



PART# 301340/301360

**2007-2018 GM 1500 2WD/4WD
2019 GM 1500 2WD/4WD "CLASSIC"**

4" OR 5-6" REAR LOWERING KIT



5 HOUR INSTALL TIME



Recommended Tire size
31x10.50



SHACKLES INCLUDED WITH 4" LOWERING KIT



*CUTTING AND DRILLING ARE REQUIRED

*YOUR EXHAUST SYSTEM MAY NEED TO BE MODIFIED FOR PROPER CLEARANCE

Components	Hardware	Hardware Pack #
(2) AXLE RELOCATOR	(2) 3/8-16 NYLOCK NUT	3013H-FK
(2) LEAF SPRING PLATE	(2) 3/8" FLAT WASHER	
(2) U-BOLT RETAINER PLATE	(2) M10-1.5 X 35 HEX CAP SCREW	
(2) REAR SPRING HANGER	(2) M10 FLAT WASHER	
(1) 1/2" GOLD TRANS SPACER	(2) M8-1.25 X 20	3013H-RH
(1) 1/4" SILVER TRANS SPACER	(2) M8-1.25 FLANGE NUT	
(2) LOW PROFILE BUMP STOP	(2) M8 FLAT WASHER	
	(2) 1/4-20X1 1/4 SELF TAPPING BOLT	
	(2) 1/4" FLAT WASHER	
	(6) 7/16-14X1 1/4 HEX CAP SCREW	
	(6) 7/16-14 NYLOCK NUT	
	(12) 7/16" 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

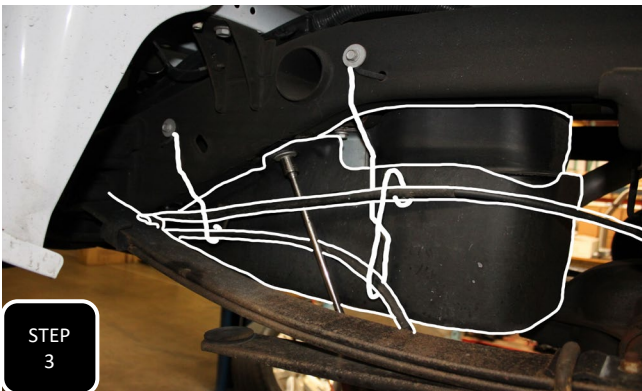
AFTER REMOVING PARTS FROM VEHICLE, SAVE HARDWARE FOR REINSTALLATION



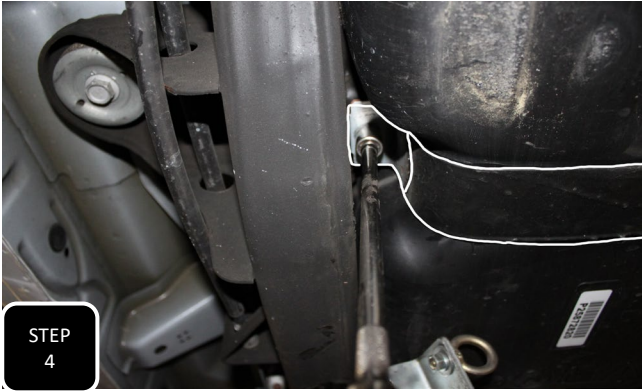
Step 1 Jack up the rear of the vehicle and support under the frame rails with jack stands. Leave an adjustable jack under the differential for height adjustment.



Step 2 Unbolt the 6 bolts which attach the trailer hitch to the frame and remove the trailer hitch. **NOTE: THERE WILL ALSO BE TWO SMALL BOLTS THAT ARE HIDDEN UP NEAR THE SPARE TIRE ATTACHING THE HITCH TO THE BUMPER.**



Step 3 Since the front leaf spring bolts install from the inside of the frame, the gas tank will need to be removed to get this bolt out. Unbolt and remove the plastic skid plate then support the gas tank with a jack. **NOTE: THIS STEP IS EASIER WHEN GAS TANK IS CLOSE TO EMPTY.**



NOTE: AN ALTERNATE WAY OF GETTING THE AXLE ON TOP OF THE LEAF SPRINGS WITHOUT REMOVING THE GAS TANK WOULD BE TO BALANCE THE REAR END ON A JACK AND MOVE IT TO ONE SIDE WHILE YOU PIVOT THE SPRING DOWN. NEXT, JACK UP THE AXLE, RE-ATTACH THE SPRING AT THE SHACKLE SIDE, AND THEN MOVE THE AXLE OVER TO THE OTHER SIDE AND FOLLOW THE SAME STEPS WITH THE OTHER SPRING.

Step 4 Unbolt the two mounting straps and then the 3 little bolts attaching the filler neck to the bedside. Slowly lower the gas tank down while being cautious of lines and wires, until you are able to remove the spring bolt and then stick it back in from the outside to support the spring while you loosely re-attach the gas tank to continue with the install.



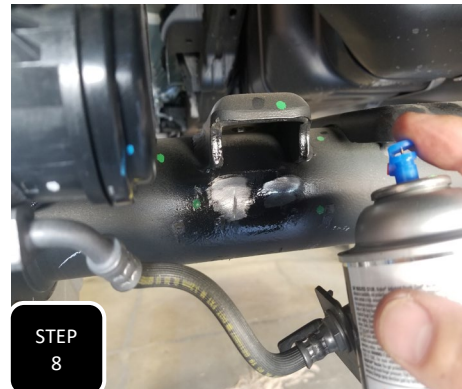
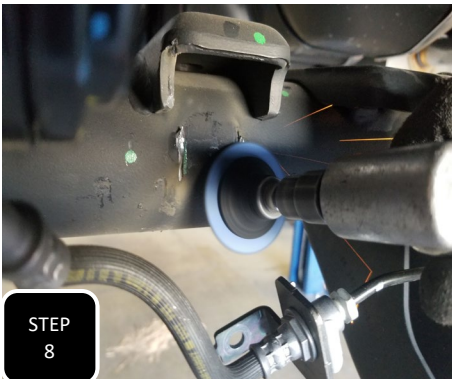
Step 5 Once the gas tank is secure, move the jack back to the axle and jack it up slightly to apply pressure to the axle then unbolt both shocks at both ends and remove.



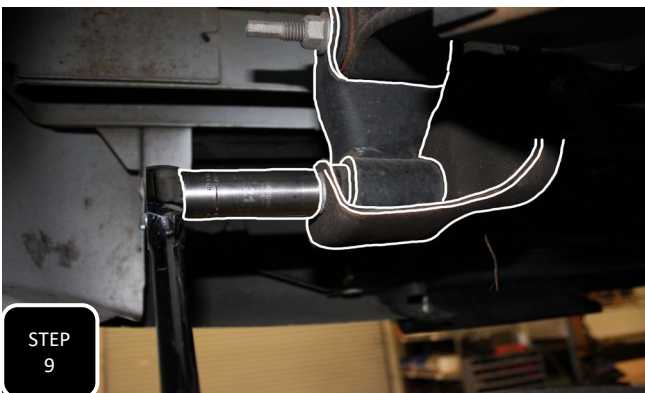
Step 6 Remove the U-bolts and spring plates on one side only.



Step 7 Using a suitable cutting device, cut the brake line mounting bracket off of the axle and remove. **NOTE: THIS BRAKE LINE MOUNTING BRACKET IS LOCATED UNDER EACH SPRING PERCH, ON THE BACK SIDE OF THE AXLE TUBE AND WILL BE REPLACED BY ONE ATTACHED TO THE PROVIDED AXLE RELOCATOR.**



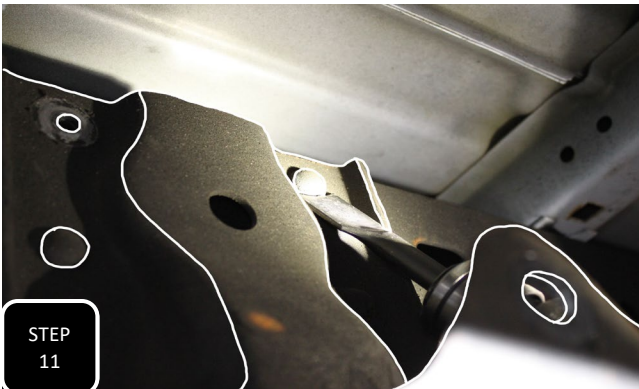
Step 8 Clean up any sharp edges and spray paint the area for rust prevention.



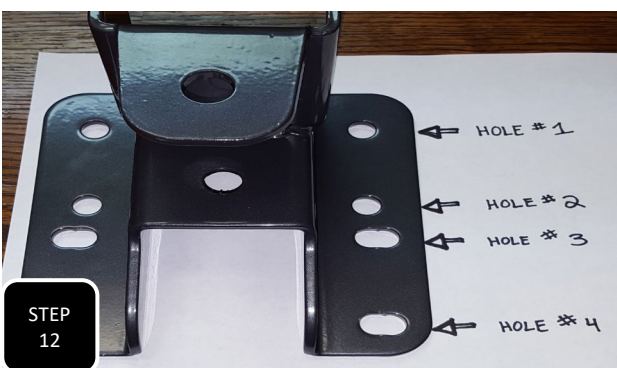
Step 9 Unbolt the shackle mounting bolt and remove the front leaf spring bolt that you previously re-installed from the outside in, and then remove the leaf spring.



Step 10 While the leaf spring is out, you will need to remove the rear, shackle hanger by making multiple cuts into the head of each of the 3 mounting rivots using a 4.5" cut off wheel. The bolt at the upper hole can just be un-bolted and saved for re-installation.



Step 11 Next, you will need to chissel off the heads using a pneumatic hammer with a chissel attachment and then finally punch out the body of the rivot using a pneumatic hammer with a punch attachment. Older models will have one more rivot attaching a support bracket to the bottom of the frame. This bracket will be welded on newer models and needs to be cut off.



4" DROP, HOLES 2 & 4 W/ AFTERMARKET SHACKLE

5" DROP, HOLES 1 & 3 W/ STOCK SHACKLE

6" DROP, HOLES 2 & 4 W/ STOCK SHACKLE

Step 12 Locate the new shackle hanger. This shackle hanger flips the shackle up-side down from its original position and turns it into a lift shackle. There are two sets of hole patterns. Using holes 1 & 3 along with the factory shackle will yield a 5" drop. Using holes 2 & 4 with the factory shackle will yield a 6" drop. Using holes 2 & 4 with a longer, aftermarket shackle will yield a 4" drop.



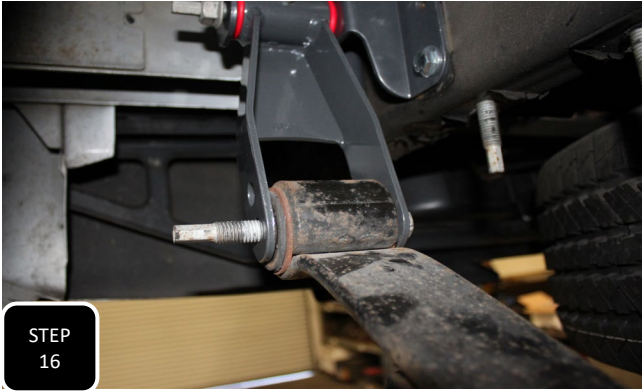
Step 13 If installing the hangers in the 2 & 4 holes for a 4" or 6" drop, you will need to bend the bed seem, directly above the spring hanger, for additional clearance.



Step 14 Attach the hanger with the shackle pre-assembled into it. The shackle will use the factory shackle bolt and can be installed with the open end facing either direction. The hanger will get attached using 3 of the provided 7/16" bolts and re-using the one factory bolt. **NOTE: THE SHACKLE CANNOT BE INSTALL AFTER THE HANGER IS INSTALLED.**



Step 15 Install a couple clamps onto the leaf spring and remove the center pin. Next, remove and discard the U-bolt retainer plate and then re-install the center pin with the head on top of the leaf spring and the nut on the bottom. **NOTE: THIS IS OPPOSITE FROM THE WAY IT WAS ORIGINALLY INSTALLED.**



Step 16 Jack the axle up and loosely attach the leaf spring to the shackle using the factory bolt facing from the inside, outward.



Step 17 Repeat steps 6-16 on the other side. **NOTE: BE CAUTIOUS NOT TO STRETCH ANY ABS LINES OR BRAKE LINES AND IF PIVOTING THE AXLE SIDE TO SIDE, MAKE SURE IT IS SECURELY ATTACHED TO THE JACK.**



Step 18 Once the axle is above the leaf spring on both sides and the leaf springs are both loosely installed, line up the provided axle relocators with the center pin on the spring and the attached brake line bracket facing the rear of the truck. Next, lower the axle into the relocators and assure the ears fit all the way up into the underside of the spring perch.



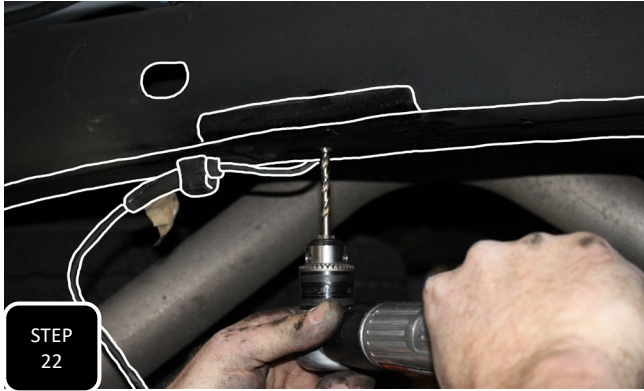
Step 19 Place the provided U-bolt retainer plates on top of the factory spring perch with the bent ears facing in the direction of the front and back of the truck and then loosely install the factory U-bolts facing downward and through the provided spring plate under the leaf spring. Next, torque the U-bolts to 90 ft/lbs.



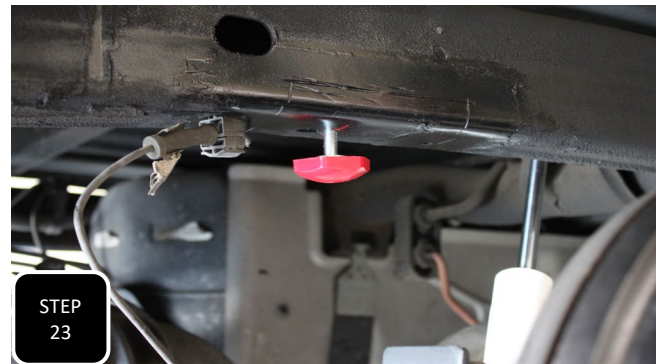
Step 20 Attach the brake line guide bracket to the axle relocater using the provided M8 bolt, washer, and nut. Next, attach the ABS guide clip by pressing it into the slotted hole.



Step 21 The factory bump stop extension bracket will need to be cut off the frame, so using a suitable cutting device, cut across the outer mounting surface, inner mounting surface, and across the two bottom edges. Next, hit the bracket with a hammer and it should pop off. **NOTE: CONTROL THE DEPTH OF YOUR CUT SO THAT YOU DO NOT CUT THROUGH THE FRAME ITSELF.**



Step 22 After cleaning up the sharp edges and spray painting the cut area for rust prevention, jack up the axle and mark where the axle will come into contact with the frame. Mark the center of the frame and then drill a hole using a 3/16" drill bit. Next, using the provided 1/4" self tapping bolt, attach the factory bump stop to the frame. **NOTE: THE FACTORY BUMP STOP CAN BE CUT DOWN TO ALLOW FOR MORE FREE TRAVEL.**



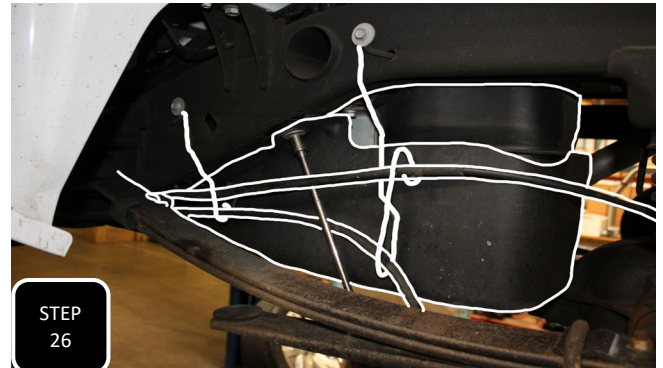
Step 23 You also have the option of using the provided, low profile bump stop. If you choose to use this, then you will need to drill a 5/16" hole on your center mark and then tap that hole with a 3/8-16 tap. Next, thread the provided bump stop all the way up and hand tighten.



Step 24 2007-2013 models, install the gold, 1/2" tall transmission spacer between the trans and trans mount using the provided M10 bolts and washers. 2014-2018 models use the silver, 1/4" tall spacer. **NOTE: IF DRIVE LINE VIBRATION IS EXPERIENCED, YOU CAN ALTERNATE OR STACK SPACERS. IF VIBRATION PERSISTS, IT IS RECOMMENDED TO TAKE YOUR TRUCK TO A DRIVE LINE SPECIALIST.**



Step 25 If drive line vibration is experienced on 4wd models, you will need to cut the provided spacer in half so that it will fit the bolt pattern of your T-case. It is recommended to start with the gold spacer. **NOTE: IF VIBRATION PERSISTS AFTER INSTALLING THE SPACER, IT IS RECOMMENDED TO TAKE YOUR TRUCK TO A DRIVE LINE SPECIALIST.**



Step 26 If you removed the gas tank to access the front leaf spring bolt, you will want to fully secure it now. Re-attach any wires that were disconnected and re-attach the filler neck. Lastly, re-install the factory plastic skid plate.



Step 27 Once the wheels are back on and the truck is on the ground at ride height, jump on the rear bumper a few times to settle the suspension and then tighten all 6 leaf spring/shackle bolts. **NOTE: TIGHTENING THE LEAF SPRING/SHACKLE BOLTS WHILE THE TRUCK IS IN THE AIR CAN AFFECT THE RIDE HEIGHT, RIDE QUALITY, AND SHORTEN THE LIFE OF ALL OF THE BUSHINGS.**

AFTER MODIFYING YOUR SUSPENSION

- *HAVE THE VEHICLE'S ALIGNMENT CHECKED
- *PROPERLY ADJUST YOUR HEAD LIGHTS FOR THE NEW STANCE OF THE SUSPENSION
- *GREASE THE SHACKLE BUSHINGS USING A SYNTHETIC OR SILICONE BASED GREASE
- *RE-TORQUE ALL BOLTS AFTER 500 MILES



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.

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