



MaxTrac[®]

s u s p e n s i o n

KIT # K943385

2017-2022 F-250/350 4WD

8" LIFT KIT



7 HOUR INSTALL TIME



RECOMMENDED TIRE SIZE:
8" LIFT, 40" X 13.5" ON A 18" X 9" WHEEL W/ 5.5" BS

4 LINK LIFT KIT WITH VULCAN SERIES
RESERVOIR SHOCKS FEATURED ABOVE

FRONT BOX KITS			
Box #	Components	Hardware	Hardware Pack #
753380	(2) 753380 LIFT COILS		
943300-5	(1) 9433FTB FRONT TRAC BAR BRACKET	(4) M10-1.5 X 35 HEX CAP SCREW	9433H-SB
	(2) 9433FTB-2A PLATE WITH OFFSET HOLE	(4) M10-1.5 STOVER NUT	
	(2) 9433FTB-2B PLATE WITH CENTERED HOLE	(8) M10 FLAT WASHER	
	(1) 8833FBS-8D DRIVE SIDE BUMP STOP BRACKET	(2) M8-1.25 X 30 HEX CAP SCREW	9433H-BS
	(1) 8833FBS-8P PASS SIDE BUMP STOP BRACKET	(2) M8-1.25 NYLOCK NUT	
	(1) 8833ABS-D DRIVE SIDE BRAKE LINE BRACKET	(4) M8 FLAT WASHER	
	(1) 8833ABS-P PASS SIDE BRAKE LINE BRACKET	(4) M10-1.5 X 35 HEX CAP SCREW	9433H-SSB
	(1) 8833FSB-8D DRIVE SIDE SWAY BAR BRACKET	(2) M10-1.5 STOVER NUT	
	(1) 8833FSB-8P PASS SIDE SWAY BAR BRACKET	(6) M10 FLAT WASHER	
	(1) 8833SSB-8 STEERING STABILIZER BRACKET	(6) M8-1.25 X 20 HEX CAP SCREW	9433H-BL
(1) 853346 PITMAN ARM	(6) M8-1.25 NYLOCK NUT		
	(12) M8 FLAT WASHER		
	(2) M6-1.0 X 16 HEX CAP SCREW		
	(2) M6-1.0 NYLOCK NUT	9433H-VL	
	(4) M6 FLAT WASHER		
	(1) 8833VL-D VACUUM LINE BRACKET		
	(1) 8833VL-P VACUUM LINE BRACKET		
	(2) M6-1.0 X 16 HEX CAP SCREW	9433H-VL	
	(2) M6-1.25 NYLOCK NUT		
	(4) M6 FLAT WASHER		
	(1) 3/8" ADEL CLAMP		

EDITED 2/27/2025

943300-2	(2) 9433RAB RADIUS ARM BRACKET	(4) SMX4LINKADAPTOR (SM MACHINED ADAPTOR) (2) M18-2.5 X 130 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" HARDENED FLAT WASHER	9433H-RAH
943300-3	(1) 88334LB-1D DRIVE SIDE 4 LINK BRACKET (1) 88334LB-2D SUPPORT PLATE (2) SMX853300D DRIVE SIDE FORGED LINK ARM (2) SMX4LINKBUNG (ROD TO LINK ADAPTOR BUNG) (2)SYZ-F001 REBUILDABLE ROD END (2) JNR-16S 1 1/4" JAM NUT	(2) SMX4LINKADAPTOR (SM MACHINED ADAPTOR) (1)M18-2.5 X 130 HEX CAP SCREW (1) M18-2.5 NYLOCK NUT (2) M18 FLAT WASHER (1) 9/16-12 X 5 HEX CAP SCREW (1) 9/16-12 X 4 HEX CAP SCREW (2) 9/16-12 NYLOCK NUT (4) 9/16 HARDENED FLAT WASHER (1) M12-1.5 X 40 SOCKET HEAD SCREW (1) M12-1.5 NYLOCK NUT (2) M12 FLAT WASHER (1)M8-1.25 X 30 SOCKET HEAD SCREW	9433H-LH
		(4) M8-1.25 X 40 SOCKET HEAD SCREW (5) M8-1.25 NYLOCK NUT (2) M8 FLAT WASHER	9433H-LH
		(4) SMX4LINKSLEEVE (LG MACHINED ADAPTOR) (2)M18-2.5 X 140 HEX CAP SCREW (2) M18-2.5 NYLOCK NUT	9433H-4L
943300-4	(1) 88334LB-1P PASS SIDE 4 LINK BRACKET (1) 88334LB-2P FLAT PLATE (2) SMX853300P PASS SIDE FORGED LINK ARM (2) SMX4LINKBUNG (ROD TO LINK ADAPTOR BUNG) (2)SYZ-F001 REBUILDABLE ROD END (2) JNR-16S 1 1/4" JAM NUT	(2) SMX4LINKADAPTOR (SM MACHINED ADAPTOR) (1)M18-2.5 X 130 HEX CAP SCREW (1) M18-2.5 NYLOCK NUT (2) M18 FLAT WASHER (1) 9/16-12 X 5 HEX CAP SCREW (1) 9/16-12 X 4 HEX CAP SCREW (2) 9/16-12 NYLOCK NUT (4) 9/16 HARDENED FLAT WASHER (1) M12-1.5 X 40 SOCKET HEAD SCREW (1) M12-1.5 NYLOCK NUT (2) M12 FLAT WASHER (1)M8-1.25 X 30 SOCKET HEAD SCREW (4) M8-1.25 X 40 SOCKET HEAD SCREW (5) M8-1.25 NYLOCK NUT (2) M8 FLAT WASHER	9433H-LH
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REAR BOX KITS			
Box #	Components	Hardware	Hardware Pack #
903380	(1) 813380 8" LIFT BLOCKS (1) 913316 21" SEMI ROUND U-BOLTS (1) 8367RB E-BRAKE BRACKET	(1) M8-1.25 X 20 HEX CAP SCREW (1) M8-1.25 NYLOCK NUT (2) M8 FLAT WASHER	
SHOCK KITS			
Box #	Components	Box #	Components
943380S	(2) 2900SL-8 (2) 3400LL-4	943380F	(2) 763329F (2) 773335F
943380V	(2) 2900SLV-8 (2) 3400LLV-4	943380VR	(2) 2900SLVR-8 (2) 3400LLVR-4

****ROD ENDS DO NOT COME GREASED. GREASE ALL 4**

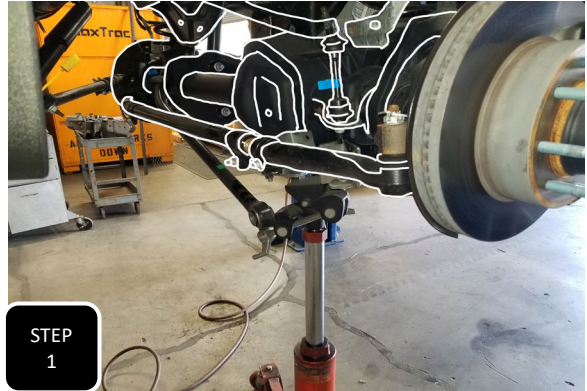
***2020+ DUALY'S THAT ARE NOT EQUIPPED W/ A FACTORY LIFT BLOCK WILL NEED TO REMOVE THE TOP SIDE OVERLOAD AND SEPARATION BLOCK**

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

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

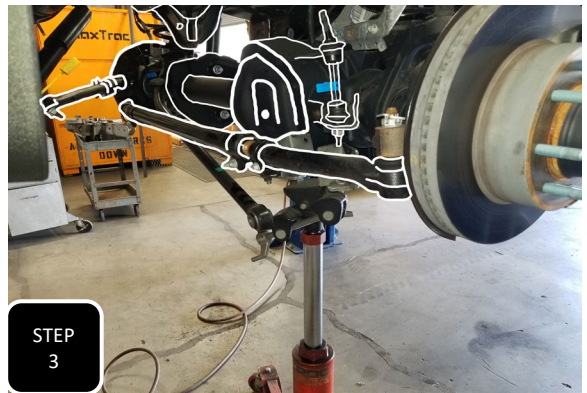


STEP
2

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

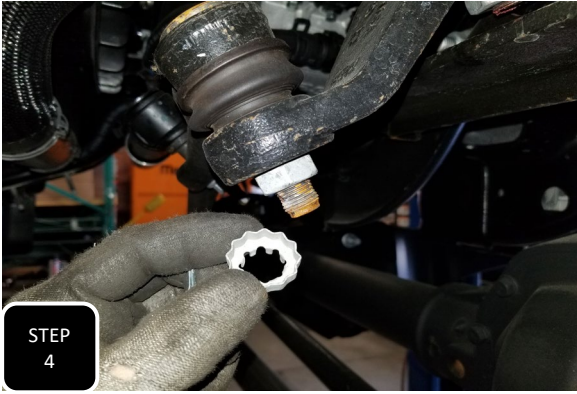


STEP
3

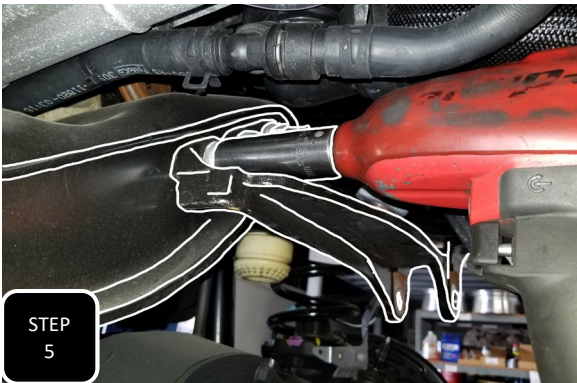


STEP
3

Step 3 Unbolt the trac bar from the bracket on the frame and separate.



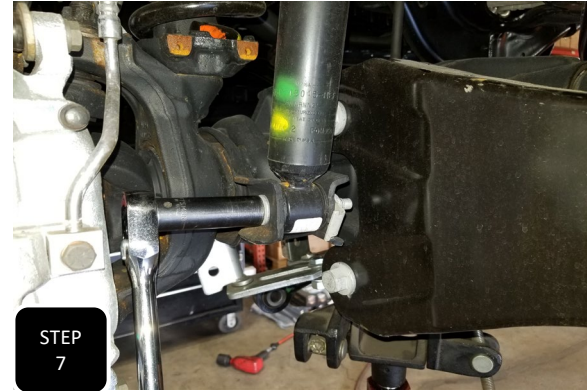
Step 4 Remove the castle sleeve and cotter pin over the drag link nut. Next, remove the nut and break the joint loose by hitting the side of the pitman arm with a hammer. **NOTE: NEVER HIT THE ROD END ON THE THREADS.**



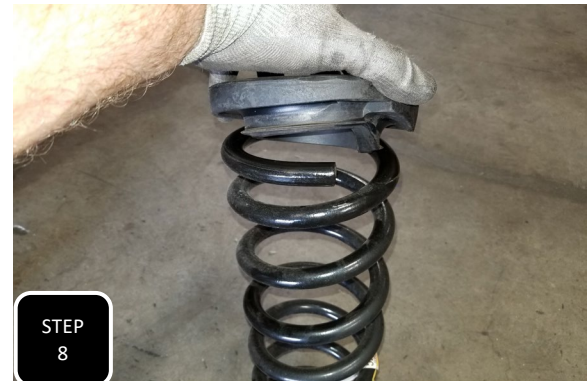
Step 5 Unbolt all 5 mounting bolts for the trac bar bracket on the frame and remove the bracket.



Step 6 Unbolt the brake line brackets at the frame and at the axle to allow for slack when lowering the axle.



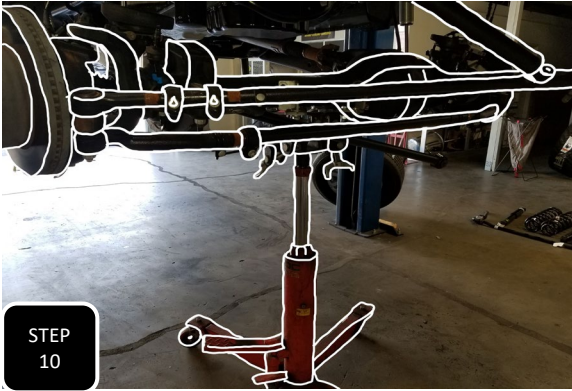
Step 7 Move the adjustable jack to the driver's side and apply pressure to the axle. Next, unbolt the driver's side shock at both ends and remove.



Step 8 Lower down the axle and remove the coil. Separate the rubber isolator and save for use on the new coils.



Step 9 Loosely attach the new shock to hold the axle, then move the jack to the passenger side and repeat steps 6-9.
NOTE: THE SHOCKS WILL HOLD THE AXLE AS YOU MOVE THE JACK AND CONTINUE THROUGH THE INSTALL.



Step 10 Once both sides have the coils removed and are supported by the new shocks, move the adjustable jack to the middle of the axle and apply pressure.

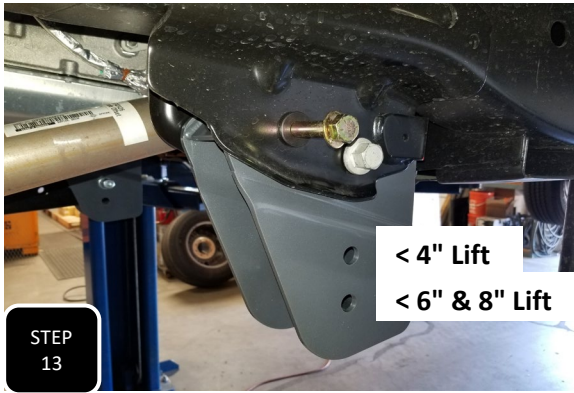
NOTE: IF INSTALLING THE RADIUS ARM LIFT KIT THEN CONTINUE WITH STEP 11. IF INSTALLING THE 4 LINK KIT THEN SKIP TO STEP 14.



Step 11 Loosen all 3 radius arm bolts, one side at a time. Then remove the upper bolt at the axle and the bolt at the frame and pivot the radius arm down out of the way. **NOTE: WORK ON ONE SIDE AT A TIME SO THAT THE AXLE IS SAFELY SUPPORTED AT ALL TIMES.**



Step 12 Install the radius arm drop down bracket into the factory radius arm bracket on the frame and loosely attach it using the factory bolt at the big hole and the provided small machined washers along with the provided 9/16" bolt at the small hole. **NOTE: THE SMALL MACHINED WASHERS GET INSTALLED FROM THE OUTSIDE OF THE BRACKET FACING INWARD.**



Step 13 Swing the radius arm up and attach it to the new bracket using the provided M18 bolt. For a 4" lift attach the arm to the upper of the two holes and for a 6" or 8" lift attach it to the lower of the two holes.

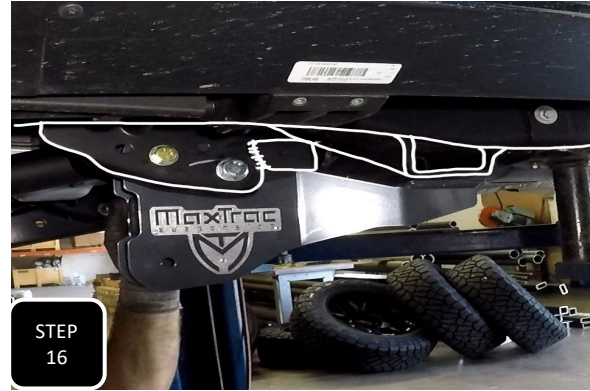


Step 14 Repeat steps 11-13 on the driver's side and then tighten the bolts attaching the bracket to the frame, the big bolt gets torqued to 200 ft/lbs and the smaller one to 130 ft/lbs. The radius arm bolts will not get tightened until the truck is on the ground at ride height.

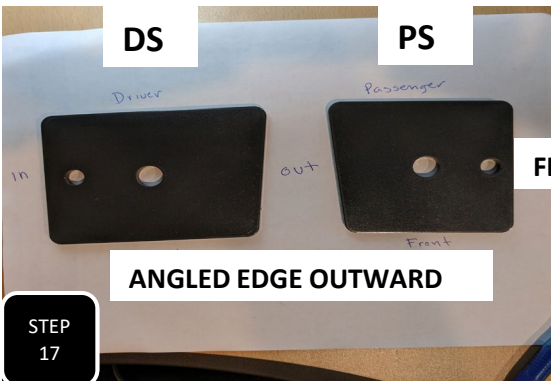
4 LINK INSTALLATION



Step 15 Loosen all 3 radius arm mounting bolts, 2 at the axle and 1 at the frame and then remove the radius arm.
NOTE: WORK ON ONE SIDE AT A TIME.



Step 16 Loosely install the 4 link bracket using the provided M18 bolt at the large hole and the 9/16 x 5" bolt along with the small machined washers at the small hole. **NOTE: THE MACHINED WASHERS WILL SLIDE IN THE FRAME HOLE ON THE OUTSIDE OF THE FACTORY BRACKET.**



Step 17 Locate the flat plate labeled DS and slide it into the cross member above the back of the 4 link bracket. Line up the holes and loosely attach the plate and bracket together using the provided 3/8" and 5/16" socket head allen bolts. **NOTE: THE DRIVER'S SIDE IS THE LONGER PLATE**



Step 18 Locate 1 of the 4 arms. There should be 2 DS where the "MT" logo is facing up and the pinch bolts are facing outward. The PS arms are the opposite. Adjust the arm to a length of 32" from eye-eye with the grease fitting facing downward. Next, grease the rod end and loosely install it into the upper part of the 4 link frame bracket where you previously loosely installed the provided 9/16" bolt. **NOTE: THE ROD ENDS ARE NOT PRE-GREASED AND REQUIRE GREASE FOR PROPER FUNCTION.**



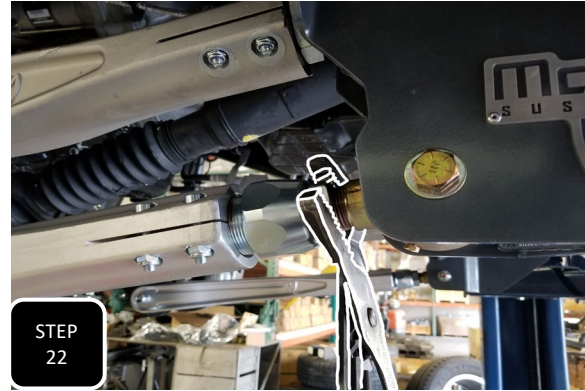
Step 19 Locate the other arm that matches the one you just installed, adjust it to an eye-eye length of 32" and grease the rod end. Next, loosely install it into the bottom hole of the 4 link frame bracket using the provided 9/16" bolt, washers, and nut. **NOTE: THE ROD ENDS ARE NOT PRE-GREASED AND REQUIRE GREASE FOR PROPER FUNCTION.**



Step 20 Insert the larger machined sleeves into the upper link arm hole at the axle side of the link. Both sleeves get installed from the outside facing inward then attach the link to the axle using the provided M18 bolt, nut and washers.



Step 21 Remove the upper bolt attaching the radius arm on the other side so that the axle can be rotated. Next, insert two of the larger sleeves into the hole in the lower link and attach the lower link to the axle using the provided M18 bolt, nut, and washers. **NOTE: DO NOT FULLY TIGHTEN THESE BOLTS UNTIL THE TRUCK IS BACK ON THE GROUND AT RIDE HEIGHT.**



Step 22 Tighten down all 4 of the M8 pinch bolts and then cinch down the two jam nuts on the rod ends. Repeat steps 15-22 on the other side.



Step 23 Using a 46mm socket, remove the pitman arm mounting nut. Next, apply tension to the arm using a pitman arm puller or a suitable 3 jaw puller. Hit the side of the pitman arm, right at the steering shaft, with a hammer a few times, very hard and then tighten down the puller some more. Proceed doing this until the pitman arm separates from the steering box. **NOTE: BE CAREFUL NOT TO DAMAGE THE STEERING BOX OR STEERING SHAFT.**



Step 24 Apply a conservative amount of thread locker to the threads of the factory nut then attach the new drop down pitman arm to the steering box using the factory nut. Once tight, then torque to 350 ft/lbs. **NOTE: MAKE SURE TO INSTALL THE NEW PITMAN ARM IN THE EXACT SAME DIRECTION AS THE OLD ONE CAME OFF.**



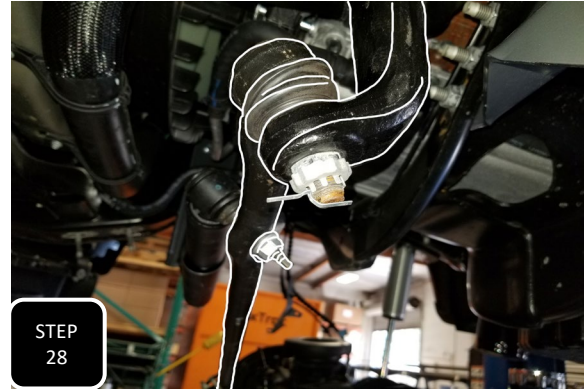
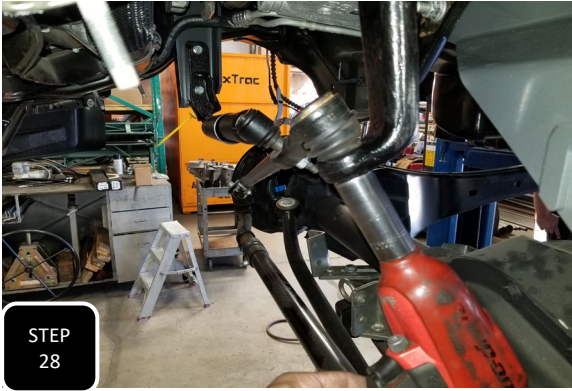
Step 25 Remove the two mounting bolts that attach the factory steering stabilizer bracket to the passenger side frame and separate.



Step 26 Using the provided M10 bolts and washers, attach the new steering stabilizer drop down bracket to the inside of the passenger side frame with the welded shim touching the frame and tighten. Next, attach the factory bracket to the lower half of the drop down bracket using the other provided M10 bolts, nuts, and washers. **NOTE: THE FACTORY BRACKET WILL MOUNT INSIDE OF THE PROVIDED BRACKET.**



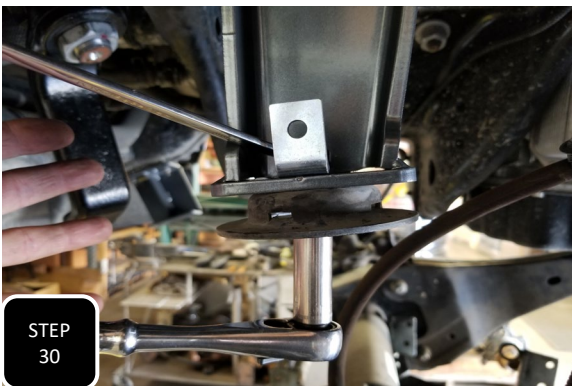
Step 27 Locate the new trac bar bracket and attach it using the the factory nuts/3 bolt plate at the cross member and the factory 2 bolts under the frame then tighten.



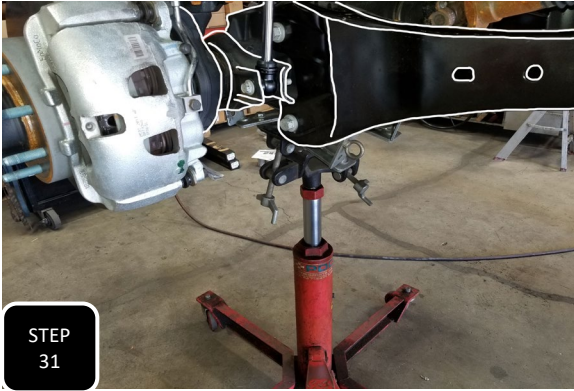
Step 28 Attach the drag link to the pitman arm, from the top down, using the factory nut and tighten. Next, install the castle sleeve and the factory cotter pin.



Step 29 Pop the factory bump stop out of its mounting cup then unbolt the cup and using the same bolt, attach the new bump stop drop down bracket to the same mounting hole. The angled side of the bracket will face the rear of the truck, the shorter of the two surfaces downward, and the open end outward.



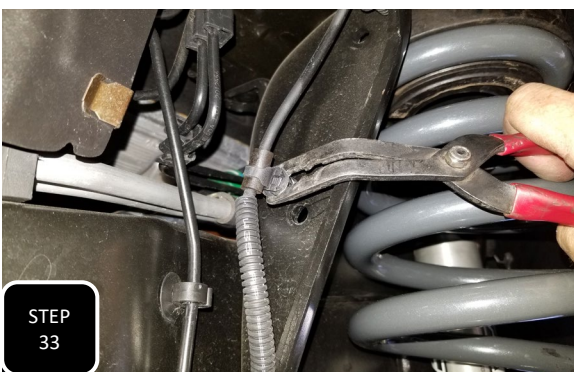
Step 30 Attach the factory bump stop mounting cup to the bottom of the drop down bracket using the provided M8 bolt, nut, and washers. Once tight, then pop the factory bump stop back in. On the driver's side, you will attach the provided Vacuum line mounting bracket as pictured. **NOTE: SPRAY THE BUMPS STOP WITH WD-40 TO EASE THE INSTALL PROCESS.**



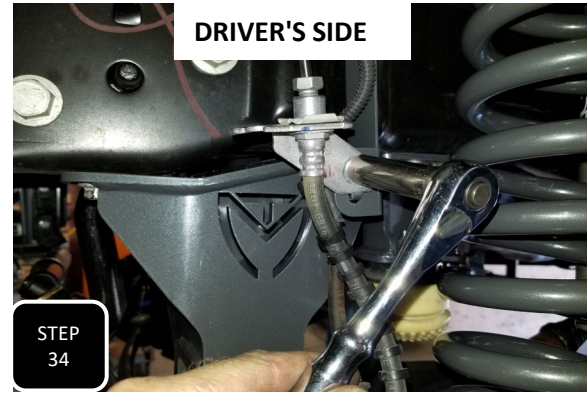
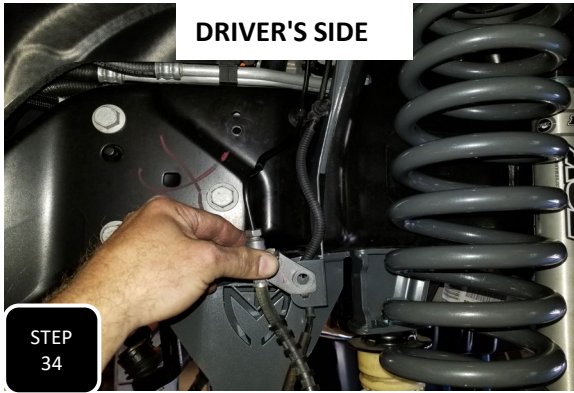
Step 31 Move your adjustable jack under the driver's side of the axle and apply pressure so that you can remove the lower shock bolt and then lower the axle down. Next, install the new lift coil with the factory rubber isolator on top, jack the axle back up and re-attach the shock. Repeat this step on the other side.



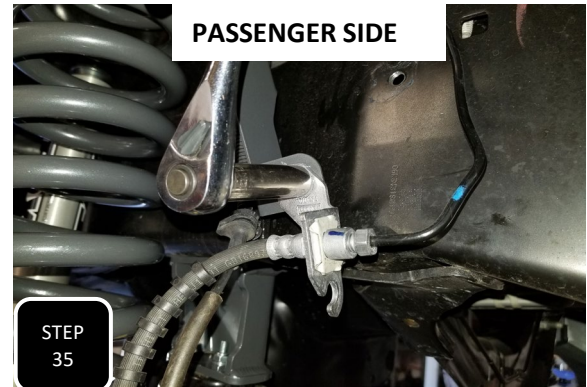
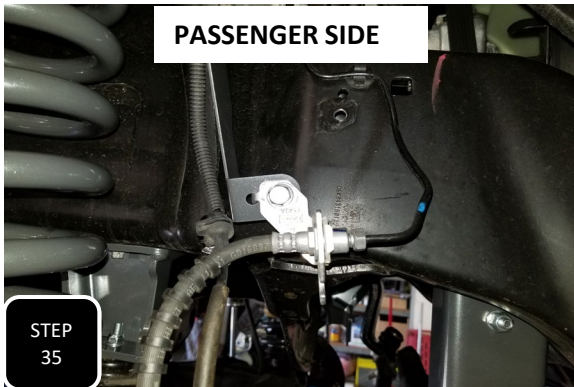
Step 32 Tighten up both ends of both front shocks.



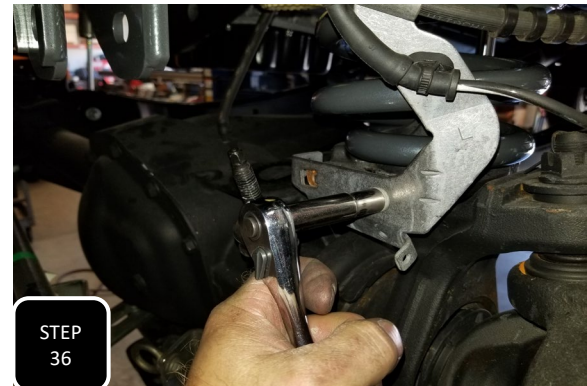
Step 33 Separate both ABS line guide clips from the front of the coil bucket on the frame and install the new ABS/brake line bracket using the provided M8 bolts, nuts, and washers. **NOTE: THE DRIVER'S SIDE BRACKET IS THE LONGER OF THE TWO PROVIDED BRACKETS.**



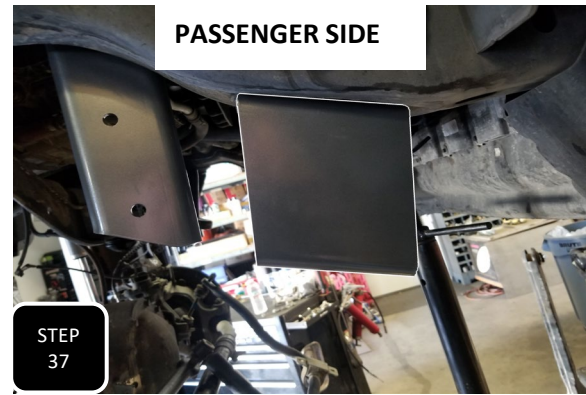
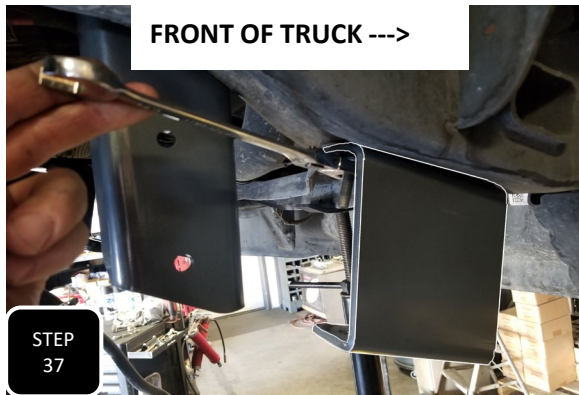
Step 34 You will need to gently unravel the factory, hard brake line so that the soft line now points downward and the factory mounting bracket lines up with the two holed flange on the provided mounting bracket. Next, attach the factory bracket to the provided bracket using the provided M8 bolt, nut, and washers.



Step 35 The passenger side ABS/ brake line bracket will mount the same as the driver's side and also require the unraveling of the factory hard brake line to line up with the new bracket.



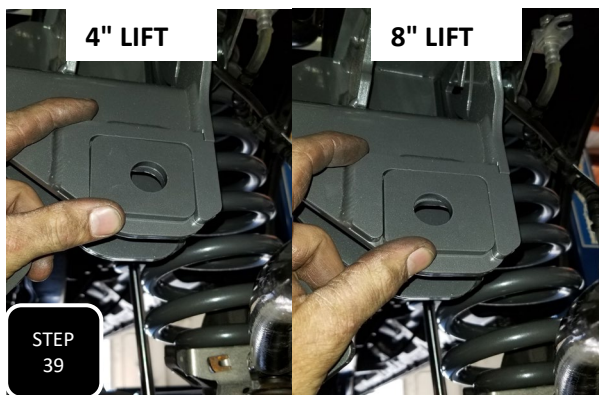
Step 36 Using the factory bolt, re-attach the brake line bracket to the lower coil mount as it was originally.



Step 37 Install the new sway bar drop down brackets. You will notice that one of the vertical sides has more angle to it than the other. The more angled side will face the rear of the truck and open end of the bracket will face toward the middle of the truck. Attach each side to the frame using the factory nuts and tighten.



Step 38 Attach the sway bar to the drop down brackets using the provided M10 bolts, nuts, and washers then tighten. Next, re-attach the ends to the end links on the axle using the factory nuts and tighten.



Step 39 When attaching the trac bar to the drop down bracket, you will need to use the provided off-set plates. The hole will need to be off-set to the driver's side for the 4" lift or towards the passenger side for the 8" lift. Use the factory M18 bolt and nut and only loosely attach for now. **NOTE: THE TRAC BAR WILL GET FULLY TIGHTENED WHEN THE TRUCK IS ON THE GROUND AT RIDE HEIGHT.**

REAR INSTALLATION



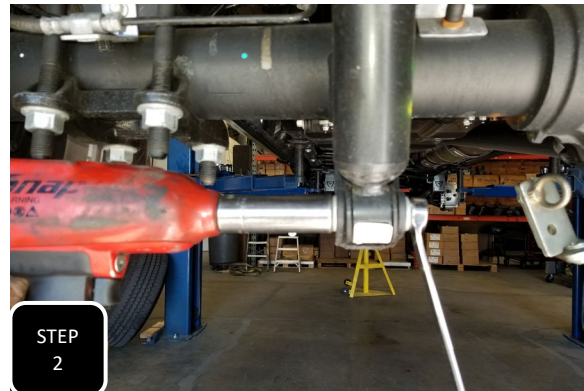
STEP
1

Step 1 Jack up the rear of the truck and support under the frame rails with jack stands. **NOTE: KEEP AN ADJUSTABLE JACK UNDER THE AXLE FOR HEIGHT ADJUSTMENT.**



STEP
2

Step 2 Unbolt both rear shocks at both ends and remove.



STEP
2



STEP
3

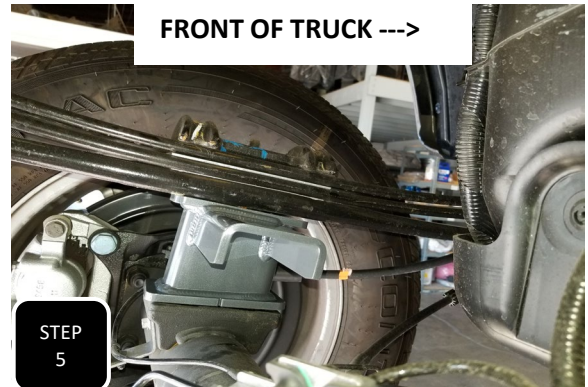
Step 3 Unbolt the rear brake line guide bracket on the inside of the driver's side frame rail and install the provided drop down bracket using one of the factory bolts at the frame and the provided M8 bolt, nut, and washers at the bracket.



STEP
3



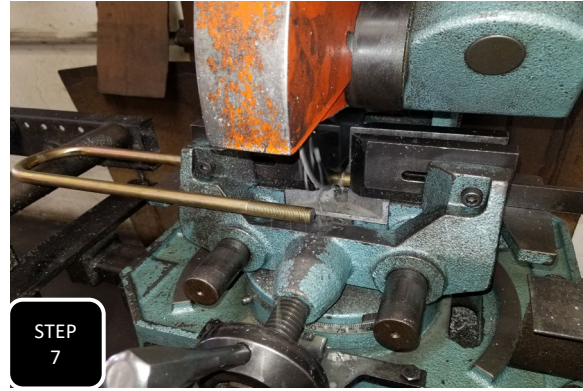
Step 4 On the driver's side near the front spring hanger is a bolt on E-brake bracket. Unbolt this and install the provided extension bracket using the factory bolt at the frame and the provided M8 bolt, nut, and washers at the bracket.



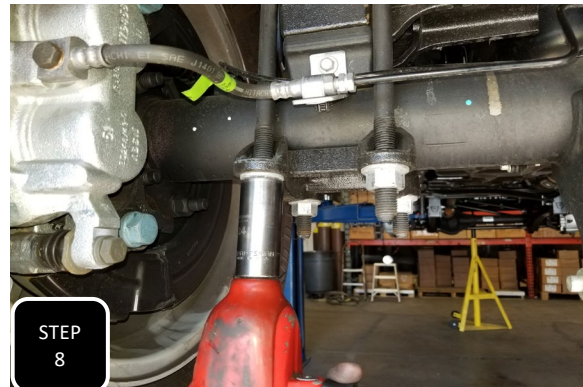
Step 5 Working on one side at a time, remove the U-bolts and lower the axle down enough to remove the factory lift block and install the new, taller lift block. The block will need to be installed with the shorter side facing the front of the truck and with the bump stop stiker plate facing inward.



Step 6 2020+ dually models that do not have a factory lift block will need to remove the top side overload leaf spring and separation block. Next, the center pin of the leaf pack will need to be trimmed down and re-installed.



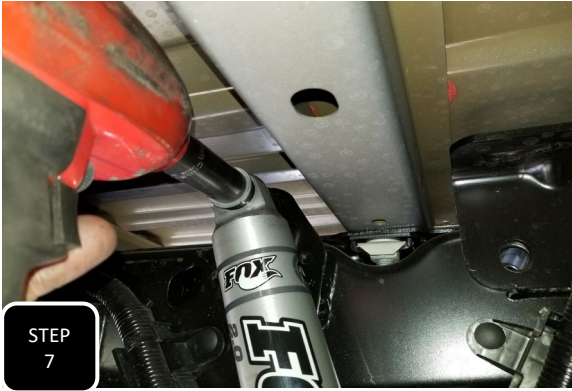
Step 7 Depending on what leaf pack is in your truck, the U-bolts included in this kit may need to be cut down. If this is the case, install them, measure how much you want to cut off, and then do so for the cleanest install possible.



Step 8 Once cut to length, install the U-bolts with the factory U-bolt plate and snug down. You will want to then loosen the U-bolts on the other side to allow the axle to rotate, and then fully tighten and torque the U-bolts to 140 ft/lbs. Next, install the block on the other side and torque down the U-bolts.



Step 9 If installing Max Trac shocks, you will need to grease the bushings and use a bench vise to press in the shock sleeves.



Step 7 Install your new longer shocks using the factory hardware and tighten. **NOTE: MAX TRAC SHOCKS HAVE TO BE MOUNTED WITH THE BODY OF THE SHOCK AT THE AXLE AND THE SHAFT OF THE SHOCK AT THE FRAME. FOX SHOCKS WILL BE MOUNTED THE OPPOSITE OF THIS.**



- Make sure to straighten the steering wheel by adjusting the drag link before driving.
- The headlights should be adjusted after modifying the stance of the vehicle.
- The vehicle's alignment will need to be checked.
- Thoroughly grease the spherical rod ends if the 4 link kit was installed
- All suspension components should be re-torqued after 500



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.