



PART # 700130

1983-2001 GM S-10 2WD

**3" FRONT LIFT SPINDLES
W/ EXTENDED BRAKE LINES**



3 HOUR INSTALL TIME



Recommended Tire size

Components	Hardware
(1) 700130D (DRIVE SIDE SPINDLE)	(8) COTTER PINS
(1) 700130P (PASS SIDE SPINDLE)	(2) BRAKELINE ADAPTOR
(2) 510100 EXTENDED BRAKELINE	(4) COPPER CRUSH WASHER
(2) BRAKELINE ADAPTOR	(2) BRAKELINE CLIPS
	(2) 12" ZIP TIES

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

***REQUIRES REMOVAL OF FACTORY STEERING STOP ON THE LOWER CONTROL ARM**

IT IS RECOMMENDED TO INSPECT YOUR BALL JOINTS, BUSHINGS, WHEEL BEARINGS, ROD ENDS, AND STEERING JOINTS BEFORE THE INSTALL OF THESE SPINDLES. REPLACE

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**

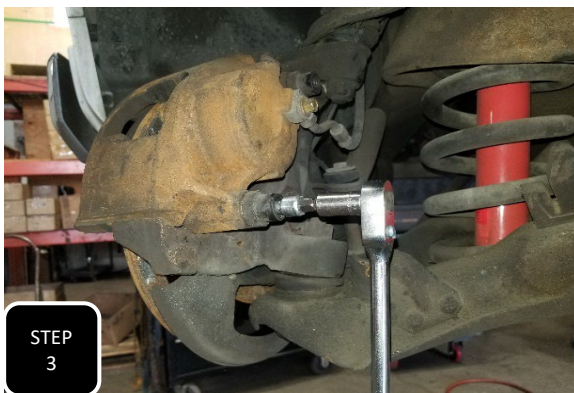
AFTER REMOVING PARTS FROM VEHICLE, SAVE HARDWARE FOR REINSTALLATION



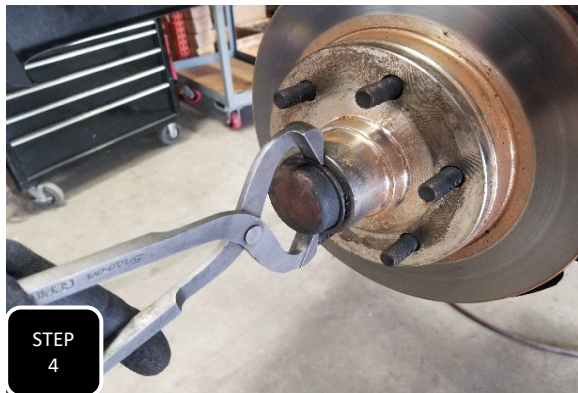
Step 1 Jack up the front of your vehicle and support under the frame with jack stands.



Step 2 Pull the cotter pin from the castle nut at the tie rod, remove the nut, and then brake the rod end loose by hitting the side of the steering arm with a hammer. **NOTE: NEVER HIT THE ROD END ON THE THREADS.**



Step 3 Unbolt both brake caliper mounting bolts and support the brake caliper up, out of the way. **NOTE: NEVER ALLOW THE BRAKE CALIPER TO HANG BY THE BRAKE LINE.**



Step 4 Remove the wheel bearing dust cap to access the wheel bearings. Next, remove the cotter pin from the castle nut and then loosen the castle nut.



Step 5 Remove the castle nut along with the outer wheel bearing and then remove the brake rotor.



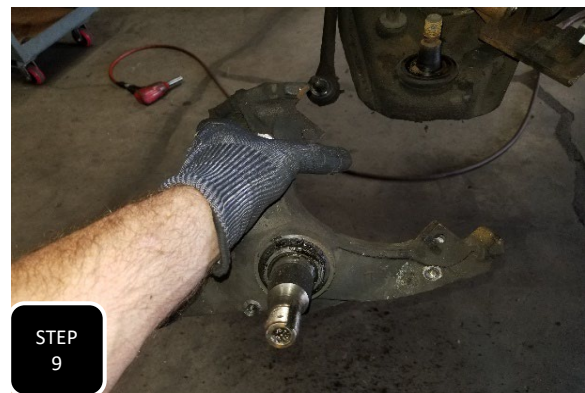
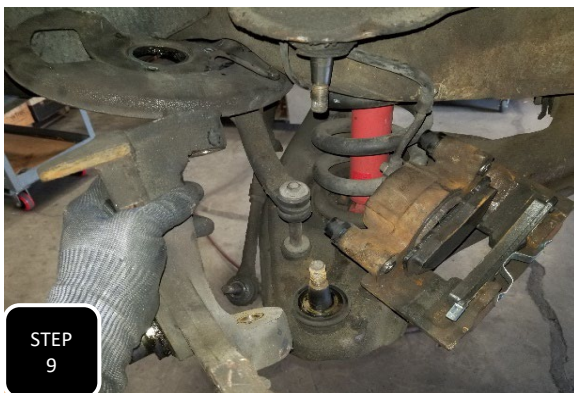
Step 6 Remove the dust shield bolts and if equipt, the ABS ring bolts too.



Step 7 Remove the dust shield along with the ABS ring and support them out of the way.

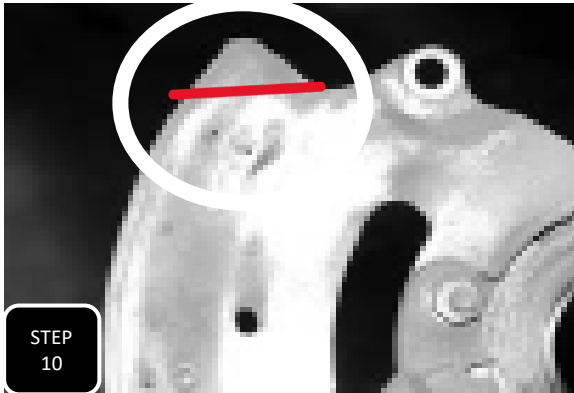


Step 8 Remove the cotter pins for both the upper and lower ball joint nuts and then remove both ball joint nuts. Next, hit the side of the spindle, right at each ball joint, with a hammer to break the ball joint loose.



Step 9 Lift up on the upper control arm and then remove the spindle.

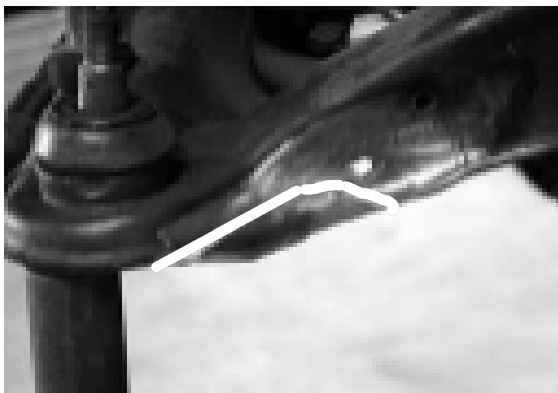
NOW WOULD BE A GOOD TIME TO REPLACE ANY WORN OUT PARTS, INSPECT WHEEL BEARINGS, BRAKES, AND/OR CLEAN UP ANY SUSPENSION COMPONENTS.



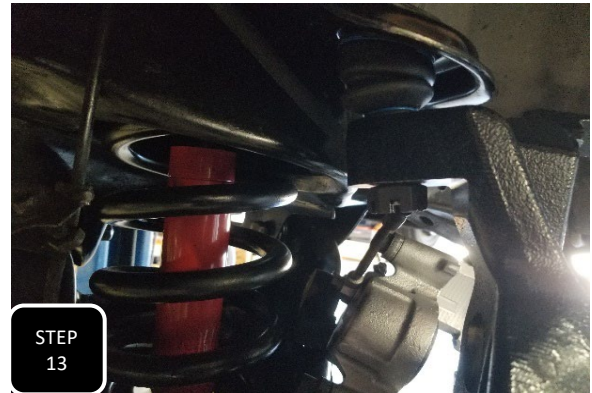
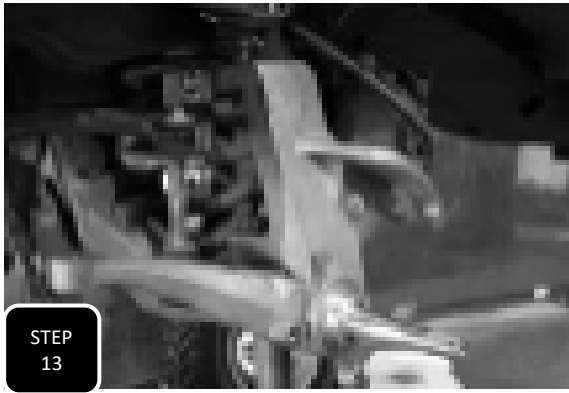
Step 10 Grind off the rivet that attaches the ABS line to the dust shield and remove the clamp. Next, mark the top of the dust shield as shown and trim off this area.



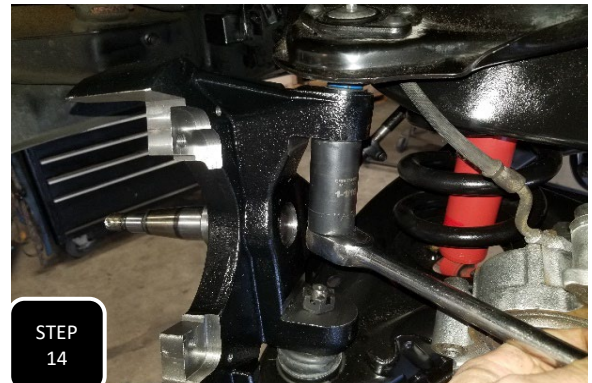
Step 11 Using a suitable grinder, grind the heads off of the rivets that mount the steering stop to the lower control arm and then using an air hammer, punch out the rivets and remove the steering stop.



Step 12 Using the template provided on the last page, mark the area needing to be cut out of the lower control and then using a suitable cutting device, remove this marked area. Make sure all transitions are rounded and smoothed out. **NOTE: THIS CUT OUT IS TO PREVENT THE BRAKE CALIPER FROM HITTING THE CONTROL ARM AT FULL TURN.**



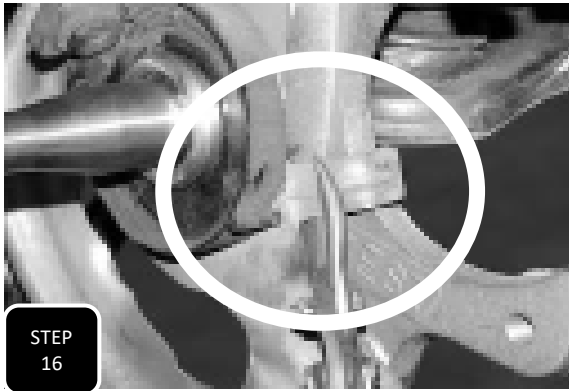
Step 13 Loosely install the new lift spindle using the original ball joint nuts and hand tighten.



Step 14 Torque the lower ball joint to 130 ft/lbs and the upper ball joint to 85 ft/lbs. Next, rotate the nut additionally until the hole in the ball joint aligns with the castle nut opening and then install the supplied cotter pin.

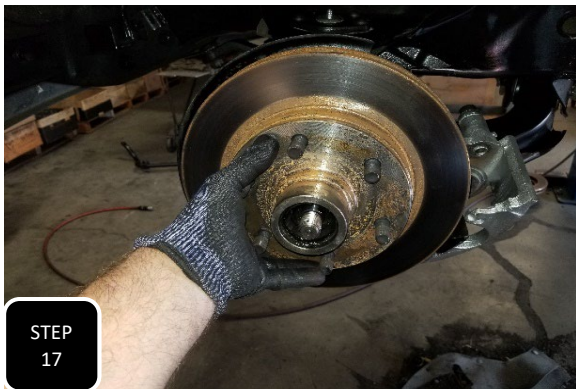


Step 15 13 Install the dust shield along with the ABS ring using the factory bolts and tighten.

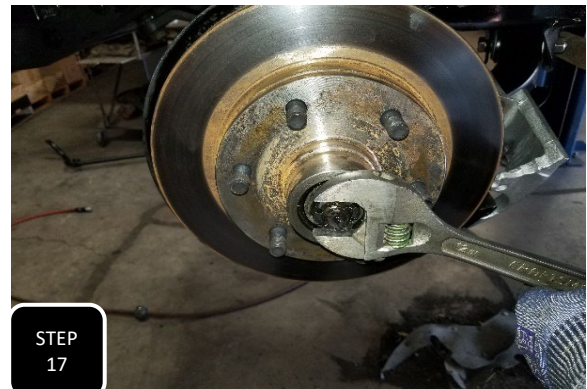


STEP
16

Step 16 Using a suitable cutting device, cut off the small ear on the brake caliper side of the dust shield.



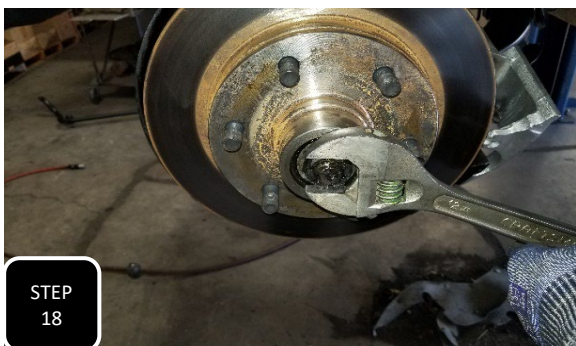
STEP
17



STEP
17

Step 17 Install the rotor, bearings, washer and nut. Tighten down the nut to about 50 ft/lbs while spinning the rotor. This will seat the bearings.

NOTE: IT IS RECOMMENDED TO INSPECT YOUR WHEEL BEARINGS AND TO REPLACE THEM IF WORN. IF THEY STILL LOOK GOOD, RE-PACK BOTH WHEEL BEARINGS WITH FRESH GREASE AND INSTALL A NEW SEAL IN THE BACK OF THE



STEP
18



STEP
18

Step 18 Loosen the nut and then tighten just beyond hand tight. Spin the nut a little bit tighter until the opening in the castle nut aligns with the hole in the spindle's spud and then install the provided cotter pin.



Step 19 Re-install the dust cap over the wheel bearings using a mallet or dead blow to tap it into place.

CERTAIN MODELS WILL REQUIRE THE USE OF THE BRAKELINE ADAPTORS TO PROPERLY THREAD ON

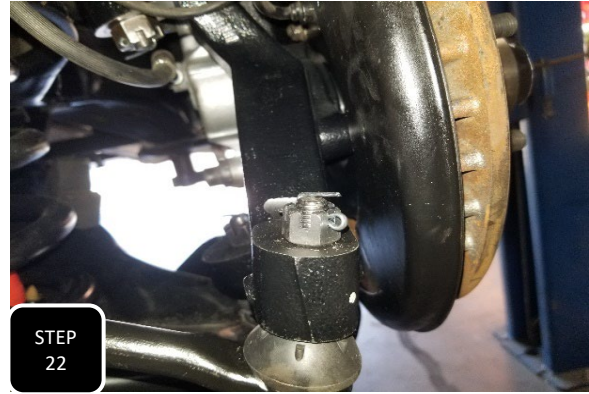


Step 20 Remove the factory, soft brake line. Next, slightly bend the bracket on the frame downward and then attach the new, extended brake line to the hardline and allow fluid to run through it before attaching it to the brake caliper.

NOTE: THE FACTORY HARDLINE WILL NEED TO BE SLIGHTLY BENT TO PROPERLY LINE UP WITH THE BRACKET AND INSTALL THE NEW MOUNTING CLIP.



Step 21 Slide the brake caliper over the rotor and tighten down both brake caliper mounting bolts using the factory bolts.



Step 22 Install the tie rod from the bottom up and install the castle nut. Next, torque the nut to 50 ft/lbs then rotate the nut until the open slot of the castle nut lines up with the hole in the ball joint. Lastly, install the provided cotter pin. **REPEAT STEPS 1-17 ON THE OTHER SIDE.**

Step 23 Before installing the wheels/tires, fully cycle the spindles back and forth in the range of steering motion and make sure that the calipers do not contact the control arms. If needed, trim more until there is no contact.

Step 24 Once the truck is back on the ground with the tires installed, cycle the steering wheel back and forth to full lock and ensure that the brake calipers do not contact the lower control arm. If needed, clearance the control arms more so that there is plenty of clearance.

AFTER MODIFYING YOUR SUSPENSION

MAKE SURE TO THOROUGHLY BLEED THE BRAKES BEFORE DRIVING

HAVE THE VEHICLE'S ALIGNMENT CHECKED

PROPERLY ADJUST YOUR HEAD LIGHTS FOR THE NEW STANCE OF THE SUSPENSION

RE-TORQUE ALL BOLTS AFTER 500 MILES



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.



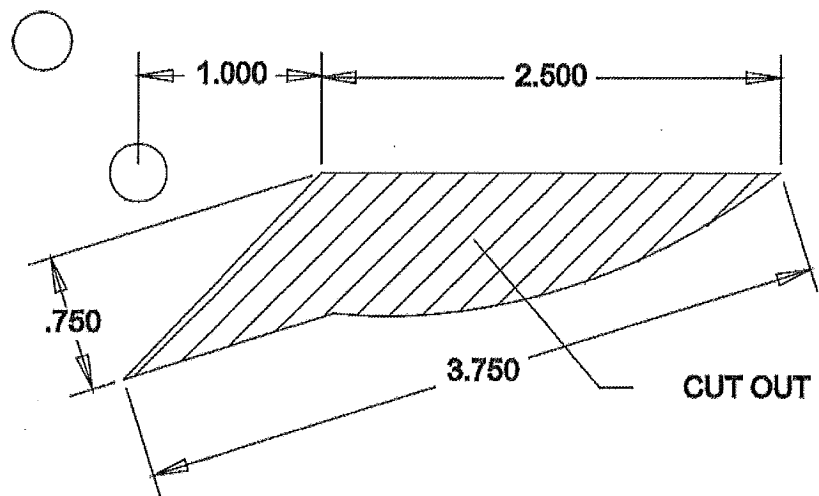
SAFETY WARNINGS

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.



Cut out this pattern for use on both sides of the truck.