



**MaxTrac**  
s u s p e n s i o n

**PART# 301940**

**2019+ GM 1500 2WD/4WD**  
Does not fit Trail boss or AT4 models

**4" REAR LOWERING KIT**



4 HOUR INSTALL TIME



Recommended Tire size  
31x10.50

\*YOUR EXHAUST SYSTEM MAY HAVE TO BE MODIFIED FOR PROPER CLEARANCE AT THE NEW LOWER STANCE

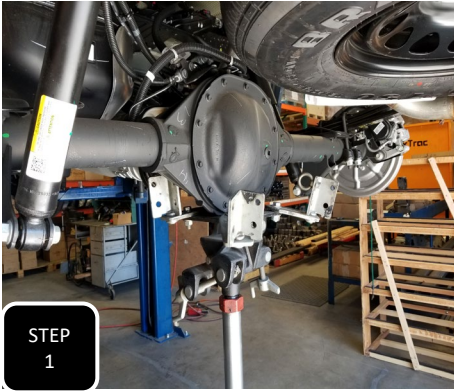
Components	Hardware	Hardware Pack #
(2) AXLE RELOCATORS	(2) M16-2.0 X 110 HEX CAP SCREW	3019H-RH
(2) LEAF SPRING PLATES	(2) M16-2.0 NYLOCK NUT	
(2) U-BOLT RETAINER PLATES	(4) M16 FLAT WASHER	
(1) DS LIFT HANGER	(2) 1/2-13 X 1 1/2" HEX CAP SCREW	
(1) PS LIFT HANGER	(2) 1/2 FLAT WASHER	
(1) DS SPRING HANGER SUPPORT	(2) 1/2" SPLIT LOCK WASHER	
(1) PS SPRING HANGER SUPPORT	(2) 7/16-14 X 1 1/4" HEX CAP SCREW	
(1) 3019-D NUT PLATE	(2) 7/16-14 NYLOCK NUT	
(1) 3019-P NUT PLATE	(4) 7/16" FLAT WASHER	
(2) 3019BSP NUT PLATES	(5) M8-1.25 X 20	
(2) LOW PROFILE BUMP STOPS	(5) M8-1.25 FLANGE NUT	
(3) BRAKE LINE BRACKETS	(5) M8 FLAT WASHER	
(4) 8.75" SQ U-BOLTS	(8) 9/16" HIGH NUT	
	(8) 9/16" THICK WASHER	
(2) LIFT SHACKLES	(2) M14-2.0 X 110 HEX CAP SCREW	
	(2) M14-2.0 NYLOCK NUT	
	(2) M14 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

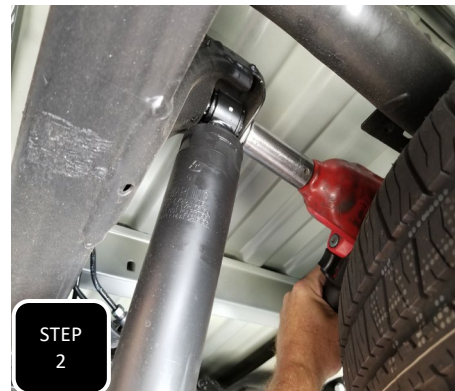
**PRIOR TO INSTALLATION:**

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 rear of the vehicle and support under the frame rails with jack stands. Leave an adjustable jack under the differential for height adjustment.



**Step 2** Jack up the adjustable jack slightly to apply pressure to the axle then unbolt both shocks at both ends and remove.



**Step 3** Remove the U-bolts and spring plates on one side only.



**Step 4** Loosen then remove the bolt attaching the shackle to the frame.



**Step 5** Loosen then remove the bolt attaching the spring to the frame at the front of the leaf spring and then remove the leaf spring.

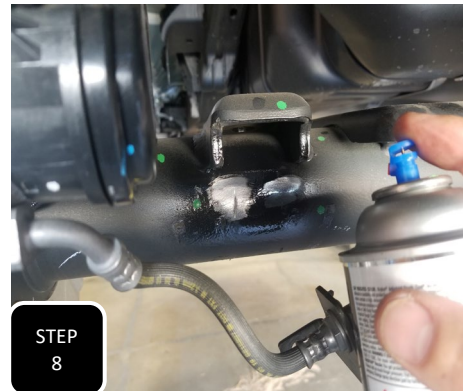
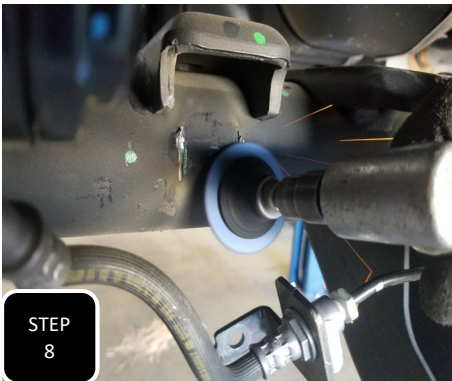


**Step 6** Unbolt the brake line guide bracket from the mounting bracket just under the spring perch on the axle and pull the line clear of the area.





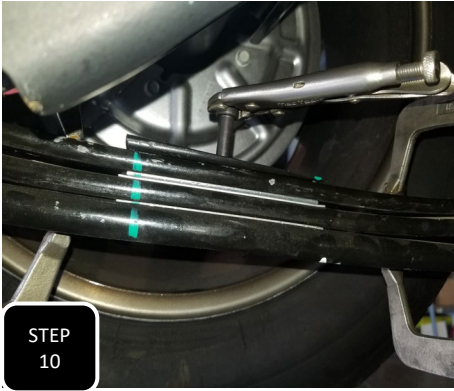
**Step 7** Using a suitable cutting devise, cut the brake line guide bracket off of the axle and remove.



**Step 8** Clean up any sharp edges and spray paint the area for rust prevention.



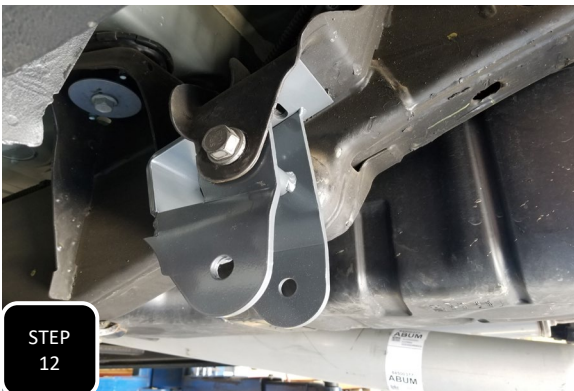
**Step 9** The leaf pack will now need to be dis-assembled. Attach two clamps to the spring and remove the center pin along with the U-bolt retainer plate and the factory 2 degree shim. **NOTE: DISCARD THE U-BOLT RETAINER PLATE. IT DOES NOT GET RE-USED.**



**Step 10** Slide the center pin through the factory 2 degree shim and install the pin down through the top of the leaf spring with the thick end of the shim facing the front of the truck. Then tighten the center pin. **NOTE: THE U-BOLT RETAINER PLATE DOES NOT GET RE-USED.**

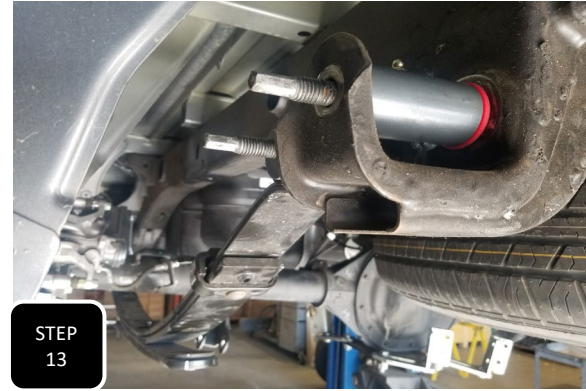


**Step 11** While the spring is out of the truck, install the new shackle using the provided 14mm bolt. Make sure to install the bolt in the same direction as stock, pointing away from the frame, and leave loose. **NOTE: DO NOT INSTALL A WASHER ON THE HEAD SIDE OF THE BOLT.**



**Step 12** Locate the driver's side hanger and loosely install it into the driver's side, front leaf spring mount. Use the factory bolt at the main leaf spring hole and the provided 7/16" bolt, nut, and washer up through the top of the hanger. Tighten the 7/16" bolt first and then the main leaf spring bolt.





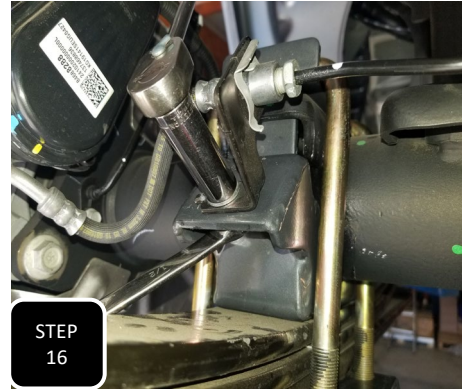
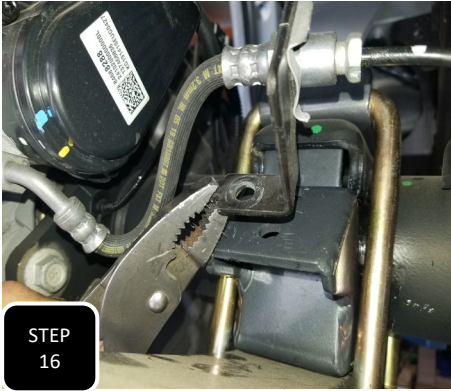
**Step 13** Jack up the axle and loosely re-install the leaf spring underneath the axle using the provided 16mm bolt at the front of the spring and the factory bolt at the shackle.



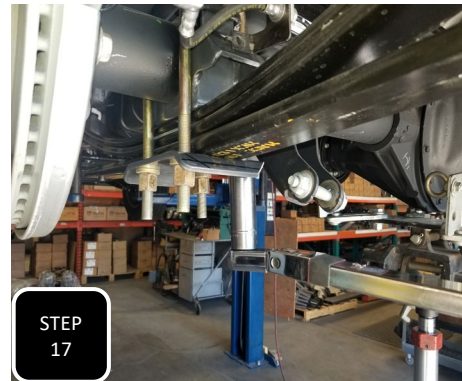
**Step 14** Place the axle relocater on top of the leaf spring with the brake line mounting bracket facing rearward and lower the axle into the relocater. **NOTE: IT WILL HELP THE LINE UP PROCESS TO LOOSEN THE U-BOLTS ON THE OTHER SIDE, BUT DO NOT REMOVE THEM.**



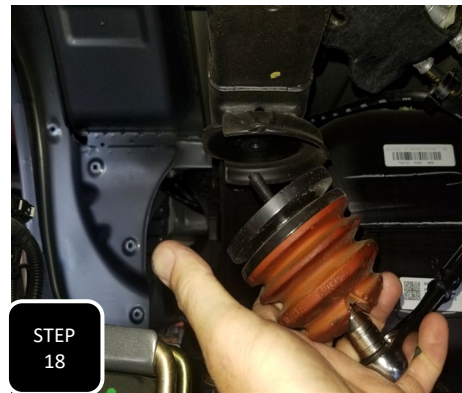
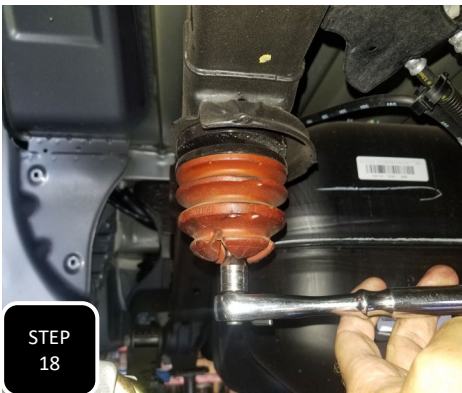
**Step 15** Place the U-bolt retainer plate on top of the original spring plate and run the new U-bolts downward through the provided spring perch under the leaf pack and tighten. **NOTE: THE U-BOLTS WILL INSTALL JUST LIKE THE FACTORY ONES DID. DO NOT TORQUE THE U-BOLTS DOWN AT THIS TIME.**



**Step 16** Locate the brake line mounting bracket still attached to the brake line and bend the guide tab to a flat position. Next, attach this bracket to the mounting bracket on the back side of the axle relocater using the provided M8 bolt, nut, and washer.



**Step 17** Repeat steps 3-13 on the other side then when both sides are complete, torque the U-bolts to 100 ft/lbs.



**Step 18** Unbolt both of the factory rear bump stops from the frame and remove.





**Step 19** Unbolt the brake line guide bracket on the inside of the driver's side frame rail and support out of the way. Next, you will need to cut off the welded on bump stop plate using a suitable cutting device. Make a clean cut on each side of the frame rail.



**Step 20** Once both cuts are made, it may help to hit the cut piece with a hammer until it breaks loose and then remove it from the frame. Next, clean up any sharp edges and spray paint for rust prevention.



**Step 21** Once spray painted, re-install the brake line bracket using the factory bolts and tighten.





**Step 22** Unbolt the three bolts attaching the brake line bracket to the top of the differential then pull it slightly up and forward.



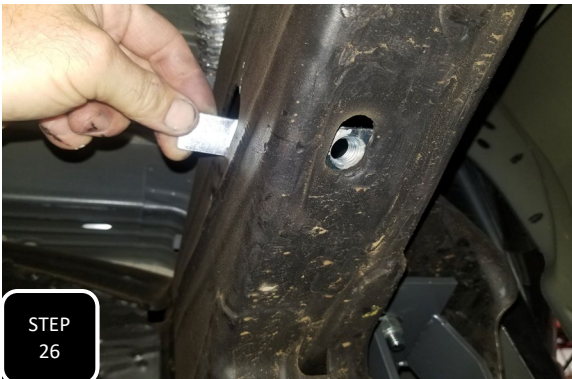
**Step 23** Locate the three "Z" shaped brake line brackets and loosely attach them to the factory bracket first using the provided hardware, and then to the diff using the factory hardware. The provided brackets are designed to push the factory bracket down and forward for more clearance between the diff and the bed.



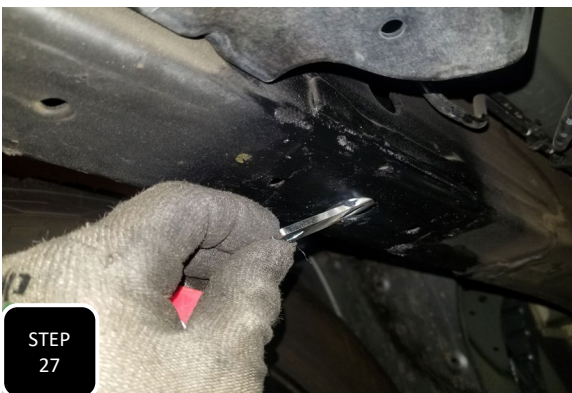
**Step 24** Insert the driver's side, zinc plated nut plate into the hole in the outside of the frame, just back from the front leaf spring mount. **NOTE: THE NUT WILL LINE UP WITH THE SLOTTED HOLE IN THE BOTTOM OF THE FRAME.**



**Step 25** Loosely attach driver's side hanger support bracket using the provided M16 nut and washer at the hanger and the provided 1/2" bolt and washers at the frame. Tighten the 1/2" bolt at the frame, but do not fully tighten the 16mm spring bolt until the truck is on the ground at ride height.



**Step 26** Install the hanger support bracket on the passenger side. The nut plate will get inserted through a hole on the inside of the frame this time and the rest will attach just like on the driver's side. Again, do not fully tighten the leaf spring bolt until the truck is on the ground at ride height.



**Step 27** Insert the bump stop nut plates into the hole in the bottom of the frame that emerged after you removed the driver's and passenger's side factory bump stop plate. Thread the provided low profile bump stop into the nut plate until tight.





**Step 28** Remove both mounting bolts that attach the transmission to the mount at the cross member at the rear of the trans. Jack the trans up, insert the provided 1/2" tall, gold spacer, and tighten down using the factory bolts. **NOTE: THE USE OF THE PROVIDED 1/4", SILVER SPACER MAY ONLY BE NEEDED IF DRIVE LINE VIBRATION IS EXPERIENCED.**



**Step 29** Install the new shorter shocks with the shaft of the shock attached at the frame and the body of the shock attached at the axle. **NOTE: IF YOU PURCHASED SHOCK EXTENDERS, NOW WOULD BE THE TIME TO INSTALL THEM ALONG WITH THE FACTORY SHOCKS. USE THE EXTENDER INSTRUCTIONS FOR INSTALL.**

**Step 30** Install the wheels and tires then lower the truck to the ground. Jump on the rear bumper a few times then tighten up all 6 leaf spring/shackle bushings while the truck is at ride height.

## AFTER MODIFYING YOUR SUSPENSION

- \*HAVE THE VEHICLE'S ALIGNMENT CHECKED
- \*PROPERLY ADJUST YOUR HEAD LIGHTS FOR THE NEW STANCE OF THE SUSPENSION
- \*GREASE THE SHACKLE BUSHINGS USING A SYNTHETIC OR SILICONE BASED GREASE
- \*RE-TORQUE ALL BOLTS AFTER 500 MILES