



STOP---READ THIS FIRST!

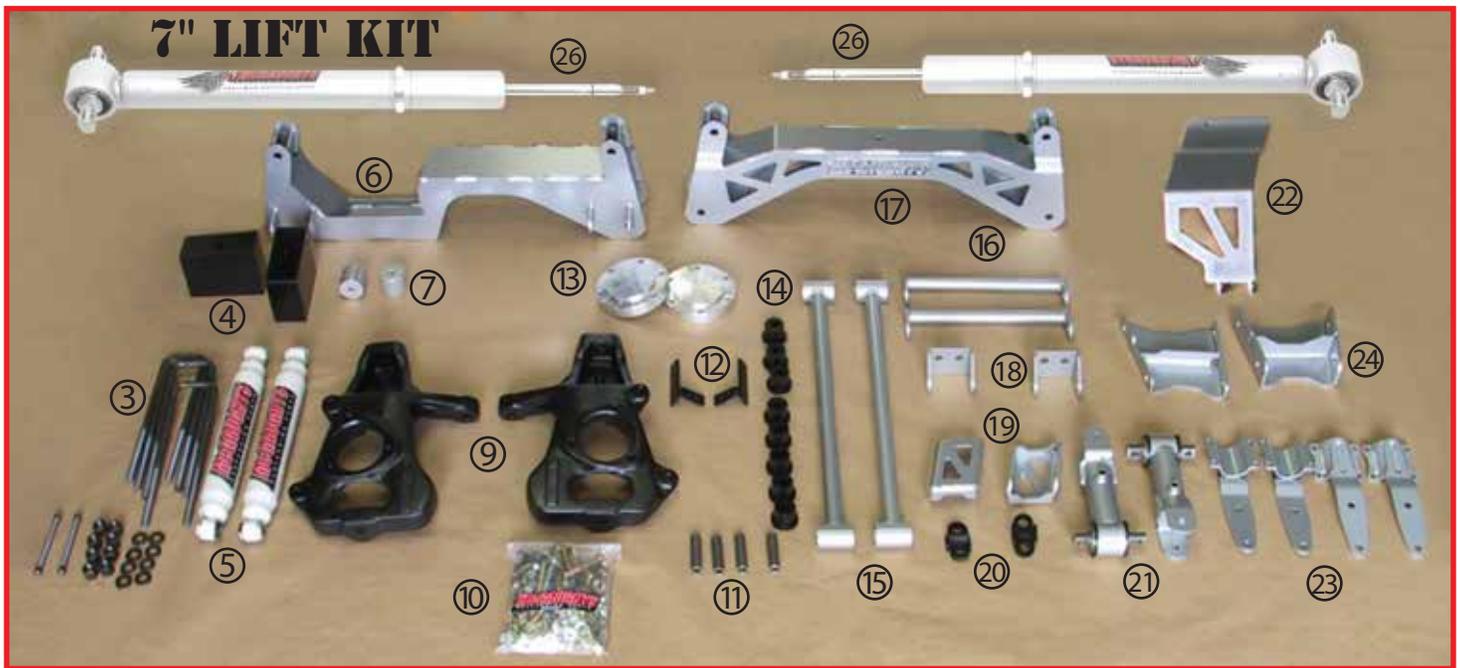
Read These Entire Instructions Before Starting Anything

2007-2013 GM 1500 TRUCK

LIFT KIT INSTRUCTIONS (PART# 50700 & 50720)

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.



2. Adjustable Lift Struts

3. U-Bolts w/ hardware

4. Lift Blocks

5. Rear Shocks

6. Rear Crossmember Drop

7. Rear Bump Stop Extenders

9. Front Lift Spindles

10. Hardware Pack

11. Compression Strut Sleeves

12. Front Brake Line Bracket Extenders

Not Pictured: Outer Tie-Rod Ends (pr.)

13. CV Axle Spacers

14. Compression Strut Bushings

15. Compression Struts

16. Lower A-Frame Support Rods

17. Front Crossmember Drop

18. Compression Strut Brackets

19. Sway Bar Drops

20. Sway Bar Extenders

22. Skid Plate

24. Differential Drops

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 end links. 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# 24 in the kit picture) bolt them in (using the stock hardware) making sure that the larger arc 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 and special provided 3/16" thick laser cut washer on the head of the bolt. The washer prevents the head of the bolt from pulling through the factory diff mount. 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# 6) using the factory hardware into the lower a-arm pockets. (don't tighten yet)



17. Install the McGaughy's front crossmember drop (part# 17) 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# 16) 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# 22) 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.

DO NOT do steps 21-25 if your kit came with adjustable front struts instead of the clam shell.

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 factory strut bushing spacers (part# 8), push them into the bottom of the factory shocks.



23. Install the provided **upper clam shell strut extenders** (part# 23) around the bottom of the factory shock so that it is lined up with the strut bushing extenders (part# 8) 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# 21) into the factory position on the lower a-arms.



26. Install the McGaughy's spindles (part# 9) . 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# 19) 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# 20) 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 McGaughy's **front brake line bracket extender** (part# 12) 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# 18), 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# 15) 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. Un-clip the factory ABS line clip from the rear axle and on top of the frame. Remove the emergency brake cable factory bracket which is located on the driver's side on the frame. Lower down the rear-end making sure that you do not stretch the rear factory brake hose/lines.

39. **(YOU WILL ONLY DO THIS STEP IF YOU PURCHASED THE ADD-A-LEAFS SEPARATELY, #50005)** Take off the factory shocks, U-bolts, and blocks. Clamp the factory leaf spring in the center of the leaf pack so that you can unbolt the center pin. Use the new provided **add-a-leaf** (part# 1) and install it to the leaf pack so that the leaves are in an order from smallest to largest with the longest leaf on the top. Bolt back in the factory center bolt with the head of the bolt on the bottom of the leaf spring pack. Cut-off any extra threads on the center pin protruding out past the nut.



40. Install the new **lift blocks** (part# 4) so that the center pin is on the bottom of the block and fits onto the axle. The block has a short and a long end. The long end of the block should be towards the rear and the short end towards the front of the vehicle. Use the new U-bolts (part# 3), nuts, and washers and bolt together around the rear-end making sure that when tightening, the blocks, U-bolts, rear-end, and leaf springs are all staying aligned with each other and aren't shifting.

41. Unbolt the factory bump stops and using the provided 10mm socket head, allen bolt, bolt back through the factory bump stop and then through the new provided **rear bump stop extender** (part# 7) and then back into the factory frame hole.



42. Using the provided self drilling hex head screws, re-route the factory brake line bracket from the top of the frame to the underside of the frame. Check for clearance.



43. Install the McGaughy's **rear shocks** (part# 5).

44. Make sure the factory ABS line has enough slack so that when the rear-end is at its fullest downward travel, the line isn't stretched. Wire tie the ABS line to the U-bolt and anywhere else needed to keep it out of the way for clearance, again making sure there is enough slack.

45. Take the driver side emergency brake cable out of the factory bracket and put the passenger side cable into its place. Bolt the bracket back in the same way it was originally installed using the original hardware.

46. Double check the rear differential fluid and if it is not at the proper level then fill with the proper fluid.

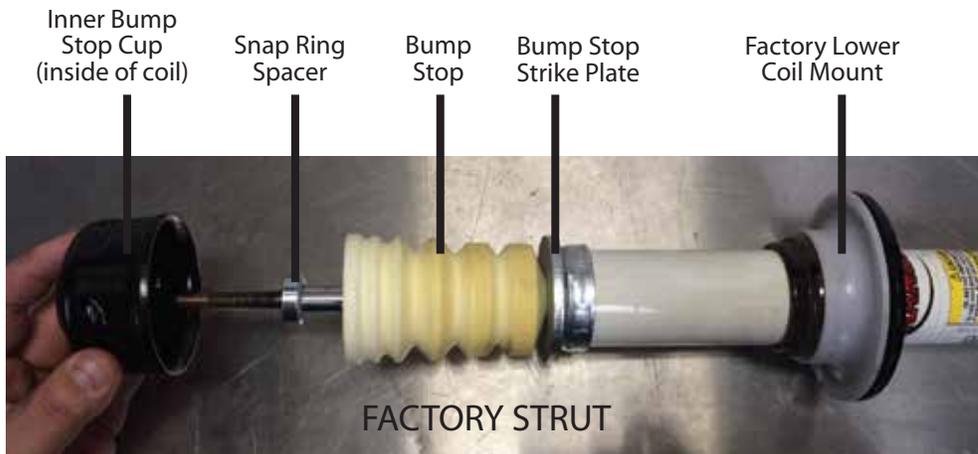
47. Double check all of the rear parts and hardware, make sure everything is tight. Check all parts for clearance, including the brake lines, hoses, and ABS line.

48. Install tires and wheels and torque to manufacturer specifications. Set the vehicle back on the ground and check for clearance again for the front and rear including the front inner fender wells and bumper valance. Depending on the tire size you have, you may need to trim the bumper valance and/or inner fender wells for clearance.

49. Get a front-end alignment and adjust the headlights. Make sure to re-check all the hardware and parts and re-tighten everything to make sure nothing has come loose. After 100 miles inspect & tighten everything again!

THE REAR INSTALLATION IS COMPLETE!

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.



FACTORY STRUT

McGaughy's Adjustable STRUT



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

