. Remove factory pitman arm using 46mm socket.



18. Install new mcgaughy radius arms using the factory hardware in frame mount, the front lower holes get the newly supplied shaved bolt with the d-rings, 1 per side ensure they line up. ****Do not tighten all the way, Snug only****



19. Install front brakeline brackets.



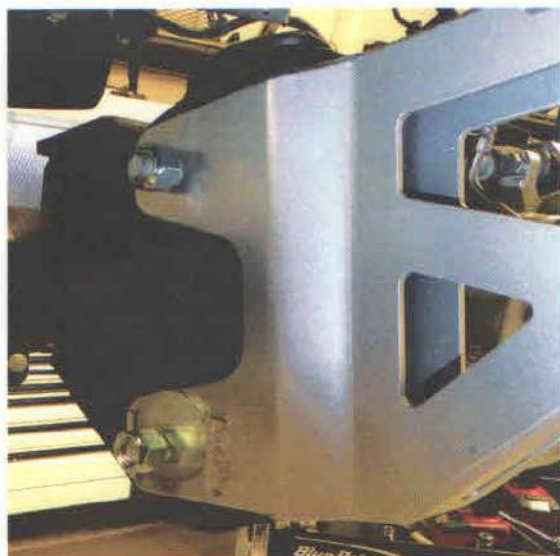
DRIVER SIDE

PASSENGER SIDE



PASSENGER SIDE

20. Install brackets using factory hardware and provided hardware (5/16x18x1, 2 washers and 1 toplock nut) to secure. ****Make sure brake line is clear from any obstructions that could cause rubbing, and or damage to lines****



21. Install driver brakeline relocation bracket to frame, use factory hardware for top bolt and 5/16x18x1, 2 washers and 2 toplock nuts to secure. ****make sure brakeline is clear from and obstructions that could cause rubbing, and or damages to lines****



DRIVER SIDE

**** Before installing pitman arm, ensure the vehicles steering wheel is centered, also clean sector shaft, from any oil or residue that may cause issues when installing. ****

22. Install supplied pitman arm (**FD800**). Ensure the pitman arm is etched with **FD800**, as this is the correct arm for your vehicle. Use threadlocker on factory nut to install new pitman arm. Align arm and use torque wrench to install to factory torque specification.



23. Install new track bar to vehicle, use factory hardware. make sure track bar is flush against frame. Follow picture and torque to factory specification.



23b. Install track bar keys.

Note** There are two settings for keys please follow pictures as 1 setting is for 6" and the other is for 8".**



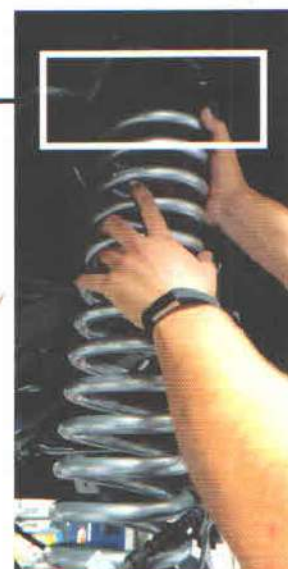
6" key



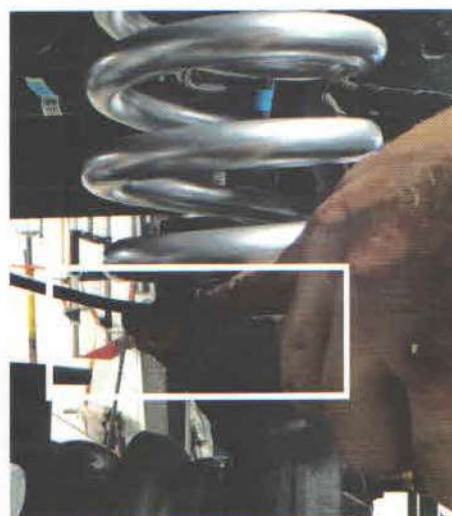
8" key

24. Install new coils to front of vehicle. Make sure you re-install factory rubber insulator to top of coil before you put in place.

Rubber isolator



24b. Make sure coils line up with stop on lower coil spring mount, and isolator up top should sit flush as it did with factory coils, twist isolator until it sits properly in place.



25. Install front shocks using factory hardware for bottom bracket and provided hardware for top bracket. Snug bolts while vehicle is on lift, after bolts have been tightened, allow jack to come out from under front axle housing.



26. Tighten radius arm bolts, as you tighten bolts, slowly rotate outer radius cams to center then torque to factory specification.



27. Loosen drag link clamps using 15mm socket and 13mm wrench, They will need to be rotated 360 degrees so they do not come into contact with factory swaybar.



28. Drill factory tapered steering shock to 5/8" hole for drag link flip mount.



29. Install factory drag link to new pitman arm using factory hardware, Torque to factory specification. Place Original cotter pin and castle nut back on to secure.



30. Install steering shock drop mount into factory location using factory hardware.



31. Using 5/8 x 2-1/2 bolt provided in hardware pack, install new steering mount flip mount to drilled hole in drag link, now place U-mount with 5/16-18 x 1" bolt, washer and toplock nut.



32. Using factory M12 bolt and provided M12-1.75 toplocknut, Install factory steering shock to steering drop down.



33. Re-install lower brakeline bracket.



34. Remove factory swaybar.



35. Install provided Passenger and Driver swaybar drops to vehicle. Use factory hardware on top portion of drop, then use the provided hardware for lower portion of drop (3/8-16 x -1-1/4 bolt and washer)



35b. Install factory swaybar to new swaybar drops on vehicle, secure swaybar end-links to factory specification.



36. Re-install factory driveline and U-straps using factory hardware.



37. Remove factory bump stop cup mount, tap tab on cup with mallet, Install new bump stop spacer and new driver side brakeline bracket to vehicle using provided (8mm x 1.25 x 120 bolt)



Rear Installation

****Before beginning rear installation, Keep all hardware as you may be re-using certain components to place back on vehicle.****

1. Support rear end with a jack or lift and secure it, before taking anything off of vehicle.

2. Remove factory shocks from vehicle. Use 21mm socket and 18mm wrench keep factory hardware.

****Before moving forward, be cautious and ensure brakelines and ABS lines do not get disturbed. (Lines stretching, and or punctured.)****

3. Remove factory U-bolt with plate using 21mm socket. Keep axle pad, as you will be re-using it.

4. Remove factory lift blocks

5. Use 2 clamps to compress factory leaf spring, as you will be removing U-bolt retainer plate. Install Newly supplied retainer plates and re-tighten to factory specification. (use 15mm socket).





Note **If your vehicle is equipped with canter add-a-leaf, measure u-bolts to ensure they are sized at (16-1/4 x 3 x 5/8).

6b. When tightening U-bolts make sure you tighten them to factory specification which is 177ftlbs.



7. Make sure provided sleeve is pushed in rear shock bottom mount before installing.



6. Install new lift block and new u-bolts which measure (16-1/4 x 3 x 5/8). The wider end of lift block faces outward of vehicle.



7b. Install new supplied McGaughy's Shocks use factory hardware. Make sure you torque to factory specification.



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Final Notes

Check all hardware and make sure everything is tight.
Check for clearance on all parts to make sure that there won't be any rubbing on brake lines, sensors, clips, tires, etc. Make sure you go to a reputable front-end shop to get an alignment.
After 500 miles re-check and tighten all parts.