PART# K946764
2007-2021 TOYOTA TUNDRA 4WD

4-6" SUBFRAME LIFT KIT

7 HOUR INSTALL TIME

Recommended Tire size:
35 x 12.50

Recommended wheel size:
18 x 9 w/ 5" BS

NOTE:

***THIS KIT DOES NOT REQUIRE THE FRAME TO BE CUT LIKE TRADITIONAL SUBFRAME LIFT KITS**

***REQUIRES TRIMMING THE LIP OF THE LOWER CONTROL ARM POCKETS**

***A 38MM, 12 POINT SOCKET IS REQUIRED TO SEPARATE THE FRONT AXLES FROM THE HUB ASSEMBLY**

***MODELS WITH ADAPTIVE CRUISE CONTROL WILL NEED TO HAVE THE SENSOR REPOSITIONED/RECALIBRATED TO AVOID HAVING A CHECK ENGINE LIGHT**

***A 4 INCH LIFT CAN BE ACHIEVED BY JUST OMITTING THE COIL SPACERS**

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 safetly glasses when using power tools or working under the vehicle
4 Modification to any part will void the warranty associated with that product

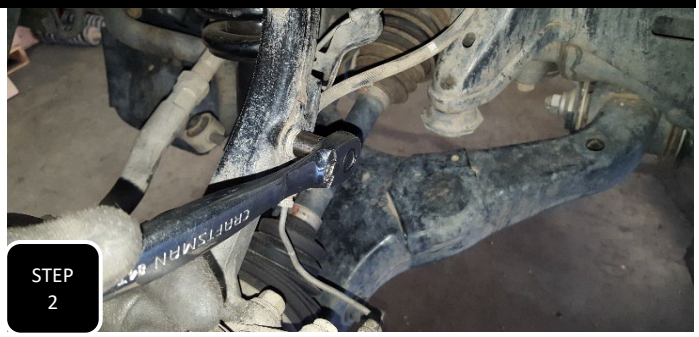
AFTER REMOVING PARTS FROM VEHICLE, SAVE HARDWARE FOR REINSTALLATION

UPDATE 1/25/2024

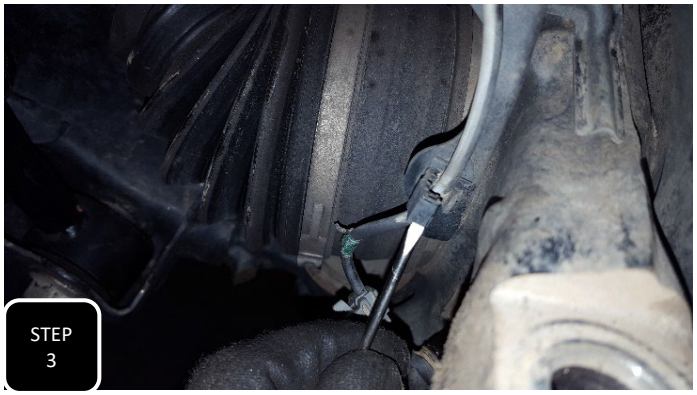
FRONT BOX KITS			
Box #	Components	Hardware	Hardware Pack #
946760-1	(1) 746700D DRIVE SIDE STEERING KNUCKLE (1) 746700P PASS SIDE STEERING KNUCKLE		
946760-2	(1) 946700A FRONT SUBFRAME (1) 946700B REAR SUBFRAME (2) 2900SL-8 REAR SHOCKS		
946760-3	(1) 946700B-1 FRONT CENTER DIFF DROP BRACKET (1) 946700B-2 PASS SIDE DIFF DROP BRACKET (1) 946700B-3 DRIVE SIDE STEERING STOP (1) 946700B-4 PASS SIDE STEERING STOP	(2) M18-2.5 X 150MM HEX CAP SCREW (2) M18-2.5 NYLOCK NUT (2) 7/8-9 X 5" HEX CAP SCREW (2) 7/8-9 NYLOCK NUT	9467H-SF
	(1) 946700B-5 DRIVE SIDE REAR DIFF DROP BRACKET (2) 946700B-6 SWAY BAR DROP BRACKET (2) 946700B-7 STRUT SPACER (2) 946700B-8 BRAKE LINE BRACKET (2) 946700B-9A SUBFRAME CENTERING PLATE (2) 946700B-9B SUBFRAME CENTERING PLATE (4) 946700B-10 BUMP STOP EXTENSION BRACKET	(4) 9/16-12 X 4 1/2" HEX CAP SCREW (4) 9/16-12 NYLOCK NUT (8) 9/16" FLAT WASHER (1) M14-1.5 X 25MM HEX CAP SCREW (3) M14-1.5 X 60MM HEX CAP SCREW (2) M14-1.5 NYLOCK NUT (4) M14 FLAT WASHER	9467H-DB
	(2) 946700C-1 ALUMINUM COIL SPACER (1) 616700 CARRIER BEARING KIT (1) 1/4" VACUUM LINE EXTENSION	(4) 7/16-14 X 1 1/4" HEX CAP SCREW (4) 7/16-14 NYLOCK NUT (8) 7/16" FLAT WASHER	9467H-SB
	(1) 1/4" VACUUM LINE CONNECTOR (1) 946700-10 SKID PLATE (4) SMXSQUBOLT-12.5 SQUARE U-BOLT	(2) M8-1.25 X 20 HEX CAP SCREW (2) M8-1.25 FLANGE NUT (2) M8 FLAT WASHER	9467H-BL
	(2) 810040 4" FABRICATED LIFT BLOCK	(2) 1/2-13 X 1 1/2" HEX CAP SCREW (2) 1/2-13 NYLOCK NUT (4) 1/2" FLAT WASHER (2) 3/8-16 X 1 HEX CAP SCREW (2) 3/8-16 NYLOCK NUT (4) 3/8" FLAT WASHER	9467H-SP
		(4) M12-1.25 X 40 HEX CAP SHOULDER BOLT (4) M14 FLAT WASHER	2007-2015 BRAKE CALIPER
		(8) 9/16" U-BOLT NUT TALL (8) 9/16" U-BOLT THICK WASHER	U-BOLT

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

WORK ON BITH SIDES AT THE SAME TIME



Step 2 Unbolt the ABS wire guide bracket from the neck of the spindle and then unbolt the brake line guide bracket from the neck of the spindle.



Step 3 Unclip the ABS line from the plastic guide on the brake line bracket and separate.

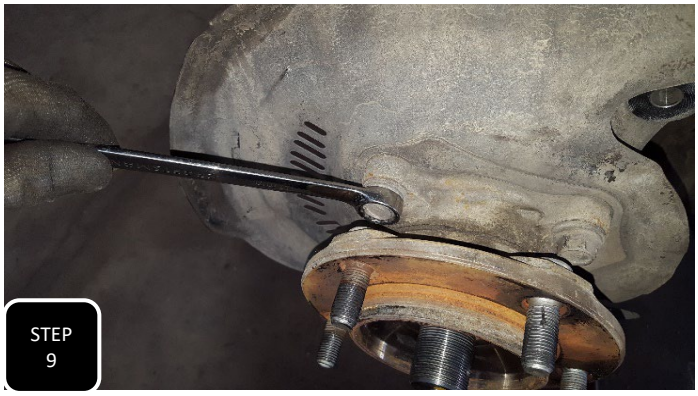
Step 4 Unbolt both brake caliper bolts, remove the brake caliper, and support it out of the way. **NOTE: NEVER ALLOW THE BRAKE CALIPER TO HANG FROM THE BRAKE LINE.**

Step 5 Remove the brake rotor.

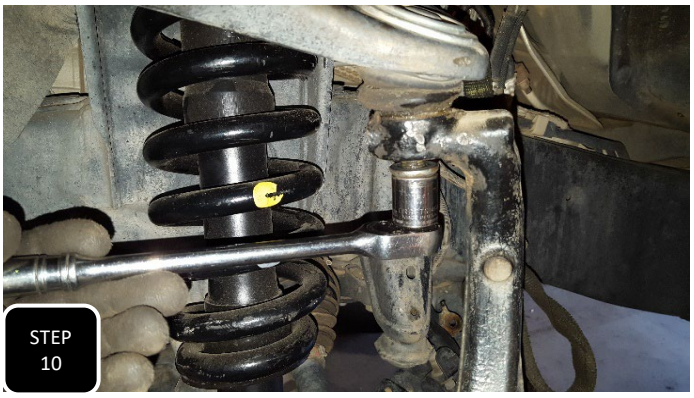
Step 6 Remove the cotter pin at the tie rod and then loosen but do not remove the nut. Next, hit the side of the spindle, right at the tie rod, with a hammer to break it loose. The nut will catch the tie rod, then you can separate the two.

Step 7 Unbolt the ABS sensor from the steering knuckle and hang out of the way so as not to get damaged during the install.

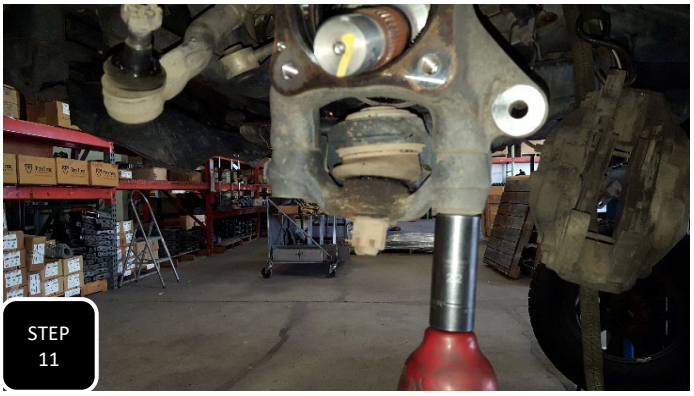
Step 8 Remove the dust cap at the end of the hub then remove the cotter pin and castle collar over the axle nut. Next, using a 12 point, 38mm socket, remove the axle retainer nut.



Step 9 Unbolt the 4 hub mounting bolts and remove the hub assembly. Sometimes the axle can stick inside the hub and will require the use of an air hammer to break loose. **NOTE: TO AVOID DAMAGING THE THREADS ON THE AXLE, NEVER HIT THE AXLE WITH A HAMMER.**



Step 10 Remove the upper ball joint retainer clip and loosen, but do not fully remove the ball joint nut.



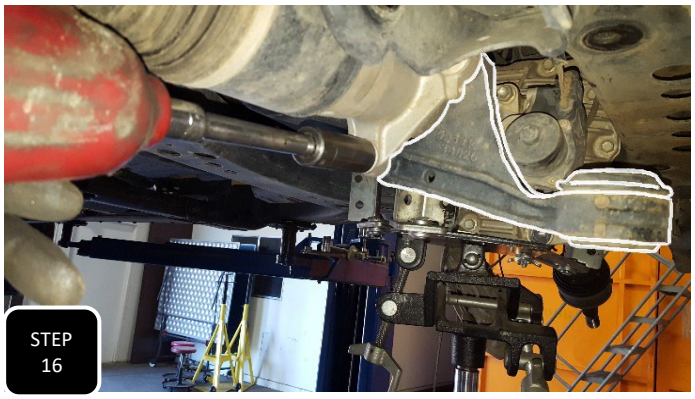
Step 11 Break the upper ball joint loose by hitting the side of the spindle, right at the ball joint, with a hammer. The nut will catch the spindle. Next, remove the two lower ball joint mounting bolts and then remove the spindle. **NOTE: NEVER HIT THE BALL JOINT DIRECTLY ON THE THREADS.**

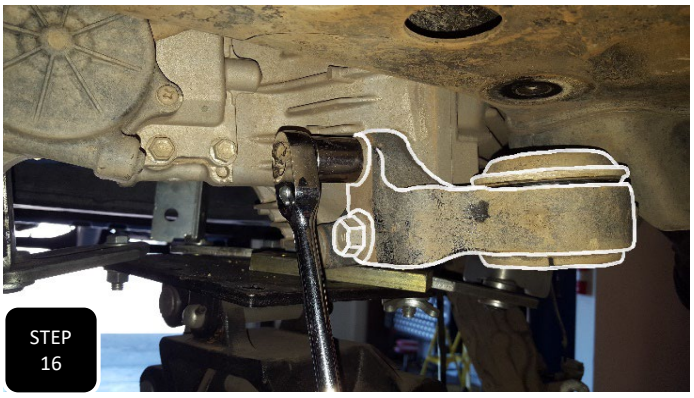
Step 12 Remove all 4 upper strut nuts along with the lower mounting bolt and remove the strut assembly.

Step 13 Unbolt all 5 of the bolts attaching the skid plate to the frame and then remove the skid plate. There are two bolts near the front bumper and 3 bolts under the oil pan.

Step 14 Create reference marks on the alignment cam bolts to assist with re-assembly. Next, remove both cam bolts and the the lower control arm. **NOTE: MAKE SURE TO HOLD OR SUPPORT THE ARM WHEN LOOSENING THE SECOND BOLT OR IT WILL SWING DOWN AND POSSIBLY HIT YOU.**

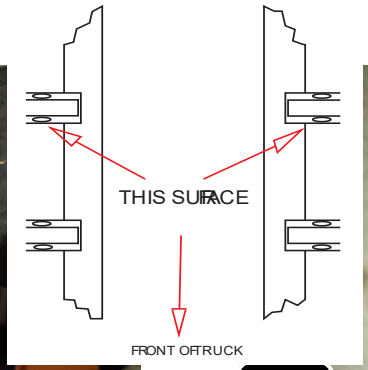
Step 15 Support the differential with an adjustable jack and then remove all 3 diff mounting bolts.



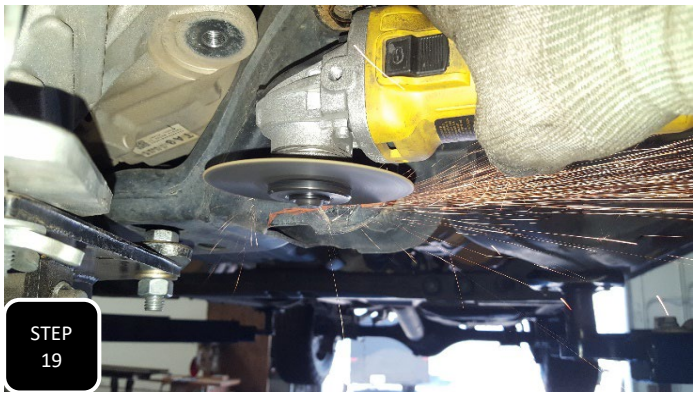


Step 16 Lower the diff slightly and remove both the passenger side diff mount and the driver's front diff mount from the differential.

Step 17 Unbolt both mounting bolts for the driver's side rear diff mount and then remove the mount.



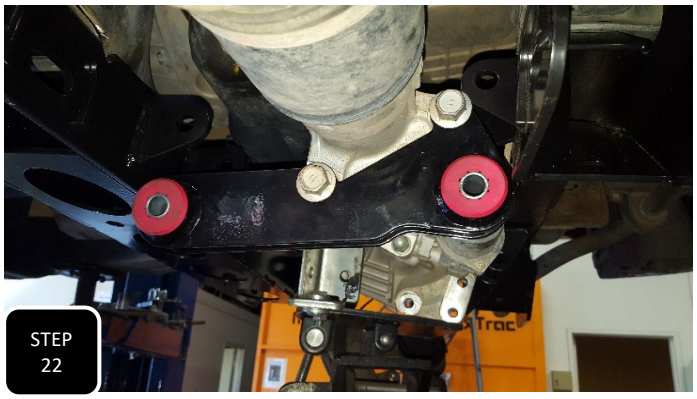
Step 18 Measure 3/4" down from the forward facing hole of the rearward lower control arm mounts and mark a line all the way across the bracket, parallel to the slotted hole.



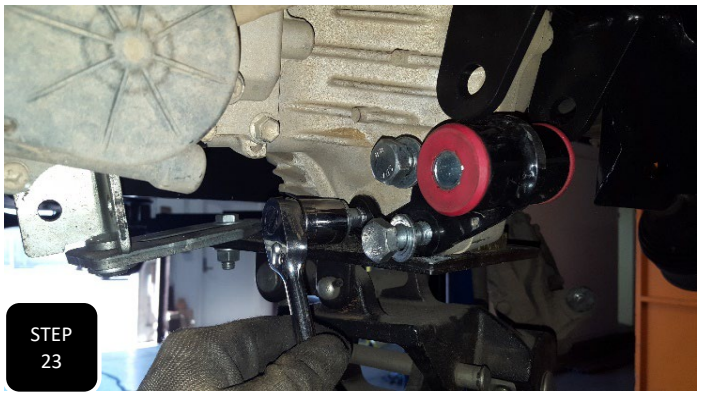
Step 19 Using a suitable cutting device, cut through your line and remove the lip.

Step 20 Loosely install the rear subframe, which is the wider of the two, with the welded tabs facing the front of the truck. Use the provided M18-2.5 x150mm bolts and the square centering washers with the smaller hole. **NOTE: DO NOT FULLY TIGHTEN THE BOLTS AT THIS TIME.**

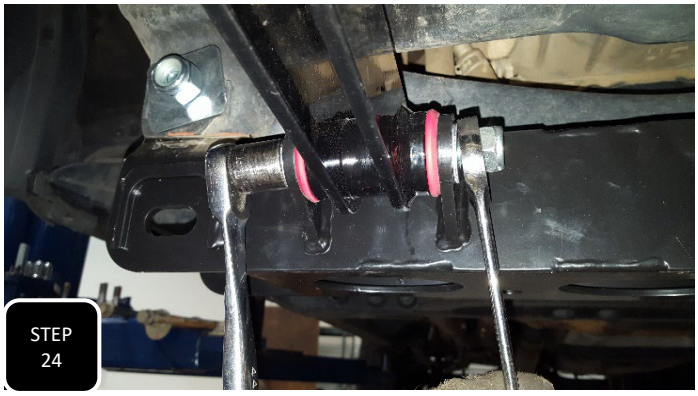
Step 21 Loosely install the front subframe with the side mounting tabs facing the rear of the truck. Use the provided 7/8-9 x 5" bolts and square centering washers with the larger hole. **NOTE: DO NOT FULLY TIGHTEN THE BOLTS AT THIS TIME.**



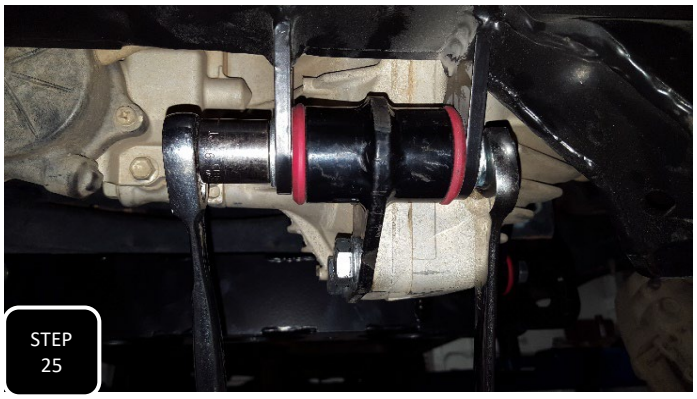
Step 22 Loosely install the two bushing diff mount to the passenger side of the diff using the factory M14 bolts and provided nylock nuts. **NOTE: THE DIFF SHOULD BE OFF-SET IN THE BRACKET, TOWARDS THE FRONT OF THE TRUCK.**



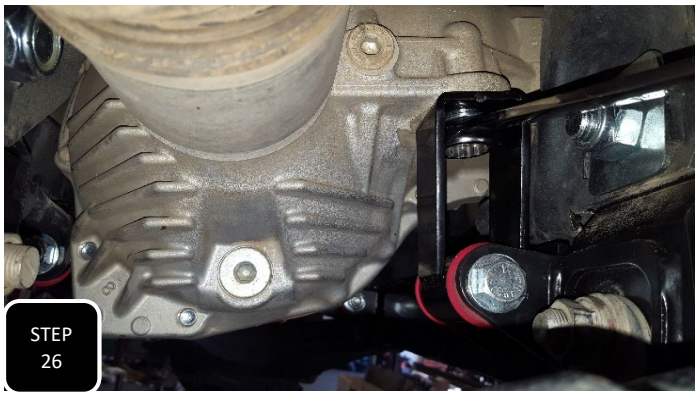
Step 23 Loosely install the 3 bolt, front diff mount using the provided M14-1.5 x 60mm bolts and washers. Next, loosely attach the drive side rear diff mount to the differential using the provided M14-1.5 x 25mm bolt and washer. **NOTE: DO NOT FULLY TIGHTEN THE BOLTS AT THIS TIME.**

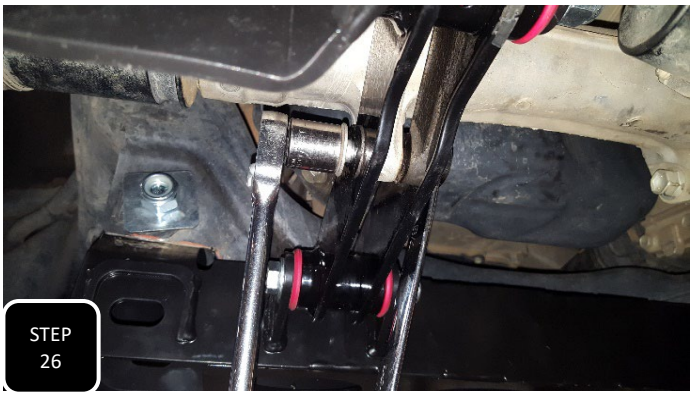


Step 24 Loosely attach the pass side diff to the subframes using the provided 9/16-12 x 4 1/2" bolts, but do not fully tighten at this time.



Step 25 Loosely attach both driver's side diff mounts to the subframes using the provided 9/16-12 x 4 1/2" bolts, but do not fully tighten at this time.

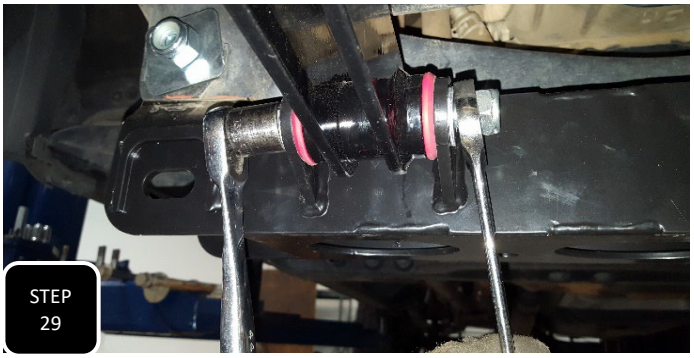




Step 26 With all of the diff mounts loosely attached, first tighten the driver's side rear diff mount to the diff and then tighten the pass side diff mount to the diff and torque both to 90 ft/lbs.

Step 27 First insert the provided vacuum line connector into the provided piece of vacuum line. Next, install this extension into the truck by attaching one end to the breather vent on the front differential and the other end to the factory breather line coming off of the frame.

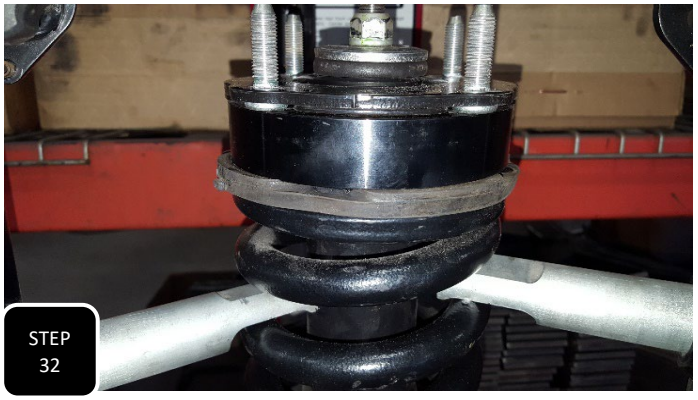
Step 28 Loosely attach both lower control arms using the factory cam bolts, but do not fully tighten at this time.



Step 29 Now that every diff bolt and the lower control arms are installed, first torque down the subframe bolts to the frame. Torque the front, 7/8" bolts to 190 ft/lbs and the back, M18 bolts to 170 ft/lbs. Next, torque all of the diff mounting bolts to 90 ft/lbs.

Step 30 Using a suitable coil/strut compressor, compress the coil and remove the nut attaching the strut top to the shock shaft.

Step 31 Remove the strut top and then separate the rubber isolator from the strut top.

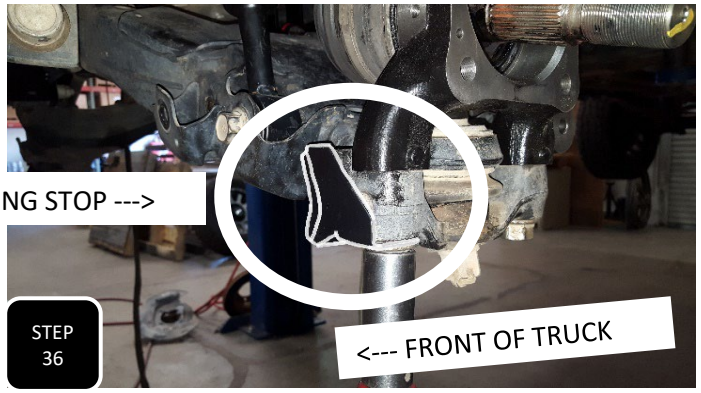


Step 32 Install the MaxTrac coil spacer between the rubber isolator and the strut top. Next, compress the coil a little bit further and then install the top with the spacer and isolator and tighten down the factory nut. **NOTE: THE 4 BOLT STRUT PATTERN IS NOT SYMETRICAL, SO MAKE SURE THE TOP GOES BACK ON IN THE SAME POSITION THAT IT CAME OFF.**

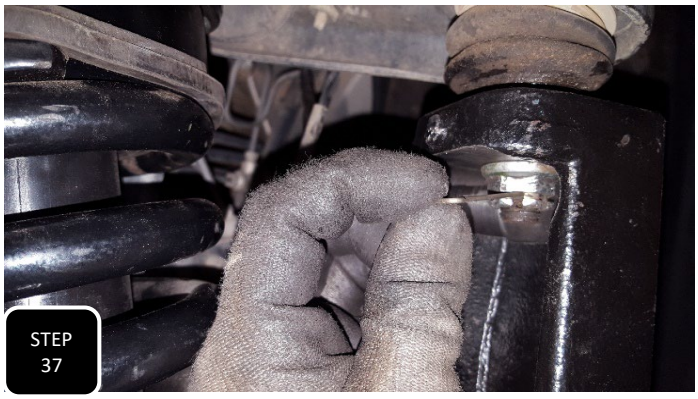
Step 33 Attach the provided strut spacer to the strut assembly using the factory nuts and torque to 30 ft/lbs. Next, loosely install the strut assembly into the truck using the provided M10 flange nuts. **NOTE: THE 4 BOLT STRUT TOP PATTERN IS NOT SYMETRICAL SO THE SPACER WILL ONLY FIT ON ONE WAY.**

Step 34 Swing the lower control arm up and attach it to the bottom of the strut using the factory bolt. **NOTE: DO NOT FULLY TIGHTEN THIS BOLT UNTIL THE TRUCK IS BACK ON THE GROUND AT RIDE HEIGHT.**

Step 41 Gently pop the factory dust seal out of the hub bore in the factory steering knuckle and then re-install it into the back of the MaxTrac steering knuckle. **NOTE: THIS SEAL IS INSTALLED WITH A LIGHT PRESS FIT SO YOU WILL NEED TO USE A HAMMER AND A PUNCH TO REMOVE AND THEN INSTALL IT.**



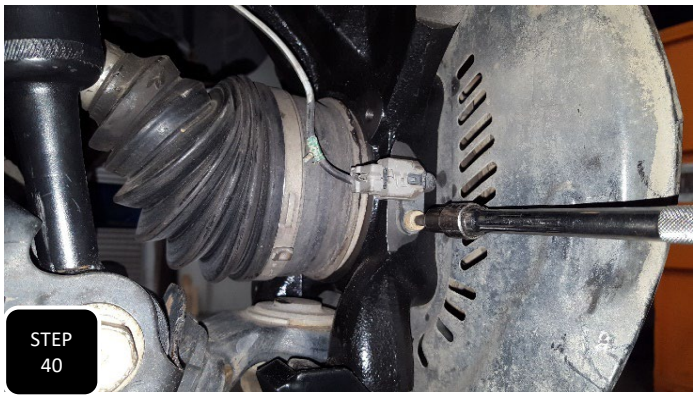
Step 36 Install the MaxTrac steering knuckle using the factory upper ball joint nut and the factory lower ball joint bolts. At this time, you will also install the provided steering stop extensions which will fit infront of the factory steering stop extension of the lower ball joint assembly and get attach using the "forward facing", lower ball joint bolt. Torque the lower bolts to 100 ft/lbs and the upper nut to 50 ft/lbs. **NOTE: THE STEERING STOP EXTENSIONS ARE SIDE SPECIFIC AND ONLY FIT ONE WAY. ALSO, IT WILL HELP TO USE A PRY BAR TO PRY DOWN ON THE UPPER CONTROL ARM WHEN ATTACHING THE KNUCKLE TO THE CONTROL ARMS.**



Step 37 Re-install the the upper ball joint safety clip through the hole of the ball joint.

Step 38 Install the hub assembly and torque to 70 ft/lbs. Next, tighten down the axle nut and torque to 240 ft/lbs.

Step 39 Install the castle washer over the axle nut and adjust the nut or washer accordingly until one of the castle grooves aligns with the cotter pin hole and then install the cotter pin. Next, re-install the dust cap and seat it using a soft mallet or dead blow hammer.

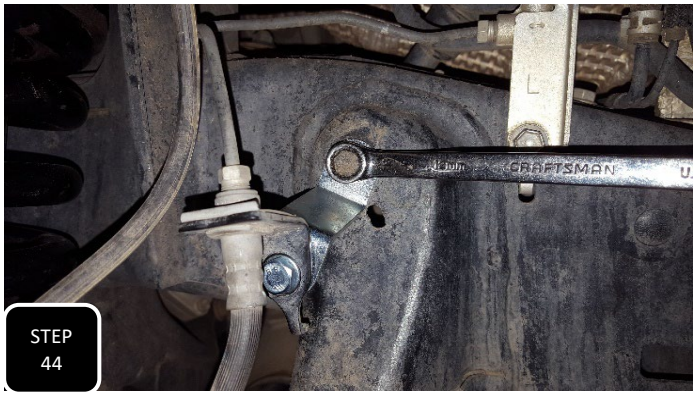


Step 40 Install the ABS sensor into the steering knuckle and attach it using the factory socket head screw. Next, attach the ABS guide bracket to the upper hole in the neck of the spindle, on the side facing the rear of the truck.

Step 41 Install the brake rotor.

Step 42 Unbolt the brake line bracket at the frame to gain slack in the line and then loosely attach the brake caliper to the steering knuckle using the factory bolts for 2016-2021 models or using the provided M12 shoulder bolts for 2007-2015 models. 2007-2015 models, torque the bolts to 50 ft/lbs, 2016-2021 models torqu the bolts to 90 ft/lbs.

Step 43 Attach the brake line guide bracket to the back side of the neck of the spindle, just under the ABS line guide bracket, using the factory bolt and tighten.



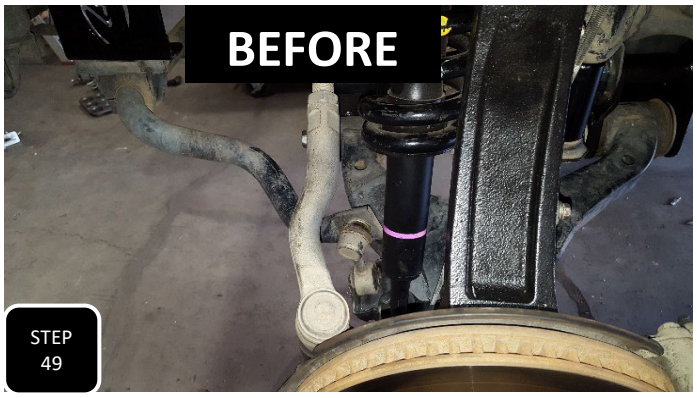
Step 44 Attach the provided brake line extension bracket to the frame using the factory bolt and to the factory brake line bracket using the provided M8 bolt, nut, and washers.

Step 45 Remove the factory sway bar from the frame and install the provided sway bar drop down bracket using the factory hardware and with the MaxTrac logo facing upright and outward. Torque the bolts to 50 ft/lbs.

Step 46 Attach the sway bar to the drop down brackets using the provided 7/16" hardware and torque to 45 ft/lbs.

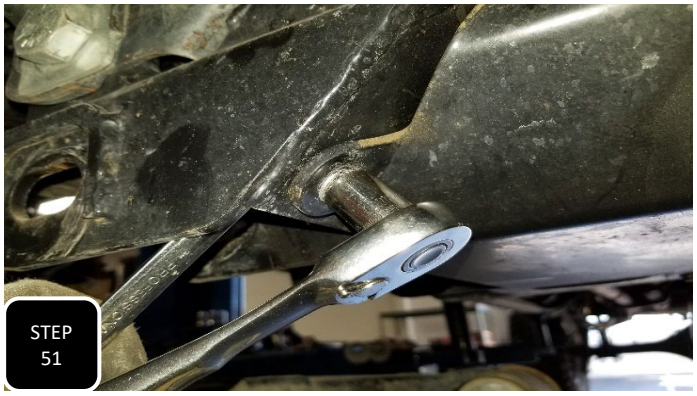
Step 47 Align your reference marks and then snug up, but do not fully tighten the lower control arm cam bolts. **NOTE: THESE BOLTS WILL GET TIGHTENED WHEN THE TRUCK IS BACK ON THE GROUND AT RIDE HEIGHT.**

Step 48 Using a large set of channel locks or a cresent wrench, remove the factory bump stops and then install the provided bump stop extensions inbetween the bump stop and the frame.



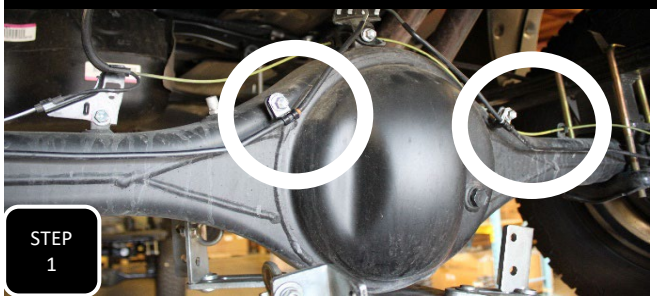
Step 49 You will now need to break the jam nut loose on both outer tie rods, completely unthread both tie rods and swap them side to side. **NOTE: THE TIE RODS ARE ORIGINALLY ORIENTED WITH A SWOOP OUT, AWAY FROM THE SUSPENSION AND NOW THE SWOOP WILL BE INWARD, TOWARD THE SUSPENSION.**

Step 50 Attach the outer tie rod to the steering knuckle using the factory nut and torque to 80 ft/lbs. Next, twist the nut a little bit more until the castle nut slots align with the hole in the tie rod and install the cotter pin.

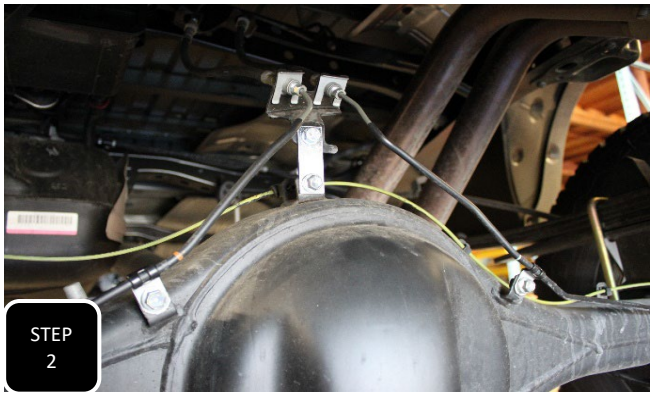


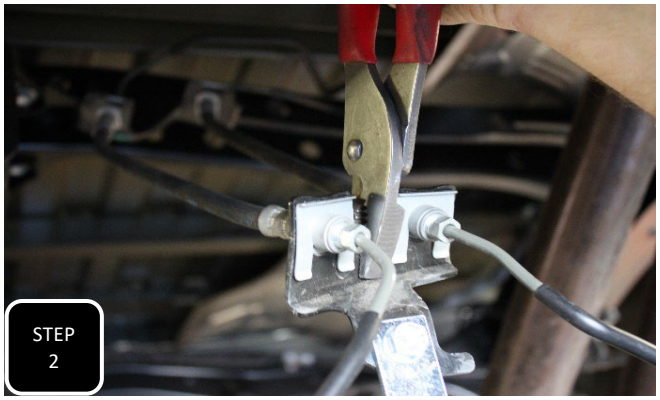
Step 51 Install the new skid plate using the provided 3/8" hardware towards the front of the truck and the provided 1/2" hardware towards the rear of the truck. Torque the 3/8" hardware to 30 ft/lbs and the 1/2" hardware to 65 ft/lbs.

REAR INSTALL

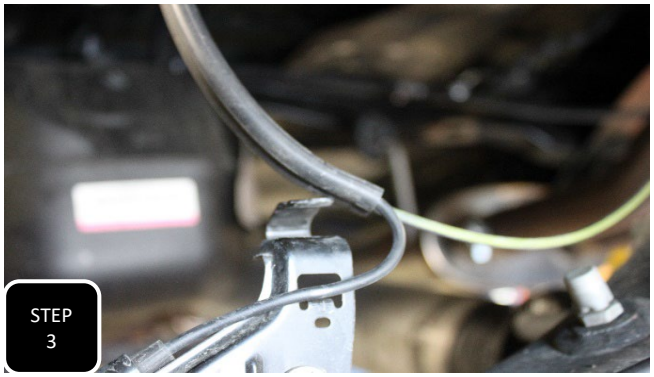


Step 1 The brake line guides on each side of the differential face down from the factory. You will need to unbolt them, flip them so that they face upward, and then re-install the mounting bolt.



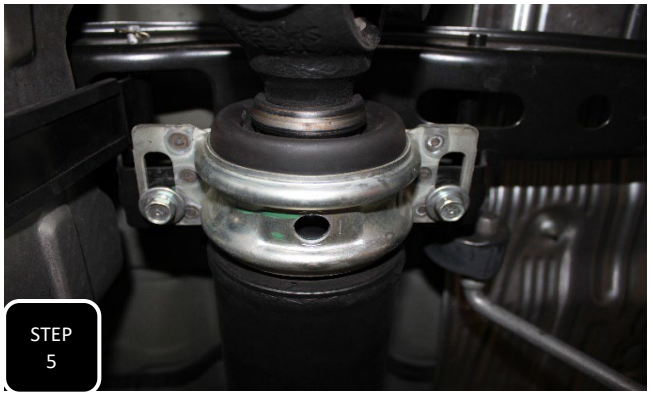


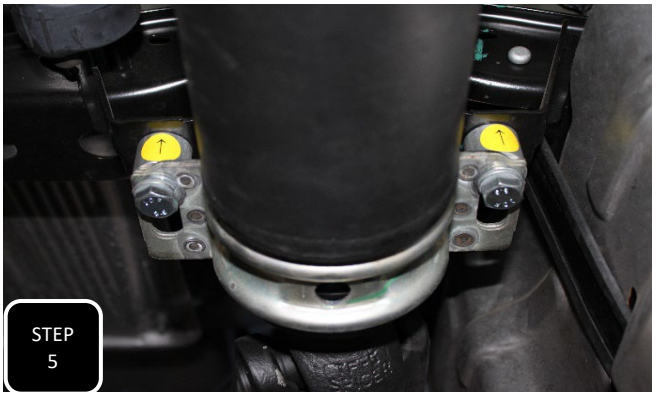
Step 2 Unbolt the brake line bracket at the top, center of the differential and install the provided extension bracket using the provided M8 hardware where the brackets meet and the factory bolt at the diff. Next, grab the factory bracket, with a pair of pliars, between the two brake lines and bend the bracket backwards so that the brake line ends point at the ends mounted to the bottom of the bed.



Step 3 Open up the clip that holds the ABS wire on the axle, just to the driver's side of the diff and pull the wire out of the clip. **NOTE: THIS WILL ALLOW FOR EXTRA SLACK IN THE WIRE.**

Step 4 Unbolt the E-brake guide brackets on the front side of the axle on both sides, just outward of the leaf spring. Next, attach the provided E-brake extension brackets to the factory bracket using the provided M8 hardware and then to the axle using the factory bolt.



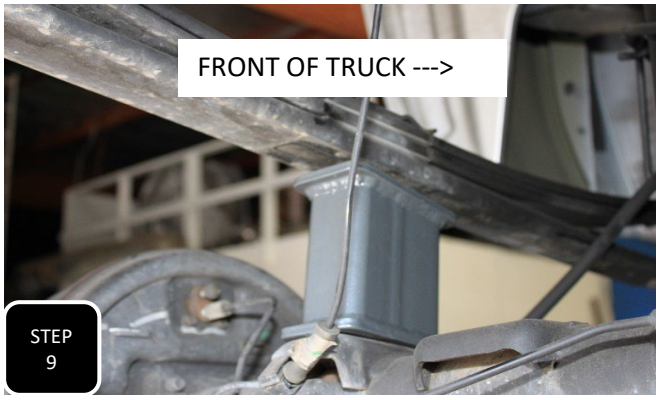


Step 5 Locate the provided carrier bearing spacers and M10 mounting bolts. Remove the two factory carrier bearing mounting bolts at the middle of the drive shaft and remove them. Next, install the spacers between the cross member and carrier bearing with the arrow on the spacer facing the rear of the truck and pointing upward. Torque the bolts to 30 ft/lbs. **NOTE: MAKE SURE THE DRIVE SHAFT IS SUPPORTED BEFORE REMOVING THE FACTORY MOUNTING BOLTS.**

Step 6 Support the middle of the rear diff with an adjustable jack and apply a little bit of pressure.

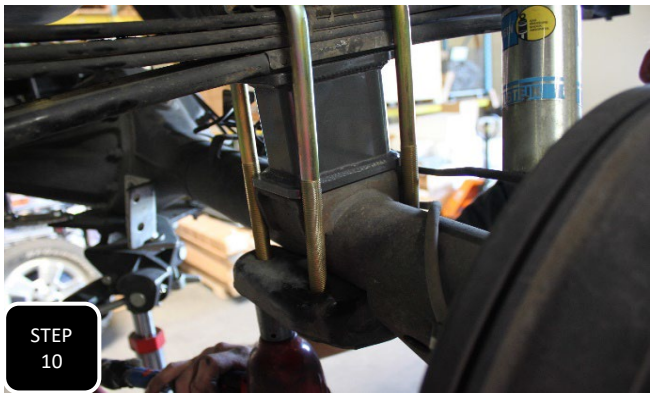
Step 7 Unbolt both rear shocks at both ends and remove.

Step 8 Working on one side at a time, unbolt the U-bolts and remove them along with the lower spring plate.



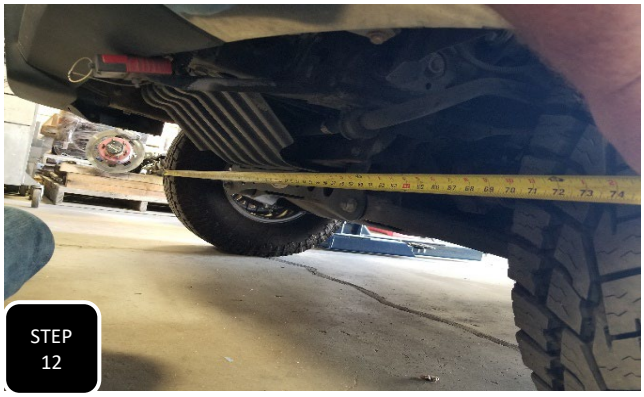
STEP 9

Step 9 Lower the axle down enough to make room for the new lift block and install the new lift block. The short end of the block will face the front of the truck and the tall end will face the rear of the truck. The lift block features two center pin holes, you will line up the leaf spring center pin with the offset hole in the block, which will push the axle 1" forward. **NOTE: IT WILL HELP TO SLIGHTLY LOOSEN THE U-BOLTS ON THE OTHER SIDE, BUT DO NOT FULLY LOOSEN THEM.**



Step 10 Snug down the U-bolts and move to the other side. Once both blocks have been installed then torque the U-bolts to 100 ft/lbs.

Step 11 If installing MaxTrac shocks, you will need to lube up the lower shock bushing and then, using a bench vise, press in the sleeve while wiggling the shock up and down. The sleeve will slide right in and then you can install the new shocks onto the truck using the factory bolts at the bottom and new hardware at the top.



Step 12 Install the wheels and tires, then lower the truck down to the ground. Drive the truck back about 5-10 feet and then forward about 5-10 feet to settle the suspension. Now you can Fully tighten the LCA cam bolts and lower strut bolts, then check the vehicles tow by measuring between the front of the two front tires, comparing it to a measurement from the back of the front two tires and adjusting accordingly.

* DOUBLE CHECK THAT ALL HARDWARE HAS BEEN TIGHTENED

* HAVE YOUR VEHICLE'S ALIGNMENT CHECKED AS SOON AS POSSIBLE

* ADJUST YOUR HEAD LIGHTS APPROPRIATELY

* RE-TORQUE ALL HARDWARE AFTER 500 MILES

MaxTrac suspension

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.