

READ THE INSTRUCTIONS THOROUGHLY AND COMPLETELY BEFORE BEGINNING THE INSTALLATION.



**PART# 703030A**  
**4" LIFT SPINDLES**  
**1998-2000 FORD RANGER 2WD**

2	HEX CAP SCREW M10-1.5X70MM
2	STOVER NUT, M10-1.5
4	HARDEN WASHER 3/8, SAE, FW, GOLD
6	COTTER PINS 1/8" X 1 1/4"
1	LIFT SPINDLE - DRIVER SIDE
1	LIFT SPINDLE - PASSENGER SIDE



**WARNING**

Max Trac Suspension recommends using a 15" x 7" wheel w/ 3.75" back spacing. Any wheel that is wider or has less back spacing "i.e. Deep Dish Wheels" can cause component failure and will void the warranty.

*Approximate install time 2.5 hrs.*



Max Trac Suspension also recommends using a 31" x 10.5" tire with the spindle only or a 33" x 12.5" tire when combining a lift coil with our spindle.

**NOTE**

Prior to installing the Maxtrac spindles please verify fitment

YEAR RANGE	PART #	SUSPENSION	ROTOR DIAM	UPPER BJ HOLE INCHES	UPPER BJ HOLE MM	DIST FROM SPUD TO CALIPER HOLES
1998-2000	703030A	COIL SPRING	10.280"	.695"	17.653	ABOUT 2.5"
2001-2009	703030B	COIL SPRING	11.280"	.695"	17.653	ABOUT 3"
2001-2009	703030C	TORSION BAR	11.280"	.772"	19.6088	ABOUT 3"

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.**

**NOTE** AFTER REMOVING PARTS FROM VEHICLE, SAVE HARDWARE FOR REINSTALLATION.

**STEP 1:** Jack up the front of the truck and support under the frame rails with jack stands.

**STEP 2:** Unbolt the brake caliper and support out of the way. **(DO NOT ALLOW THE CALIPER TO HANG BY THE BRAKELINE)**

**STEP 3:** Remove the nut at the tie rod and separate by hitting the side of the steering arm with a hammer **(DO NOT HIT THE TIE**

**ROD ON THE THREADS).**

**STEP 4:** Remove the dust cap in the middle of the rotor with a removal tool and be careful not to damage it. Next, remove the cotter pin and the nut and washer behind it, and then remove the rotor along with both bearings.



**NOTE**  
**STEP 2: DO NOT HANG THE CALIPER BY THE BRAKE LINE.** Tie the caliper up and out of the way with a tie-down or other method.



**STEP 5:** Unbolt the abs sensor and hang out of the way so that it does not get damaged.

**STEP 6:** Remove the pinch bolt attaching the spindle to the upper ball joint and separate. Next, remove the cotter pin at the lower ball joint and loosen the nut but do not remove. Break the ball joint loose by hitting the side of the spindle, right at the ball joint, with a hammer. The nut will catch the spindle then remove the nut and the spindle (**DO NOT HIT THE BALL JOINT ON THE THREADS**).

**STEP 7:** Using a cut off wheel or some type of grinder, cut off the inside head of the steering stop located underneath the lower control arm. Once the head is completely removed, use a hammer and a punch to separate the steering stop from the control arm.

**STEP 8:** Using a cut off wheel or an angle grinder, remove approximately ¼" of the lip on the front of the lower control arm. Once removed, sand smooth and spray paint to prevent from rusting.



**STEP 9:** Install the new spindle using the factory castle nut at the bottom and provided M10-1.5 x 70 bolt at the top and tighten (**IF THE UPPER BALL JOINT DOES NOT FIT SNUG INTO THE UPPER BALL JOINT, CALL MAX TRAC IMMEDIATELY**). Now cycle the spindle back and forth through its turning radius to

make sure the spindle does not hit the control arm. If the spindle hits the control arm, remove the spindle and clearance the control arm more.



**STEP 10:** Before installing the rotor inspect your wheel bearings and grease. If the bearings look worn, mis colored from heat, or the grease is black and burnt then “replace” your bearings and grease seal. If the bearings are good then repack them with fresh grease, replace the grease seal and re-install the rotor.

**BEARING TENSION IS CRUCIAL.** When tightening the bearings the bearing nut needs to be tightened down to about 30 ft/ lbs while spinning the rotor to ensure that the bearings seat properly; next loosen the nut and re-tighten it just past hand tight. (about 22 inch/lbs)



**NOTE**

**SPINDLE SPUD FAILURE CAN OCCUR IF THE BEARINGS ARE TOO TIGHT, TOO LOOSE, OR THE BEARINGS GO BAD. A BROKEN SPINDLE DUE TO BAD BEARINGS OR IMPROPER TENSION IS NOT COVERED UNDER WARRANTY.**

**STEP 11:** *With the bearings tightened properly,* re-install the castle cap, new cotter pin, and dust cover.

**STEP 12:** Re-install the abs sensor using the factory bolt and check for clearance between the reluctor ring and the sensor. If the sensor is touching the ring, place a washer between the

spindle and sensor to create an air gap. If the sensor is way too big to fit in the spindle, then your truck is equipped with Stabilitrak and these spindles will not work.

**STEP 13:** Re-attach the brake caliper to the spindle and tighten.



**STEP 14:** Locate the brake line bracket bolted to the frame where the soft line and hard line meet and unbolt it. Drill a 1/4" hole 2 1/8" directly below the original hole and attach the brake line bracket to the new hole using the factory self tapping bolt. Next, carefully bend the hard line at the caliper until you have a

slight amount of slack in the brake line. Cycle the spindle back and forth throughout its turning radius to ensure slack at all positions. If the line gets tight at any point, carefully bend the line some more.



**STEP 15:** Re-attach the tie rod to the spindle using the factory nut and tighten. Then secure it using a provided cotter pin.

**STEP 16:** Repeat all steps on the other side then put the wheels on, torque the lug nuts, and place the vehicle back on the ground.

**NOTE**

- ⚠ **DOUBLE CHECK THAT THE CONTROL ARM IS NOT MAKING CONTACT WITH THE SPINDLE, IF IT IS, TAKE EVERYTHING APART AND CLEARANCE THE LOWER CONTROL ARM SOME MORE.**
- ⚠ **NOW DRIVE THE VEHICLE BACKWARDS ABOUT 10 FEET AND THEN FORWARD ABOUT 10 FEET WHILE TURNING THE STEERING WHEEL BACK AND FORTH TO HELP SETTLE THE SUSPENSION.**
- ⚠ **CHECK FOR CLEARANCE BETWEEN THE CONTROL ARM AND SPINDLE ONE LAST TIME. IF CONTROL ARM IS TOUCHING THE SPINDLE, TAKE EVERYTHING APART AND CLEARANCE THE LOWER CONTROL ARM SOME MORE.**

**NOTE**

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



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

## RIDE HEIGHT SHEET

\*THIS SHEET MUST BE FILLED OUT PRIOR TO CALLING WITH ANY DISCREPENCIES

YEAR \_\_\_\_\_ MAKE \_\_\_\_\_ MODEL \_\_\_\_\_

4WD / 2WD / AWD

### MEASUREMENTS

\*MOST ACCURATE MEASUREMENT IS FROM THE BOTTOM OF THE RIM, STRAIGHT UP TO THE BOTTOM OF THE FENDER

\*TRUE HEIGHT WONT BE ACCURATE UNTIL VEHICAL IS ALIGNED

\*THE VEHICLE'S CASTER WILL BE INCREASED OR DECREASED IF ONLY THE FRONT OF THE VEHICLE IS MODIFIED

	BEFORE	AFTER	DIFFERENCE
DRIVER FRONT	_____	_____	_____
DRIVER REAR	_____	_____	_____
PASSENGER FRONT	_____	_____	_____
PASSENGER REAR	_____	_____	_____

# LIMITED LIFETIME WARRANTY

Max Trac Suspension makes no warranty, expressed or implied, as to the merchantability, fitness for purpose, description, quality, productiveness, accuracy or any other matter with respect to every product, all such warranties being hereby specifically and expressly disclaimed by Max Trac. Max Trac may offer technical advice or assistance with regard to the products based on laboratory and/or field experience and customer understands and agrees that such advice represents only good faith opinions and does not constitute a warranty or guarantee. The sole and express warranty provided by Max Trac is to warrant that the products sold as listed comply with Max Trac's specification at the date and time of manufacture. Max Trac makes no warranty that such products shall meet such specification at any time after installation of products. Use of such product is specifically not warranted, and Max Trac specifically excludes from this express warranty parts subject to normal wear and tear after one year, finish after one year, damage resulting from failure to follow recommendations in installation manuals, competition or off-road use, and damages caused by aftermarket products. Max Trac's liability and customer's exclusive remedy for any breach of this limited express warranty is limited to repair, replacement, or refund at Max Trac's option and in Max Trac's sole discretion. There are no warranties which extend beyond the description on the face hereof.

Our limited lifetime warranty excludes the following items: bushings, bump stops, ball joints, tie rod ends, rod end/heim joints, and shock absorbers. These parts are subject to immediate wear and tear and are not considered defective when worn. They are warranted for twelve (12) months from the date of purchase only for defects in workmanship.

This Max Trac warranty is void if (1) the vehicle is not aligned after kit installation, (2) proper maintenance is not routinely performed, (3) the Max Trac products are misused or abused in any way in either installation or service, or (4) the products are used in a way that violates federal, state, or local law or regulation in any respect. Max Trac is not responsible for vehicle compatibility with other aftermarket products. Warranty coverage does not include consumer opinions regarding ride comfort, fitment and design after product installation.

Max Trac reserves the right to change, modify or cancel this warranty without prior notice.

## **WARRANTY RETURN**

Contact Maxtrac by sending an email with a copy of the original purchase receipt, along with photographs clearly illustrating the failure mode.

1. Upon validating the information provided, Maxtrac will issue a Return Manufacturer Authorization number (RMA#).
2. Return your product to Max Trac Suspension at your expense in order to execute a claim under this warranty.
3. Include the RMA# on the outside of the box. Any returns without the RMA# will be refused.

## **NON-WARRANTY RETURN & CREDIT POLICY**

Your item must be in its original unused and resalable condition to be returned, unless there is a manufacturing defect. You must return the item within 30 days of your purchase. Otherwise, there will be an additional restocking fee.

1. Please contact Max Trac Suspension at (844) 535-1668 to obtain a Return Manufacturer Authorization Number (RMA#).
2. Return your product to Max Trac Suspension at your expense.
3. Include the RMA# on the outside of the box. Any returns without the RMA# will be refused.

## **Return Exceptions**

Merchandise that has been installed, used, or altered may be subject to no credit.

## **Restocking Fee**

All items are subject to a restocking fee based on the condition of the packaging and product.

Max Trac Suspension does not credit shipping and handling. Credit minus applicable restocking fee will be determined and issued within 10 business days of product receipt.

All returns will be credited to your Maxtrac account.



# INSTALLATION WARNINGS

**READ INSTRUCTIONS AND WARNINGS COMPLETELY PRIOR TO INSTALLATION.**

**MAXTRAC IS NOT RESPONSIBLE FOR ANY DAMAGE OR INJURY DUE TO IMPROPER INSTALLATION OR MAINTENANCE.**

Installer is responsible to insure a safe and controllable vehicle after performing modifications. All steps and procedures described in these instructions were performed while the vehicle was properly supported on a two post vehicle lift with safety jacks. Included instructions are recommended guidelines only.

Max Trac Suspension recommends reference to the OE Service Manual corresponding to the model and year of vehicle when either disassembling or assembling factory and related components.

Use caution during all disassembly and assembly steps to insure suspension components are not over extended, causing damage to any vehicle components and parts included in this kit. Unless otherwise specified, tighten all bolts and fasteners to standard torque specifications listed within the OE Service Manual.

Suspension components that use rubber or urethane bushings should be tightened with the vehicle at normal ride height. This will prevent premature wear or failure of the bushing and maintain ride comfort.

Larger tire and wheel combinations may increase leverage on suspension, steering, and related components.

Due to payload options and initial ride height variances, the amount of lift is a base figure. Final ride height dimensions may vary in accordance to original vehicle ride height. Always measure the vehicle ride height prior to beginning of installation.

**MAXTRAC SUSPENSION DOES NOT ADVISE USING WHEELS WIDER THAN 9" OR WHEELS WITH LESS THAN 4.5" BACKSPACING. DOING SO WILL RESULT IN VOIDING ANY AND ALL MANUFACTURER WARRANTIES**

Max Trac Suspension does not recommend the combined use of suspension lifts, body lifts, or other lifting devices.

## **Final Checks & Adjustments**

Once the vehicle is lowered to the ground, check all parts which have rubber or urethane components to ensure proper torque. Torque lug nuts to the wheel manufacturer specs.

Move vehicle backwards and forwards a short distance to allow suspension components to settle. Turn the front wheels completely left then right and verify adequate tire, wheel, brake line, and ABS wire clearance.

Test and inspect steering, brake and suspension components for tightness and proper operation. Inspect brakes, hoses, and ABS lines for adequate slack at full extension, and adjust as necessary.



# ADDITIONAL WARNINGS

## **WARNING**

Max Trac Suspension products should ONLY be installed by a certified professional mechanic with experience working on and installing suspension products. Professional knowledge and skill will typically yield the best installation results.

If you need a list of installers in your area, please contact Max Trac Suspension customer service to find one of our authorized dealers. Max Trac Suspension does not warrant work performed by any dealer, installer, or mechanic.

- All lifted vehicles may require additional driveline modifications and/or balancing.
- A Factory Service Manual for your specific Year/ Make / Model should be referenced during installation.
- Use of a vehicle hoist will greatly reduce installation time.
- Speedometer / computer calibration is required if changing +/- from factory tire diameter.
- Vehicle must be in excellent operating condition. Repair or replace any and all worn or damaged components prior to installation.

**FAILURE TO PERFORM POST INSTALLATION INSPECTION AND/OR CHECKS MAY RESULT IN VEHICLE COMPONENT DAMAGE AND/OR PERSONAL INJURY OR DEATH.**

**RECHECK ALL HARDWARE FOR PROPER TORQUE VALUES AFTER 500 MILES, AND THEN PERIODICALLY AT EACH SERVICE INTERVAL THERAFTER.**

## **Vehicle Handling Warning**

Increasing the height of your vehicle raises the center of gravity and **WILL** affect stability and control. Use caution on turns and when steering. Vehicles with larger tires and wheels will handle differently than stock vehicles. Take time to familiarize yourself with the handling of your vehicle after product installation.

## **Wheel Alignment/Headlamp Adjustment**

It is necessary after installation to have a wheel alignment performed by a certified alignment technician. Align the vehicle to factory specifications. It is recommended that your vehicle alignment be checked after any off-road driving. In addition to vehicle alignment, it is necessary to check and adjust vehicle head lamps for proper aim and alignment. If the vehicle is equipped with active or passive safety/collision monitoring and / or avoidance systems including, but not limited to, camera-or radar-based systems, check and adjust your vehicle's systems for proper aim and function.

## **Braking Warning**

Generally, braking performance and capabilities are decreased when significantly larger or heavier tires and wheels are used. Take this into consideration while driving. Also, changing axle gear ratios or using tires that are taller or shorter than factory height will cause an erroneous speedometer reading. On vehicles equipped with an electronic speedometer, the speed signal impacts other important functions as well. Speedometer recalibration for both mechanical and electronic types is highly recommended.



# SAFETY WARNINGS

## SAFETY WARNING

MISUSE OF THIS PRODUCT COULD LEAD TO INJURY OR DEATH.

- Suspension systems or components that enhance the on and off-road performance of your vehicle may cause it to handle differently than it did from the factory. EXTREME CARE must be used to prevent loss of control or vehicle rollover during operation.
- ALWAYS operate your vehicle at reduced speeds and maintain distance between vehicles and obstacles to ensure your ability to control your vehicle under all driving conditions. Failure to drive safely may result in serious injury or death to the driver and passengers.
- Driver and passengers must ALWAYS wear seat belts, avoid rapid steering angles and rates and other sudden maneuvers.
- You should NEVER operate your vehicle under the influence of alcohol or drugs.
- Please check all factory components for excessive wear and tear. Please replace worn factory parts before installing any suspension kits. Failure to do so will void any Max Trac warranty.
- Please inspect all wheel bearings and hub bearings for excessive wear and replace worn components before installing suspension kits. These hub and wheel bearings may wear out sooner with installation of larger tires and wheels. MaxTrac does not warranty these factory parts at any time, also using any wheel that MaxTrac does not recommend will void any warranty of MaxTrac components.
- Constant maintenance is required to keep your vehicle safe. Thoroughly inspect your vehicle before and after every off-road use.
- It is the responsibility of the retailer and/or the installer to review all state and local laws with the end user of this product related to bumper height laws and the lifting of a vehicle before the purchase and installation of any Max Trac products.
- It is the responsibility of the driver to check the area around the vehicle for obstructions, people, and animals before moving the vehicle.
- All lifted vehicles have increased blind spots. Take note of these prior to operating the vehicle.

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**DAMAGE, INJURY AND/OR DEATH CAN OCCUR IF ANY OF THE ABOVE WARNINGS ARE NOT FOLLOWED.**