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**PRODUCT: 303160 / 303150
04-UP FORD F150 6" / 5" REAR FLIP KIT**

PARTS LIST

QTY

AXLE RELOCATOR	2
U-BOLT PLATES	2
U-BOLT RETAINER PLATES	2
SQUARE U-BOLTS, 3.1" X 9.0"	4
HI NUTS, 9/16-18	8
THICK WASHER, 9/16	8
BUMPSTOP	2

PLEASE DOUBLE CHECK THE PARTS LIST BEFORE BEGINNING INSTALLATION TO ENSURE ALL PARTS ARE PRESENT. IF THERE IS SOMETHING MISSING, PLEASE CONTACT MAX TRAC IMMEDIATELY 714-630-0363.

READ THE INSTRUCTIONS THOROUGHLY AND COMPLETELY BEFORE BEGINNING THE INSTALLATION.

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. Modifications to any part will void the warranty associated with that product.
5. Jack up front of vehicle, place jack stands under frame, behind front suspension.

After removing parts from vehicle, save hardware for reinstallation

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

1. Chock wheels to prevent vehicle from moving. Support rear of vehicle with a hoist or jack stands under frame rails. Use an adjustable jack to support differential.
2. Loosen the bolt at the front of the leaf spring, but do not remove.



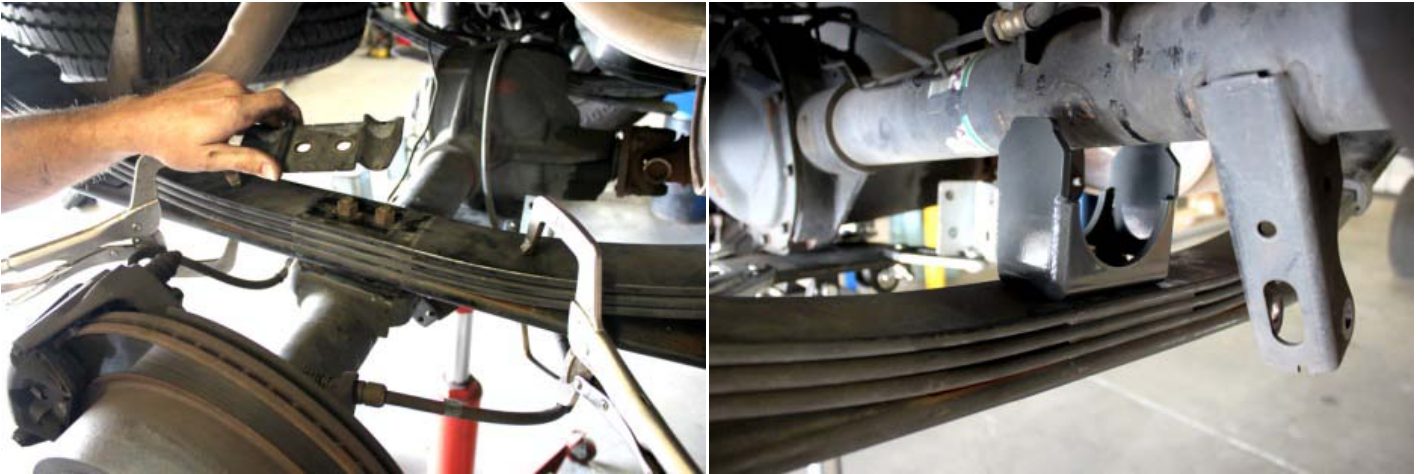
3. Loosen both bolts at the shackle end of the leaf spring (rear), but do not remove.
4. Remove the stock shock absorber by removing the top bolt, and then the bottom bolt.



5. Remove stock bump stop and thread the new red bump stop in its place.
6. Remove stock U-bolts and spring plate.



7. Clamp leaves in spring pack together, then remove factory U-bolt retainer plate and re-tighten center pin bolts to prevent leaf springs from separating.
8. Remove leaf spring, jack up axle, then re-install leaf spring underneath the axle. Install provided axle relocater with notched center pin hole facing the front of the truck.



9. Loosening brake line bracket bolt may be necessary to ensure that the axle relocater seats up firmly into the stock spring perch, re-tighten bolt once relocater is in place.
10. Place the small spring plate on top of spring perch and tighten U-bolts with the bigger spring plate underneath the spring pack.



11. Install the Max Trac shock absorber(s) in the stock location.
12. Tighten (but not completely) the 3 leaf spring bolts; 1 front, 2 rear. Fasten completely once the vehicle is on the ground, so as not to ruin the spring bushings.

NOTE: IF YOUR TRUCK IS EQUIPPED WITH A 2 PIECE DRIVE SHAFT THEN CONTINUE TO THE NEXT PAGE FOR CARRIER BEARING ADJUSTMENT. IF IT IS EQUIPPED WITH A 1 PIECE DRIVE SHAFT THEN YOU WILL NEED TO CLEARANCE THE CROSS MEMBER DIRECTLY ABOVE THE DRIVE SHAFT NEAR THE TRANSMISSION.

Have your truck re-aligned as soon as possible. Re-tighten all fasteners after 100 miles, then 500 miles.

CARRIER BEARING DROP

NOTE: The Carrier bearing may need to be moved up if drive line vibration occurs



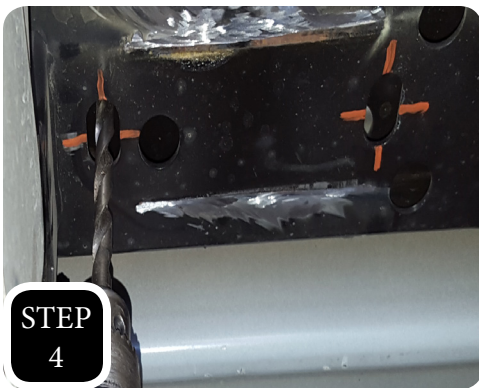
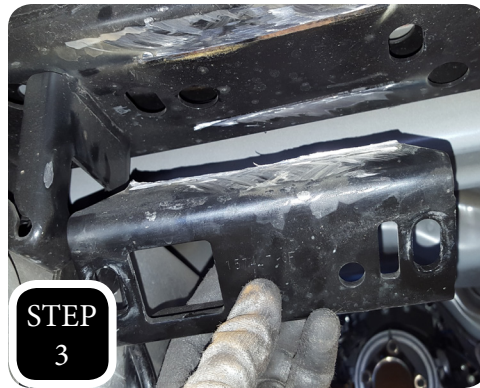
STEP 1: Place a jack underneath the drive shaft near the carrier bearing



STEP 2: Remove both carrier bolts from the vehicle and lower the drive shaft out of the way



STEP 3: Cut the carrier bracket out at the welded bead. Once its seperated clean the area up with a grinder and spray paint for rust prevention



STEP 4: Mark the carrier bolt holes to center and drill them out with a 7/16" drill bit. **NOTE: CENTER THE HOLE AS CLOSE AS POSSIBLE. THIS MAYBE DIFFICULT TO BE EXACT.**



STEP 5: Jack up the driveshaft and align the holes, install using the provided M10-1.5 x 60MM bolts and hardware.



NOTE: PRYING UP ON THE BODY AND USING A MAGNET TO HOLD THE NUT WILL EASE THE PROCESS OF STARTING THE HARDWARE

