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STOP---READ THIS FIRST!

****Read These Entire Instructions Before Starting Anything****

2014 - Current GM 1500 SUV

LIFT KIT INSTRUCTIONS: 50805, 50806, 50808, 50809

NOTE:

- * This kit will not work on vehicles with factory auto ride suspension.
- * The factory wheels and tires will not fit on the front of the vehicle once the lift kit is installed. You must use at least a minimum size of a 17" wheel, 8" wide. The rim's maximum back space allowed is 4 5/8".
- * 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.
- * If you have a 2WD then you will disregard any instructions related to a front differential and CV axles because your vehicle doesn't have those parts!
- * 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.



7" LIFT KIT

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|--|---|--|
| 1. Lift Spindles | 19. Rear Shock Extenders (2) | 4. Clam Shell Strut Extenders
5. Billet Pucks
6. Lower Strut Extender
26. Ride Height Sensor Extension
27. Hardware
AUTO RIDE ONLY |
| 2. Front Brake Line Extenders | 20. Sway Bar Extenders (2) | |
| 3. Skid Plate | 21. Track Bar Relocator Bracket | |
| 7. Front Crossmember | 22. Sway Bar End Links | |
| 8. Sway Bar Drops | 23. Track Bar Relocator Bracket Support | |
| 9. Lower A-Frame Support Rods | 24. Rear Bump Stop Extenders | |
| 10. Compression Strut Brackets | 25. Hardware | |
| 11. Rear Crossmember | 28. Front Lift Struts (#35 07) | |
| 12. Compression Struts | 29. Tie Rod Ends | |
| 13. CV Axle Spacers | 30. Rear Brake Line Extender | |
| 14. Hardware Pack | 31. Wheel Spacer (1) | |
| 15. Differential Drop Brackets | 32. Sway Bar Extenders | |
| 16. Rear Trailing Arm Relocator (Driver Side) | | |
| 17. Rear Coil Springs | | |
| 18. Rear Trailing Arm Relocator (Passenger Side) | | |

FRONT INSTALLATION INSTRUCTIONS:

1. 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.

2. Using a rubber mallet, uninstall the tie-rods (hit the spindle to loosen the tie-rods). Be very careful to not damage or hit the tie-rods.

3. Very carefully, unplug the factory ABS from the a-arm and chassis. Uninstall the factory brake hose bracket from the spindle and from the coil pocket (you will need the hardware again later!). Take off the caliper and make sure that it does not hang from the brake hose.

4. Take off the factory clips on the wheel studs. Take off the bearing cover, axle nut & washer, and the rotor with the hub bearing all as one unit (still attached).



5. Unscrew the factory ball joint nuts from the ball joints and then use a rubber mallet to hit the spindle so that the ball joints can be removed. Be very careful to only hit the spindles and not the ball joints.

6. Take off the front shocks as well as the factory brake line bracket that connects the stock brake hose to the upper a-arms.

7. If the vehicle is a 4WD or AWD, disconnect and remove the CV axles and also remove the sway bar endlinks. If the vehicle is a 2WD then you do not have CV axles! Take off the lower a-arms and the front sway bar.



8. Take off the front skid plate w/ shield. Uninstall the driveshaft from the differential. Unbolt the rear crossmember (this is the crossmember that the a-arms hook to).



9. Uninstall the two clamps, vacuum line, and electrical plug from the differential housing and then remove.

10. On the DRIVER side lower a-arm frame mount you will need to cut off 3". Using a marker and a straight edge, measure and mark 3" from the edge of the frame mount inward and then cut with a sawzall.



11. On the PASSENGER side lower a-arm frame mount you will need to cut off 3 1/2". Using a marker and a straight edge, measure and mark 3 1/2" from the edge of the frame mount inward and then cut with a sawzall.



12. Now, you will need to grind 1/4" off of the lower a-arm pockets in each corner. If our piece doesn't fit exactly then you may need to grind a little more off (each frame varies slightly)

13. Using McGaughy's **differential drop brackets** (part # 15 in the kit picture) bolt them in (using the stock hardware) making sure that the larger open end faces toward the front of the vehicle, (torque to 75 ft. lbs.).

14. Install the factory differential onto the new drop brackets (from step #13 above). You will install the driver side with 1/2" x 1 3/4" bolts and the passenger side uses 9/16 x 1 3/4" bolts. Torque the 9/16 to 95 ft. lbs. and the 1/2" to 75 ft. lbs.

15. Re-install the factory vacuum line and electrical plug onto the factory differential.

16. Install McGaughy's rear crossmember drop (part# 11) using the factory hardware into the lower a-arm pockets. (don't tighten yet)



17. Install the McGaughy's front crossmember drop (part# 7) using the factory hardware into the lower a-arm pockets. (don't tighten yet)



18. Install the lower a-arms into the new McGaughy's crossmembers with the supplied 5/8" x 5" for the front pocket. Do not push the bolt all the way through so that you can slide the new lower a-frame support rods (part# 9) up in between the new crossmembers and then finish pushing the bolt all the way through the a-arm and the support rods and install the washer and nut.

19. Install the front of the new **skid plate** (part# 3) with the new 7/16" x 1 1/4" bolts to the front crossmember. Use the 1/2" x 1 1/4" bolts to connect the bottom of the rear crossmember to the back side of the skid plate.

20. Now, go back and re-tighten all the hardware especially the hardware that was originally left loose on purpose. Torque the bolts for the crossmember frame pocket to 125 ft. lbs. Torque the lower a-arm bolts to 110 ft. lbs., the skid plate 1/2" bolts to 75 ft. lbs., and the 7/16" bolts to 50 ft. lbs.

21. On the factory coil-overs you will need to take out the factory clip on the nut from the factory cross-shafts. Press out the cross-shaft and bottom coil-over bushing.

22. Using the provided strut bushing spacers (part# 5), push them into the bottom of the factory shocks.



23. Install the provided **upper clam shell strut extenders** (part# 4) around the bottom of the factory shock so that it is lined up with the strut bushing extenders (part# 6) from step 22 above. Use the provided 1/2" x 4" bolts to bolt the strut bushing extender to the shock mount. (Don't tighten yet!) The 5/16" x 1 1/2" bolts are to bolt to the shock brackets. Make sure when tightening down the shock brackets stay equally spaced on the shock. Now tighten and torque the 1/2" bolts to 75 ft. lbs. and the 5/16" to 20 ft. lbs.



24. Using the factory hardware, re-install the front stock shocks but don't tighten yet!

25. Re-attach the **lower strut extenders** (part# 6) into the factory position on the lower a-arms.



26. Install the McGaughey's spindles (part# 1). Hook up the upper and lower a-arms to the new spindle using stock hardware. Torque the lower a-arm hardware to 70 ft. lbs. and the upper a-arm hardware to 35 ft. lbs.

27. Install the factory axle shaft into the new lift spindles and torque the axle nut to 150 ft. lbs. Re-install the factory cover for the bearing. Install the **CV axle spacers** (part# 13) with the provided 10mm x 50mm bolt and washer. The spacers go between the rear differential housing and the CV axles. Make sure you use lock-tite on the hardware and torque in a star pattern to 55 ft. lbs.



28. Using the factory hardware, install the factory hubs/bearing assembly (torque to 125 ft. lbs.). Install the factory rotors and then the calipers and torque to 30 ft. lbs.

29. Take off the stock outer tie rods. Install the new provided **outer tie rods** to the inner tie-rods so that the new tie rod gently touches the jam nut on the inner tie-rods. Install the new outer tie-rod to the spindle and

torque the new provided nut to 40 ft. lbs. (This will get the vehicle assembled and back on the ground, an alignment will still need to be done.

30. Install the **sway bar drops** (part# 8) to the frame (moving the sway bar backwards) using the provided 10mm hardware and torque to 25 ft. lbs. The new drops bolt to the old sway bar mounts (using the provided 7/16" x 2 1/4" hardware & torque to 50 ft. lbs.) that the sway bar is installed into.



31. Install the new **sway bar extenders** (part# 22) to the bottom of the sway bar with the short side of the extender on the stop plate end using the provided 18mm hardware (torque to 110 ft. lbs.) Install the factory sway bar end links to the sway bar extenders and to the lower a-arms.

32. Bolt the McGaughey's **front brake line bracket extender** (part# 2) to the factory mount using the original hardware and then bolt the original bracket to the new extension bracket using the provided 1/4" hardware.

33. Use the provided 1/4" x 3/4" bolt and hardware to bolt the factory brake hose and the ABS line to the new lift spindle. Connect the ABS line back together and use wire ties to secure the ABS line out of the way of anything including the tire/wheel. Check for clearance and be sure there is enough slack for when the suspension travels.

34. Install the factory drive line into the factory differential (just how it was originally) and tighten all hardware to factory specifications.



35. Place a support under the factory transmission cross-member so that you can unbolt the two factory bolts that bolt the crossmember to the frame. Using the new **compression strut brackets** (part# 10), bolt the new bracket to the two open holes using the same bolts that you just took out.



36. On the backside of the lower factory a-arms there are two tabs. Using the new **compression struts** (part# 12) and the provided 7/16" x 3 1/2" bolts and hardware, bolt to the tabs. Depending on the exhaust your vehicle has and how it is ran, you may need to modify the exhaust to clear.



37. Install the tires and wheels and torque to manufacturer specifications. Check all parts for clearance and make sure nothing isn't rubbing. Re-tighten all bolts and hardware and double check the ABS line and brake hoses for clearance again just to be safe.

THE FRONT IS COMPLETE!!

REAR INSTRUCTIONS:

38. Using jack stands to support the rear frame, jack up the rear of the vehicle and support the rear differential. Unplug the factory ABS line on both sides of the vehicle. The line is easy to get to from the rear fender wells. The line is attached at one end to the frame and the other end hooks to the rear-end with a plastic dip. Take off the plastic dip from the frame and then unplug the line (follow upwards

by the top of the shock mount). Unplug at the factory clips.

39. Disconnect both emergency brake cables (both are on the driver's side, in front of the rear fender well). Gently pull the cable loose at the black metal clamp (located where the main cable from the front hooks to the clamp and then turns to two cables out the other end towards the back). Slide a 13mm boxed in wrench over the cable to loosen and then the entire cable and plastic bushing will pull out from the rear. Make sure you take out both cables.

40. Support the rear-end. Using two 21mm wrenches, take off the rear shocks from the factory shock mounts.

41. Once the rear-end is lowered slightly, the pressure will be off of the coils. Pull out the factory rear coils.

42. Use a 21mm socket and unbolt the factory track bar bolt (where it attaches to the rear-end) on the driver side. Leave the passenger side still attached.

43. Using a 13mm socket, unbolt the factory rubber brake line bracket from the rear-end housing (where the rubber hoses hook to the bracket and steel lines).

44. Unbolt the sway bar end links completely, both ends on both sides, using an 18mm wrench and a 19mm socket.

45. Using a 21mm socket and wrench, Unbolt the front bolt of the rear trailing arms (both sides).

46. Bolt in the McGaughy's **trailing arm drops** (part# 16 & 18) in the factory frame hole where the stock a-arm unbolted from using the factory hardware to the stock frame. Leave the bolt loose for now. (both sides)

47. Bolt the factory lower trailing arm into the new drop bracket (the lowest hole hanging at the bottom) using 9/16" x 4" bolt, flat washer, & nut provided. (Do on both sides and leave loose for now.)

48. Bolt back in the factory upper trailing arm to the new trailing arm drop bracket (both sides). Use the provided 9/16" x 3 1/2" bolt, flat washer, & nut. Tighten the lower and upper trailing arm bolts as well as the top factory bolt that bolts the new drop bracket to the frame.

49. Use 1/2" x 1 1/4" bolt, flat washer, & nut to bolt the front of the new trailing arm drop down bracket into the factory frame hole and tighten. (Do on both sides)

50. Drill both top factory 3/8" holes to 1/2" on the factory track bar mount (on the rear-end). Be careful of the stock steel brake line that runs right by the two holes.

51. Loosely bolt-in the new **track bar relocater** (part#21) into the factory track mount stock hole using the factory hardware. You will know which way the bracket goes because there is a piece on the new bracket that goes around the stock mount on the passenger side and points toward the front of the truck.



52. Set the new **track bar brace** (part# 23) over the two newly drilled 1/2" holes (directly in front of the new track bar relocater). Slide the 9/16" x 4" bolt through both pieces (top hole) to locate where the new track bar brace will fit. Once the brace is in place, mark the hole, move the bracket, and drill the side hole (on the side of the bracket closest to the passenger side) to 1/2". Bolt in the factory bolt to the bottom of the new relocater and frame. Bolt the 1/2" x 1 3/4" bolt to the newly drilled hole in the frame. Bolt the two top bolts (1/2" x 1 3/4") into the newly drilled frame holes and the new track bar brace.



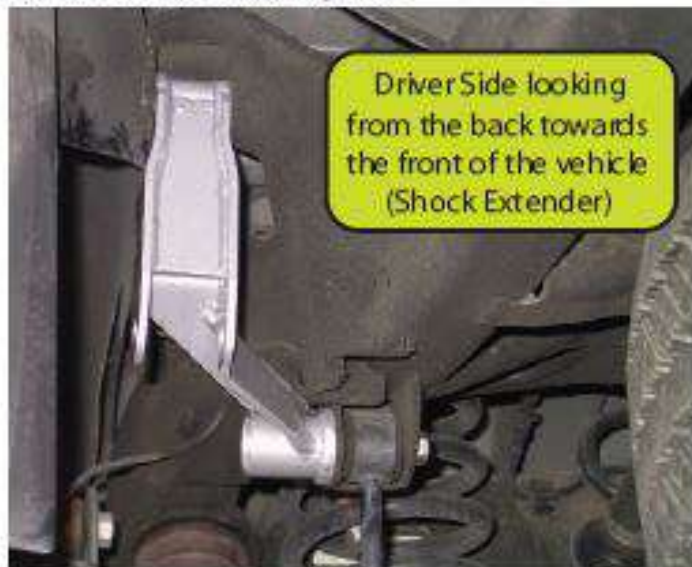
53. Install the factory track bar into the new **track bar relocater** (part#21) using the 9/16" x 4" bolt that goes through the new relocater, through the factory track bar, and then through the new track bar brace.



54. Install the new **brake line extender** (part# 20) (where the original brake line bracket unbolted from on the rear end) Use the factory bolt on the lower hole of the new bracket (smaller bent end). The longer side of the new bracket goes up and re-bolts to the stock brake line bracket using the provided 5/16" x 1 1/4" bolt, flat washer, & nut. The stock brake line bracket will be pointing upward with the rubber brake hoses going straight up as well.



55. Hold the new McGaughy's **bump stop extender** (part# 24) on top of the frame below the factory foam bump stop. Line up the factory hole with the new bump stop extender, mark and drill the other hole to 3/8". Bolt-in the new bump stop extender to the frame using the provided 3/8" x 1" bolts and lock nuts. The new McGaughy's bump stop extenders are both the same there isn't a specific driver and passenger side, either bracket can go on either side. The top flat plate that the factory foam bump stop will make contact with should angle with the higher side closest to the rear of the vehicle and slope down towards the front of the vehicle. Tighten.



56. Install the new McGaughy's **shock extenders** (part#19) to the factory shocks. If you have a factory air/auto leveling shock then you will also use the provided linkage rod that is included in the kit. You do not change the shocks.



57. Install the rubber, factory spring isolators to the top and bottom of the new McGaughy's lift **coil springs** (part#17). Install the coil onto the rear-end spring pocket. Raise the rear-end up to install the top of the coil making sure the top goes into the factory coil pocket as well.

58. Install the new McGaughy's **sway bar end links** (part#22). Bolt the top in first with the stock bolt and then bolt-in the bottom eye with the provided 7/16" x 2 1/2" bolt. The lower bolt goes from the outside inwards and use the provided fender washer on the inner side of the endlink between the bushing and lock nut.

59. Bolt in the bottom end of the shock using the factory hardware and tighten. The main shock body mounts to the bottom and the exposed shaft points upward. Tighten.

60. Take the factory plastic clip off the factory ABS line and discard. Use the new provided added clamp around the ABS line. Use the provided self tapping screw and mount to the frame. Check for clearance. Make sure there is enough slack in the ABS line so that when the vehicle's suspension is at full droop, the line isn't stretched, broken, pinched, rubbing, etc.

61. Re-install the factory emergency brake cables the same way they were originally. These are the two cables that go into the bracket on the driver's side and then the main single line goes to the front.

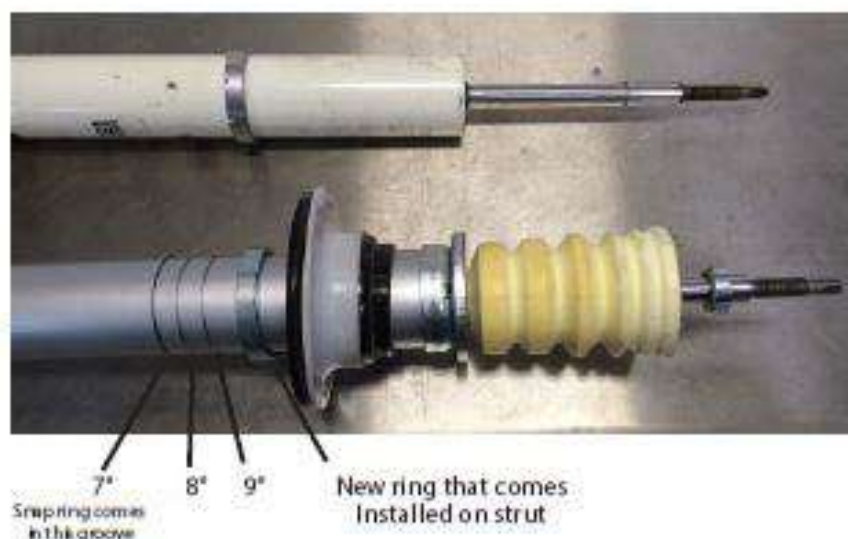
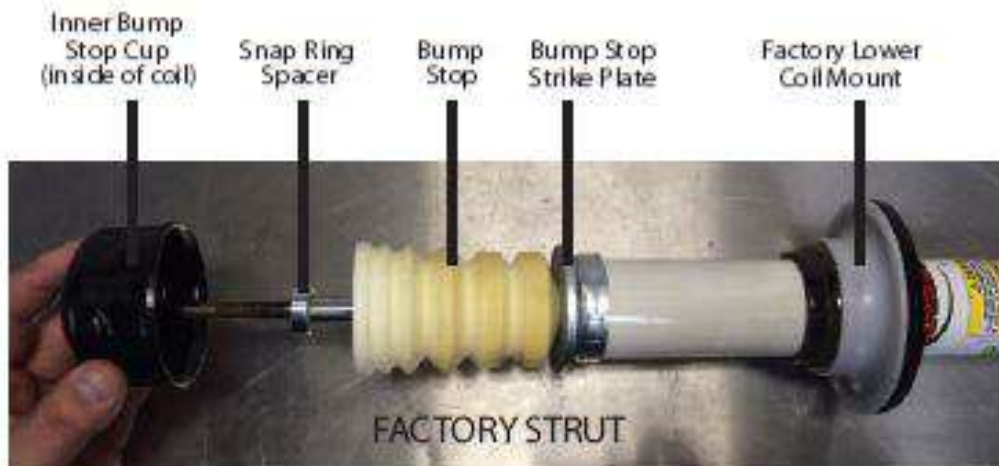
62. Re-tighten all the bolts and hardware. Inspect all parts for rubbing / clearance.

63. Install the tires and wheels and tighten to manufacturer's specifications.

64. Re-check and tighten everything after 100 miles.

2007-13 & 2014+ GM (1/2ton), all cabs, 2WD or 4WD McGaughy's Adjustable Front Lifting Struts Installation Instructions

1. Use wheel chocks to secure the front of the vehicle from rolling / movement.
2. Put jack stands under the front of the truck, securing it from the movement.
3. Remove the factory strut from the front of the truck.
4. Use a strut compressor and remove the factory strut from the coil.
5. Following the diagram, remove the factory parts (inner bump stop cup, snap ring spacer, bump stop, bump stop strike plate, and factory lower coil mount) off of the factory strut.
6. Follow the diagram shown for the desired height the strut needs to be at (7", 8", or 9"). You set the height with the snap ring. The snap ring is already in the groove for a 7" lift amount. If you desire an 8" or 9", then unclip the snap ring and then clip it in the correct groove based on the diagram and desired height.
7. Install the stock pieces that you removed in step 5 onto the new strut. You do not need the factory stock ring on the strut because the new strut comes with a new ring already installed on it.
8. Install the new strut back onto the factory coil by sliding the strut into the coil. Once the strut is in the coil, then install the inner bump stop cup onto the strut with the new provided nut. Install the whole strut back onto the vehicle using the original factory hardware.



Installing the factory spring & Inner bump stop cup to the new McGaughy's strut.

