

COMPONENTS & HARDWARE

| Components | Hardware | Hardware Pack # |
|---|--|-----------------|
| (1) 941370A FRONT SUB FRAME (1) 941370B REAR SUB FRAME (1) 741300D DS STEERING KNUCKLE (1) 741300P PS STEERING KNUCKLE | (2) 5/8-11 X 4 1/2" HEX CAP SCREW (2) 5/8-11 X 5 1/2" HEX CAP SCREW (4) 5/8-11 NYLOCK NUT (8) 5/8" HARDENED FLAT WASHER | 9413H-SF |
| (2) 941300C-1 STRUT SPACER (1) 941500E-1 DS DIFF DROP BRACKET (1) 941500E-2 PS DIFF DROP BRACKET (1) 941300C-6 CENTER DIFF BRACKET (1) 941500E-3 DIFF MOUNTING EARS (1) 941500E-4 DIFF MOUNTING EARS (1) 941300C-4 DS SWAY BAR BRACKET (1) 941300C-5 PS SWAY BAR BRACKET (2) 941300C-9 ALUMINUM AXLE SPACER (2) 941300C-7 GOLD AXLE SPACER (2) 9413BL BRAKE LINE BRACKET (2) 941300D-5 SPARE TIRE SPACER (2) 810050 5" LIFT BLOCK | (1) 9/16-12 x 4" HEX CAP SCREW (1) 9/16-12 X 1 3/4" HEX CAP SCREW (2) 1/2-13 X 1 3/4" HEX CAP SCREW (3) 9/16-12 NYLOCK NUT (6) 9/16" HARDENED FLAT WASHER (2) 1/2-13 NYLOCK NUT (4) 1/2" HARDENED FLAT WASHER (2) 1903 RED SHACKLE BUSHING (1) 9413CT CRUSH TUBE (1) 7/16-14 X 3 HEX CAP SCREW (1) 7/16-14 NYLOCK NUT (2) 7/16" HARDENED FLAT WASHER (4) M10-1.5 X 60 HEX CAP SCREW (4) M10 FLAT WASHER (1) 941500E 1 3/4" DIFF SPACER | 9415H-DB |
| | (4) M8-1.25 X 30 HEX CAP SCREW (4) M8-1.25 NYLOCK NUT (8) M8 FLAT WASHER | 9413H-DE |
| | (4) M10-1.5 X 35 HEX CAP SCREW (4) M10-1.5 STOVER NUT (8) M10 FLAT WASHER | 9413H-SB |
| | (2) M8-1.25 X 20 HEX CAP SCREW (2) M8-1.25 FLANGE NUT (2) M8 FLAT WASHER (2) 5" ZIP TIE (4) 1/4" LOOP CLAMP | 9413H-BL |
| | (12) M10-1.5 X 60 HEX CAP SCREW (12) M10 HARDENED FLAT WASHER | 9413H-AS |
| | (8) M10-1.25 FLANGE NUT (4) 9/16-20 X 12.5" U-BOLT (8) 9/16-20 HIGH NUT (8) 9/16" THICK WASHER | |



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



Step 2 Loosen the tie rod at the spindle and break loose by hitting the side of the spindle, at the steering arm, with a hammer. **NOTE: NEVER HIT THE TIE ROD ON THE THREADS.**



Step 3 Separate the ABS line from the brake line bracket at the upper control arm and then unbolt the bracket from the control arm.



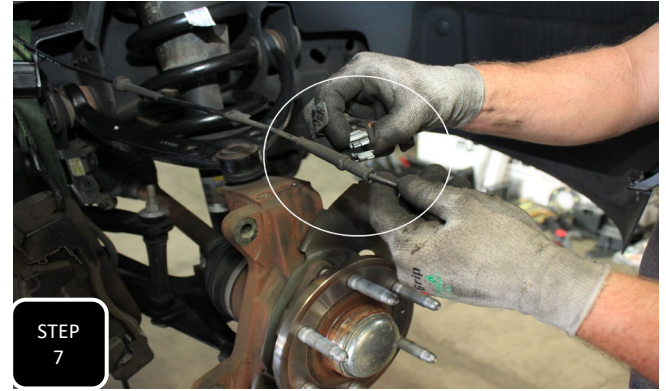
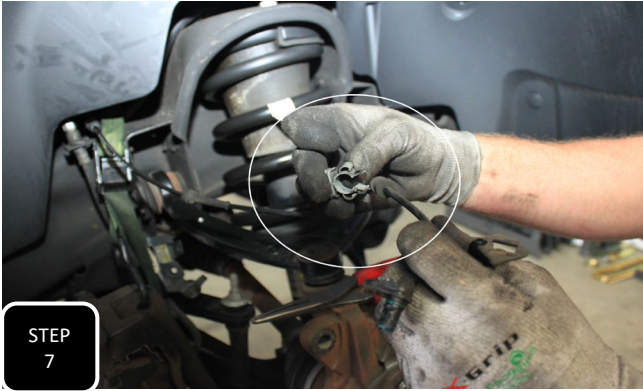
Step 4 Unbolt the brake caliper and support it, up out of the way. **NOTE: NEVER ALLOW THE BRAKE CALIPER TO HANG BY THE BRAKE LINE.**



Step 5 Unbolt the rotor retainer bolt and then remove the rotor. **NOTE: THE ROTOR SHOULD JUST POP OFF. IF IT DOES NOT JUST POP OFF, YOU WILL NEED TO HIT THE WHEEL MOUNTING SURFACE OF THE ROTOR WITH A HAMMER UNTIL THE RUSTY BOND IS BROKEN AND THE ROTOR POPS OFF.**



Step 6 Unbolt the ABS sensor from the hub assembly and then the guide bracket from the top of the spindle. Support the ABS sensor out of the way so that it does not get damaged during the install.



Step 7 Separate the clip attaching the ABS line to the bracket you just removed from the top of the spindle and then open the clip and separate the ABS line from the clip.



Step 8 Pry off the dust cap at the end of the hub assembly and then remove the axle retainer nut.



Step 9 Loosen the upper ball joint nut, but do not remove. Hit the side of the spindle, right at the ball joint, with a hammer to break the ball joint loose. The nut will catch the spindle.



Step 10 Loosen the lower ball joint nut, but do not remove. Next, hit the side of the spindle, right at the nut, with a hammer to break the ball joint loose. The nut will catch the spindle.



Step 11 Remove the spindle and set it face down on the wheel studs. Next, remove all 3 bolts attaching the wheel bearing to the spindle and separate the two.



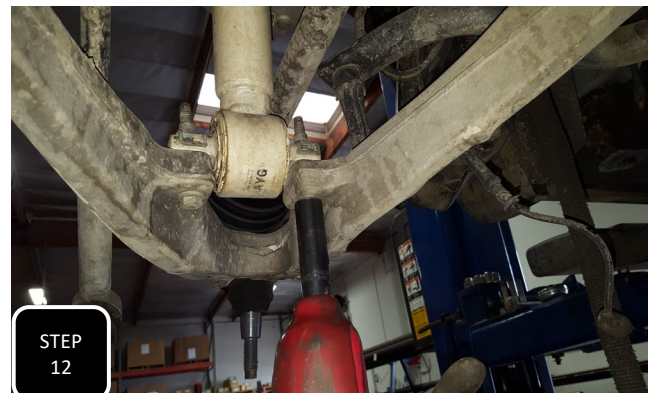
Step 12 Unbolt the sway bar end link and remove.



Step 10 Unbolt and discard the plastic skid plate that covers from the bumper to the rear cross member of the lower control arms.



Step 11 Remove and discard the two metal skid plates under the front diff and the steering rack.



Step 12 Remove the 3 nuts attaching the strut to the frame and the two bolts attaching the strut to the lower control arm, then remove the strut.



Step 13 Unbolt both lower control arm mounting bolts and remove the lower control arm.



Step 14 Unbolt all 6 bolts attaching the CV axle to the differential housing and remove the axle.



Repeat steps 1-14 on the other side.

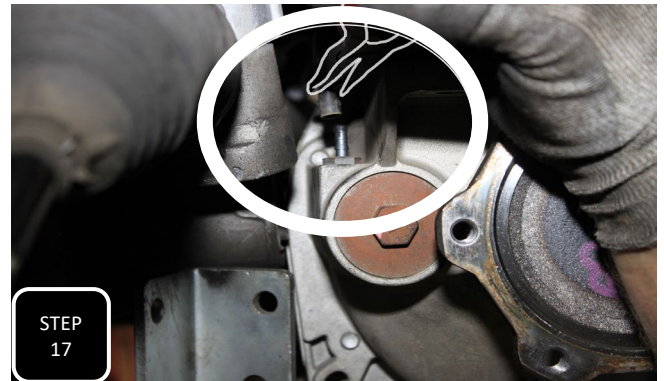


Step 15 Unbolt the 4 bolts attaching the cross member to the rearward lower control arm mount and remove the cross member.





Step 16 Unbolt the 4 bolts attaching the sway bar to the frame and remove the sway bar. **NOTE: TAKE NOTE THAT THE ENDS OF THE SWAY BAR SWOOP UPWARD. YOU WILL FLIP THIS OVER SO THEY SWOOP DOWNWARD WHEN THE SWAY BAR IS RE-INSTALLED.**



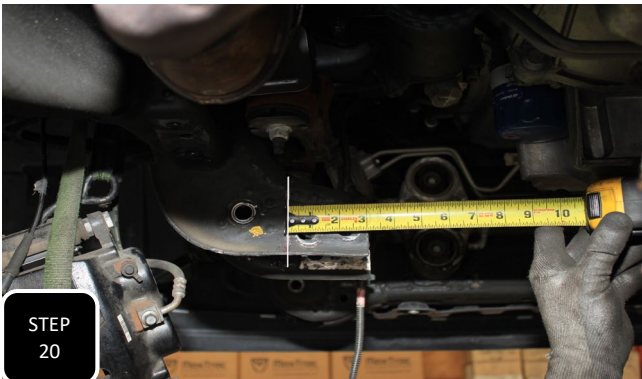
Step 17 Remove all 4 bolts attaching the driveshaft to the front differential and then support the driveshaft up and out of the way. Next, detach the breather hose on the driver's side, top of the differential housing.



Step 18 Unplug the wiring at the differential and separate the wire guide clip. Move the wiring up out of the way so that it does not get damaged during the install.



Step 19 Support the differential with an adjustable jack and then remove all 4 mounting bolts. Slowly lower the diff down making sure that there is nothing else attached to it that could get damaged. **NOTE: YOU WILL NEED TO UNPLUG THE 3 PLUGS AT THE STEERING RACK TO ACCESS ONE OF THE DIFF BOLTS.**



Step 20 Working with the rearward lower control arm mount on the driver's side, mark a vertical line, 3 inches in from the inner edge where the original cross member was attached. Extend this mark straight up, across, and back down the front of the mount and then using a suitable cutting device, cut this section of the mount off.



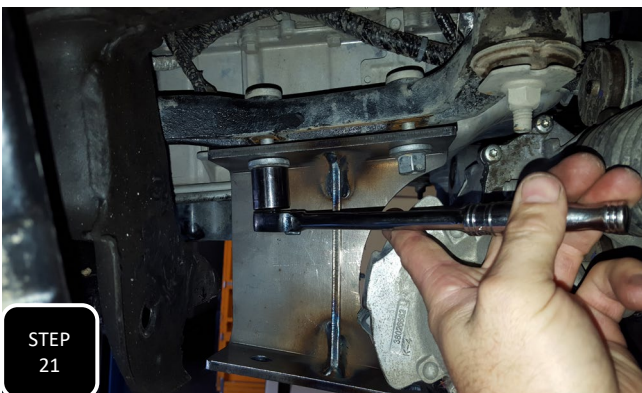
Step 21 Moving over to the rearward lower control arm mount on the passenger side, Mark a vertical line, 3 inches from the inner edge of the frame where the original cross member was attached. Next, mark a horizontal line 1.5 inches up from the bottom. **NOTE: THIS SECTION BEING MARKED AND REMOVED IS ON THE FRONT SIDE OF THE CROSSMEMBER. THE SIDE FACING THE FRONT OF THE TRUCK.**



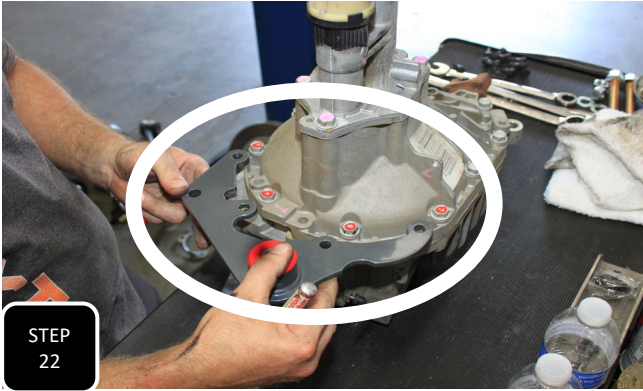
Step 19 Using a suitable cutting device, cut along both of your lines and remove the rectangular section that was created. Spray paint all raw edges for rust prevention.



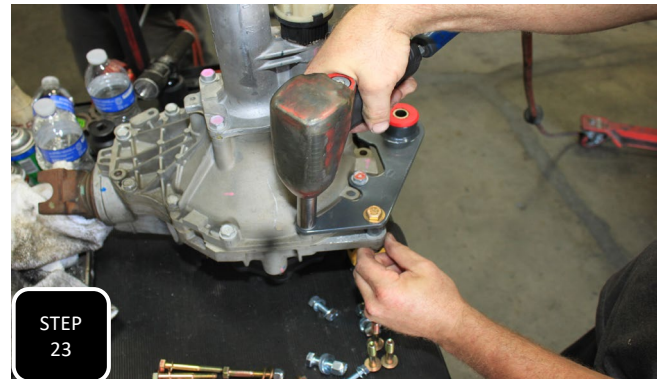
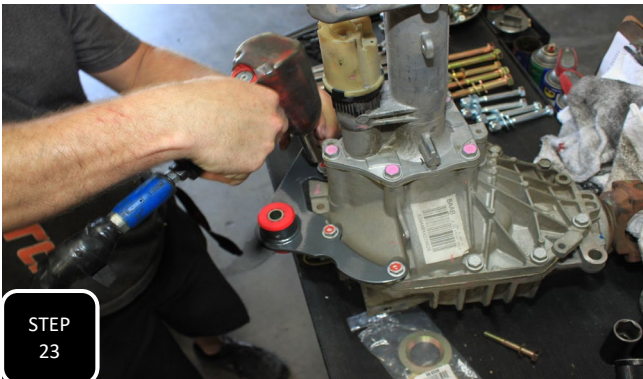
Step 20 Locate the driver's side diff drop and install it to the factory mount using the factory hardware. The driver's side bracket has the tab that extends past the bracket and an extra hole for the guide nipple in the factory mount. **NOTE: THE SHORT SIDE OF THE MOUNT WILL FACE THE REAR OF THE TRUCK.**



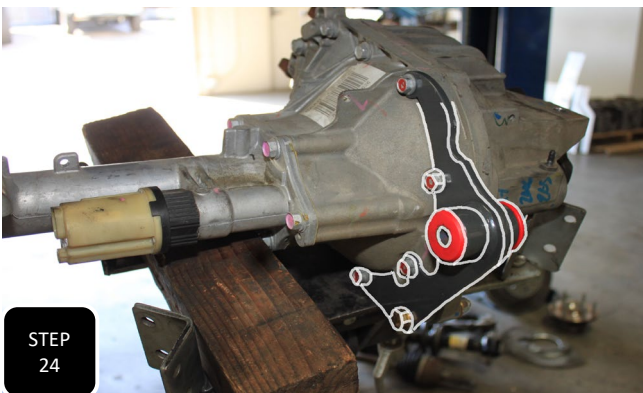
Step 21 Locate and install the passenger side diff drop and attach it to the factory mount using the factory nuts, then tighten. **NOTE: THE SHORT SIDE OF THE MOUNT WILL FACE THE REAR OF THE TRUCK**



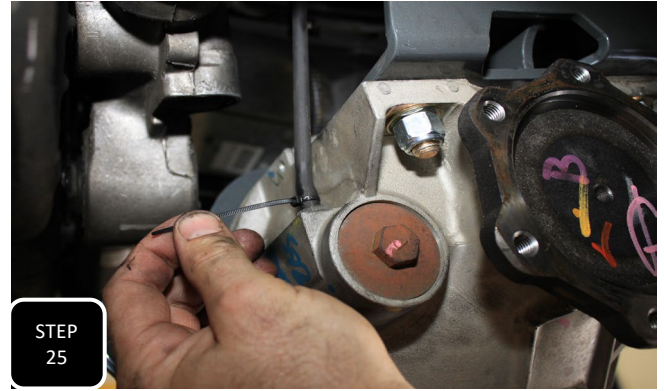
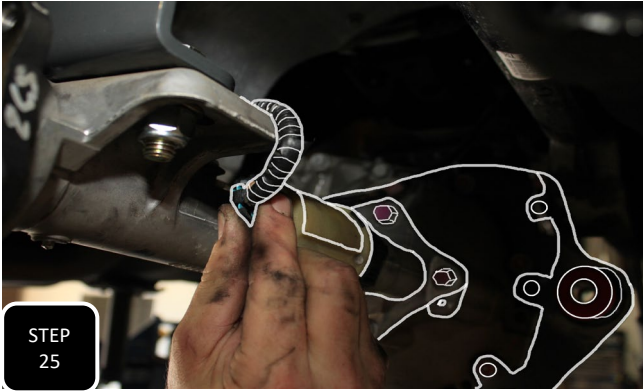
Step 22 Take the differential and stand it upright on the driver's side axle flange. The breather port will leak a little if at a high point or a lot if at a low point. Place a vacuum cap over the breather for no fluid loss. Locate the provided dorsal fin diff bracket and line it up with the front side of the diff to see which bolts need to be removed.



Step 23 Remove the 4 bolts that the bracket aligns with and then install the bracket using the 4 provided M10-1.5 x 60 bolts and the 1 provided 7/16-14 x 3" bolt, nut, & washer then tighten. **NOTE: THE BRACKET WILL ONLY FIT ONE WAY AND ALWAYS TAKE CAUTION WHEN INSTALLING A STEEL BOLT INTO ALUMINUM THREADS.**



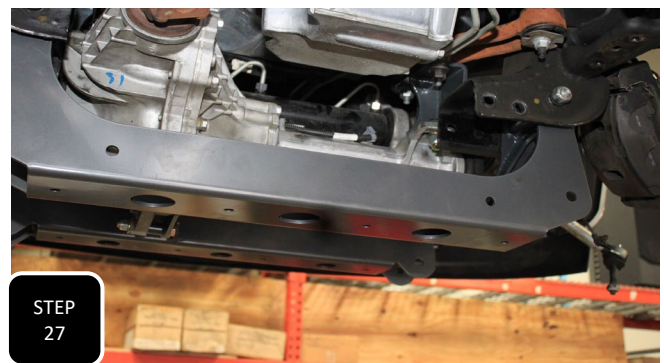
Step 24 Place the differential back onto the adjustable jack and align it with the recently install diff drop brackets. Next, loosely attach the diff using the provided 1/2" bolts on the driver's side and 9/16" bolts on the passenger side. **NOTE: THE DIFF WILL GET FULLY TIGHTENED WHEN THE WHOLE FRONT END IS BACK TOGETHER.**



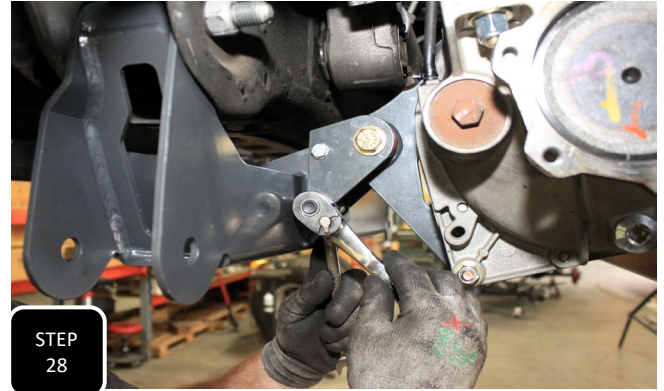
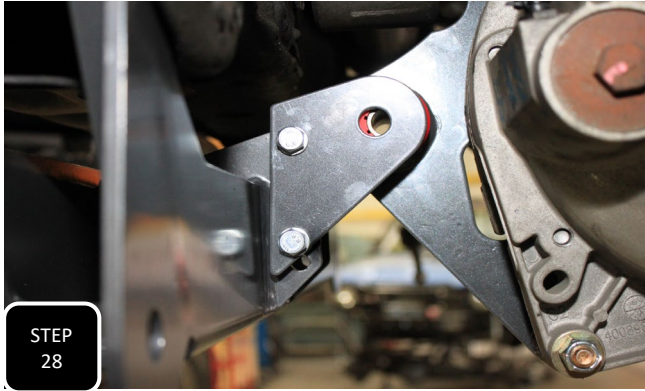
Step 25 Plug the 4wd plug back into the diff and then stretch the breather hose down to the port on the diff and secure it using the provided zip tie.



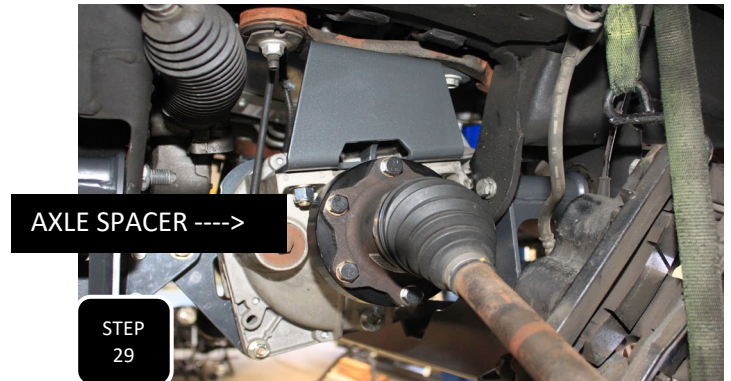
Step 26 Loosely install the rear subframe using the factory hardware. The notch in the vertical rise of the subframe goes on the driver's side, facing forward to allow for clearance with the diff.



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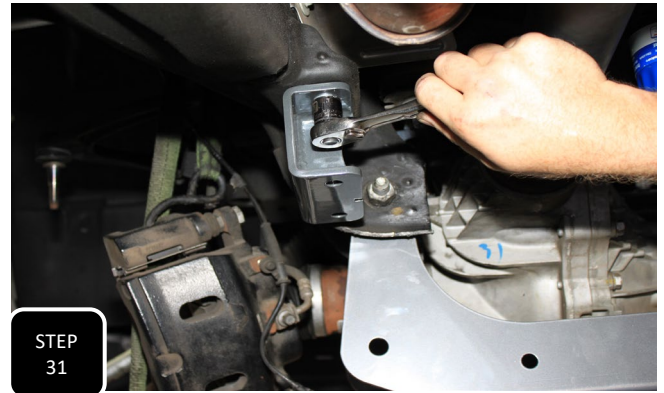
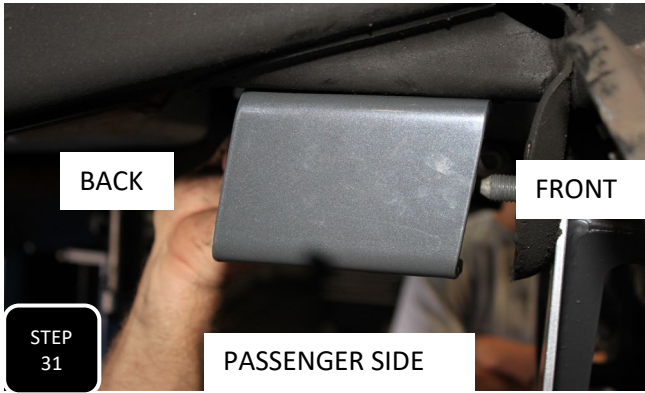
Step 28 Attach the provided diff mounting ears to the back of the front subframe using the provided M8 hardware and then attach the diff to these ears using the provided 9/16" bolt, nut, and washers. Once all have been loosely installed, then fully tighten the diff ears and dorsal fin bolt. Next, fully tighten all of the diff bolts.



Step 29 Using the provided M10 hardware, re-install both front axles with the aluminum spacers between the diff and axle.



Step 30 Attach the front driveshaft to the diff using the factory straps and bolts. **NOTE: IT IS NORMAL TO HAVE TO PULL THE DRIVESHAFT TO GET IT TO ATTACH TO THE YOKE.**



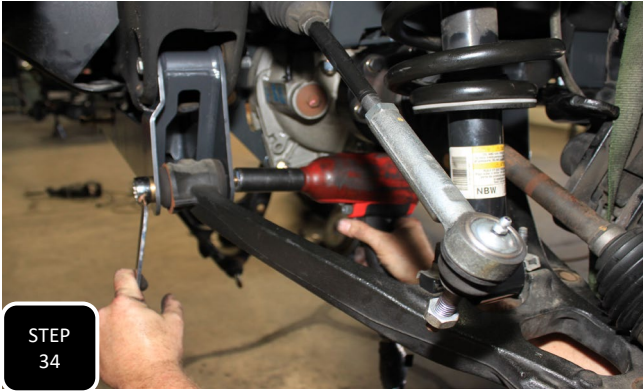
Step 31 Install the sway bar drop down brackets using the supplied M10 bolts and washers. The open end of the bracket will face the inside of the truck and the bracket needs to swoop towards the rear of the truck.



Step 32 The ends of the sway bar originally swooped upward. The sway bar will now get re-installed with the ends swooping downward, the opposite of how they were. Use the factory bolts along with the provided nuts and washers to attach the sway bar to the drop down brackets and tighten.



Step 33 Locate the two struts and attach the strut spacer to the top using the factory nuts. Next, loosely install both sides using the provided nuts. **NOTE: THE SPACERS WILL ONLY FIT ONE WAY AND DO NOT FULLY TIGHTEN THE NUTS AT THE FRAME AT THIS TIME.**



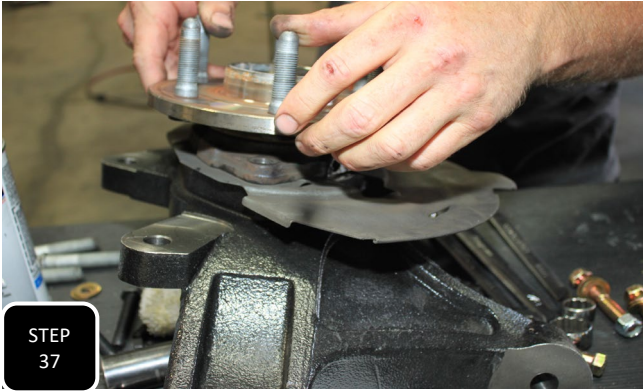
Step 34 Loosely attach both lower control arms using the provided 5/8" hardware and then swing the arms up and loosely attach them to the bottom of the strut using the factory hardware. **NOTE: DO NOT FULLY TIGHTEN THE LOWER CONTROL ARM BUSHINGS UNTIL THE TRUCK IS BACK ON THE GROUND AT RIDE HEIGHT.**



Step 35 Fully tighten the upper mounting nuts and the lower mounting bolts for both struts.



Step 36 Slide the outer CV spacer onto the end of both axles with the chamfered I.D. side facing inward. The outer CV spacer is the 2 3/4" gold ring with a chamfered I.D. on one side.



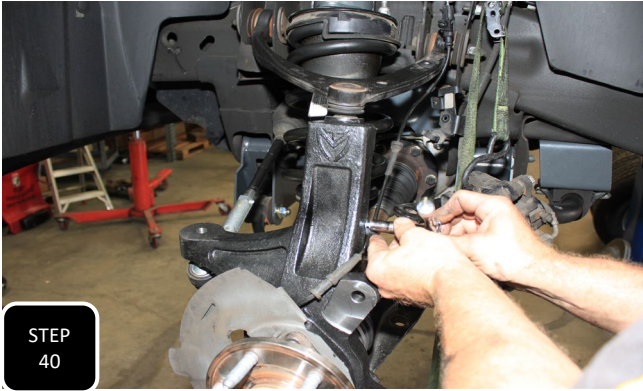
Step 37 Place the factory hub assembly along with the factory dust shield onto the new steering knuckle and then flip the assembly over and attach the two together using the factory bolts and tighten.



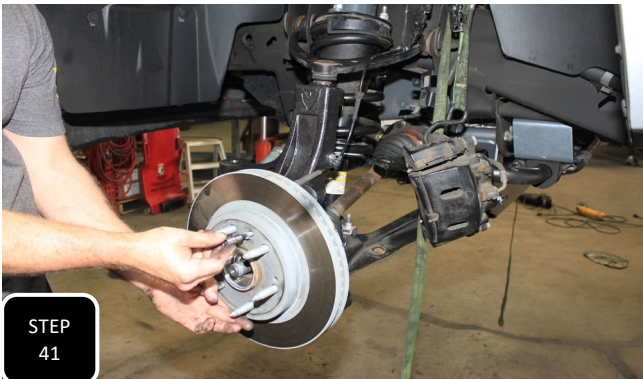
Step 38 Install the steering knuckle assembly onto the the appropriate side that you are working on with the steering arm of the knuckle facing the front of the truck. Use the factory nuts at the upper and lower ball joints and tighten to factory specs. **NOTE: SLIDE THE AXLE INTO THE HUB BEFORE CONNECTING THE BALL JOINTS.**



Step 39 Unclip the ABS line from the frame, right next to where the brake line goes from soft to hard line. Next, use the extra slack gained to guide the ABS sensor down the steering knuckle and attach it to the wheel bearing using the factory bolt.



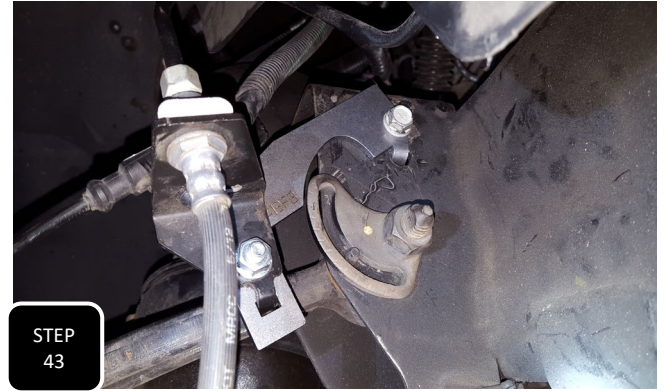
Step 40 Using the provided loom clamps and factory 6 mm bolts, guide and attach the ABS line up the back side of the neck of the steering knuckle and to the upper control arm.



Step 41 Install the rotor and secure the factory retainer screw.



Step 42 Unbolt the factory bracket that attaches the brakeline to the frame to gain extra slack in the line. Next, attach the brake caliper to the steering knuckle using the factory bolts and tighten.



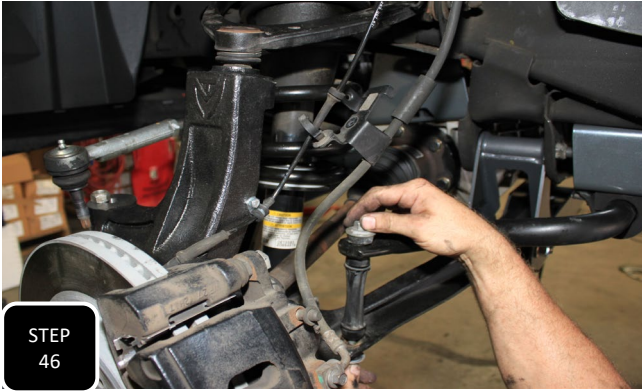
Step 43 Locate the new brakeline mounting bracket and attach it to the side of the coil bucket using the factory brakeline bracket mounting bolt. Next, attach the factory brakeline bracket to the new brakeline bracket using the provided 8mm bolt, nut, and washers.



Step 44 There is a mounting bracket on the middle of the soft brake line that needs to be removed. Very carefully, cut a groove in bracket where it wraps around the line. This will create a weak spot so you can use a flat head screw driver to pry the bracket open and remove it. **NOTE: BE VERY CAREFUL NOT TO CUT ALL THE WAY THROUGH THE BRACKET OR CUT THE LINE ITSELF.**

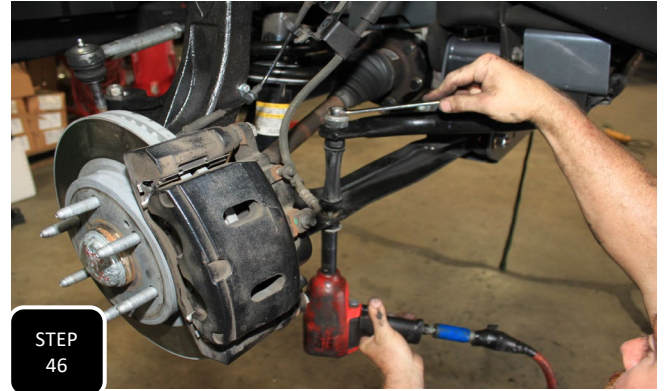


Step 45 Install the axle retainer nut on both sides and torque to factory specs. Next, re-install the factory dust cap by tapping it into place with a mallet or dead blow hammer.



STEP
46

Step 46 Assemble the sway bar end links onto the truck and then tighten them up until the nut bottoms out.



STEP
46



STEP
47

Step 47 Remove the outer tie rod from the inner tie rod and mark a line 1/2" from the end of the threaded hole and cut this 1/2" section off. **NOTE: MAKE SURE YOUR CUT IS STRAIGHT SO THAT THE JAM NUT TIGHTENS UP PROPERLY.**



STEP
47



STEP
48

Step 48 Mark a line 9/16" in from the threaded end of the inner tie rod and cut this section off. **NOTE: MAKE SURE TO CLEAN UP THE END SO THAT THE OUTER TIE ROD CAN THREAD BACK ON PROPERLY.**

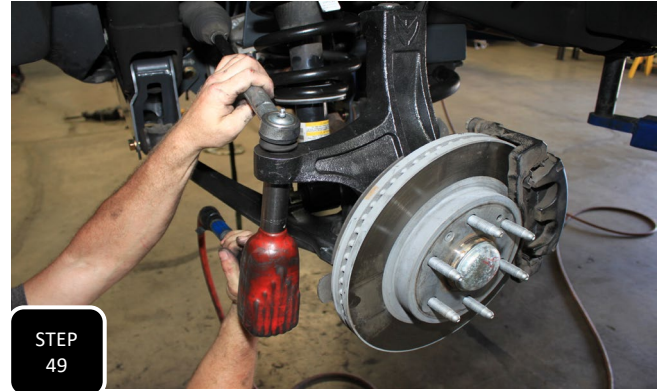


STEP
48



STEP
49

Step 49 Once both ends are trimmed down, thread them back together and attach the tie rod to the steering knuckle using the factory nut.



STEP
49

REAR LIFT INSTALLATION



STEP
1

Step 1 Jack up the rear of the truck and support under the frame with jack stands. Keep an adjustable jack under the diff for height adjustment.

NOTE: IF YOU PURCHASED THE OPTIONAL KICKER BARS, SKIP TO THE LAST PAGE INSTRUCTIONS FOR KICKER BAR INSTALL.

STEP
1



STEP
2

Step 2 Apply some pressure to the diff with the adjustable jack and then remove both rear shocks. Next, Unclip both ABS sensor lines from the frame, just behind the bump stops. **NOTE: UNCLIPPING THE ABS LINES WILL ALLOW FOR EXTRA SLACK SO THE LINE DOES NOT GET DAMAGED DURING THE INSTALL.**



STEP
2



Step 3 Using a pair of channel locks or a crescent wrench, bend the brakeline bracket on top of the diff so that the ends of the lines point up at the other end of the soft lines. **NOTE: BENDING THIS BRACKET CREATES MORE SLACK IN THE LINES.**



Step 4 Working on one side at a time, remove the U-bolts and lower the axle down so that you have room to work on the leaf pack and remove the factory lift block.



Step 5 Install the new lift block. The lift block is angled and the short side must face the front of the truck. **NOTE: THE MAX TRAC LIFT BLOCK HAS TWO CENTER PIN HOLES. INSTALL THE CENTER PIN IN THE OFF-SET HOLE, WHICH WILL PUSH THE AXLE 1 INCH FORWARD AND MINIMIZE DRIVELINE PLUNGE.**



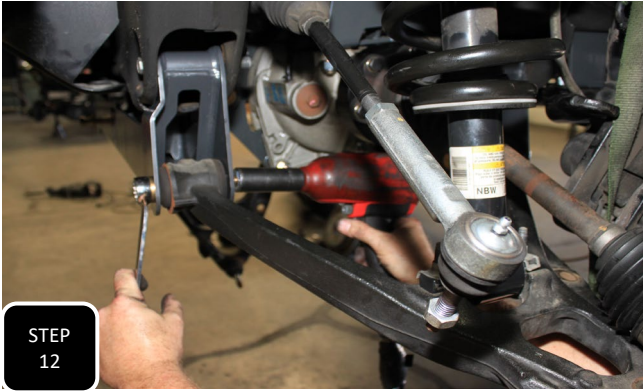
Step 9 Loosely Install the provided U-bolts, from the top down and snug up the nuts under the factory spring plate. **NOTE: DO NOT FULLY TIGHTEN THE U-BOLTS UNTIL BOTH REAR BLOCKS HAVE BEEN INSTALLED. ONCE BOTH ARE INSTALLED, TORQUE THE U-BOLTS TO 100 FT/LBS.**



Step 10 Install the new longer shocks using the factory hardware and tighten. **NOTE: MAX TRAC SHOCKS MUST BE MOUNTED WITH THE BODY AT THE AXLE AND THE SHAFT AT THE FRAME OR THEY WILL NOT WORK PROPERLY. FOX SHOCKS WILL MOUNT THE OPPOSITE, WITH THE BODY ON THE FRAME AND SHAFT AT THE AXLE.**



Step 11 Install the new wheels and tires, then move the truck forward and back about 10 feet while moving the steering back and forth to settle the suspension. Next, adjust the vehicles toe alignment close to straight so that the vehicle is safe to drive to the alignment shop.



Step 12 Now that the suspension is settled and the vehicle is sitting at ride height, go back and tighten all of the bolts that were left loose. **NOTE: TIGHTENING THE CONTROL ARM BUSHINGS AND DIFFERENTIAL WHILE THE TRUCK IS AT RIDE HEIGHT WILL ENSURE THE DIFF IS CENTERED AND PROLONG THE LIFE 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**

***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.