



**KIT # K944325**

**2023+ F-250/350 4WD**

**2.5" LIFT KIT**



**5 HOUR INSTALL TIME**



**RECOMMENDED TIRE SIZE:**  
**35" X 12.5" ON 18" X 9" WHEEL W/ 5.5" BS**

**4 LINK KIT WITH VULCAN SERIES RESERVOIR SHOCKS FEATURED ABOVE**



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

**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**

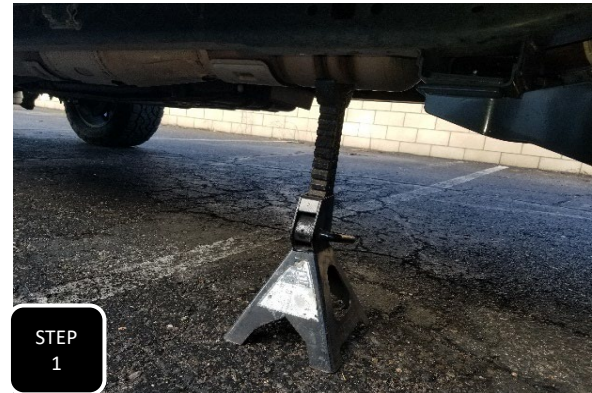
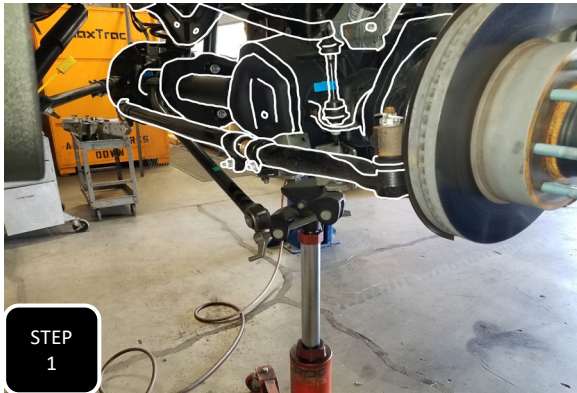
**PRIOR TO INSTALLATION:**

- 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**

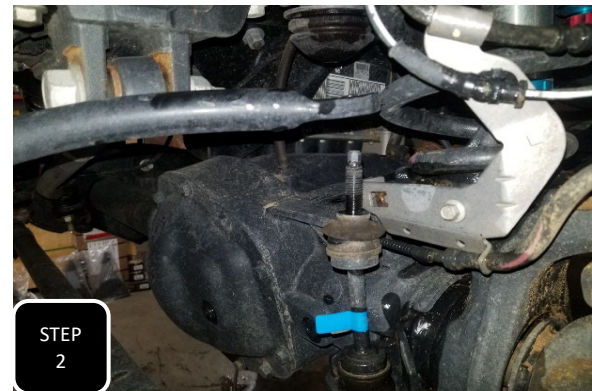
**AFTER REMOVING PARTS FROM VEHICLE, SAVE HARDWARE FOR REINSTALLATION**

EDITED 4/17/2025

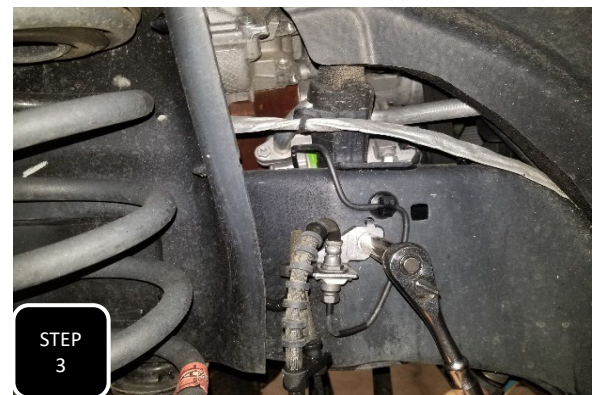
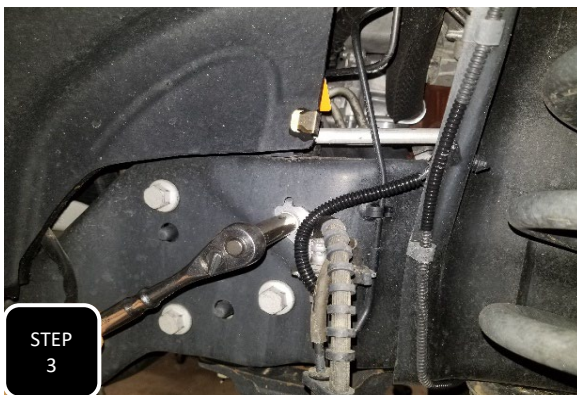
FRONT BOX KITS			
Box #	Components	Hardware	Hardware Pack #
943300-6	(1) 943300 ADJUSTABLE FRONT TRAC BAR	(2) M8-1.25 X 75 HEX CAP SCREW	9433H-BS
	(2) 753325 2.5" LIFT FRONT COIL	(2) M8 FLAT WASHER	
943300-6	(2) 9498FBS ALUMINUM BUMP STOP EXTENSION	(2) M8-1.25 X 20 HEX CAP SCREW	9433H-BL
	(1) 8833FB-2.5D DRIVE SIDE BRAKE LINE BRACKET	(2) M8-1.25 NYLOCK NUT	
	(1) 8833FB-2.5P PASS SIDE BRAKE LINE BRACKET	(4) M8 FLAT WASHER	
944300-7	(2) 9433RAB-2.5 RADIUS ARM BRACKET	(2) M18-2.5 X 130 HEX CAP SCREW (2) M18-2.5 NYLOCK NUT (4) M18 FLAT WASHER (2) 3/8-16 x 4 1/2" HEX CAP SCREW (2) 3/8-16 NYLOCK NUT (4) 3/8 FLAT WASHER (2) M12-1.5 X 40 SOCKET HEAD SCREW (2) M12-1.5 NYLOCK NUT (4) M12 FLAT WASHER	9443H-RAH
944300-3	(1) 88434LB-1D DRIVE SIDE 4 LINK BRACKET (1) 88434LB-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) 9/16-12 X 4 HEX CAP SCREW (2) 9/16-12 NYLOCK NUT (4) 9/16 HARDENED FLAT WASHER (1) 3/8-16 x 4 1/2" HEX CAP SCREW (1) 3/8-16 NYLOCK NUT (2) 3/8 FLAT WASHER (1) M12-1.5 X 40 SOCKET HEAD SCREW (1) M12-1.5 NYLOCK NUT (2) M12 FLAT WASHER	9443H-LH
		(4) SMX4LINKSLEEVE (LG MACHINED ADAPTOR) (2) M18-2.5 X 140 HEX CAP SCREW (2) M18-2.5 NYLOCK NUT	9433H-4L
944300-4	(1) 88434LB-1P PASS SIDE 4 LINK BRACKET (1) 88434LB-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) 9/16-12 X 4 HEX CAP SCREW (2) 9/16-12 NYLOCK NUT (4) 9/16 HARDENED FLAT WASHER (1) 3/8-16 x 4 1/2" HEX CAP SCREW (1) 3/8-16 NYLOCK NUT (2) 3/8 FLAT WASHER (1) M12-1.5 X 40 SOCKET HEAD SCREW (1) M12-1.5 NYLOCK NUT (2) M12 FLAT WASHER	9443H-LH
		(4) SMX4LINKSLEEVE (LG MACHINED ADAPTOR) (2) M18-2.5 X 140 HEX CAP SCREW (2) M18-2.5 NYLOCK NUT	9433H-4L
SHOCK KITS			
Box #	Components	Box #	Components
943325S	(2) 2400SL-8 (2) 3200LL-4	943325F	(2) 763324F (2) 773333F
943325V	(2) 2400SLV-4 (2) 3200LLV-4	943325VR	(2) 2400SLVR-4 (2) 3200LLVR-4



**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.

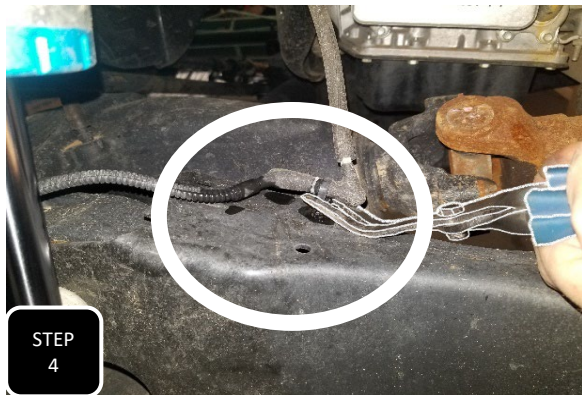


**Step 2** Unbolt the sway bar from the end link on both sides and separate.



**Step 3** Unbolt the brake lines from the frame at both sides and un-ravel the hard brake line a little bit. **NOTE: THIS WILL ALLOW FOR SLACK IN THE LINE WHEN THE COILS ARE REMOVED.**

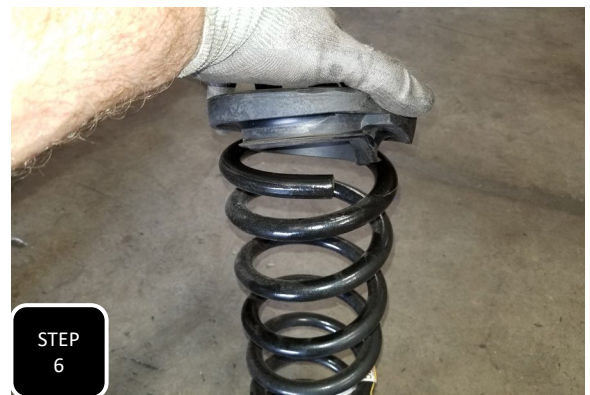




**Step 4** Unclip the hub vacuum line from the top of the driver's side radius arm. Next, Unclip the hub vacuum line from the side of the bump stop striker plate on the passenger side of the axle.



**Step 5** 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.

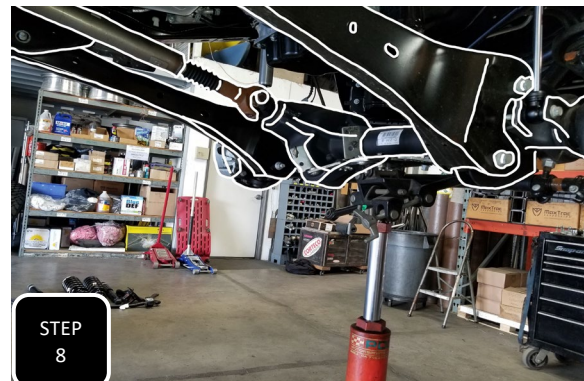


**Step 6** Lower down the axle and remove the coil. Separate the rubber isolator and save for use on the new coils.  
**NOTE: TAKE CARE NOT TO DAMAGE THE BRAKE LINE OR ABS LINE.**





**Step 7** Loosely attach the new shock to hold the axle, then move the jack to the passenger side and repeat steps 5-7.  
**NOTE: THE SHOCKS WILL HOLD THE AXLE AS YOU MOVE THE JACK AND CONTINUE THROUGH THE INSTALL.**



**Step 8** 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.



**Step 9** Unbolt the nut attaching the trac bar to the axle and break the joint loose by hitting the side of the axle hole with a hammer. **NOTE: NEVER HIT A ROD END ON THE THREADS.**



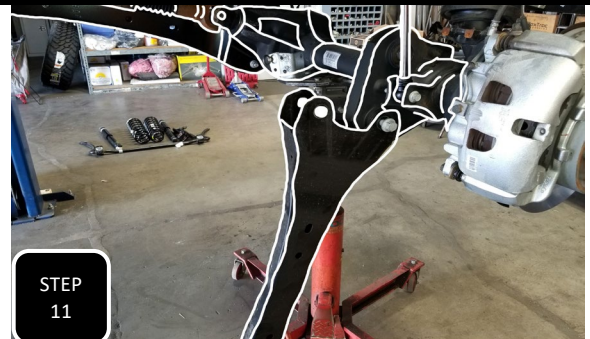


STEP  
10

STEP  
10

**Step 10** Unbolt the trac bar from the frame and remove the trac bar. **NOTE: SAVE THE MOUNTING BOLT FOR THE INSTALL OF THE NEW TRAC BAR.**

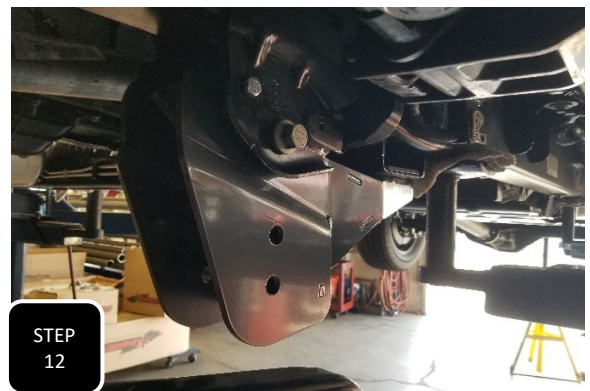
**NOTE: IF INSTALLING THE RADIUS ARM LIFT KIT THEN CONTINUE WITH STEP 11. IF INSTALLING THE 4 LINK KIT THEN SKIP TO STEP 15**



STEP  
11

STEP  
11

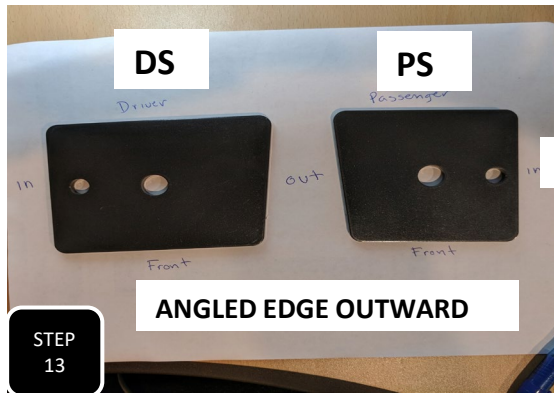
**Step 11** Loosen all 3 radius arm bolts, one side at a time. Then remove the upper bolt at the axle and the bolt at the frame and pivot the radius arm down out of the way. **NOTE: WORK ON ONE SIDE AT A TIME SO THAT THE AXLE IS SAFELY SUPPORTED AT ALL TIMES.**



STEP  
12

STEP  
12

**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 3/8-16 x 4 1/2" bolt at the small hole.



**Step 13** Locate the flat plate labeled DS and slide it into the cross member above the back of the radius arm bracket. Line up the hole and loosely attach the plate and bracket together using the provided M12-1.5 X 40 socket head allen bolt. **NOTE: THE DRIVER'S SIDE IS THE LONGER OF THE TWO PLATES.**



**Step 14** Swing the radius arm up and attach it to the new bracket using the provided M18 bolt, nut, & washers.



**Step 15** Repeat steps 11-14 on the passenger's side and then tighten the bolts attaching the bracket to the frame, the M18 bolt gets torqued to 200 ft/lbs, the 3/8" to 45 ft/lbs and the M12 socket head bolt to 50 ft/lbs. The radius arm bolts will not get tightened until the truck is on the ground at ride height.



## 4 LINK INSTALLATION

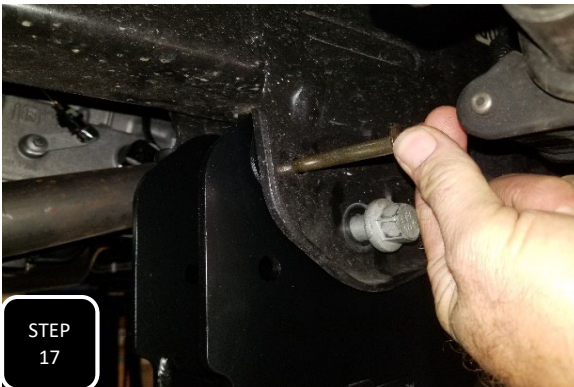


STEP  
16

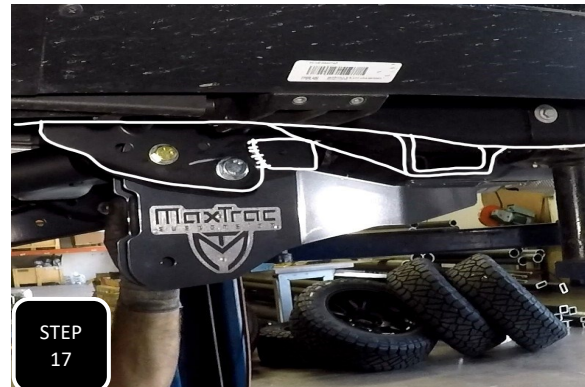


STEP  
16

**Step 16** 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.**

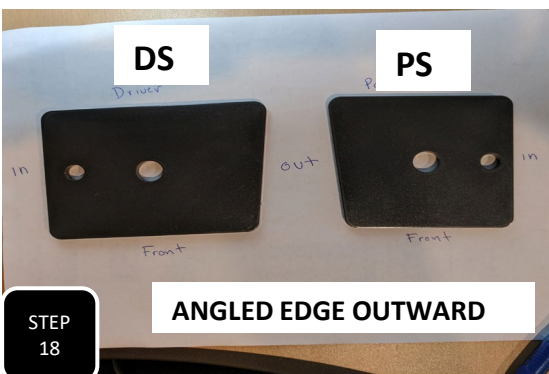


STEP  
17



STEP  
17

**Step 17** Loosely install the 4 link bracket using the provided M18 bolt at the large hole and the 3/8-16 x 4 1/2" bolt at the small hole. **NOTE: SOME MODELS HAVE A FACTORY BRACKET TO WHICH THIS HOLE IS SHIFTED FURTHER THAN THE RANGE OF OUR SLOTTED HOLE. THAT IS FINE, JUST OMIT INSTALLING THIS BOLT. IT IS JUST FOR REFERENCE AND NOT NEEDED FOR STRUCTURAL SUPPORT.**



STEP  
18

**ANGLED EDGE OUTWARD**

**FLAT EDGE INWARD**



STEP  
18

**Step 18** 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 M12" socket head allen bolt. Once all of the bolts have been installed, torque the large, M18 bolt to 200 ft/lbs and both the 3/8" and M12 socket head allen bolt to 50 ft/lbs. **NOTE: THE DRIVER'S SIDE IS THE LONGER PLATE**

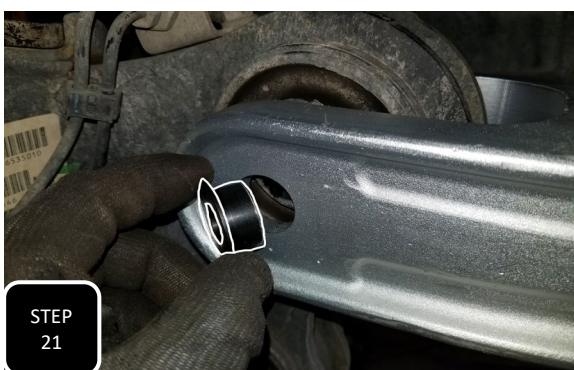




**Step 19** Locate 1 of the 4 arms. There should be 2 DS where the "MT" logo is facing up and the pinch bolts are facing outward. The PS arms are the opposite. Adjust the arm to a length of 32" from eye-eye with the grease fitting facing downward. Next, grease the rod end and loosely install it into 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 20** Locate the other arm that matches the one you just installed, adjust it to an eye-eye length of 32 1/2" 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 21** 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 22** 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 23** 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**

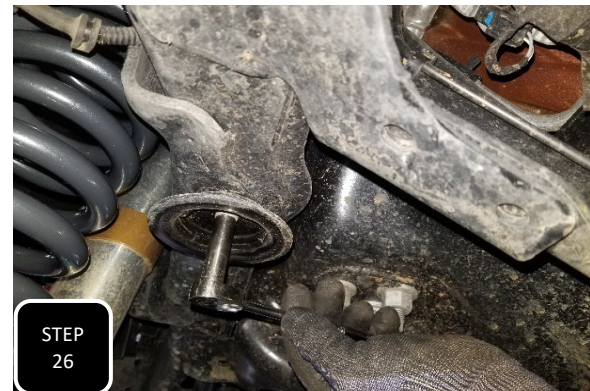
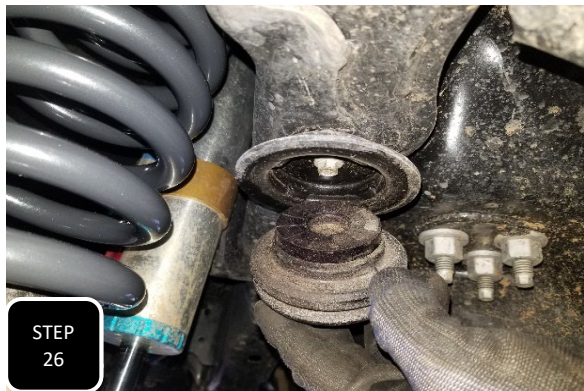


**Step 24** Move your adjustable jack under the driver's side of the axle and apply pressure so that you can remove the lower shock bolt and then lower the axle down. Next, Install the new lift coil with the factory rubber isolator on top, jack the axle back up and re-attach the shock. **Repeat this step on the other side.**





**Step 25** Tighten up both ends of both front shocks.

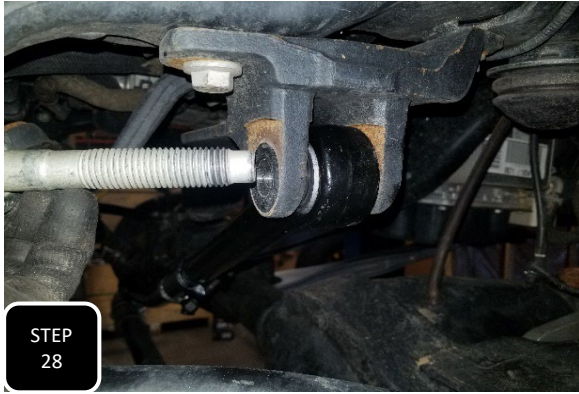


**Step 26** Pry the factory bump stop out of its mounting cup on the frame and then remove the single mounting bolt and mounting cup.

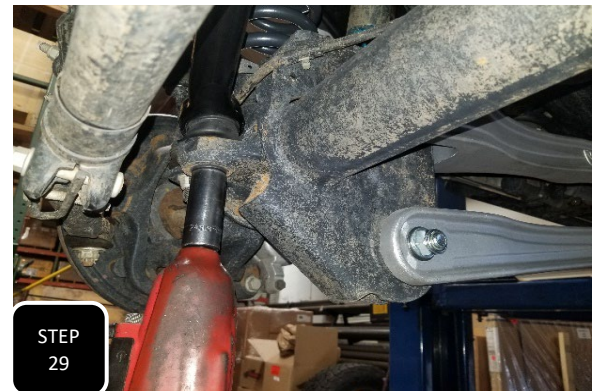


**Step 27** Locate the provided bump stop extensions and install them between the bump stop mounting cup and the frame using the supplied M8-1.25 x 75mm bolts and torque to 18 ft/lbs. Next, spray some WD-40 on the bump stop and pop it back into the mounting cup.

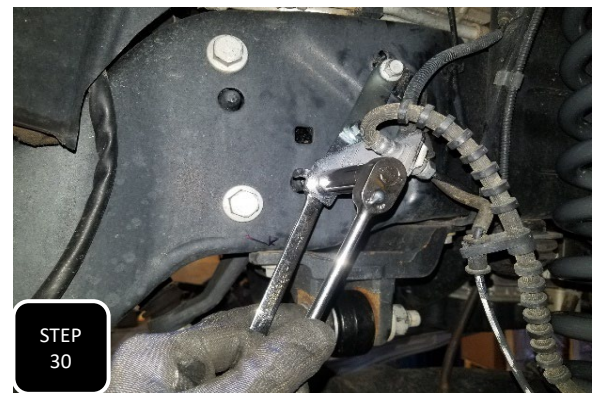




**Step 28** Loosely attach the new, adjustable trac bar to the frame using the factory bolt and only snug up the bolt.  
**NOTE: THIS BOLT WILL NOT GET FULLY TIGHTENED UNTIL THE TRUCK IS BACK ON THE GROUND AT RIDE HEIGHT.**



**Step 29** Loosen the adjustment collar of the trac bar and adjust the length until the rod end drops into the mounting hole on the axle. Next, torque the nut to 200 ft/lbs. **NOTE: FINAL ADJUSTMENTS WILL BE MADE WHEN THE TRUCK IS BACK ON THE GROUND AT RIDE HEIGHT.**



**Step 30** Locate the provided brake line brackets. The longer one is for the driver's side. Attach the side with the bent tab to the frame using the factory bolt. Next, gently unravel the factory hard brake line until it reaches the new mounting hole. You will want to separate the ABS line and re-route it around the factory brake line bracket, then





**Step 31** Attach the passenger side, shorter bracket to the passenger side frame hole using the factory bolt. Next, gently unravel the factory hardline until the factory bracket reaches the new mounting hole on the provided bracket and attach the two using the provided M8-1.25 x 20mm bolt, nut, and washers.

## REAR INSTALLATION



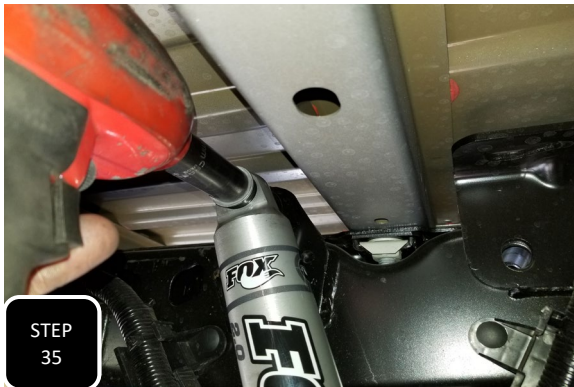
**Step 32** Jack up the rear of the truck and support under the frame rails with jack stands. **NOTE: KEEP AN ADJUSTABLE JACK UNDER THE AXLE FOR HEIGHT ADJUSTMENT.**



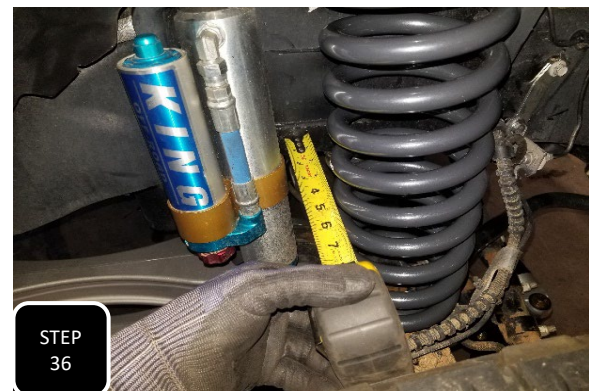
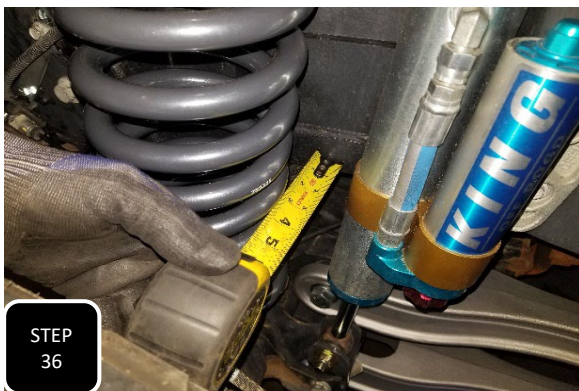
**Step 33** Unbolt both rear shocks at both ends and remove.



**Step 34** If installing Max Trac or Vulcan series shocks, you will need to grease the bushings and use a bench vise to press in the shock sleeves.

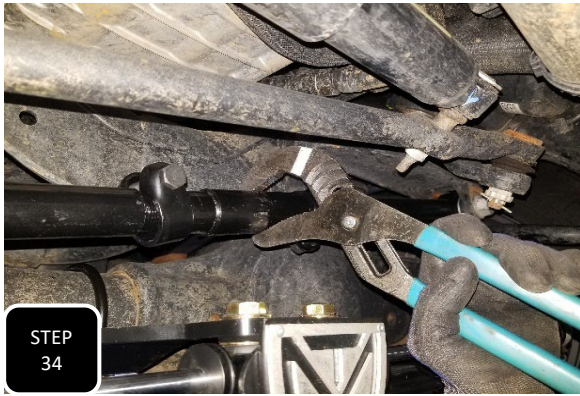


**Step 35** Install your new longer shocks using the factory hardware and tighten. **NOTE: MAX TRAC SHOCKS HAVE TO BE MOUNTED WITH THE BODY OF THE SHOCK AT THE AXLE AND THE SHAFT OF THE SHOCK AT THE FRAME. FOX SHOCKS WILL BE MOUNTED THE OPPOSITE OF THIS.**



**Step 36** Install the wheels and tires then lower the truck back down to ride height. Drive the truck backwards about 10 feet and then forward about 10 feet to settle the suspension. Next, take a measurement from the inside of the front tire to the frame on both sides (in a consistent spot) and then compare your measurements.

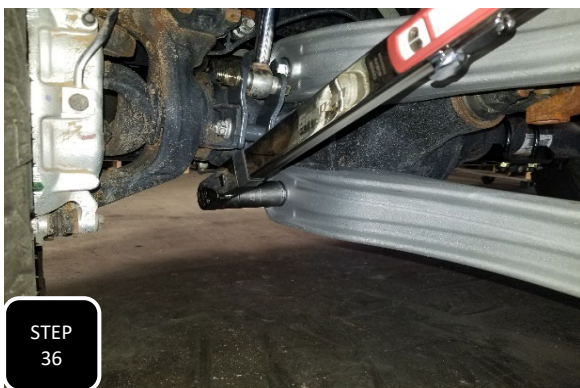




**Step 34** Loosen up the adjustment clamps on the trac bar and adjust the trac bar accordingly until your measurements match each other. Next, tighten down both clamps on the collar.



**Step 35** Torque the trac bar bolt at the frame to 406 ft/lbs.



**Step 36** If you installed the MaxTrac 4 links, torque the axle side bolts to 200 ft/lbs and the frame side bolts to 100 ft/lbs. If you purchased the radius arm bracket kit then torque all 6 radius arm bolts to 200 ft/lbs.

- 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 miles.**





## 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.

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**DAMAGE, INJURY AND/OR DEATH CAN OCCUR IF ANY OF THE ABOVE WARNINGS ARE NOT FOLLOWED.**