

READ THE INSTRUCTIONS THOROUGHLY AND COMPLETELY BEFORE BEGINNING THE INSTALLATION.



**PART# 703030A**  
**4" LIFT SPINDLES**  
**98-00 FORD RANGER 2WD**

2	HEX CAP SCREW M10-1.5X70MM
2	STOVER NUT, M10-1.5
4	HARDEN WASHER 3/8, SAE, FW, GOLD
6	COTTER PINS 1/8" X 1 1/4"
1	LIFT SPINDLE - DRIVER SIDE
1	LIFT SPINDLE - PASSENGER SIDE



Approximate  
install time 2.5 hrs.



15" wheel or larger w/ 3.75" Backspace or less  
Will Clear up to a 31" tires with the correct wheel & tire combination.

**NOTE**

Prior to installing the Maxtrac spindles please verify fitment

YEAR RANGE	PART #	SUSPENSION	ROTOR DIAM	UPPER BJ HOLE INCHES	UPPER BJ HOLE MM	DIST FROM SPUD TO CALIPER HOLES
1998-2000	703030A	COIL SPRING	10.280"	.695"	17.653	ABOUT 2.5"
2001-2009	703030B	COIL SPRING	11.280"	.695"	17.653	ABOUT 3"
2001-2009	703030C	TORSION BAR	11.280"	.772"	19.6088	ABOUT 3"

1. Factory service manual is recommended to have on hand.
2. Secure and properly block vehicle prior to beginning installation.
3. Always wear safety glasses when using power tools or working under the vehicle.
4. Modifications to any part will void the warranty associated with that product.

**⚠ AFTER REMOVING PARTS FROM VEHICLE, SAVE HARDWARE FOR REINSTALLATION.**

**STEP 1:** Jack up the front of the truck and support under the frame rails with jack stands.

**STEP 2:** Unbolt the brake caliper and support out of the way. **(DO NOT ALLOW THE CALIPER TO HANG BY THE BRAKELINE)**

**STEP 3:** Remove the nut at the tie rod and separate by hitting the side of the steering arm with a hammer **(DO NOT HIT THE TIE**

**ROD ON THE THREADS).**

**STEP 4:** Remove the dust cap in the middle of the rotor with a removal tool and be careful not to damage it. Next, remove the cotter pin and the nut and washer behind it, and then remove the rotor along with both bearings.



**STEP 2**



**STEP 2**

**NOTE**

**STEP 2: DO NOT HANG THE CALIPER BY THE BRAKE LINE.** Tie the caliper up and out of the way with a tie-down or other method.



**STEP 3**

**STEP 5:** Unbolt the abs sensor and hang out of the way so that it does not get damaged.

**STEP 6:** Remove the pinch bolt attaching the spindle to the upper ball joint and separate. Next, remove the cotter pin at the lower ball joint and loosen the nut but do not remove. Break the ball joint loose by hitting the side of the spindle, right at the ball joint, with a hammer. The nut will catch the spindle then remove the nut and the spindle (**DO NOT HIT THE BALL JOINT ON THE THREADS**).

**STEP 7:** Using a cut off wheel or some type of grinder, cut off the inside head of the steering stop located underneath the lower control arm. Once the head is completely removed, use a hammer and a punch to separate the steering stop from the control arm.

**STEP 8:** Using a cut off wheel or an angle grinder, remove approximately ¼" of the lip on the front of the lower control arm. Once removed, sand smooth and spray paint to prevent from rusting.



**STEP 9:** Install the new spindle using the factory castle nut at the bottom and provided M10-1.5 x 70 bolt at the top and tighten (**IF THE UPPER BALL JOINT DOES NOT FIT SNUG INTO THE UPPER BALL JOINT, CALL MAX TRAC IMMEDIATELY**). Now cycle the spindle back and forth through its turning radius to

make sure the spindle does not hit the control arm. If the spindle hits the control arm, remove the spindle and clearance the control arm more.



**STEP 10:** Before installing the rotor inspect your wheel bearings and grease. If the bearings look worn, mis colored from heat, or the grease is black and burnt then “replace” your bearings and grease seal. If the bearings are good then repack them with fresh grease, replace the grease seal and re-install the rotor.

**BEARING TENSION IS CRUCIAL.** When tightening the bearings the bearing nut needs to be tightened down to about 30 ft/ lbs while spinning the rotor to ensure that the bearings seat properly; next loosen the nut and re-tighten it just past hand tight. (about 22 inch/lbs)



**NOTE**

**SPINDLE SPUD FAILURE CAN OCCUR IF THE BEARINGS ARE TOO TIGHT, TOO LOOSE, OR THE BEARINGS GO BAD. A BROKEN SPINDLE DUE TO BAD BEARINGS OR IMPROPER TENSION IS NOT COVERED UNDER WARRANTY.**

**STEP 11:** *With the bearings tightened properly,* re-install the castle cap, new cotter pin, and dust cover.

**STEP 12:** Re-install the abs sensor using the factory bolt and check for clearance between the reluctor ring and the sensor. If the sensor is touching the ring, place a washer between the

spindle and sensor to create an air gap. If the sensor is way too big to fit in the spindle, then your truck is equipped with Stabilitrak and these spindles will not work.

**STEP 13:** Re-attach the brake caliper to the spindle and tighten.



**STEP 14:** Locate the brake line bracket bolted to the frame where the soft line and hard line meet and unbolt it. Drill a 1/4" hole 2 1/8" directly below the original hole and attach the brake line bracket to the new hole using the factory self tapping bolt. Next, carefully bend the hard line at the caliper until you have a

slight amount of slack in the brake line. Cycle the spindle back and forth throughout its turning radius to ensure slack at all positions. If the line gets tight at any point, carefully bend the line some more.



**STEP 15:** Re-attach the tie rod to the spindle using the factory nut and tighten. Then secure it using a provided cotter pin.

**STEP 16:** Repeat all steps on the other side then put the wheels on, torque the lug nuts, and place the vehicle back on the ground.

**NOTE**

- ⚠ **DOUBLE CHECK THAT THE CONTROL ARM IS NOT MAKING CONTACT WITH THE SPINDLE, IF IT IS, TAKE EVERYTHING APART AND CLEARANCE THE LOWER CONTROL ARM SOME MORE.**
- ⚠ **NOW DRIVE THE VEHICLE BACKWARDS ABOUT 10 FEET AND THEN FORWARD ABOUT 10 FEET WHILE TURNING THE STEERING WHEEL BACK AND FORTH TO HELP SETTLE THE SUSPENSION.**
- ⚠ **CHECK FOR CLEARANCE BETWEEN THE CONTROL ARM AND SPINDLE ONE LAST TIME. IF CONTROL ARM IS TOUCHING THE SPINDLE, TAKE EVERYTHING APART AND CLEARANCE THE LOWER CONTROL ARM SOME MORE.**

**NOTE**

**IT IS RECOMMENDED THAT YOU HAVE YOUR VEHICLE'S ALIGNMENT CHECKED WHENEVER INSTALLING NEW SUSPENSION. IT IS ALSO RECOMMENDED THAT YOU ADJUST YOUR HEADLIGHTS WHENEVER YOUR VEHICLE'S RIDE HEIGHT IS ALTERED.**