



PART# 833825-4
2019+ FORD RANGER 4WD



3 HOUR INSTALL TIME



Max Trac Suspension recommends using a 17" x 8" wheel w/ 6-6.5" back spacing on a 32" x 10.5" Tire. Any wheel that is wider or has less back spacing I.E. "Deep Dish Wheels" can cause component failure and will void the warranty.

Components	Hardware
(2) STRUT SPACERS	(8) M10-1.25 FLANGE NUTS
(1) 8338DD DIFF DROP PLATE	(1) M16+2.0 NYLOCK NUT
	(1) M16 FLAT WASHER

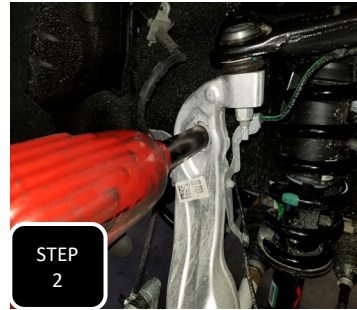
Please double check the parts list before beginning installation to ensure all parts are present. If there is something missing, please contact Maxtrac Suspension (714) 630-0363. Please have the boxes present if parts are missing or damaged

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 front of the vehicle and support under the frame rails with jack stands.



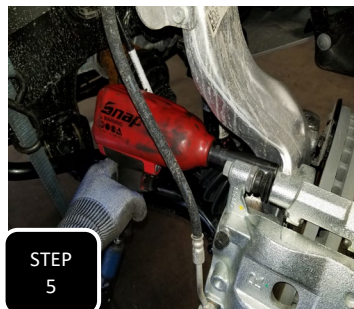
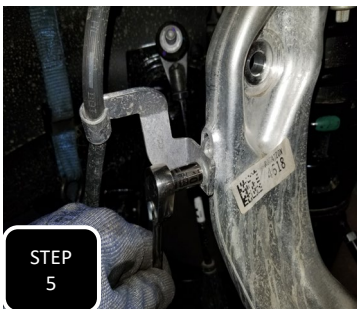
Step 2 Unbolt the sway bar end link from the neck of the spindle and pivot out of the way.



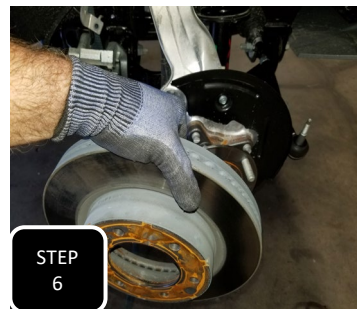
Step 3 Unbolt the ABS sensor & wire guide from the spindle. Next, unclip the guide at the upper control arm and move the sensor out of the way.



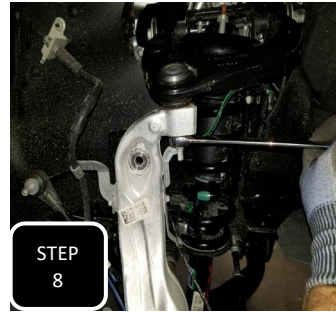
Step 4 Unbolt the tie rod from the spindle and separate. If the tie rod does not pop out by itself, hit the side of the steering arm with a hammer right where the rod end goes through it.



Step 5 Unbolt the brake line from the neck of the spindle then unbolts the brake caliper and support it out of the way. **NOTE: NEVER ALLOW THE CALIPER TO HANG FROM**

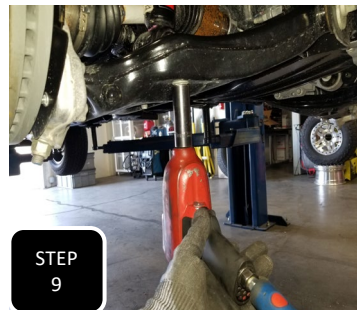


Step 6 Remove the brake rotor and place it safely out of the way.



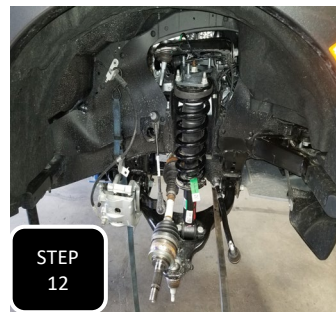
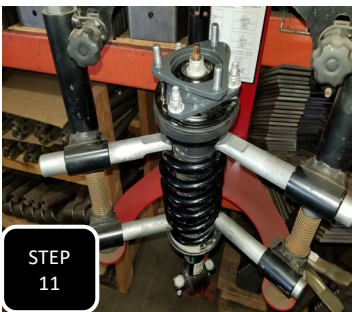
Step 7 Remove the nut holding the axle to the wheel bearing. If the axle does not move freely, you will need to use an air hammer to push it mostly through the hub for later removal.

Step 8 Loosen both the upper and lower ball joint nuts, but do not remove. If the spindle does not pop loose by itself, you will need to hit the spindle right at the ball joint to break it loose. The nuts will catch the spindle. Then remove.



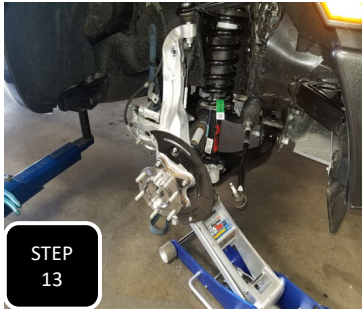
Step 9 Remove the nuts at the top and bottom of the strut and remove the strut. You will need to push down on the lower control arm with a prybar or your knee to get the strut assembly out.

Step 10 Install the new strut spacer and tighten using the factory flange nuts.

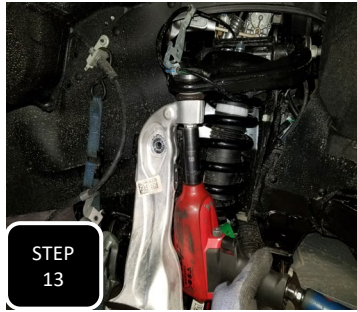


Step 11 Because the bolt pattern is being rotated to clear the factory studs, the strut assembly will need to be placed in a strut compressor so that you can rotate the bottom of the strut 180 degrees to properly line back up with the lower control arm.

Step 12 Place the strut assembly into the lower control arm and pry down on the lower control arm using a big pry bar while pushing the strut into the coil bucket.



STEP
13



STEP
13



STEP
14



STEP
14

Step 13 Jack up the lower control arm to compress the coil so that you can now re-install the spindle. Attach the spindle to the upper and lower control arms using the factory nuts and tighten.

Step 14 Install the brake rotor and then the brake caliper and tighten down both of the caliper mounting bolts.



STEP
15



STEP
16



STEP
16

Step 15 Tighten up the axle using the factory nut.

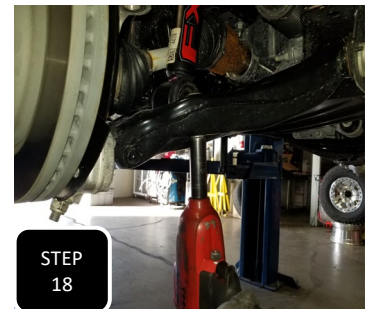
Step 16 Install the ABS sensor and re-attach the two guides at the neck of the spindle and the control arm.



STEP
17



STEP
18



STEP
18

Step 17 Re-attach the brake line guide to the neck of the spindle using the factory bolt and tighten.

Step 18 Tighten down the top and bottom strut studs using the provided flange nuts at the top and the factory flange nuts at the bottom.



STEP 19

Step 19 You will once again need to compress the coil to attach the tie rod to the spindle. Once compressed, tighten using the factory nut.



STEP 20

STEP 14

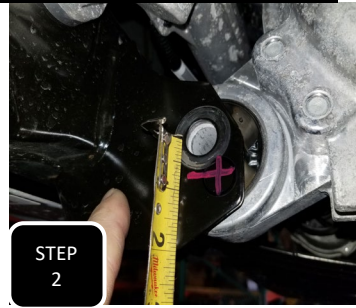
Step 20 After the spacers have been installed on both sides of the truck, then you can attach the sway bar end links to the spindle and tighten.

FRONT DIFF DROP INSTALL



STEP 1

Step 1 Unbolt the M16 bolt attaching the front of the diff to the front cross member and remove it.



STEP 2



STEP 2

Step 2 On the driver's side plate, measure and mark 3/4" down from the center of the original bolt hole and 3/8" backwards.

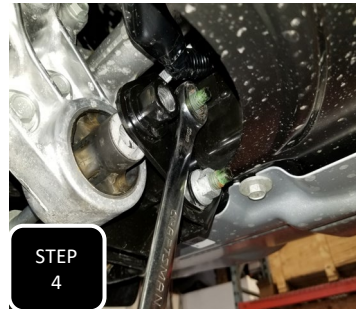


STEP 3

Step 3 Now you will need to drill a 5/8" hole through this mark. First, pivot the diff down so that the drill bit will go into the sleeve when it breaks through the plate. Second, it is recommended to use a step bit because it is shorter and will make the drilling process easier.



STEP 3

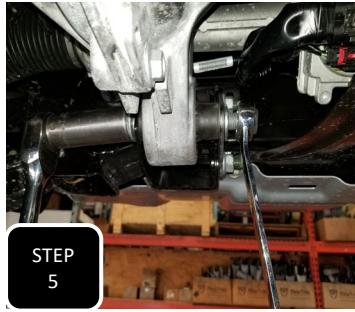
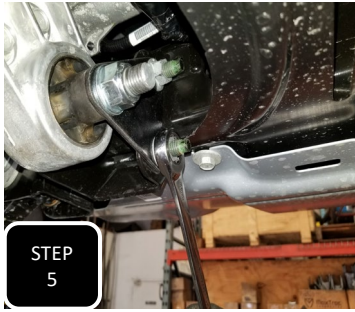


STEP 4



STEP 4

Step 4 Insert the factory bolt through the recently drilled hole to support the diff and then unbolt and remove the plate on the other side of the front diff mount.



Step 5 Install the provided diff drop plate and attach using the factory nuts at the frame. Next, push the factory M16 bolt through the new bracket and attach it using the provided M16 nut and washer.

***It is recommended to have your vehicle's alignment checked after work is performed on suspension.**

***It is recommended to adjust your headlights after modifying the stance of your vehicle.**

*** It is recommended to re-torque all bolts after 500 miles**