



**PART# 223203 (Single Strut)
373203 (Pair of Struts)**

2014+ FORD F-150 2WD & 4WD

0-3" FRONT LOWERING STRUTS



3 HOUR INSTALL TIME



**Recommended Tire size
31x10.50**



Components
(2) 223203 ADJUSTABLE STRUT
(2) LOWER COIL SEAT
(2) SNAP RING
(2) SNAP RING RETAINERS
(2) M14-2.0 NLOCK NUT
(2) M12-1.75 X 75 HEX CAP SCREW
(2) M12-1.75 NYLOCK NUT
(4) M12 FLAT WASHER

Please double check the parts list before beginning installation to ensure all parts are present. If there is something missing, please contact Maxtrac Suspension (714) 630-0363. Please have the boxes present if parts are missing or damaged

PRIOR TO INSTALLATION:

- 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 Modification 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 with jack stands.



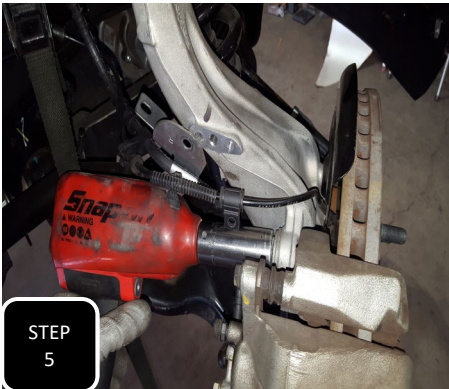
Step 2 Unbolt the sway bar end link from the sway bar and separate.



Step 3 3 Unbolt the tie rod from the spindle. You may need to hit the side of the steering arm with a hammer to separate. **NOTE: NEVER HIT THE TIE ROD ON THE THREADS.**



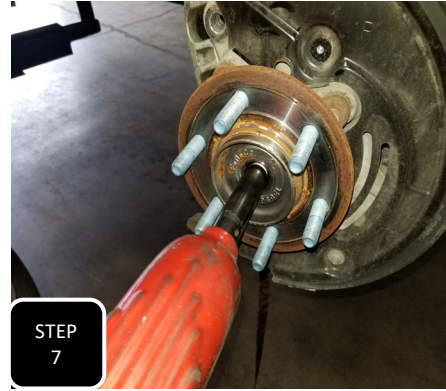
Step 4 Unbolt the brake line guide and ABS line guide from the neck of the spindle and separate.



Step 5 Unbolt the brake caliper and support out of the way, then remove the brake rotor.



Step 6 Unbolt the ABS sensor from the spindle and swing it safely out of the way.



Step 7 For 4wd models, remove the dust cap at the middle of the wheel bearing and then remove the axle retaining nut.



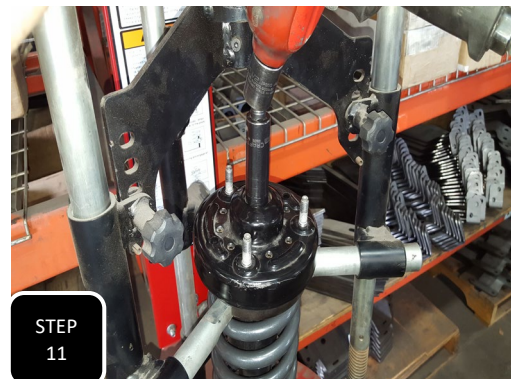
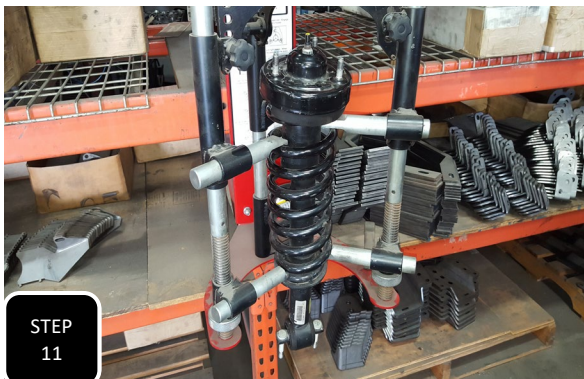
Step 8 Loosen the upper ball joint then hit the side of the spindle with a hammer to break the ball joint loose. The nut will catch the spindle, then separate. **NOTE: NEVER HIT THE BALL JOINT ON THE THREADS.**



Step 9 Loosen the lower ball joint then hit the side of the spindle with a hammer to break the ball joint loose. The nut will catch the spindle, then separate. **NOTE: NEVER HIT THE BALL JOINT ON THE THREADS.**



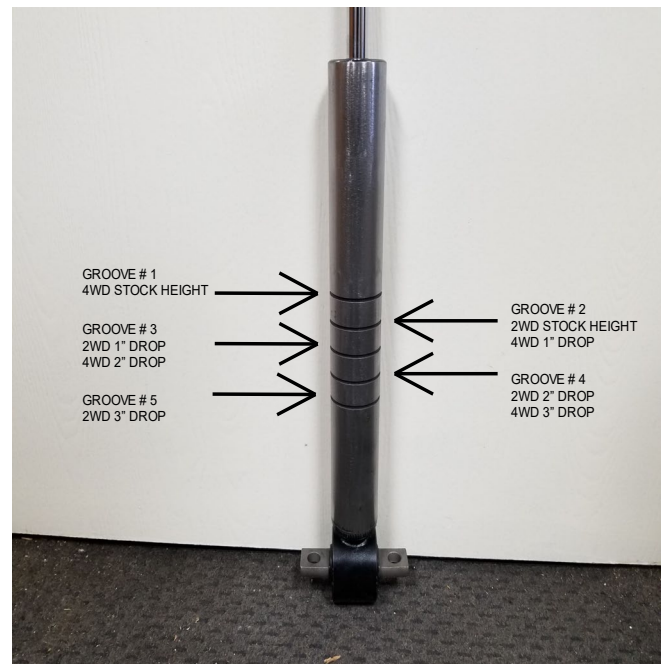
Step 10 Remove both lower and all three upper strut mounting nuts and remove the strut. You will need to pry down on the lower control arm then pivot the strut out of the upper mount. Next lift up and remove.



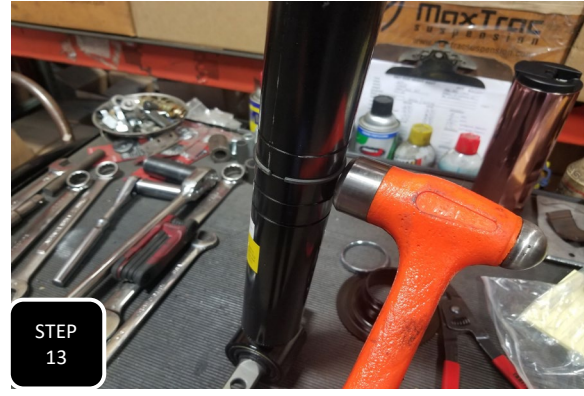
Step 11 Place the strut assembly into a strut compressor to safely compress the coil, then remove the retaining nut and then the strut. **NOTE: TAKE NOTE OF THE POSITION OF THE STRUT TOP AND BOTTOM IN RELATIONSHIP TO EACH OTHER.**



- GROOVE # 1 (4WD STOCK HEIGHT)
- GROOVE # 2 (2WD STOCK HEIGHT)
(4WD 1" DROP)
- GROOVE # 3 (2WD 1" DROP)
(4WD 2" DROP)
- GROOVE # 4 (2WD 2" DROP)
(4WD 3" DROP)
- GROOVE # 5 (4WD 3" DROP)



Step 12 Locate your new struts and set the ring to the proper groove according to the chart above and/or the picture to the right. Make sure the retainer ring fully engages in the groove.



Step 13 Install the snap ring retainer over the clip. If it does not slide over the clip, use a hammer to tap the clip into the groove until it fully seats. **NOTE: THE RETAINER MUST GO COMPLETELY OVER THE SNAP RING AND SEAT OR YOUR SUSPENSION COULD FAIL.**



Step 14 Install the supplied lower coil seat then cut down the factory bump stop by one rib and slide the bump stop onto the shock shaft.



Step 15 Insert the new strut into the coil and attach it to the factory strut top using the provided M14 nut. **NOTE: MAKE SURE TO PROPERLY ALIGN THE TOP WITH THE BOTTOM.**

Step 16 Reverse steps 2-15 for re-assembly. **NOTE: DO NOT ATTACH THE SWAY BAR END LINKS UNTIL BOTH STRUTS HAVE BEEN INSTALLED.**

AFTER MODIFYING YOUR SUSPENSION

HAVE THE VEHICLE'S ALIGNMENT CHECKED

PROPERLY ADJUST YOUR HEAD LIGHTS FOR THE NEW STANCE OF THE SUSPENSION

RE-TORQUE ALL BOLTS AFTER 500 MILES