



PART# K947225/K947325
2014+ RAM 2500 4WD
2013+ RAM 3500 4WD
2.5" LIFT KIT



5-7 HOUR INSTALL TIME

4 LINK KIT WITH VULCAN SERIES
RESERVOIR SHOCKS FEATURED



Recommended Tire size: Recommended wheel size:

***ROD ENDS DO NOT COME GREASED. GREASE ALL 4
CONTROL ARM ROD ENDS BEFORE DRIVING.**

***THE LOWER LINKS CAN BE ADJUSTED ON THE TRUCK FOR
ALIGNMENT FINE TUNING**

EDITED 4/9/2025

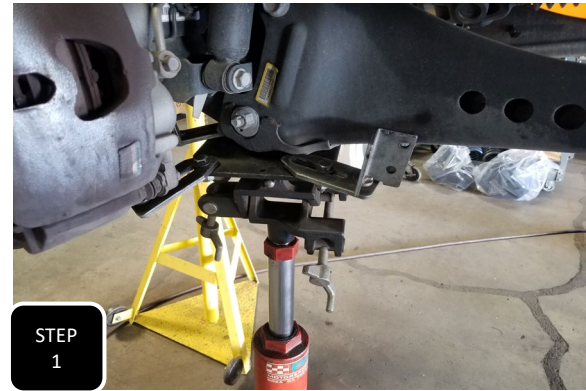
FRONT BOX KITS			
Box #	Components	Hardware	Hardware Pack #
947200-6	(1) 997200 ADJUSTABLE FRONT TRAC BAR (2) 752825 FRONT LIFT COILS		
947200-7	(2) 9428RAB-25 RADIUS ARM BRACKET (1) 9428RAB-2 DS NUT PLATE	(1) SMXSQU-BOLT-9.0 (2) SMX9/16 HINUT (2) SMX9/16 WASHER (2) 1/2-13 X 9" HEX CAP SCREW (2) 1/2" FLAT WASHER (2) 1/2" SPLIT LOCK WASHER (2) M18-2.5 X 110 HEX CAP SCREW (2) M18-2.5 NYLOCK NUT (4) M18 FLAT WASHER (1) 12" ZIP TIE	9472H-RAH
947200-3	(1) 94284LB-D DRIVER SIDE LINK BRACKET (1) SMX852800D UPPER LINK ARM (1) SMX853300D LOWER LINK ARM (1) SMXLINKBUNG LOWER LINK ADJUSTABLE BUNG (2) SYZ-F001 REBUILDABLE ROD END (2) SYZ16R 1 1/4" JAM NUT	(2) M18-2.5 X 140 HEX CAP SCREW (2) M18-2.5 NYLOCK NUT (4) M18 FLAT WASHER (4) SMX LINK SLEEVE (4) M8-1.25 X 40 SOCKET HEAD SCREW (4) M8-1.25 NYLOCK NUT	9472H-4L (2 PKS/KIT)
947200-4	(1) 94284LB-P PASSENGER SIDE LINK BRACKET (1) SMX852800P UPPER LINK ARM (1) SMX853300P LOWER LINK ARM (1) SMXLINKBUNG LOWER LINK ADJUSTABLE BUNG (2) SYZ-F001 REBUILDABLE ROD END (2) SYZ16R 1 1/4" JAM NUT	(2) 9/16-12 X 4 1/2" HEX CAP SCREW (2) 9/16-12 NYLOCK NUT (4) 9/16" FLAT WASHER (1) SMXSQU-BOLT-9 (2) SMX9/16 HI NUT (2) SMX9/16 WASHER (1) 12" ZIP TIE	9472H-LH (2 PKS/KIT)
RAM 2500		SHOCK KITS	
Box #	Components	Box #	Components
947225S	(2) SMX2300SL-8 (2) SMX2400SL-8	947325S	(2) SMX2300SL-8 (2) SMX2800LL-4
947225F	(2) 763323F (2) 772825F	947325F	(2) 763323F (2) 770928F-4
947225FR	(2) 763322FR (2) 772824FR	947325FR	(2) 763322FR (2) 779929FR
947225V	(2) 763323V (2) 772825V	947325V	(2) 763323V (2) 772825V

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



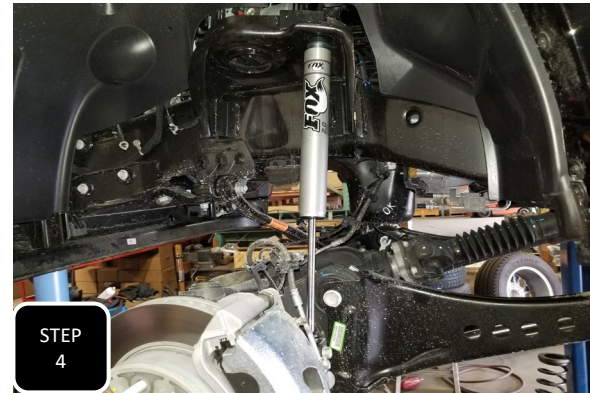
Step 1 Jack up the front end of the vehicle and support under the frame rails with jack stands. Keep an adjustable jack under the axle for height adjustment.



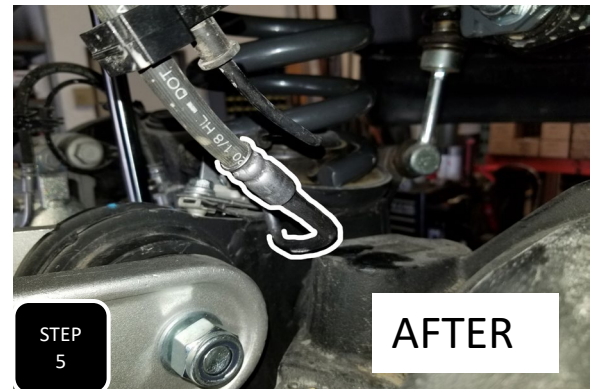
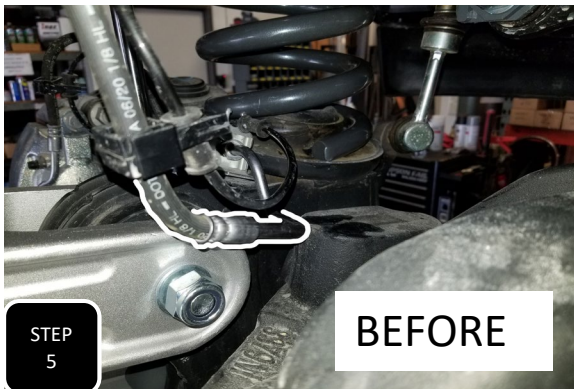
Step 2 Unbolt the sway bar from both end links and save the nut for re-installation.



Step 3 Move the jack to the driver's side of the axle and apply pressure. Then unbolt the drivers side shock from the axle and lower the axle so that you can remove the coil along with the rubber isolator.



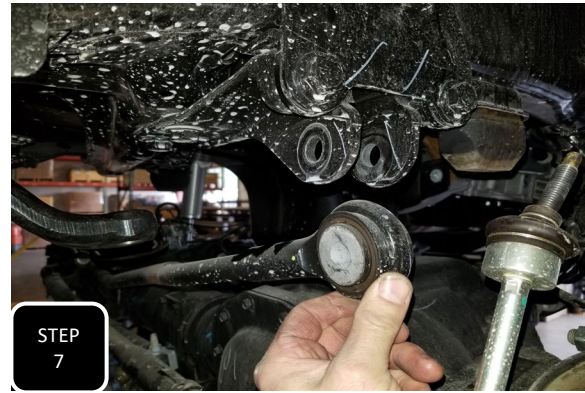
Step 4 Completely remove the driver's side shock and loosely install the new shock as support for the axle while you are installing the lift. Next, repeat steps 3-4 on the passenger side and then move the jack back to the driver's side.



Step 5 Locate where the brake line goes from soft line to hard line on the axle and gently bend the hardline upward so that it is at about a 45 degree angle to allow for more slack in the line.



Step 6 Unbolt the brake line bracket on both axles and unclip the wiring harness for the 4wd module. **NOTE: THIS IS A SAFETY PRECAUTION SO AS NOT TO DAMAGE EITHER DURING THE INSTALL.**



Step 7 Remove the bolt attaching the trac bar to the bracket on the frame and separate. Allow the trac bar to rest on the axle.



Step 8 Unbolt the trac bar from the axle and completely remove the trac bar. Save the hardware for re-installation.



Step 9 Loosen all 3 radius arm mounting bolts on both sides, but do not remove them.

NOTE: IF INSTALLING THE RADIUS ARM LIFT KIT THEN CONTINUE WITH STEP 10. IF INSTALLING THE 4 LINK KIT THEN SKIP TO STEP 19



Step 10 For the driver's side, you will need to create space between the wire harness on top of the frame and the module on the inside of the frame by prying the christmas tree retainer clips from the frame.



Step 11 Loosely install the radius arm drop down bracket using the factory bolt.



Step 12 Insert the provided 9428RAB-2 nut plate on top of the frame, behind the E-brake bracket with the notched edge facing the front of the truck and the nut towards the outside of the frame facing downward. **NOTE: THIS E-BRAKE BRACKET IS ONLY ON 2021 AND NEWER TRUCKS.**



Step 13 Models without the welded on brake line will look like this to where the nut plate will openly sit on top of the frame.



Step 14 Loosely attach the provided 1/2-13 x 9" bolts, washers, and lock washers to the nut plate on top of the frame. Push the bracket up tight to the frame and torque the factory bolt to factory specs and the 1/2" bolts to 90 ft/lbs.



Step 15 Loosely install the radius arm using the factory bolts at the axle and the provided M18 x 130 bolt at the bracket.
NOTE: DO NOT FULLY TIGHTEN ANY OF THESE 3 BOLTS UNTIL THE TRUCK IS ON THE GROUND AT RIDE HEIGHT.



Step 16 For the passenger side, slide the supplied U-bolt over the frame, just behind the cross member behind the factory radius arm bracket and allow it to hang vertically.



Step 17 Loosely install the radius arm drop bracket using the factory bolt and push the bracket up tight against the frame, then tighten the U-bolt first. Next, torque the factory bolt to factory specs and the U-bolt to 100 ft/lbs.



Step 18 Loosely install the radius arm using the factory bolts at the axle and the provided M18 x 130 bolt at the bracket.
NOTE: DO NOT FULLY TIGHTEN ANY OF THESE 3 BOLTS UNTIL THE TRUCK IS ON THE GROUND AT RIDE HEIGHT.

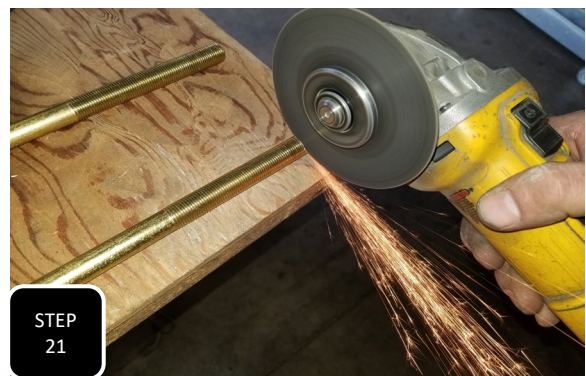
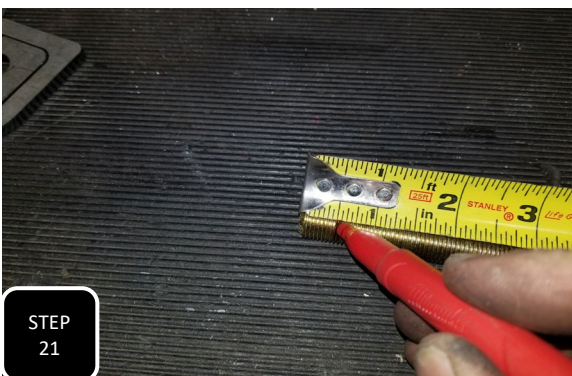
4 LINK INSTALLATION



Step 19 Unbolt and remove the skid plate under the transfer case and set aside to be re-installed later.



Step 20 Remove the mounting nuts for the cross member just inside the radius arm bracket and push the bolts back so that the heads are not sticking out of the cross member.



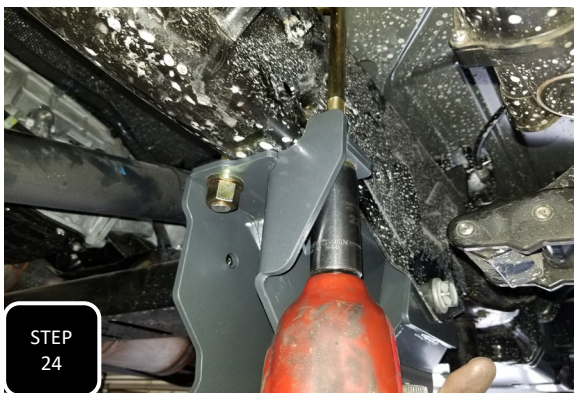
Step 21 Locate the provided 9" long, square U-bolts for the 4link brackets, mark a cut line 1/2" down the threads of "only" one side, then cut that leg off the U-bolt on that line so that it is 1/2" shorter.



Step 22 Working at the front of the cross member, pry the plastic fuel line guide bracket away from the frame and install the provided U-bolt over the frame from the top down with the shorter leg of the U-bolt on the inside of the frame.



Step 23 Locate the appropriate side 4link bracket so that when installed the Max Trac logo faces outward and the 2 holed side bracket faces inward. Loosely install the bracket using the factory radius arm bolt at the main hole, slide the two cross member bolts forward, and align the U-bolt with the top holes.



Step 24 First snug up the U-bolt nuts, then the cross member bolts, and lastly the original radius arm bolt. Once all is snug and the bracket is up in place, go back and torque all bolts to factory specs. The U-bolt should get torqued to 100 ft/lbs.



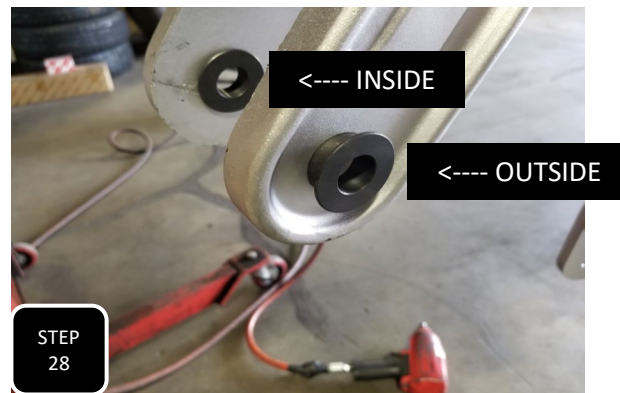
Step 25 Get all 4 link arms in front of you with all of the Max Trac logos facing in the same direction and the two holed pinch seem facing up. Loosely install the provided M8 socket head bolts with the head of the bolt on the same side as the top of the Max Trac logo.



Step 26 Adjust the upper links to 28.5" (the shorter link) and the lower links to 31 5/8" (the longer link). Now locate the links for the side that you are working on first. The driver's side links, when installed will have the Max Trac logo facing upright and the two pinch bolts facing outward when installed. **NOTE: THE ROD ENDS ARE NOT PRE-GREASED AND REQUIRE GREASE FOR PROPER FUNCTION.**



Step 27 The upper links will not require any further adjustment so tighten down the pinch bolts now. Use a flat head screw driver, wedged between the nut and wall of the hole, to hold the nut from spinning. **NOTE: THE GAP BETWEEN THE UPPER ARM AND FRAME WILL BE VERY TIGHT AND MAKE IT VERY DIFFICULT TO TIGHTEN THESE PINCH BOLTS AFTER THE ARM IS INSTALLED.**



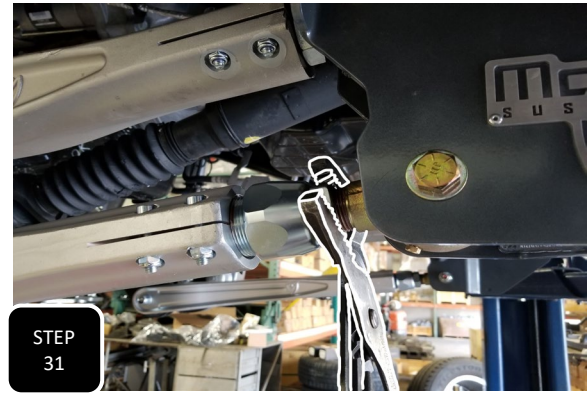
Step 28 Loosely attach both links to the 4link bracket first using the provided 9/16" bolts and then install the provided machined, hat looking, sleeves on the other end of the link with 1 hat inside the clevis and 1 hat on the outside.



Step 29 Loosely attach the links to the axle using the provided M18 bolts. After the first link is attached, you will want to remove one of the radius arm bolts, at the axle, on the other side so that the axle can be slightly rotated to attach the second link.



Step 30 Tighten down the frame side bolts of the links completely and the axle side only hand tight. The axle side will get fully tightened when the truck is back on the ground at ride height. Torque the rod end bolts to 100 ft/lbs.



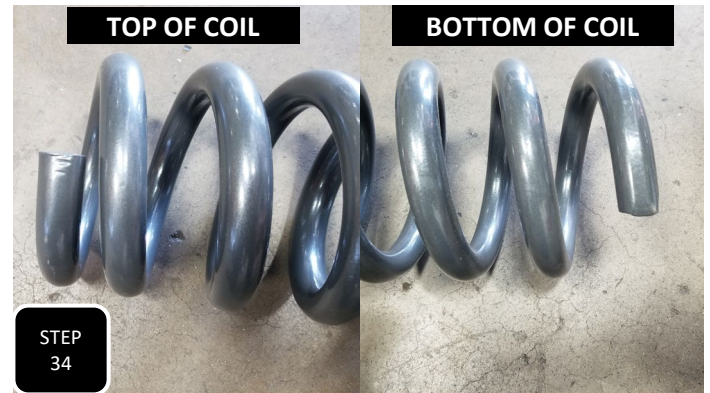
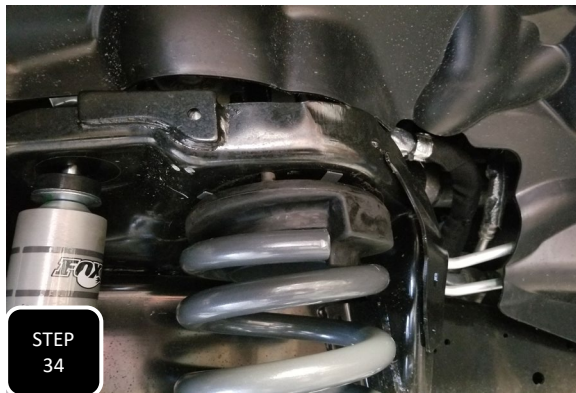
Step 31 Tighten down both lower arm, M8 pinch bolts and then cinch down the two jam nuts on the rod ends.
REPEAT STEPS 20-31 ON THE OTHER SIDE.



Step 32 Use the supplied zip tie to attach the fuel line assembly to the U-bolt.



Step 33 Move the jack to the driver's side of the axle and apply pressure. Remove the nut at the top of the shock and lower the axle to make room for the new coil.



Step 34 Place the rubber isolator on top of the new coil and install the coil. Make sure the nipple on the isolator aligns with the hole in the coil bucket then jack up the axle so that pressure is applied and re-attach the shock. **NOTE: THE COIL NEEDS TO BE INSTALLED WITH THE FLATTER SIDE FACING UPWARD AND THE PART # RIGHT SIDE UP.**



Step 41 Repeat steps 33-34 on the other side and then tighten the top and bottom of both shocks.



Step 36 Loosely install the new adjustable trac bar using the factory hardware. The stamped arc in the trac bar needs to be towards the frame so that the trac bar clears the diff. Do not fully tighten the bolts yet. **NOTE: USE THE ADJUSTABILITY OF THE TRAC BAR FOR EASE OF INSTALLING THE BOLTS, BUT DON'T WORRY ABOUT FINAL ADJUSTMENTS UNTIL THE TRUCK IS ON THE GROUND AT RIDE HEIGHT.**



Step 37 Attach the sway bar to the factory end links and tighten using the factory nuts.



Step 38 Re-attach the brake line brackets to the top of the axle and ensure that the brake lines are not tight when the suspension is at full droop. Next, re-install the skid plate under the transfer case and tighten.



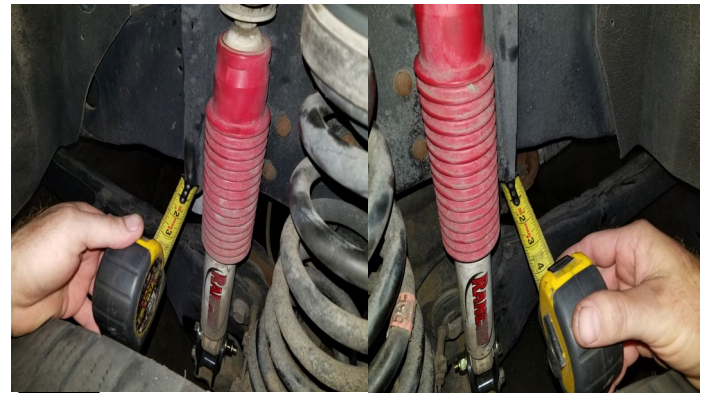
Step 39 Re-install the wheels and tires then lower the truck to the ground. Once at ride height, tighten down the links to the axle. All 4 bolts will get torqued to 200 ft/lbs. **NOTE: IF INSTALLING THE RADIUS ARM KIT YOU WILL ALSO TIGHTEN THE BOLT AT THE FRAME BRACKET NOW, 6 BOLTS TOTAL FOR RADIUS ARM BRACKETS.**



STEP
40

STEP
40

Step 40 Torque both trac bar mounting bolts to 250 ft/lbs.



STEP
41

Step 41 Loosen up the bolts for the clamps on the trac bar. Next. Find consistant measurement spots between each front tire and the frame, then adjust the trac bar until your measurements on both sides are equal then tighten down the clamp bolts.



STEP
42

Step 42 Loosen the adjustment nut/nuts on the steering drag link and adjust the length until the steering wheel is straight. **NOTE: DO NOT WORRY ABOUT GETTING IT PERFECT. THE ALIGNMENT SHOP WILL FINALIZE THIS WHEN THE TRUCK GETS ALIGNED.**

REAR INSTALLATION INSTRUCTIONS FOR 2500 AND 3500



Step 1 Jack up the rear of the truck and support under the frame with jack stands. Apply pressure to the rear diff with an adjustable jack and remove both rear shocks.

RAM 3500 TOP OF SHOCK



Step 2 The top of the shock on Ram 3500's is a standard loop with a bushing. Remove the nut and then the shock.

RAM 2500 TOP OF SHOCK



Step 3 The top of the shock on Ram 2500's is a standard stem that is hidden behind the plastic wheel well liner. Using a knife, cut a clean opening for access to the stem nut and remove the shock.

RAM 3500 TOP OF SHOCK



Step 4 Install the new shocks and tighten using factory hardware. Max Trac shocks need to be installed with the shaft of the shock at the frame and the body at the axle. Fox shocks get installed opposite of that. **NOTE: MAXTRAC SHOCKS ARE A TWIN TUBE SHOCK THAT NEEDS TO BE FULLY CYCLED BEFORE INSTALL SO FULLY COMPRESS THEM & LET THEM REBOUND ABOUT 2-3 TIMES.**

RAM 2500 TOP OF SHOCK



Step 5 Install the new shocks and tighten using factory hardware at the bottom. **NOTE: MAXTRAC SHOCKS ARE A TWIN TUBE SHOCK THAT NEEDS TO BE FULLY CYCLED BEFORE INSTALL SO FULLY COMPRESS THEM & LET THEM REBOUND ABOUT 2-3 TIMES.**

-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



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.