

420520

1988-1998 GM 1500

2" REAR SPRING HANGER INSTALLATION INSTRUCTIONS

- * MAX TRAC LOWERING HANGERS REPLACE THE FACTORY HANGER AT THE FRONT OF THE LEAF SPRING.
- * THE BED MOUNT ON THE PASSENGER SIDE WILL NEED TO BE TRIMMED DOWN.

*****RIDE HIEGHT SHEET PROVIDED ON THE BACK*****

- 1) Jack up the rear axle and support the truck under the frame rails with jack stands.
- 2) Loosen, but do not remove both bolts at the shackle.
- 3) Loosen, but do not remove the spring bolt at the front of the leaf spring.
- 4) Lower the rear axle enough so that tension is taken off of the front spring bolt and remove the bolt.
- 5) Using a die grinder or an angle grinder with a cutting wheel, make one cut down the middle of each rivet attaching the factory hanger to the frame. Ensure the cut goes all the way through the head of the rivet, but not into the surface of the hanger.
- 6) Use a pneumatic hammer with a chisel attachment to remove the head of the rivets. **NOTE: Rivet heads should come off relatively easy. If not, more cuts may be necessary.**
- 7) Using a pneumatic hammer with a punch attachment, punch the rivets through the hanger and remove the hanger.
- 8) The passenger side bed mount will need to be trimmed to clear the new hanger. Using a suitable cutting device, cut as necessary now. See the images below for reference.
- 9) Install the Max Trac hanger using the provided hardware and tighten.
- 10) The new E-brake bracket will get attached to the driver's side leaf spring bolt with the bent portion towards the rear of the truck.
- 11) Re-install the leaf spring into the hanger using the factory bolt, but do not tighten.
- 12) Once the truck is off the jack stands and completely on the ground, jump on the rear bumper a few times to ensure the suspension is completely settled, then tighten all 3 leaf spring bolts.





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	_____	_____	_____