



## STOP---READ THIS FIRST!

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

## 2011+ GM 2500/3500 TRUCK

LIFT KIT INSTRUCTIONS (PART# 52300 & 52350)

(8 Lug)



### 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 5".
- \* 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.
- \* 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



1. Rear Crossmember
2. Torsion Bar Drops
3. Skid Plate
4. Front Crossmember
5. Outer Front Bump Stop Brackets
6. Bump Stops
7. Diff. Drop
8. Sway Bar End Links
9. Compression Strut Brackets
10. CV Axle Spacer for Driver Side

11. U-Bolts w/ Hardware & Lift Blocks
12. Hardware ("Bag #1" & "Bag #2")
13. Compression Struts
14. Rear Bump Stops
15. Lift Spindles
16. Lower A-Fram Support Rods
17. Front Bump Stops (Rear) (Left & Right)
18. Brake cable extension
19. Rear brake bracket extension
20. Rear compression strut bracket retainer
21. Front brake line bracket extension (Driver, Passenger)

22. Upper Shock Mount w/ Hardware

## FRONT INSTALLATION:

**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 the proper torsion bar tool, measure/mark the exposed threads on the torsion bar adjusting bolts, and then UNLOAD and remove the cross member and bars. (Keep all the hardware)

**3.** Remove the factory sway bar end links from the lower control arms and the sway bar.

**4.** Take off the bump stops (lower) from the frame and save them.

**5.** Take off the front differential skid plate and splash shield.

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

**7.** Remove the brake hose bracket from the top of the spindle and unplug the ABS from the frame and control arm. Take off the brake caliper and move it out of the way. Take off the rotor, axle nut, and washer. Unbolt the hub by taking off the four hub bolts on the back side of the spindle. Remove the bearing hub assembly and "O" ring from the spindle.



**8.** Take off the upper and lower ball joint nuts and remove the ball joints. You can remove them by using your rubber mallet and hitting the SPINDLE near the ball joints, NOT THE BALL JOINTS!

**9.** If 4WD, uninstall the CV axles from the differential housing.

**10.** Take off the lower control arms.

**11.** Take off the front drive shaft from the differential. Disconnect the vacuum line and electrical connection from the differential.

**12.** Remove the differential housing assembly and rear cross member. It may help to turn the steering wheel to the left or you may have to use a die-grinder or sawzall to cut the inside of the driver side lower control arm pocket. In order to cut you will need to measure 4.25" from the inside edge and make a vertical cut line straight down.



**13.** Now that the pocket is cut-off and gone, use the re-enforcement plate provided in the kit and weld it to the driver's side. Once the welds are cool and the plate is clean, paint the piece so that it doesn't rust!

**14.** Install the torsion bar drops onto the factory torsion bar crossmember using the factory bolt and new 3/8" x 1 1/2" bolt for each side. Install the cross-member back into the factory mounts using the new 9/16" x 3 1/2" bolts. Leave all the bolts loose until all the bolts are installed and the crossmember is back in the frame.

**15.** Using the factory hardware, bolt-in the new McGaughy's Diff. drops on the passenger side. The smaller of the two brackets goes on the passenger side and the smaller end bolts on the top.

For the driver side, use the new 12mm x 1.75 bolts to bolt-in the top two bolts through the diff drop to the frame. The factory frame bracket hole on top uses the provided laser cut thick spacer/washer. There are three factory holes over the new bracket and you are using the one furthest to the rear of the vehicle. Use the provided 1/2-13 x 3 1/2" to bolt the rear of the diff drop to the frame bracket.



**16.** Re-install the factory diff. to the new diff. drop brackets from the previous step. Use the new 1/2-13 x 1 1/2" bolts with laser cut washer/spacer on the passenger side to bolt the diff. to the new bracket. Use one spacer per bolt. The bolt goes from the bottom up with the spacer on the underside of the factory diff, the nut goes on top of the McGaughy's bracket.

**17.** Using the factory hardware, bolt-in the new front crossmember.



**18.** Use four provided 7/16" x 1 1/4" bolts (each bolt is welded to a tear-drop shape piece of laser cut metal so that you don't have to hold them when tightening) to install the new Front Bump Stops (rear ones). You slip the metal piece up inside the open cavity, behind the bump stop, before you install the new rear bump stop drop brackets. There are four factory frame holes (two on the driver's side & two on the passenger side) that these welded bolts fit through.



There are specific left and right new bump stop drop brackets. The driver side is shown in the picture below. You install the new bump stop drop bracket with the two holes (the top of the bracket) to the two bolts that are welded to the tear-drop brackets from the previous step. Use provided 7/16" top lock nuts & tighten to the two welded bolts. The other side of the top of the

bracket installs into the factory bump stop cup. On the bottom of the new bump stop drop bracket is where you install your factory foam bump stop that you removed in order to bolt this bracket in.



**19.** Re-install the factory lower a-frames into the new front and rear crossmembers using the new provided hardware. The front uses 18mm x 120mm and the rear uses 18mm x 140mm. Make sure the stock torsion bar is already through the a-frame. Install the a-frame lower support braces into the inside of the a-frame onto the 18mm bolts from above. Don't fully tighten anything yet. Leave the parts loose for now.

**20.** Install the included tubular compression struts or upgraded boxed compression struts with the 1/2-13 x 4 1/2" hardware provided for the front. Install the rear compression strut brackets to the strut first and then hold the whole strut up to the frame. The black bracket with the tab locates the strut mounting position from left to right. Hold the strut up to the frame and mark a line along the edge to show where the end of the strut hits the frame for the length dimension. Now hold up the black flat plate with the tab into the frame and aligned with scribed line to mark the holes into the nuts so that you know where to locate for the side to side location. Drill the two holes. The passenger side bracket has one ear angled and the driver side has both ears parallel.

Insert the black flat plate with the bend so that the rear compression strut bracket bolts into the welded nut. The ears on the compression strut bracket angle towards the rear of the vehicle. Use the 1/2-13 x 4 1/2 to bolt-in the rear compression strut to the bracket that is now bolted to the frame.

**\*\*Tighten all front hardware now other than the lower a-frame hardware. After the spindles are installed then you will tighten that hardware.\*\***



**21.** Install the new McGaughy's lift spindles into the upper a-frame. Install the lower ball joint. Make sure you don't use an impact to tighten, use a torque wrench so that you don't damage the spindle. Install the factory dust shield onto the hub and slide the hub onto the spindle. Use the factory bolts to bolt the hub back onto the spindle using lock-tite.

**22.** Install the passenger CV axle into the factory mount using the factory hardware. Use lock-tite on all hardware. For the driver side, use the 10mm-1.5 x 60mm to bolt the CV axle to the factory mount with the new provided axle spacer in between the axle and the mount.



**23.** Install the factory tie-rod end into the lift spindle.  
**28.** Re-install the factory torsion keys and torsion bars into the factory crossmember.

**24.** Install the new front bump stops. The round tube goes up into the factory bump stop mount. The top hole on the bump stop with the nut welded to it bolts

right in with the 1/2" x 1 1/2" bolt. Mark and drill the lower hole and bolt it in using the 1/2" x 4 1/2" bolt. Do the same for both sides. Use the stock foam bump stop.



**25.** Use the new brake line bracket to bolt the bracket to the frame with the factory bolt. Use the new 5/16" x 1" to bolt the factory bracket to the new bracket. The front new bracket hole bolts to the vehicle. The rear hole is for the factory brake line bracket.





**26.** Re-install the factory sway bar into the factory position using the new provided sway bar end links. Use the factory bushing with the new gold washer when bolting the end link to the sway bar.



### **TIGHTEN ALL FRONT COMPONENTS AND HARDWARE!!!***REAR INSTALLATION:*

**27.** Install the new skid plate with 1/2" x 4" on the front and 1/2 x 1 1/2 on the rear. The front of the skid plate bolts to the back side of the front crossmember. The rear of the skid plate bolts to the underside hole of the rear crossmember. All the holes are there and don't have to be drilled.



**28.** Re-install the factory torsion keys and torsion bars into the factory crossmember.

**29.** Disconnect the factory emergency brake cable drop down bracket from the frame. Use the factory bolt to bolt the new bracket to the top hole in the frame and use the new provided 5/16" x 1" bolt for the bottom hole to bolt the new bracket to the factory e-brake holder.

**30.** Disconnect the factory rubber brake hose bracket from the frame (The brake hoses hook from the frame to the rear-end). Use the stock bolt to bolt-on our new bracket to the frame using the stock hole. Use the 5/16" x 1 to bolt the factory bracket to our new bracket and make sure the tab sticks through the lower hole.



**31.** Support the rear-end so that you don't over extend any brake hoses, cables, sensors, etc.

Install the new lift blocks and U-bolts with hardware. When installing the block, the block will be moving the rear-end forward. The pin in the block is not centered from the front to back. The smaller distance from the pin to the edge of the block goes toward the front of the truck..



**32.** Un-bolt the factory brake line bracket that connects the rubber hose to the steel brake line on the rear-end. Line up the three holes on the rear bump stop with the three holes on the frame. The bump stop has no left to right or front to back. Put the brake line bracket on top of the new bump stop over the same hole on the driver side. Use 5/16 x 1" self tapping to bolt the front side of the buump stop to the frame. Use the bolt in the center hole. For the passenger side when you are bolting in the front of the bump stop you use the end hole on the inside to bolt the factory rubber brake hose holder using another self tapping bolt that is provided.



**33.** Install both the new rear McGaughy's shocks. Make sure the main body bolts at the bottom and the shaft bolts at the top.

**34.** Tighten all the rear hardware completely. Re-tighten all the hardware on the entire truck, front and rear.

**35.** Check the entire vehicle to make sure nothing isn't rubbing. Check the tires for clearance and all brake lines, hoses, sensors, etc.

**36.** Go to a reputable front-end shop and get the truck aligned. The truck will go back to factory specifications when the alignment is completed so don't let the shop tell you otherwise!!

**37.** After 500 miles look under the vehicle, inspect it, and make sure to re-tighten everything.

