



PART#

K947241/K947263/K947341/K947363

2013+ RAM 3500 4WD

2014+ RAM 2500 4WD

4" & 6" LIFT KIT



7 HOUR INSTALL TIME



Recommended Tire size:
37 x 12.50 4" LIFT
38 x 13.50 6" LIFT

Recommended wheel size:
18 x 9 w/ 5" BS

FRONT BOX KITS			
Box #	Components	Hardware	Hardware Pack #
752840 OR 752860	(2) 752840 LIFT COILS (2) 752860 LIFT COILS		
947200-1	(1) 9428FTB FRONT TRAC BAR BRACKET (1) 9428FTB-2 TRAC BAR BRACKET ATTACHMENT PLATE (2) 9428FTB-3 OFFSET SQUARE PLATE (2) 9428FSB FRONT SWAY BAR BRACKET (2) URITHANE FRONT BUMP STOP (1) 552846 PITMAN ARM (2) 9428IR ISOLATOR RETAINER	(1) 1/2-13 X 1 1/2" HEX CAP SCREW (1) 1/2-13 X 1 3/4" HEX CAP SCREW (2) 1/2" HARDENED FLAT WASHER (2) 1/2" SPLIT LOCK WASHER (1) 3/8-16 X 1 HEX CAP SCREW (1) 3/8-16 NYLOCK NUT (2) 3/8" FLAT WASHER (1) M18-2.5 X 110 HEX CAP SCREW (1) M18-2.5 NYLOCK NUT (2) M18 FLAT WASHER	9472H-FTB
		(4) M10-1.5 X 35 HEX CAP SCREW (4) M10-1.5 STOVER NUT (8) M10 FLAT WASHER	9472H-FSB
947200-2	(2) 9428RAB RADIUS ARM BRACKET	(2) SMXSQU-BOLT-9.0 (4) SMX9/16 HINUT (4) SMX9/16 WASHER (2) M18-2.5 X 110 HEX CAP SCREW (2) M18-2.5 NYLOCK NUT (4) M18 FLAT WASHER (1) 12" ZIP TIE	9472H-RAB
947200-3	(1) 94284LB-D DRIVER SIDE LINK BRACKET (1) SMX852800D UPPER LINK ARM (1) SMX853300D LOWER LINK ARM (1) SMXLINKBUNG LOWER LINK ADJUSTABLE BUNG (2) SYZ-F001 REBUILDABLE ROD END (2) SYZ16R 1 1/4" JAM NUT	(2) M18-2.5 X 140 HEX CAP SCREW (2) M18-2.5 NYLOCK NUT (4) M18 FLAT WASHER (2) 9/16-12 X 5 HEX CAP SCREW (2) 9/16-12 NYLOCK NUT (4) 9/16" FLAT WASHER	9472H-4LB (2 PKS/KIT)
947200-4	(1) 94284LB-P PASSENGER SIDE LINK BRACKET (1) SMX852800P UPPER LINK ARM (1) SMX853300P LOWER LINK ARM (1) SMXLINKBUNG LOWER LINK ADJUSTABLE BUNG (2) SYZ-F001 REBUILDABLE ROD END (2) SYZ16R 1 1/4" JAM NUT	(1) SMXSQU-BOLT-9 (2) SMX9/16 HI NUT (2) SMX9/16 WASHER (4) SMX LINK SLEEVE (1) 12" ZIP TIE	

REAR BOX KITS			
Box #	Components	Hardware	Hardware Pack #
907215	(2) 832815R 1.5" COIL SPACER (2) 9428RSB SWAY BAR BRACKET (2) 9428RBS BUMP STOP BRACKET (1) 9428RTB TRAC BAR BRACKET	(1) M14-2.0 X 100 HEX CAP SCREW (1) M14-2.0 NYLOCK NUT (2) M14 FLAT WASHER (1) 9428RTB CRUSH TUBE (2) 3/8-16 X 1 1/4" HEX CAP SCREW	9472H-RTB
907235	(2) 832835R 3.5" COIL SPACER (2) 9428RSB SWAY BAR BRACKET (2) 9428RBS BUMP STOP BRACKET (1) 9428RTB TRAC BAR BRACKET	(2) 3/8-16 NYLOCK NUT (4) 3/8" FLAT WASHER	9472H-RBS
		(4) M10-1.5 X 35 HEX CAP SCREW (4) M10-1.5 STOVER NUT (8) M10 FLAT WASHER	
		(4) 7/16-14 X 1" HEX CAP SCREW (4) 7/16-14 NYLOCK NUT (8) 7/16" FLAT WASHER	9472H-RSB
907315	(2) 812215 1.5" LIFT BLOCK (4) SMXRDBOLT-13.5 U-BOLT (8) SMX9/16 HINUT (8) SMX9/16 WASHER		
907335	(2) 812235 3.5" LIFT BLOCK (4) SMXRDBOLT-13.5 U-BOLT (8) SMX9/16 HINUT (8) SMX9/16 WASHER		
SHOCK KITS			
Box #	Components		
947240S	(4) SMX2650SL-8		
947260S	(4) SMX2800SL-8		
947340S	(2) SMX2650SL-8		
	(2) SMX2900LL-4		
947360S	(2) SMX2800SL-8		
	(2) SMX3200LL-4		
947240F	(4) 763326F		
947260F	(4) 763328F		
947340F	(2) 763326F		
	(2) 772430F-4		
947360F	(2) 763328F		
	(2) 773333F		

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 end of the vehicle and support under the frame rails with jack stands. Keep an adjustable jack under the axle for height adjustment.

Step 2 Unbolt the sway bar from both end links and the frame on both sides and remove.



Step 3 Move the jack to the driver's side of the axle and apply pressure. Then unbolt the drivers side shock at both ends and remove.

Step 4 Lower down the axle and remove the driver's side coil along with the isolator.

Step 5 Loosely re-attach the driver's side shock as a support for the axle when you move the jack.

Step 6 Repeat steps 3-5 on the passenger side and then move the jack back to the driver's side.



Step 7 Now that both coils are removed, loosen all 3 radius arm mounting bolts on both sides, but do not remove them.



Step 8 Remove the driver's side radius arm bolts only and then the arm itself.



Step 9 Loosen the trac bar bolt at the frame, but do not remove the bolt yet.



Step 10 Remove both front bump stops by prying each to the side until they pop out.

NOTE: IF INSTALLING THE RADIUS ARM LIFT KIT THEN CONTINUE WITH STEP 11. IF INSTALLING THE 4 LINK KIT THEN SKIP TO STEP 17.



Step 11 On the drivers side, unclip the wire guide from the inside of the frame and on the passenger side unclip the wire harness clip from the inside of the frame.



Step 12 Slide the supplied U-bolt over the frame, just behind the cross member behind the factory radius arm bracket and allow it to hang vertically.





Step 13 Slide the provided radius arm drop down bracket up into the factory mount and loosely attach using the factory bolt and the supplied U-bolt hardware.

Step 14 Push the bracket up tight against the frame and tighten the U-bolt first, then tighten the stock mounting bolt. Once tight, torque the U-bolt to 100 ft/lbs.



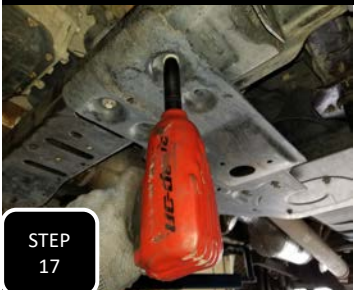
Install the radius arm into the:
Upper hole for the 4" lift
Lower hole for the 6" lift.

NOTE: THE 6" LIFT IS PICTURED.

Step 15 Attach the factory radius arm back to the axle and then into the drop down bracket using the factory bolts at the axle and the provided 18MM bolt at the bracket. Do not fully tighten at this time.

Step 16 Repeat steps 12-15 on the passenger side then skip to step 34

4 LINK INSTALLATION

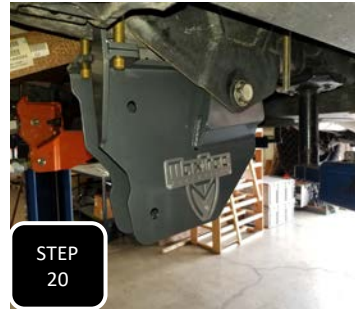


Step 17 Remove the skid plate under the transfer case and set aside for re-installation.

Step 18 Loosen the two cross member bolts on the driver's side and push them in so that they do not stick past their mounting hole.



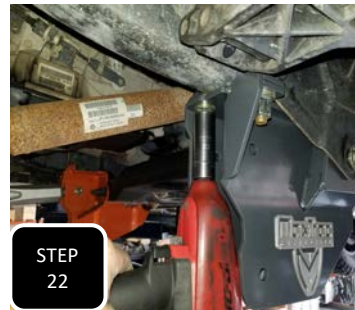
Step 19 There is a plastic guide holding some fuel lines just in front of the cross member on the driver's side, inner frame rail. Pry this clip out of its mounting hole and drop in the supplied square U-bolt over the frame, behind the fuel lines.



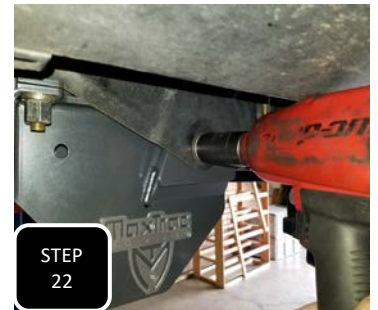
Step 20 Insert the driver's side 4 link bracket into the factory radius arm bracket and attach it using the factory U-bolt through the bracket and the supplied hardware at the U-bolt.



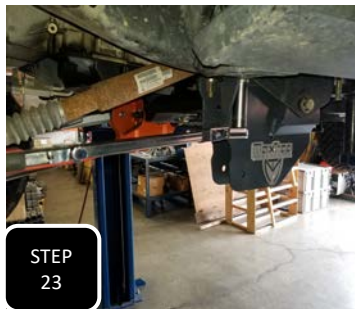
Step 21 Slide the cross member bolts into the new bracket and start the nuts.



Step 22 Tighten down the U-bolt first and then the factory radius arm bolt so that the new bracket is pulled tight up to the frame.



Step 23 Tighten up the cross member bolts and then go back and torque the U-bolt to 100 ft/lbs.

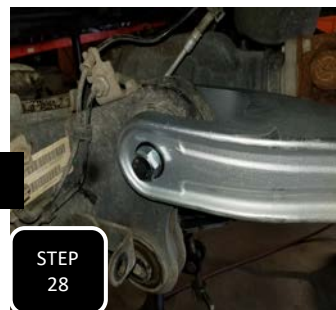


Step 24 Use the supplied zip tie to attach the fuel line assembly to the U-bolt.



Step 25 Adjust the driver's side upper link to 28.5" and the driver's side lower link to 32". The driver's side links can be determined by the clamping bolts facing outward and the Max Trac logo being upright.

Step 26 Attach the upper link to the Bracket on the frame using the provided 9/16" hardware.



<---- OUTSIDE

<---- INSIDE

Step 27 Install the provided adaptor spacers into the holes on the clevis side of the link arms. One spacer needs to be inserted from the inside of the clevis out and the other from the outside in.

Step 28 Swing the upper link up and loosely attach it to the axle using the provided 18MM hardware.

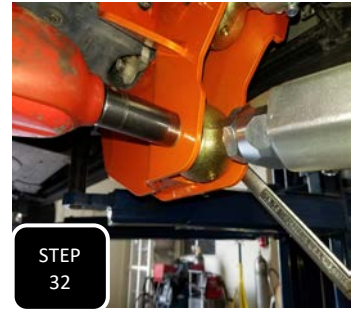


Step 29 Remove the lower bolt from the the radius arm on the passenger side at the axle to allow for rotation of the axle when attaching the driver's side lower link.

Step 30 Swing the driver's side lower link up and loosely attach it to the axle using the provided hardware.



STEP
32



STEP
32

Step 31 Repeat steps 17-22 on the passenger side for installation of the links and link bracket.

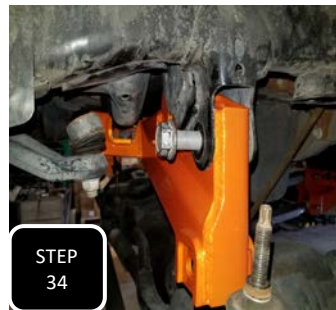
Step 32 The link connections at the frame bracket can be fully tightened while the truck is in the air, but do not fully tighten the link connections at the axle until the truck is on the ground at ride height.



STEP
33



STEP
33



STEP
34

Step 33 Tighten up the clamping bolts near the rod end of the links and then tighten the jam nuts.

Step 34 Remove the bolt attaching the trac bar to the frame, separate the trac bar, and loosely install the trac bar drop down bracket using the factory bolt.



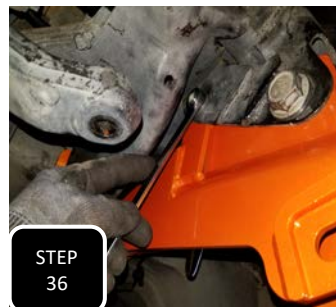
1/2-13 X 1 1/2" FRONT

STEP
35



1/2-13 X 1 3/4" REAR

STEP
35



STEP
36

Step 35 Slide the trac bar attachment plate between the oil pan and the cross member and loosely attach with the provided 1/2-13 x 1 1/2" bolt at the front and 1/2-13 x 1 3/4" bolt at the rear. **Note: The angled side of the attachment plate points forward.**

Step 36 Install the provided 3/8" bolt at the middle attachment and then tighten down all of the mounting bolts. **NOTE: IF THE HOLE DOES NOT ALIGN THEN OMIT THIS BOLT.**



STEP
37



STEP
37



STEP
38



STEP
38

Step 37 Remove the nut attaching the drag link to the pitman arm and then separate. You will need to hit the side of the pitman arm with a hammer right where the joint goes through it to break it loose.

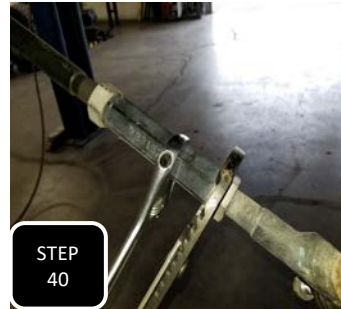
Step 38 Remove the nut attaching the pitman arm to the steering box then remove the pitman arm. **NOTE: You will need a pitman arm puller or 3 jaw universal puller to apply tension while hitting the side of the pitman arm with a hammer.**



STEP
39



STEP
39



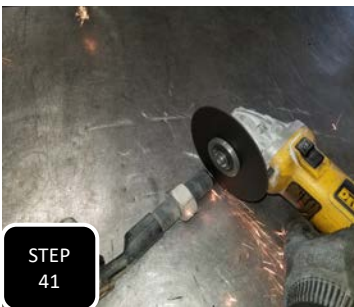
STEP
40



STEP
40

Step 39 Apply a little bit of thread locker to the nut and then install the new pitman arm in the same position as the factory one came off and tighten.

Step 40 Break the jam nuts loose holding the inner and outer rod ends of the drag link together and completely unthread the short side rod end.



STEP
41



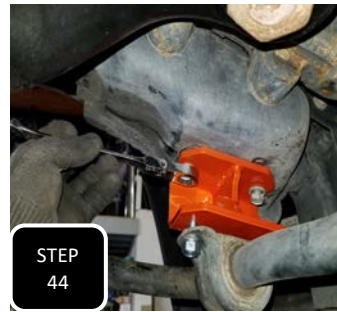
STEP
41



STEP
42

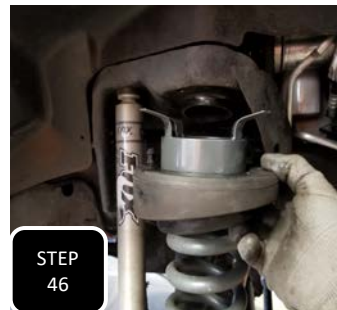
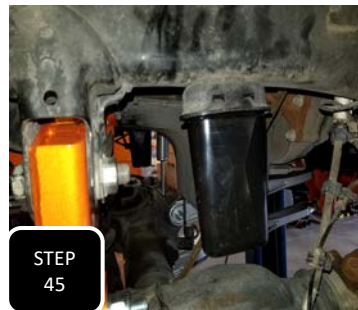
Step 41 Cut off the end of the rod end where the flat spot meets the threads. The rod end gets flipped when installed into the new pitman arm and this flat indexing has to be removed to achieve this.

Step 42 Thread the short side rod end back into the drag link adjustment sleeve, then install the rod end into the pitman arm from the bottom up, and tighten.



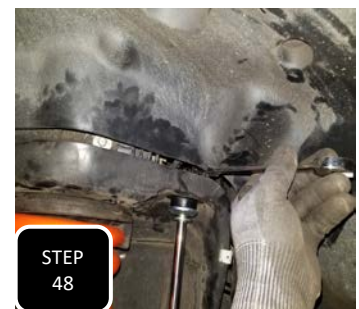
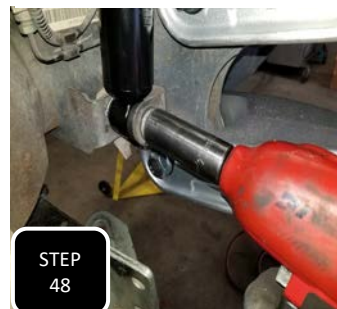
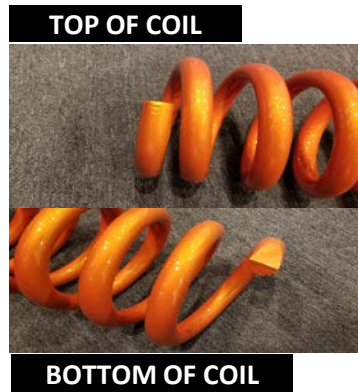
Step 42 Attach the trac bar to the drop down bracket using the provided 18MM bolt and two off set square plates. The off set hole will need to be oriented to the pass side of the truck for 6" lift and drive side for 4" lift.

Step 44 Install the provided sway bar drop down brackets using the factory hardware, then attach the sway bar to the brackets using the supplied M10 hardware.



Step 45 Pop the new longer bump stops into the factory mounts. **NOTE: IT WILL HELP TO SPRAY SOME WD-40 ON THEM SO THEY SLIP IN EASIER.**

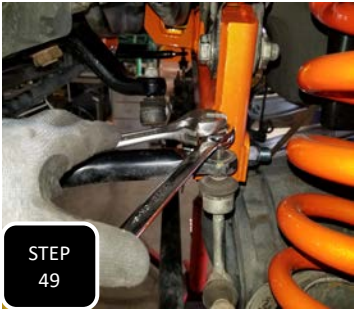
Step 45 Move the jack to the driver's side of the axle and apply pressure. Remove the shock, lower the axle down, and first insert the isolator retainer into the rubber isolator. **NOTE: SPRAY WITH WD-40 FOR AN EASIER INSTALL.**



Step 47 Place the rubber isolator on top of the new coil and install the coil. Make sure the nipple on the isolator aligns with the hole in the coil bucket then jack up the axle so that pressure is applied.

Step 48 Install the new, longer shocks using the factory bolt at the bottom and tighten.

REPEAT STEPS 46-48 ON THE OTHER SIDE.

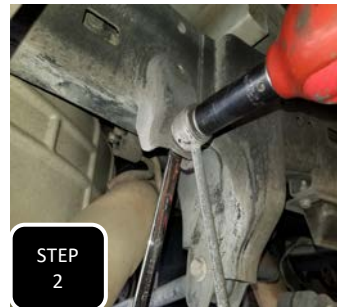


Step 48 Align the sway bar with the end links on the axle and tighten down both sides using the factory nuts.

Step 50 Re-install the wheels and tires then lower the truck to the ground. Once at ride height, tighten down the trac bar to the bracket and the links to the axle.

Step 51 If installing the radius arm lift kit, then fully tighten all of the radius arm mounting points now that the truck is on the ground.

REAR INSTALLATION INSTRUCTIONS START HERE FOR RAM 2500 START WITH STEP 18 FOR RAM 3500



Step 1 Jack up the rear of the truck and support under the frame with jack stands. Apply pressure to the rear diff with an adjustable jack and remove both rear shocks.

Step 2 Unbolt both rear sway bar end links at the frame and separate.



Step 3 Unbolt the trac bar from the axle and separate.



Step 4 Lower down the rear axle and remove both coils.



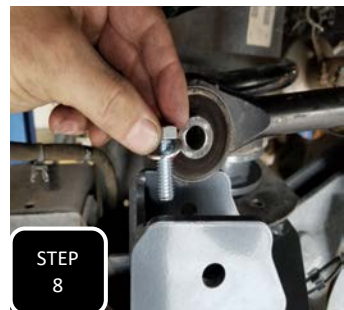
Step 5 Set the new spacer onto the lower coil mount and then install the lower coil isolator onto the spacer. Next, re-install both coils and jack up the axle until the coils are properly seated.



Step 6 Install the new shocks and tighten down both ends.

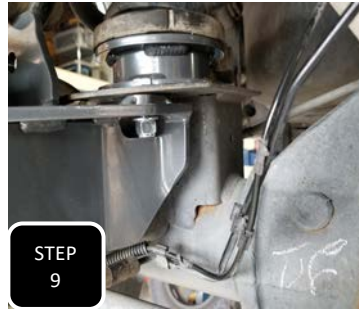
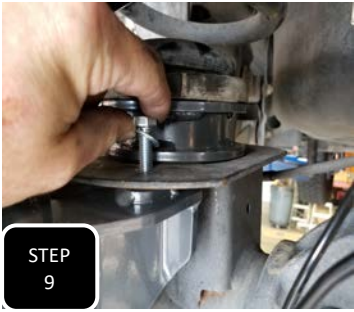


Step 7 Slide the new trac bar bracket into the factory one on the axle and loosely attach to the original hole using the provided crush tube and the factory bolt.



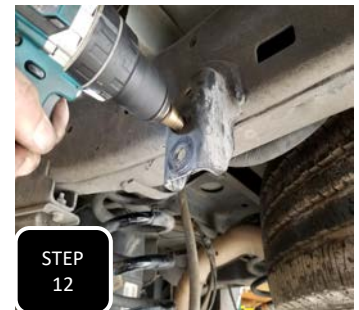
Step 8 Drop in the supplied 3/8" bolt and washer into the hole at the bottom of the trac bar bracket and loosely attach it using the provided 3/8" nut.





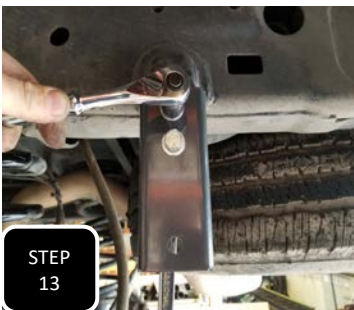
Step 9 Insert the provided 3/8" bolt and washer into the mounting hole at the coil seat and loosely attach using the provided 3/8" nut and washer.

Step 10 Tighten down the the original trac bar bolt first and then the two 3/8" bolts. **NOTE: USE A FLAT HEAD SCREW DRIVER TO HOLD THE HEAD OF THE LOWER BOLT WHILE TIGHTENING THE NUT WITH A RATCHET.**



Step 11 Use a ratchet strap to pull the axle over and align the trac bar with the hole in the new bracket then loosely attach with the provided M14 bolt. **NOTE: DO NOT TIGHTEN UNTIL THE TRUCK IS AT RIDE HEIGHT.**

Step 12 Loosely attach the sway bar drop down bracket to the factory bracket on the frame and mark the upper hole for drilling. Remove the bracket and drill a 7/16" hole at your mark. **NOTE: USING A STEP BIT WILL SPEED UP THE DRILLING.**

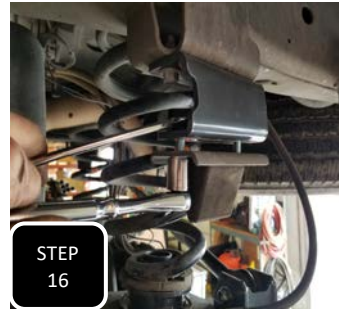


Step 13 Attach the sway bar drop down bracket to the factory sway bar bracket using the provided 7/16" hardware and tighten. Next, attach the sway bar end link to the new bracket using the factory hardware and tighten. Repeat on other side.

Step 14 Unbolt both bump stops and remove.



Step 15 Attach the new bump stop drop down brackets to the frame using factory bolts and tighten. The open end of the bracket should face inward and the tall end with the notch should face the front of the truck.



Step 16 Attach the factory bump stop to the drop down bracket using the provided 3/8" hardware and tighten.

Step 17 Lower the truck to the ground and tighten up the trac bar bolt at the axle.

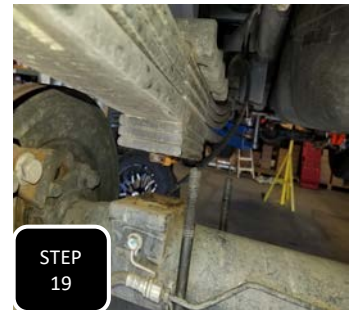
REAR INSTALLATION INSTRUCTIONS RAM 3500

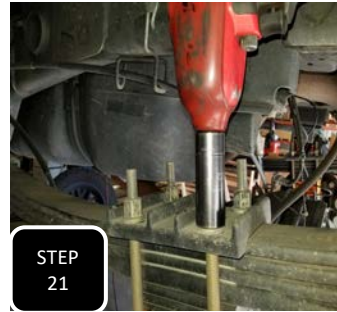


Step 18 Jack up the rear of the truck and support under the frame with jack stands. Apply pressure to the rear diff with an adjustable jack and remove both rear shocks.



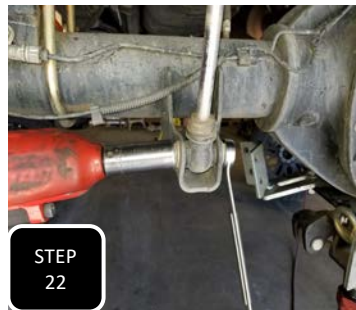
Step 19 One side at a time, loosen both U-bolts, remove the U-bolts, and lower the axle to make room for the lift block. **NOTE: IT WILL HELP THE ALIGNMENT OF THE LIFT BLOCK TO SLIGHTLY LOOSEN THE U-BOLTS ON THE OTHER SIDE.**





Step 20 Install the new lift block. The block is flat so it can be installed either way. Align the center pins and jack up the axle to seat the block.

Step 21 Install the provided U-bolts and loosely attach until both lift blocks have been installed. Next, torque the U-bolts to 100 ft/lbs.



Step 22 Install the new shocks and tighten. Max Trac shocks need to be installed with the shaft of the shock at the frame and the body at the axle. Fox shocks get installed opposite of that.

- * DOUBLE CHECK THAT ALL HARDWARE HAS BEEN TIGHTENED
- * HAVE YOUR VEHICLE'S ALIGNMENT CHECKED AS SOON AS POSSIBLE
- * ADJUST YOUR HEAD LIGHTS APPROPRIATELY
- * RE-TORQUE ALL HARDWARE AFTER 500 MILES