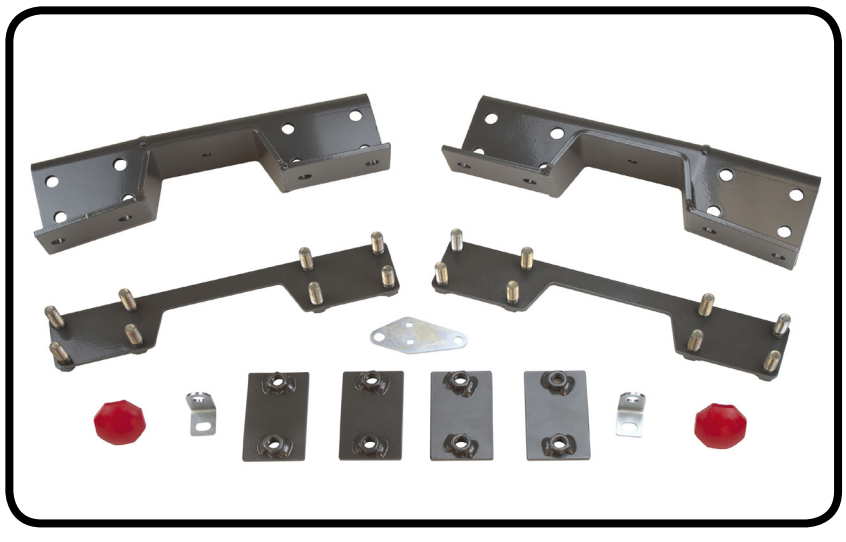
MaxTrac suspension

301360C

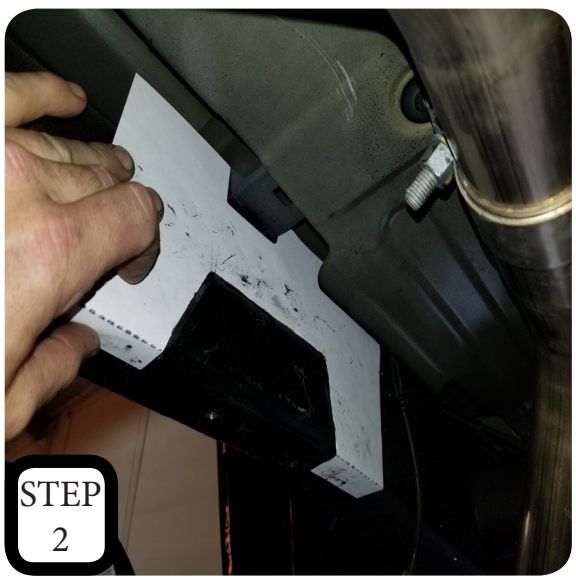
2007-2018 GM 1500 2WD/4WD C-NOTCH KIT

HARDWARE					
Description	**Qty**	**Description**	**Qty**	**Description**	**Qty**
½-13 X 1 ½	4	½” split lock washer	4	M8 Flat Washer	2
½-13 Nylock nuts	16	M8-1.25 X 20	1	3/8-16 Nylock nuts	2
½” Flat Washer	24	M8-1.25 Nylock nuts	1	3/8” Flat Washer	2
3/8-16 X 1	2				



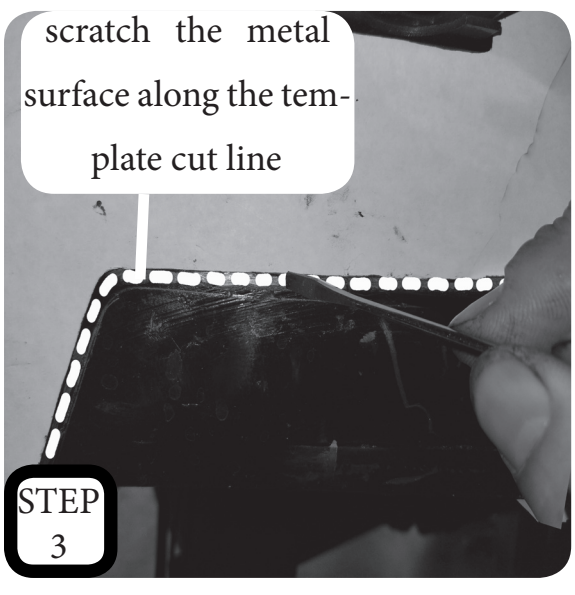
NOTE: THE EXHAUST WILL NEED TO BE MODIFIED

STEP 1: Unclip the ABS plug and line guides at the frame and move the line out of the way.



STEP 2: Cut out the supplied template, bend it on the dotted lines and line up with the frame and the bed rib.

NOTE: THE TEMPLATE WILL GET BENT BOTH WAYS DEPENDING ON IF YOU ARE ALIGNING IT WITH THE INSIDE OF THE FRAME OR THE OUTSIDE.



STEP 3: Scratch a line along the inside of the template, indicating where the cut needs to be made.

NOTE: BECAUSE OF THE TYPE OF UNDERCOAT THAT GM USES, A MARKER IS NOT RECOMMENDED.

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STEP 4: Using a plasma cutter, torch, or suitable cutting device; cut out the line that was scratched onto the frame.

NOTE: BEFORE CUTTING, MAKE SURE THAT THERE ARE NO WIRES, LINES, OR OTHER OBJECTS IN THE WAY THAT COULD GET DAMAGED WHEN CUTTING THE FRAME.

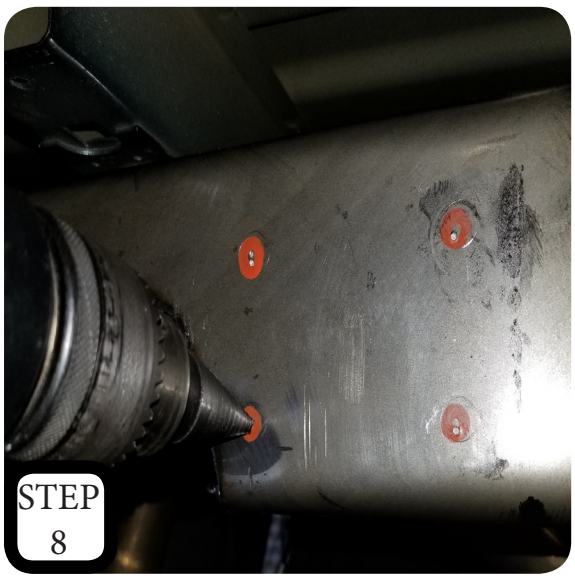
STEP 5: After your cuts have been made, remove the cut-out piece of frame and discard.

STEP 6: Test fit the frame support. If it fits all the way up and flush with the bottom of the frame, then clean up all the cut edges. If it does not fit flush, continue trimming until it does fit flush, then grind edges smooth.

NOTE: THE "V" SHAPED NOTCH IN THE FRAME SUPPORT SHOULD BE CENTERED UNDER THE BED RIB.

STEP 7: Clamp the frame support up into place on the frame and mark all the holes that need to be drilled. Next, center punch each hole using a transfer punch.

NOTE: IF YOU DO NOT HAVE A TRANSFER PUNCH, IT IS RECOMMENDED TO USE THE FRAME SUPPORT AS A GUIDE WHEN DRILLING THE HOLES IN THE NEXT STEP.

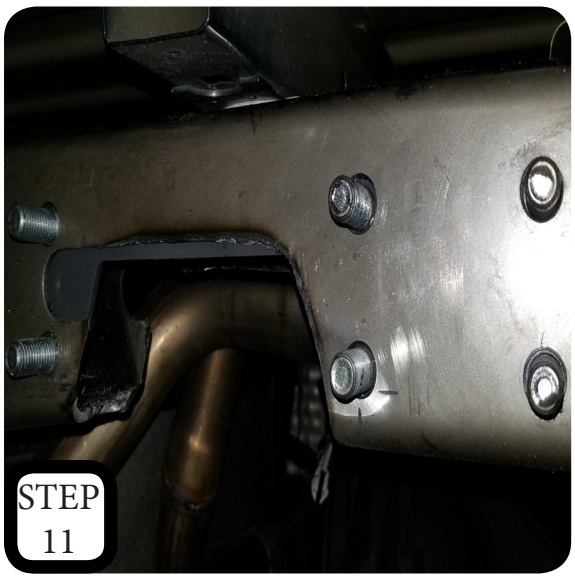


STEP 8: Remove the frame support and drill out all 12 holes using a 9/16” drill bit or a Uni bit.

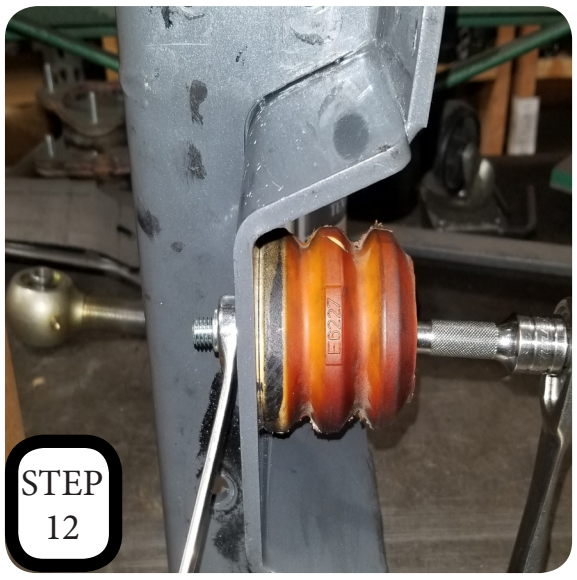
STEP 9: Test fit that your holes are accurate by inserting the bolt plate into the frame and sliding the bolts through your drilled holes.

NOTE: IF YOUR HOLES ARE A LITTLE OFF, IT IS OKAY TO STRETCH THE HOLES A LITTLE BIGGER UNTIL THE BOLT PLATE CAN INSTALL ALL THE WAY.

STEP 10: Remove the bolt plate clean all sharp burrs and edges, then spray paint any raw frame for rust prevention.



STEP 11: Re-install the bolt plate and then install both nut plates. One towards the front and one towards the rear.



STEP 12: The bump stop will need to be attached to the frame support before the frame support is installed. There are two options: 1, Use the factory bump stop along with the provided 3/8" hardware and trim off 1.5 ribs. This will provide a softer bottom out and a little bit less up travel, which should eliminate the need to tub the wheel wells. 2, Use the provided flat bump stops. This will allow for more up travel, but will require that the wheel wells be tubed.

NOTE: DEPENDING ON WHAT WHEEL AND TIRE PACKAGE YOU DECIDE TO GO WITH, TIRE RUB CAN STILL OCCUR WITH EITHER BUMP STOP. ALSO, THE EXHAUST WILL NEED TO BE MODIFIED WITH EITHER BUMP STOP INSTALLED.

STEP 13: Loosely install all nuts and bolts. If all threads start properly, then proceed to tightening the bottom bolts first, followed by the side nuts.

NOTE: MAKE SURE TO ATTACH THE ABS GUIDE BRACKET TO THE FIRST LOWER BOLT AFTER THE C-NOTCH.

STEP 14: Unbolt the brake line bracket on top of the differencial.

STEP 15: Pull the brake line bracket forward and loosely attach the provided brake line relocation bracket using the factory bolt at the diff and the provided 8MM bolt at the bracket. When all is lined up, tighten down both bolts.

NOTE: Not installing the brake line bracket will result in the brake lines hitting the bed rib and could lead to brake failure.

STEP 16: Repeat steps 1-15 on the other side.

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CUT ON SOLID LINES / BEND ON DOTTED LINES

REVERSE BENDS FOR OTHER SIDE