PART# 833125
2004-2013 F-150 2WD/4WD
2014+ F-150 2WD/4WD

2.5" LEVELING STRUT SPACER

2 HOUR INSTALL TIME

Components	Hardware
(2) 833125 STRUT SPACERS	(6) M10-1.25 FLANGE NUTS
	(6) M10-1.5 NYLOCK NUTS

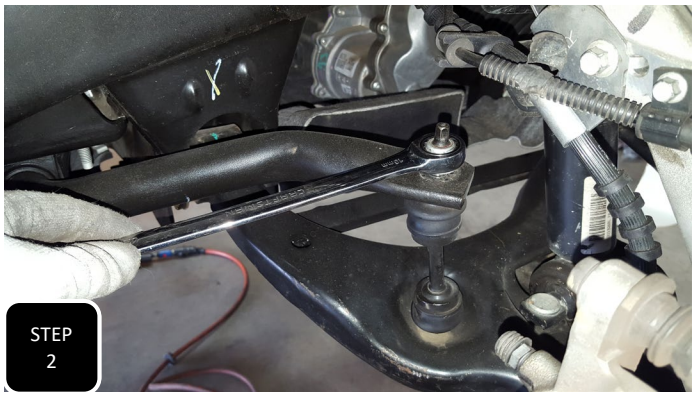
NOTE: THE STUDS ON OUR SPACERS HAVE A DIFFERENT THREAD PITCH THAN THE FACTORY STUDS. THE PROVIDED NYLOCK NUTS ONLY FIT THE FACTORY STUDS. THE PROVIDED FLANGE NUTS ONLY FIT THE STUDS ON THE SPACER.

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 safetly 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

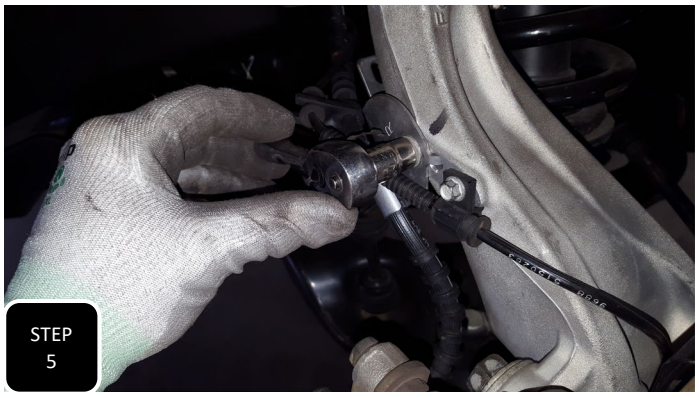
Step 1 Jack up the front of the truck and support under the frame with jack stands.



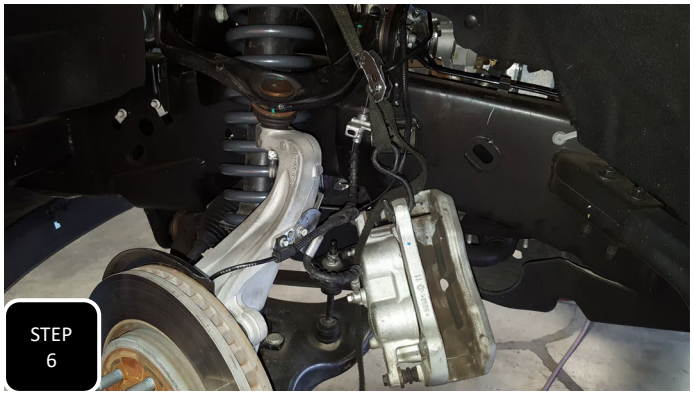
Step 2 Unbolt the sway bar end link from the sway bar.

Step 3 Unbolt the tie rod from the spindle and break it loose by hitting the side of the spindle, right at the tie rod, with a hammer. **NOTE: NEVER HIT THE TIE ROD ON THE THREADS.**

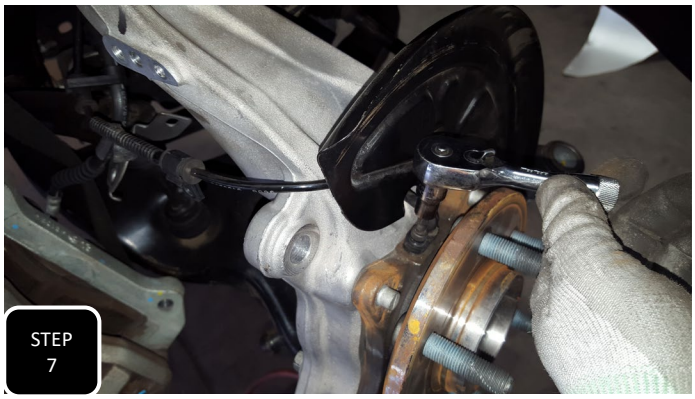
Step 4 For 2004-2013 trucks, unbolt the 3 nuts at the top of the strut and the one bolt at the bottom of the strut then remove the strut. **Skip to step 12 for strut spacer install.**



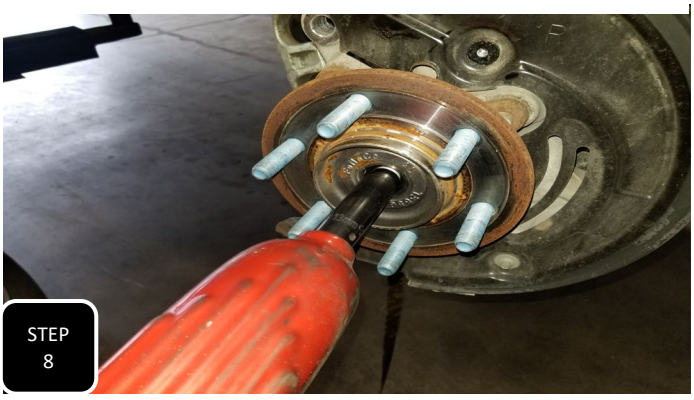
Step 5 For newer models the whole spindle will need to come off to safely install the spacers so start by unbolting both the Brake line and ABS line from the neck of the spindle and separate.



Step 6 Unbolt the brake caliper from the spindle and support it out of the way. **NOTE: NEVER ALLOW THE CALIPER TO HANG BY THE BRAKE LINE.**



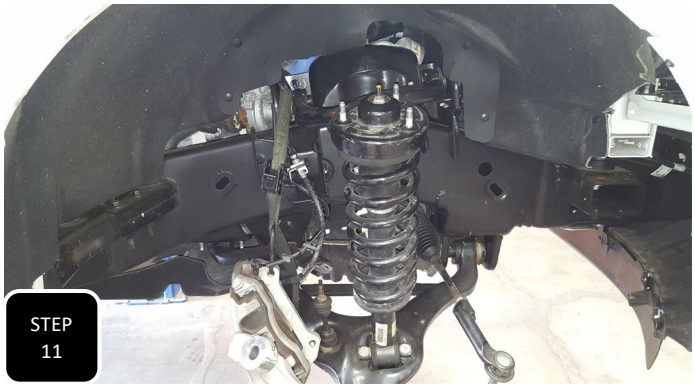
Step 7 Unbolt the ABS sensor and position it out of the way. The top bolt of the dust shield will need to be removed for the ABS wire to clear and the sensor to be separated from the spindle.



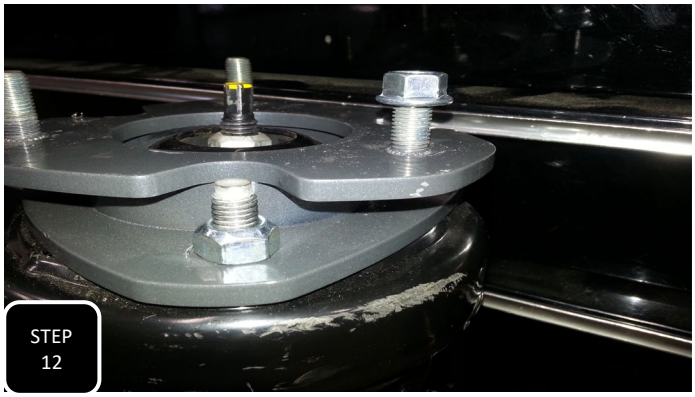
Step 8 For 4wd models, you will need to remove the dust cap at the middle of the wheel bearing and then remove the axle retainer nut.

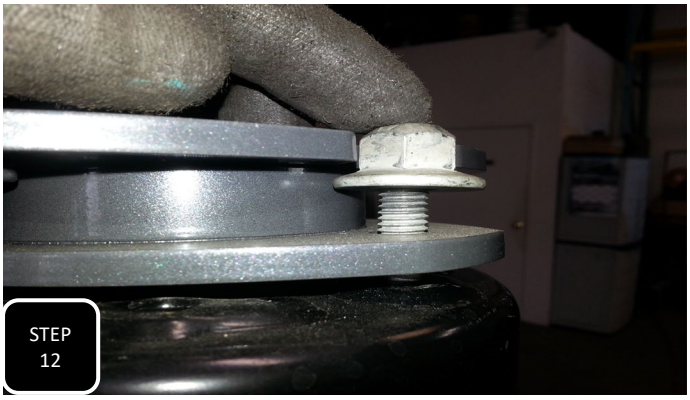
Step 9 For 4wd models, you will also need to remove the 3 hub actuator bolts on the back side of the spindle.

Step 10 All models, unbolt both the upper and lower ball joints, but do not remove the nuts. Hit the side of the spindle, right at each ball joint, with a hammer to break them loose. The nuts will catch the spindle. Then remove the nuts and the spindle.

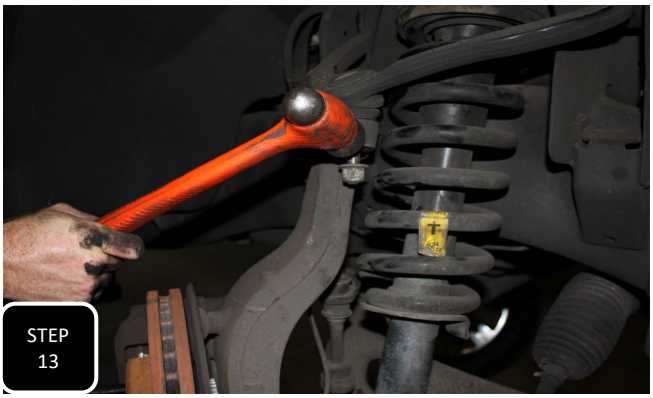


Step 11 Push down on the lower control arm with your knee or a pry bar while also lifting up on the upper control arm so that the studs on the top of the strut clear the tower and you can remove the strut.

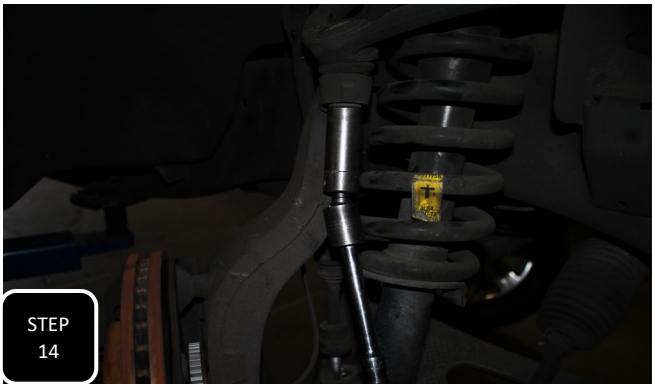




Step 12 For 2004-2013 models, attach the strut spacer to the top of the strut with either the factory nuts or the provided nylock nuts. For 2014 and newer models, the factory nut will hit the tube on the spacer so you have to use the provided nylock nut to attach the spacer to the strut.
Skip to step 16 for 2014 and newer models.



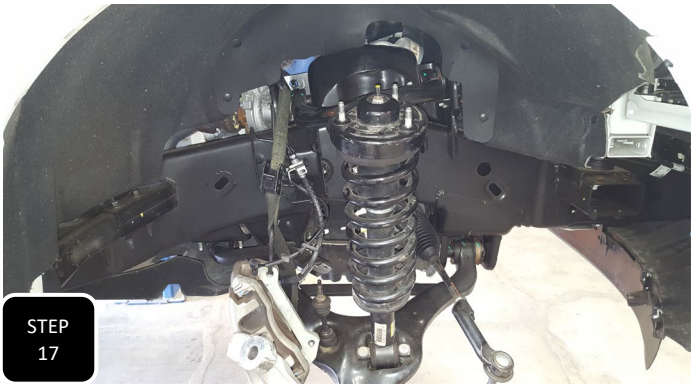
Step 13 For 2004-2013 models you can loosely attach the top of the stut to the frame, then you will need to loosen the upper ball joint nut and then brake the ball joint loose by hitting the side of the spindle with a hammer. **NOTE: NEVER HIT THE BALL JOINT ON THE THREADS.**



Step 14 Support the spindle so that the brake line does not get stretched out while installing the lower strut bolt. Next, place a floor jack under the lower control arm and jack it up to compress the coil so that you can re-attach the upper control arm to the spindle and tighten.

Step 15 Re-attach the tie rod and tighten. Then tighten the 3 nuts at the top of the strut. **NOTE: DO NOT TIGHTEN THE LOWER STRUT BOLT UNTIL THE TRUCK IS ONN THE GROUND AT RIDE HEIGHT.**

Step 16 Because the strut spacer has a rotated bolt pattern, you will now need to compress the coil and rotate the bottom of the shock 180 degrees so that the angled bar pin is once again angled inward.



Step 17 Push down on the lower control arm with your knee or a pry bar while also lifting up on the upper control arm so that the studs on the top of the strut clear the tower. **NOTE: THIS WILL BE TOUGHER THAN THE REMOVAL BECAUSE THE STRUT IS NOW LONGER.**

Step 18 Repeat these steps in reverse for installation. Make sure the rear tires are touching the ground when compressing the coil to attach the upper ball joint to the spindle.

-Make sure to check the vehicle's toe before driving.

-The headlights should be adjusted after modifying the stance of the vehicle.

-The vehicle's alignment will need to be adjusted.

-All suspension components should be re-torqued after 500 miles.