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STOP---READ THIS FIRST!

Read These Entire Instructions Before Starting Anything

2011-13 FORD F-250 & F350 6 & 8" LIFT KITS

LIFT KIT INSTRUCTIONS (PART# 57261 & 57281)

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)
2. Hardware Bag #1 (1)
3. Coil Springs (2)
4. U-Bolt Retainers (2)
5. U-Bolts (4)
6. Hardware Bag #2 (1)
7. Lift Blocks (2)
8. Sway Bar Drops (1)
10. Track Bar Drop Bracket (1)
11. Front Bump Stops (2)
12. Steering Shock Drop (1)
13. Drop Pitman Arm (1)
14. Rear Shocks (2)
15. (left & right) Front Brake Line Brkts (2)
16. Rear Brake Line Bracket (1)

Factory Radius Arm Drop Down Brackets
(not side specific)

Ford F-250

Phase 1

Boxed Radius Arms

Ford F-250

Phase 2

Ford F-250

Phase 3

ALL 8" Ford F-250 Kits get this!

Over-Load Leaf Springs

Rear
Drive-Line
Spacer

Front
Drive-Line
Spacer

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 chalks 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. Remove the brake line bracket (2 bolts on each bracket) There are two brackets (one on the passenger and one on the driver side) Behind the bracket is the ABS brcket. Remove the plastic ABS clips (2 behind the coil & 2 attached to the radius arm) so that the ABS line is free and loose. (do this for both sides)

3. Remove the bolt in the frame that holds on the steel brake line bracket for the steel brake lines so that the brake lines are not bolted to the frame. (both sides)

4. Disconnect the sway bar end links (The truck has one on the driver side and one on the passenger side).

5. Remove the front stock shocks.

6. Remove the sway bar (2 bolts per side)

7. On the driver's side, remove the 4WD vacuum line clip from the frame so that it doesn't get broken when you remove the radius arm. The line just pushes into the frame.

8. Remove the factory steering shock (both ends). Remove the factory steering shock mount off the passenger side of the frame.

9. Loosen the upper factory mount of the track bar (on the driver side) and let it hang down.

10. Remove the drag link from the pitman arm.

11. Remove the track bar drop bracket on the driver side from the frame.

12. Use a 46mm socket to remove the pitman arm nut.

13. Remove the front drive line completely out of the truck.

14. Lower the jack so that it is holding the front axle to allow for the coil spring to be removed.

15. Make sure the front axle is secure so that it can't twist or roll. Once the axle is secure, remove the radius arms.

STAGE 1 INSTALL ONLY:

1. Install the radius arm drop (same part for the driver & passenger side). The front end (large end) bolts with the factory bolt for the factory radius arm hole. The rear driver side has a hole that lines up. Use the provided 1/2 x 1 1/4" bolt with flat washer and top lock nut. The passenger side rear doesn't have a frame hole so you have to use a 1/2" drill bit to drill the hole and then use the provided bolt, nut, & washer to bolt it in.

2. Use the provided 18mm bolt to bolt the factory radius arm to the front of the new mount from the previous step.

16. Using a uni-bit, open up the front factory bump stop hole so that a 3/8" bolt will fit.

STAGE 2 ONLY:

1. Install the new radius arm with the name plate outwards.

2. Use the provided bolt with alignment cams for the front lower hole with "D" shape washer and lock-nut.

3. Use the lower factory bolt & nut on the upper hole of the new radius arm (picture is of driver's side).

STAGE 3 ONLY:

1. Slide the new upper boxed arm into the new four link drop bracket. Lift both pieces up into the truck. Bolt the four link drop bracket to the underside of the factory frame. The front upper bolt (3/4" x 5 1/2") goes through an existing frame hole. The hole right behind that hole (the factory radius arm hole) bolts in with the new 18mm bolt. Next, clamp the rear of the 4-link drop bracket to the frame, drill the hole, and bolt in using the provided 1/2" x 1 1/4" bolt.

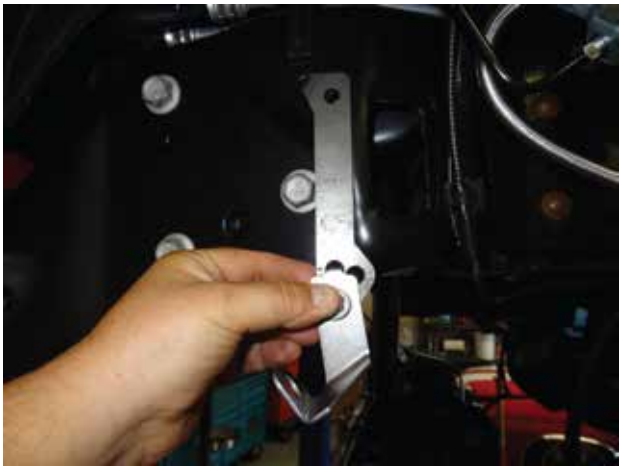
2. Bolt the 4-link lower arm to the new drop bracket (the bottom front hole on the drop bracket) using the provided 3/4" x 5" bolt.

3. The front of the upper 4-link arm bolts to the front axle bushing using the factory 18mm bolt. The lower 4-link arm bolts to the front axle lower bushing using the provided special alignment cam bolt, washers, & nut.

4. The four, 4-link arms are all specific to the side they fit on and their location. The two lower arms have the name plates. You can determine the driver and passenger side by the McGaughy name plate. The McGaughy nameplate should be facing outwards. The upper 4-link arms have a small hole drilled about in the middle (front to back middle). The hole is for the ABS sensor wire but don't install the sensor yet.

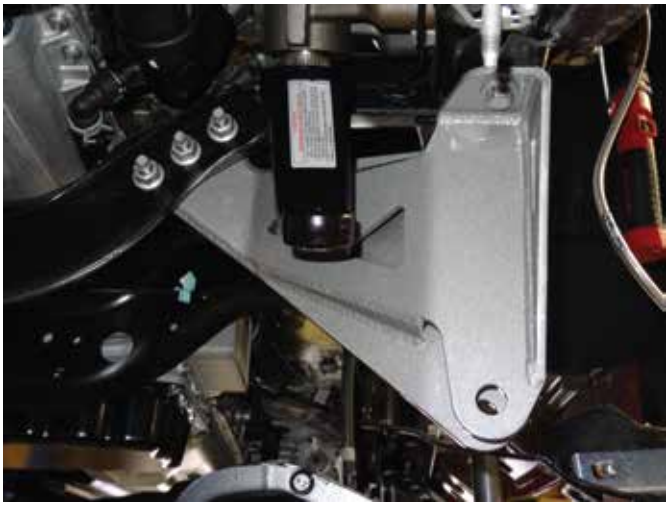
Phase 1, 2, & 3 continue...

17. Install the new front brake line drop down bracket. The top of the bracket (single hole with the bend) bolts into the factory brake line hole. Bolt in with factory hardware. Make sure the bent tab goes into the locating hole so that the bracket won't swivel. The tab tells you which bracket is for the driver side and which one is for the passenger side. The tab points towards the front of the vehicle. Install the original brake line onto the bottom of the new bracket. Check the brake lines for clearance on every thing!! Make sure there is not any rubbing, clearance issues, or anything.



18. Install the new McGaughy's pitman arm using the factory nut and tighten to factory specifications. Use Lock-Tite on the factory nut.

19. Install the new track bar drop into the factory holes on the driver side. The flat triangular side should be parallel to the driver side fender/tire. All three inner holes and two outer holes bolt the bracket to the frame with the stock hardware.

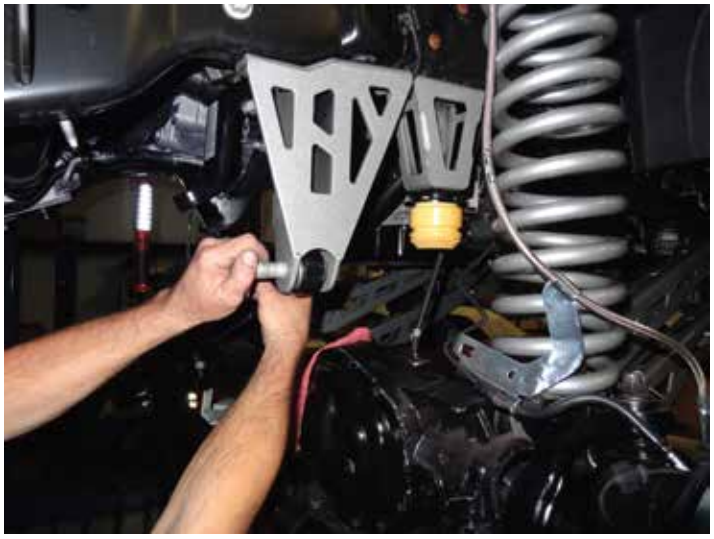


20. Install the new driver and passenger side bump stop brackets. The brackets are the same and don't matter which side they go on. The bump stop bracket bolts under the frame to the hole that you already opened up from step #16. Use the provided 3/8" x 1 1/4" bolt to install the bracket to the frame. Bolt the black retainer to the new drop bump stop bracket using the provided 5/16" x 1 bolt.

21. Install the new McGaughy's lift coil. The pig-tail on the coil goes to the bottom (closest to the ground). There is a specific driver and passenger side coil on the 8" lift kit. The 6" kit does not matter which side the coil goes onto and is not side specific.

22. Install the new front shocks. The main body goes towards the bottom (closest to the ground) and the shaft goes towards the top/upwards. Install the clevis on the top of the shock (bent piece of metal with a bolt)

23. Install the stock, front track bar to the track bar drop bracket. You use the factory hardware and the bottom hole of the bracket.



24. Install the stock drag link into the new drop pitman armand use the original hardware including the castle nut and cotter pin. Tighten to factory specifications.

25. Install new steering shock drop bracket. You should have already removed the factory cast steering shock bracket off of the frame. The new extended steering shock drop will bolt in with the factory hardware to the factory studs in the frame. Use the factory passenger side shock bolt (that held the shock to the cast iron bracket) to bolt the factory shock to the new shock drop bracket. Use new provided metric nut and tighten to factory torque specifications.

26. Install steering shock stud into the original track bar and tighten to factory specifications.

27. Install the new sway bar drop brackets (driver side and passender side) using the stock hardware.

28. Install the sway bar onto the new sway bar drops with the new 3/8" x 1 1/2" bolts and hardware. Reinstall the sway bar end links into the front axle but don't connect to the sway bar until the truck is stiing on the ground.

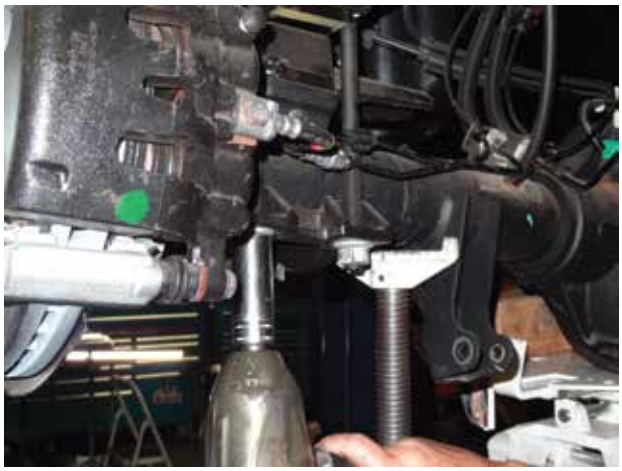
29. Go over all the hardware and make sure it is tight before moving to lifting the rear of the truck.

REAR INSTALLATION:

30. Support the rear-end. Use a pry-bar to remove the emergency brake cable from the stock clip. Make sure you remove both cables from the two clips shown.

31. Remove the rear-end vent tube from the vent fitting on the rear-end. Remove the factory brake line bracket from the rear-end housing. Un-bolt the vent tube bolt (the one that holds the brake line bracket to the rear-end housing). Use provided brake line extender bracket and the original vent tube bolt to bolt the bracket to the rear-end housing. Bolt the brake line bracket to the other end of the new brake line extension bracket.

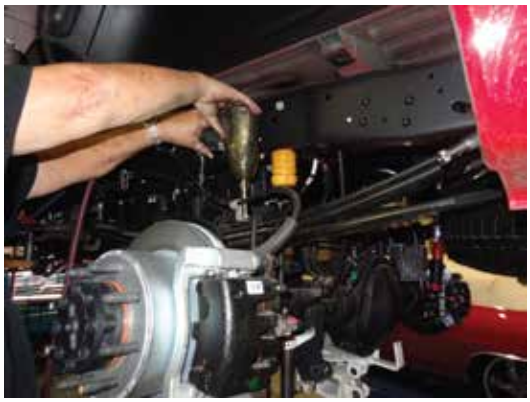
32. Make sure the rear-end is supported so that it can't move or twist. Remove the factory U-bolts and factory lift block.



33. Use a C clamp and clamp the leaf clamp together at each end so that when you remove the leaf spring center bolt the spring does not come apart.

34. Remove the emergency brake clip from the leaf spring center bolt.

34. Remove the emergency brake clip from the leaf spring center bolt. Remove the leaf spring center pin.



ONLY If you have an 8" Kit: Install the new add-a-leaf between the over load leaf and the bottom leaf. Use new provided center bolt. Make sure you use clamps to suck the leaf pack together, don't rely on the center bolt to close the gap. Before you tighten all the way down, install the new provided U-bolt retainer plate. You will not use your original U-bolt retainer plate. Make sure leaf spring center pin is tight.

ONLY If you have a 6" Kit: Use the new leaf spring center bolt and install the new provided U-bolt retainer plate on top of the leaf spring where the original one used to be installed. You will not use your original U-bolt retainer plate. Make sure you use clamps to suck the leaf pack together, don't rely on the center bolt to close the gap. Make sure leaf spring center pin is tight.

35. Install new tapered 6" lift blocks. The taller part of the block goes to the rear of the truck, the shorter end goes toward the front. These lift blocks have an incorporated bump stop, make sure the bump stops point toward the center of the truck. Install new U-bolts and hardware into the factory lower U-bolt plate. Tighten to factory torque specifications.

36. Install new rear shocks into the factory location. The body of the shock goes towards the ground (bottom mount which is on the rear-end housing) and the top shaft of the shock goes to the frame.

37. **ONLY if you have an 8" Kit:** Install two provided drive-line spacers. One spacer goes to the front drive-line and one goes to the rear of the drive-line. Use the larger spacer (1.5" thick) to space the rear of the drive-line (between the drive-line and rear-end yoke). The metric hardware for this spacer is in bag #2 and use provided Lock-tite on the threads. Use the 3/4" thick spacer in the front which goes between the drive-line and transfer case. The metric bolts are provided for the front spacer in hardware bag #1 and use provided Lock-tite on the threads

38. 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.