



**PART# 303240 2015+
FORD F-150 4" REAR
FLIP KIT**

What is included
SPRING HANGER
(2) M18-2.5 X 120MM HEX CAP SCREW
(2) M18-2.5 X 130MM HEX CAP SCREW
(4) M18-2.5 NYLOCK NUT
(8) M18 FLAT WASHER
(4) 3/8-16 X 1 1/4 HEX CAP SCREW
(4) 3/8-16 NYLOCK NUT
(8) 3/8 FLAT WASHER
U-BOLT
(4) 9" SQUARE U-BOLTS
(8) 9/16" HIGH NUT
(8) 9/16" WASHER

CARRIER BEARING
(2) M10-1.5 X 60MM HEX SCREW
(2) M10-1.5 STOVER NUT
(4) M10 FLAT WASHER
COMPONENTS
(2) FLAT BUMP STOP
(2) AXLE RELOCATOR
(2) U-BOLT RETAINER PLATE
(2) U-BOLT PLATE
(2) SPRING HANGERS



Approximate install time 4 hrs.

NOTE

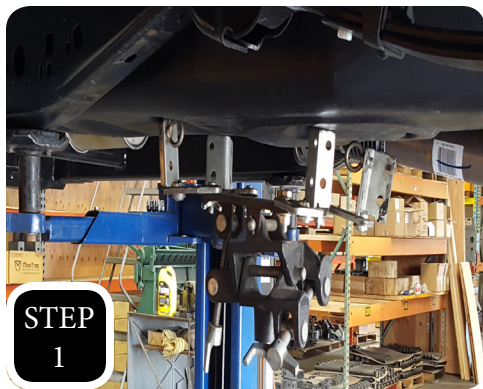
Please double check the parts list before beginning installation, to ensure all parts are present. If there is something missing, please contact Maxtrac Suspension immediately (714) 630-0363

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.

AFTER REMOVING PARTS FROM VEHICLE, SAVE HARDWARE FOR REINSTALLATION.

BEFORE STARTING: We recommend drive testing the vehicle prior to the start of the installation to verify that the vehicle is in good working order. Next, fill out the before portion of the ride height sheet provided.



STEP
1



STEP
2

STEP 1: Place a floor jack under the fuel tank and apply pressure.

STEP 2: The fuel tank will have two straps holding it in place. Loosen both straps, then make sure that the tank is centered and balanced on the jack before removing the straps.



STEP
3



STEP
3

STEP 3: Remove the strap bolts, unhook the other side of the straps and remove.

NOTE: THAT NO WIRES OR FUEL LINES GET HUNG UP WHEN LOWERING THE TANK.



STEP
4



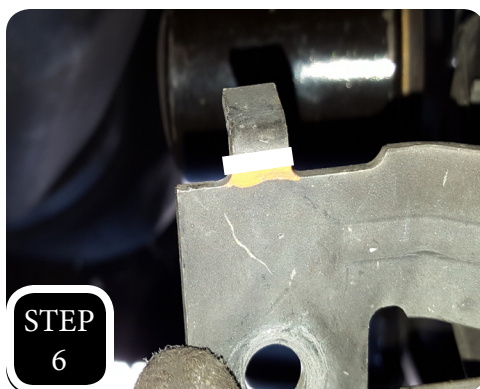
STEP
5

STEP 4: Lower the tank enough to access the filler neck connection at the tank. Loosen the hose clamp at the filler
STEP 5: Lower the tank more so that the front bolt on the leaf spring is accessible.

FOLLOW THE NEXT STEPS IF THE VEHICLE COMES EQUIPPED WITH A MANUAL E-BRAKE CABLE. SKIP TO 8 FOR VEHICLES WITH AN ELECTRONIC E-BRAKE



STEP
6

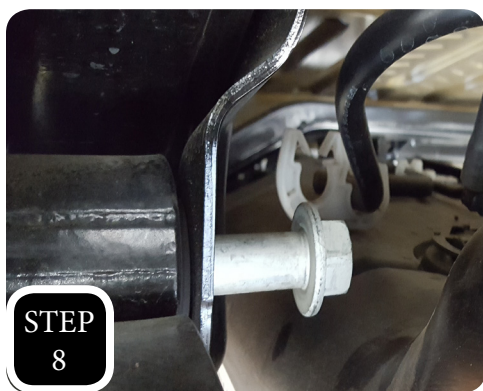


STEP
6

STEP 6: Remove the E-brake bracket from the factory hanger on the driver's side. Once you have the bracket removed. The keyway will need to be completely removed.

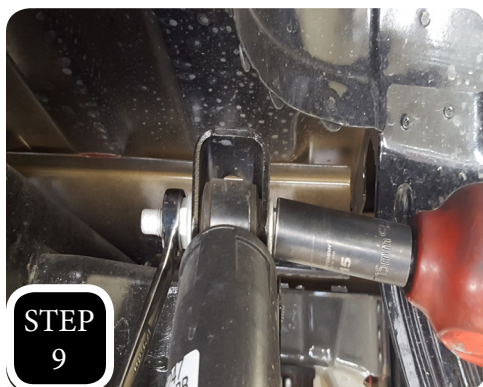


STEP 7: Cut the keyway off using a suitable cutting device. Clean all the sharp edges and spray paint for rust prevention.



STEP 8: Now that the tank is down and the E-brake is out of the way. Remove the leaf spring bolt and partially re-install it from the other side.

Next, jack the tank back up, re-attach the fuel filler neck and secure the tank back into place using the factory straps.



STEP 9: Place the jack under the axle and lift up slightly so that the jack is now supporting the axle. Remove both the driver and passenger side shocks from the vehicle and discard.



STEP 10: Loosen the U-bolts from the axle and remove. Also loosen DO NOT REMOVE the opposite side U-bolts. This is needed in order to install the axle relocators.



STEP
11



STEP
11

STEP 11: Loosen the shackle at the frame and remove the bolt. Next, pull out the bolt at the front of the spring and remove the spring from the vehicle.



STEP
12



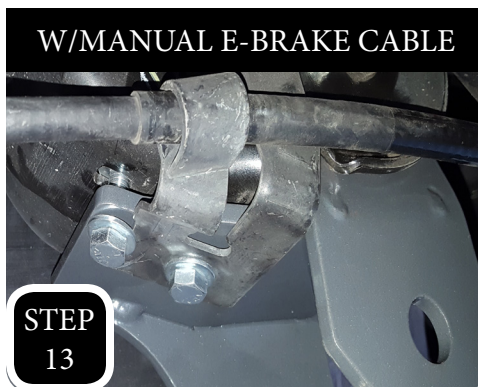
STEP
12

STEP 12: Remove the factory bumpstop from the vehicle and replace with the Maxtrac bumpstop



STEP
13

W/O MANUAL E-BRAKE CABLE



STEP
13

W/MANUAL E-BRAKE CABLE

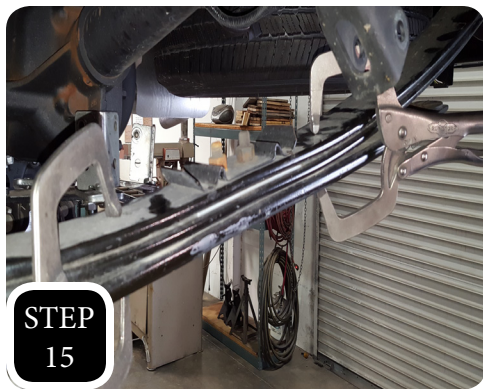
STEP 13: Install the driver side hanger using (1) M18-2.5 x 120mm bolt and hardware. Next, use (2) 3/8-16 X 1 1/4 bolts and hardware to attach the front hanger.

NOTE: IF THE VEHICLE COMES WITH A MANUAL E-BRAKE CABLE, REINSTALL THE BRACKET AT THIS TIME TO THE MAXTRAC HANGER



STEP
14

STEP 14: Jack up the axle and loosely install the leaf spring underneath the axle using the provide M18-2.5x130 at the front of the leaf spring. Reuse the factory hardware at the rear of the spring.



STEP 15: On the bolt closest to the rear of the vehicle. Mark the excess threads where the bolt sticks out past the nut. Then, clamp down and hold the spring pack together from both sides of the center pin. Next, unbolt the center pin and remove the u-bolt retainer plate. Cut the center pin down at the marked line previously made and re-install it back to the leaf pack.



STEP 16: Remove the bracket holding the brakeline to the spring perch



STEP 17: With the axle jacked up, insert the Axle relocater on top of the spring. Make sure to turn the bracket so the open notch is facing forward. Lower the axle down so the axle is seated completely into the relocater.



STEP
18

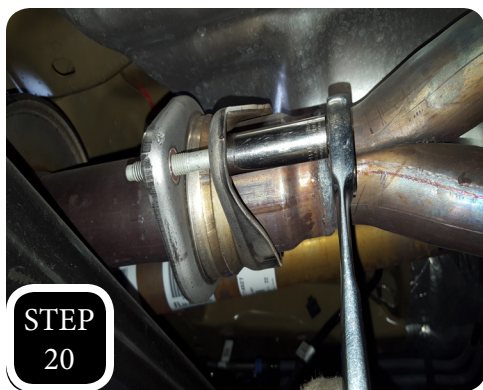


STEP
19

STEP 18: Re-install bracket mounted on the spring perch through the Maxtrac relocater bracket.

STEP 19: Install the new Maxtrac U-bolts and hardware at this time. The u-bolt retainer will sit on top of the original spring perch with the ears facing up. The u-bolts will hook over the retainer plate and point downward through the spring, underneath the leaf spring. Do not torque down the u-bolts at this time

Passenger side



STEP
20



STEP
20

STEP 20: Loosen and remove the bolts from the exhaust at the coupler. Next, spray some lube on all the rubber mounts. Slide the exhaust backwards and remove.



STEP
21



STEP
21

STEP 21: Now that the front spring is accessible, remove the front factory spring bolt and partially re-install it facing the opposite direction. Next, reinstall the exhaust and tighten the coupler bolts.



STEP
22



STEP
22

STEP 22: Loosen the U-bolts from the axle and remove. Also loosen **DO NOT REMOVE** the opposite side U-bolts. This is needed in order to install the axle relocators.



STEP
23



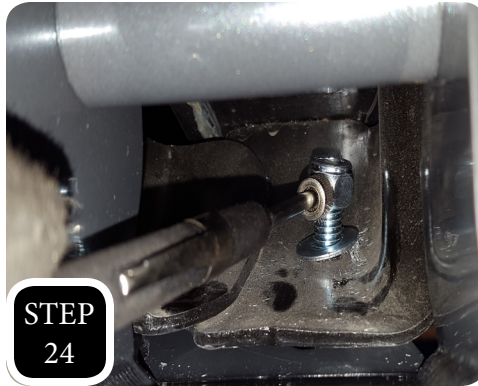
STEP
23

STEP 23: Loosely install the passenger side hanger into the factory hanger.
Option 1, Mark the holes where they line up on the factory hangers and remove the bracket and drill out the marked areas

STEP 2: OPTION 2 Drill out the holes using the drop hangers as a guide



STEP
23



STEP
24

STEP 24: Secure the hanger using the 3/8-16 x 1 1/4 bolts and hardware. **NOTE: IT WILL HELP TO USE A MAGNET TO GET THE NUTS STARTED.**



STEP
24



STEP
25

STEP 25: On the bolt closes to the rear of the vehicle. Mark the excess threads where the bolt sticks out past the nut. Then, clamp down and hold the spring pack together from both sides of the center pin. Next, unbolt the center pin and remove the u-bolt retainer plate. Cut the center pin down at the marked line previously made and re-install it back to the leaf pack.



STEP
25



STEP
25



STEP
26



STEP
26

STEP 26: With the axle jacked up, insert the Axle relocater on top of the spring. Make sure to turn the bracket so the open notch is facing forward. Lower the axle down so the axle is seated completely into the relocater.



STEP
27



STEP
28

STEP 27: Install the new Maxtrac U-bolts and hardware at this time. The u-bolt retainer will sit on top of the original spring perch with the ears facing up. The u-bolts will hook over the retainer plate and point downward through the spring, underneath the leaf spring. Do not torque down the u-bolts at this time

STEP 28: Thread the U-bolt washers and nuts and tighten



STEP
29



STEP
29

STEP 29: Remove the factory bumpstop and replace it with the Maxtrac bumpstop



STEP
30



STEP
30

STEP 30: Install the Maxtrac shocks using the factory hardware. Ensure that the body is attached to the axle and shock shaft is point upwards or the shock will not work.

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

CARRIER BEARING DROP

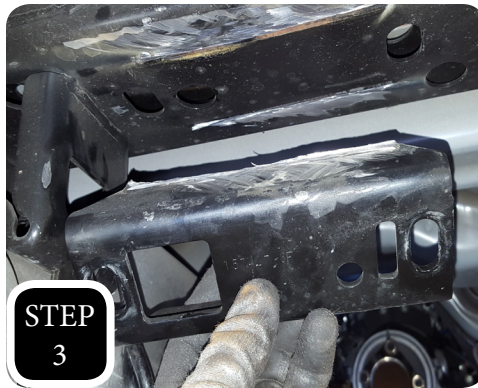
NOTE: The Carrier bearing may need to be moved up if drive line vibration occurs



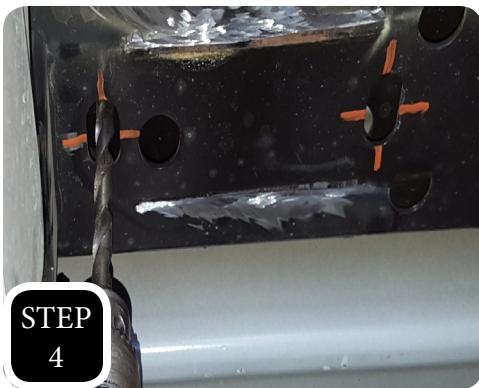
STEP 1: Place a jack underneath the drive shaft near the carrier bearing



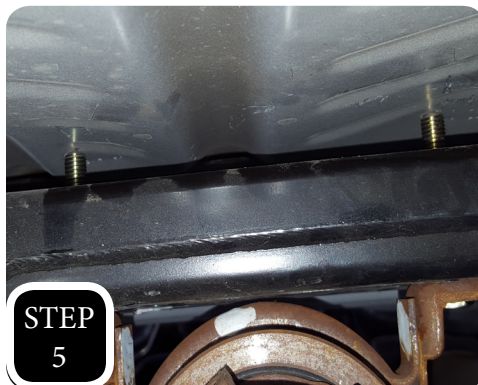
STEP 2: Remove both carrier bolts from the vehicle and lower the drive shaft out of the way



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