PART# 101920

2019+ GM 1500 2WD/4WD
2021+ GM SUV 2WD/4WD

2" FRONT LOWERING SPINDLES

2 HOUR INSTALL TIME

Recommended Tire size
31x10.50

Components	Hardware
(1)DRIVE SIDE SPINDLE	(2) M16-2.0 JAM NUT
(1)PASS SIDE SPINDLE	(2) 5/8" INTERNAL LOCK WASHER

NOTE:

-THESE SPINDLES FEATURE A SLIGHTLY REDUCED TURNING RADIUS TO ALLOW FOR 18" WHEELS TO FIT. IF YOU PLAN ON RUNNING 20" OR BIGGER RIMS, SEE THE LAST PAGE FOR CLEARANCING TO ACHIEVE FULL TURN RADIUS.

-MAGNE-RIDE AND AIR RIDE MODELS REQUIRE PART # 1019AR.

-MODELS WITH A FACTORY BIG BRAKE KIT WILL NEED TO CUT DOWN STUDS TOWARDS THE BOTTOM OF THE FACTORY DUST SHIELD TO PREVENT THE DUST SHIELD FROM HITTING THE ROTOR

-DUE TO VARIATIONS WITH SOME AXLES ON 4WD MODELS, THE SUSPENSION MAY NEED TO BE JACKED UP IN ORDER TO ATTACH THE UPPER BALL JOINT WHEN INSTALLING THESE SPINDLES.

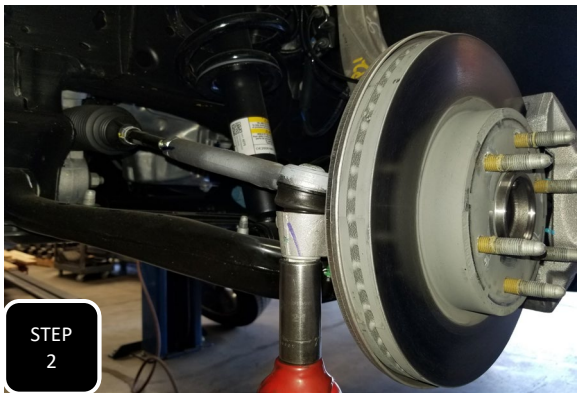
Please double check the parts list before beginning installation to ensure all parts are present. If there is something missing, please contact Maxtrac Suspension (714) 630-0363. Please have the boxes present if parts are missing or damaged

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

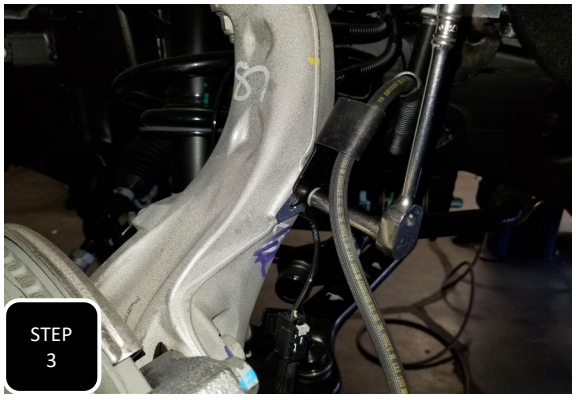
UPDATED 11/11/2025

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.



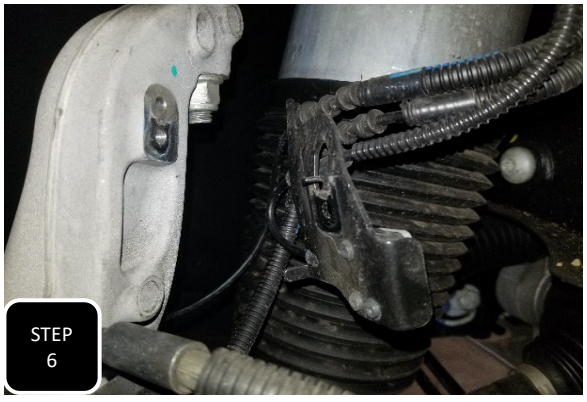
Step 2 Unbolt the nut attaching the outer tie rod to the spindle and break loose by hitting the side of the spindle with a hammer, right at the tie rod. **NOTE: NEVER HIT THE TIE ROD ON THE THREADS.**



Step 3 Unbolt the brake line guide bracket from the side of the neck of the spindle and separate.

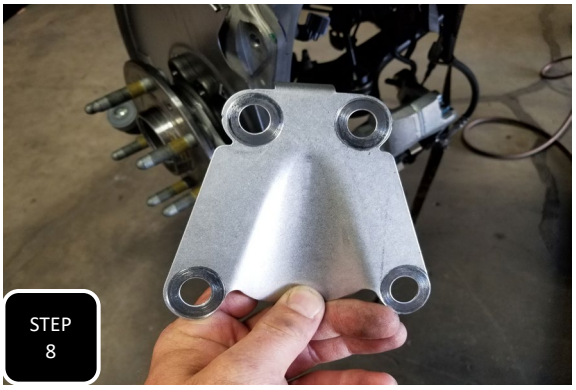
Step 4 Unbolt both brake caliper mounting bolts and support the brake caliper up out of the way. **NOTE: NEVER ALLOW THE BRAKE CALIPER TO HANG BY THE BRAKE LINE.**

Step 5 Unbolt the two ABS line brackets from the back of the neck of the spindle and the front of the spindle, then the ABS sensor itself. Next, separate the sensor and hang it safely out of the way.



Step 6 Air ride models will have a body position sensor attached to the upper ABS sensor bracket which gets removed just as step 5 shows. Unbolt this and the ABS sensor then move and hang safely out of the way.

Step 7 Unbolt the rotor retainer bolt and remove the rotor.

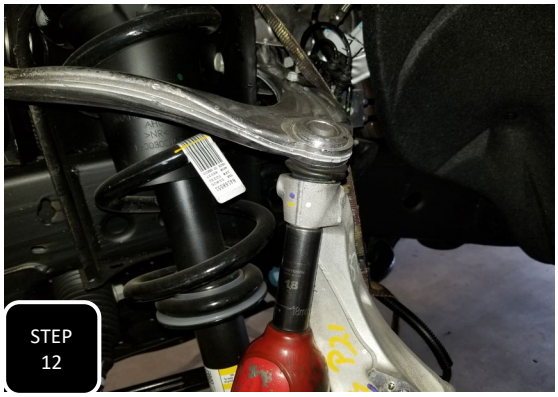


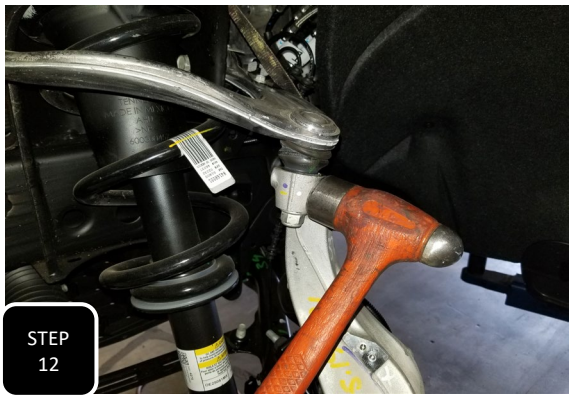
Step 8 Remove the 4 bolts attaching the wheel bearing to the spindle and discard the 4 bolt plate between the bolts and the bearing. **NOTE: ONLY 2WD MODELS WILL HAVE THIS PLATE.**

Step 9 On 4wd models you will need to remove the axle retainer nut on the outside of the wheel bearing.

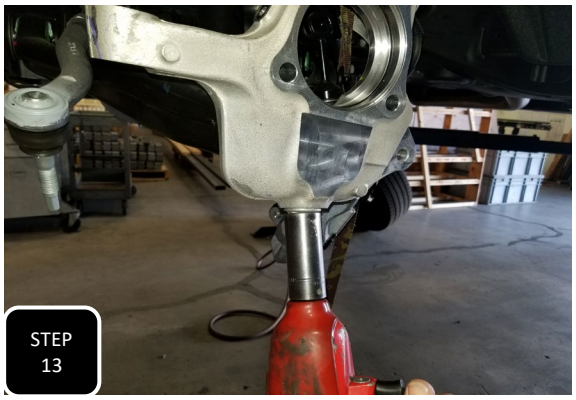
Step 10 It is common for the axle to be a tight fit in the wheel bearing, so using a neumatic hammer to push the axle stub through the bearing may be necessary. **NOTE: NEVER DIRECTLY HIT THE AXLE WITH A HAMMER AS IT MAY DAMAGE THE THREADS.**

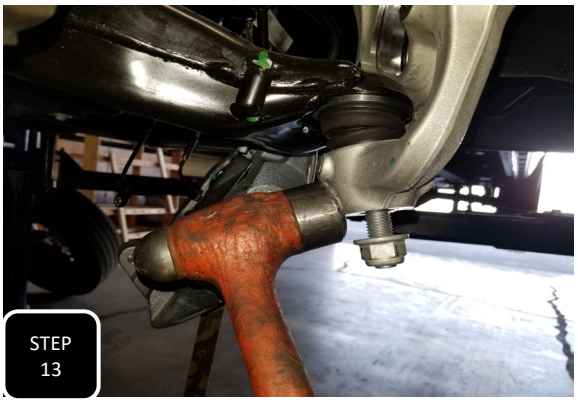
Step 11 Separate the wheel bearing along with the dust sheild from the spindle and set aside for re-installation.





Step 12 Loosen the nut attaching the upper ball joint to the spindle, but do not remove. Next, hit the side of the spindle, right at the ball joint, with a hammer, to break it loose and the nut will catch the spindle. **NOTE: NEVER HIT THE BALL JOINT ON THE THREADS.**



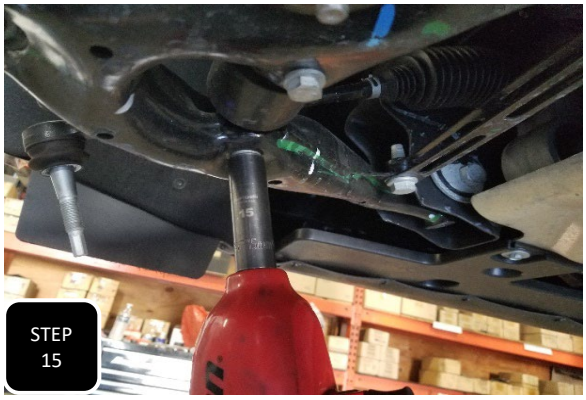


Step 13 Loosen the nut attaching the lower ball joint to the spindle, but do not remove. Next, hit the side of the spindle, right at the ball joint, with a hammer, to break it loose and the nut will catch the spindle. Then remove the spindle. **NOTE: NEVER HIT THE BALL JOINT ON THE THREADS.**

AWD AIR RIDE MODELS CONTINUE WITH STEP 14. ALL OTHER MODELS SKIP TO STEP 17

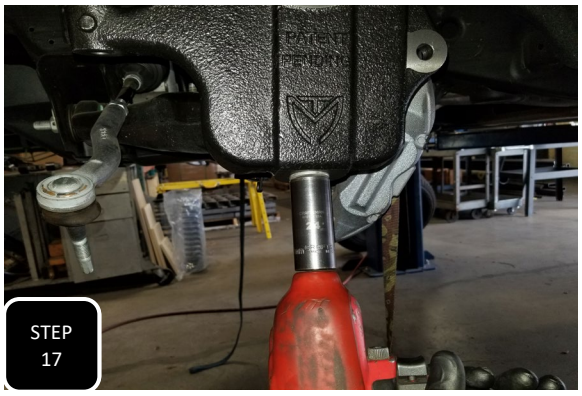
MAGE-RIDE AND AIR RIDE MODELS REQUIRE PART # 1019AR FOR THESE STEPS.

Step 14 Unbolt the sway bar end link from the control arm on both sides.



Step 15 Unbolt the two bolts attaching the strut to the lower control arm and then insert the provided 1019AR-1 spacer plates between the strut's barpin and the control arm.

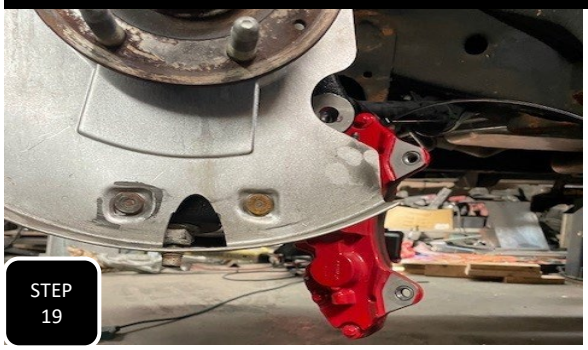
Step 16 Once both spacers are in place then re-install the factory bolts and tighten to 40 ft/lbs.



Step 17 Install the new spindle using the factory upper and lower ball joint nuts and tighten. The upper balljoint will get torqued to 60 ft/lbs and the lower ball joint to 100 ft/lbs. **NOTE: SOME 4WD AXLES WON'T COMPRESS ENOUGH TO ALLOW THE UPPER BALL JOINT TO ATTACH. USING A FLOOR JACK, JACK UP THE LOWER CONTROL TO RELAX THE SUSPENSION AND THE BALL JOINT SHOULD ALIGN WITH EASE.**

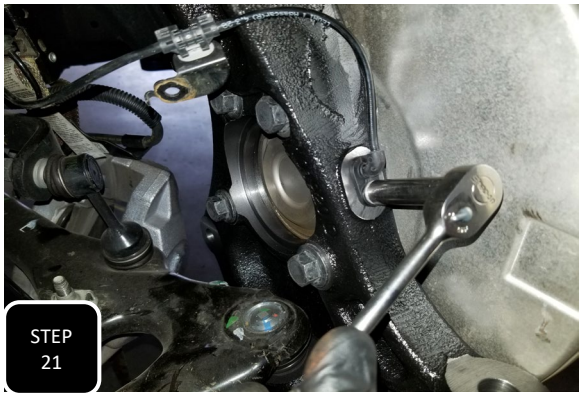
Step 18 Install the wheel bearing along with the factory dust shield using the factory bolts and tighten to 100 ft/lbs. **NOTE: THE SECONDARY "O" RING INSIDE THE HUB BORE OF THE FACTORY SPINDLE WILL NOT GET TRANSFERED TO THE NEW SPINDLES.**

FOR MODELS EQUIPPED WITH A FACTORY BIG BRAKE KIT

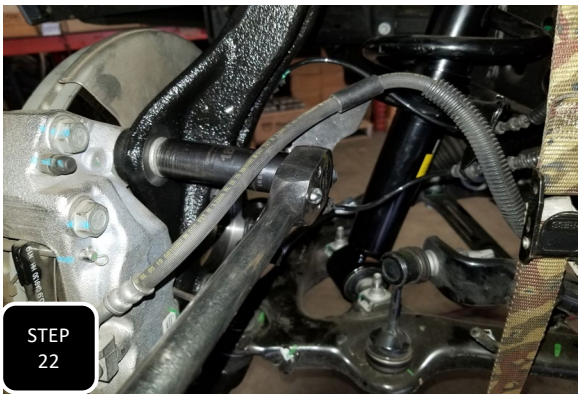


Step 19 If your truck has a factory big brake kit then the factory dust shield will have an opening at the bottom and two studs sticking through the back side. The studs will need to be cut down flush on the back side of the dust shield or the will contact the face of the lowering spindle, pushing the dust shield outward, and causing the dust shield to rub against the rotor.

Step 20 4wd models will need to re-attach the axle to the wheel bearing using the factory nut and tighten to factory specs.



Step 21 Attach the ABS sensor and the wire guide just above it to the new spindle using the factory M6 bolts.



Step 22 Attach the rotor by tightening the factory retainer bolt and then install the brake caliper using the factory bolts and tighten.

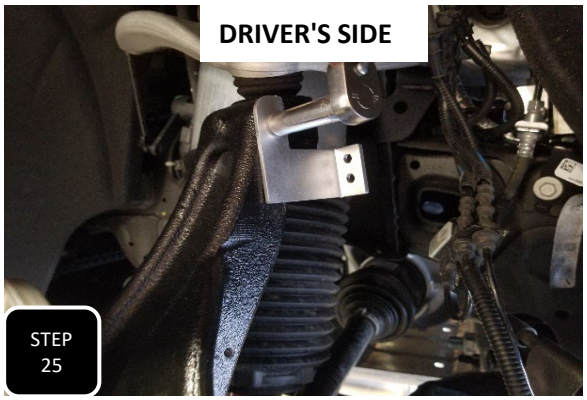
STEP
23

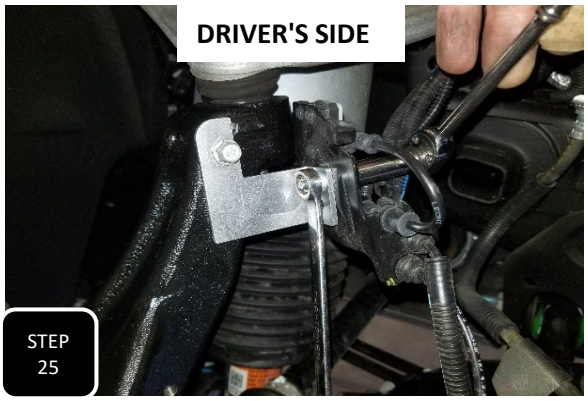
Step 23 Attach the brake pad sensor wire to the neck of the spindle using the factory M6 bolt and then do the same with brake line bracket using the factory M6 bolt and tighten.

STEP
24

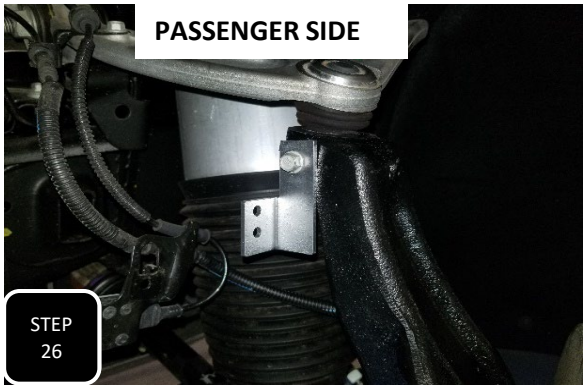
STEP
24

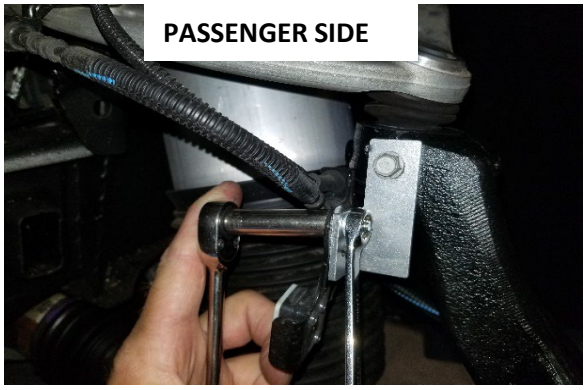
Step 24 Attach the last guide bracket for the ABS and brake pad wires to the back side of the upper ball joint boss on the spindle using the factory M6 bolt and tighten.



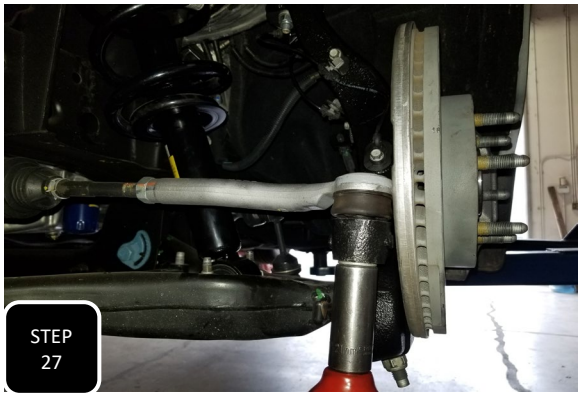


Step 25 Models with air ride will attach the provided 1019AR-D bracket to the neck of the spindle using the factory M6 bolt and tighten. Next, attach the factory body position sensor to the bracket using the provided M6 bolt, nut & washers, then tighten.





Step 26 Attach the provided 1019AR-P bracket to the neck of the spindle using the factory M6 bolt and tighten. Next, attach the factory body position sensor to the bracket using the provided M6 bolt, nut & washers, then tighten.



Step 27 Lastly, attach the tie rod and tighten using the factory nut. Rotate the hub and make sure the dust shield is not rubbing the rotor, if it is then you may need to cut a little opening in the dust shield right at the tie rod. Once good, then repeat steps 1-20 on the other side.

STEP 28

STEP 28

Step 28 If you plan on running 18" rims, install the provided M16 jam nut and internal lock washer on the lower ball joint and then using a suitable cutting device, cut the excess of the lower ball joint shank off. **NOTE: THIS WILL BE NEEDED SO THE SHANK DOES NOT CONTACT THE RIM.**

NOTE:

-If you plan on running 20" or larger wheels then you have the option of clearancing the steering strike zone of the spindle in order to retain full turn radius. Go to step 28.

- Some 4wd models will experience axle resistance while the suspension is at full droop, but this will go away when the suspension is at ride height and during normal driving conditions.

STEP 29

STEP 29

Step 29 Start first by driving the truck and cycling the steering a few times to full turn so that a contact mark is left in the strike zone. Next, put the truck up in the air and mark about a 1.5" vertical area around the impact mark. This will be the area to clearance.

Step 30 Using a 4.5" angle grinder with a flap disk or grind wheel, clearance this marked strike zone about 1/8" deep at the area of the contact point and smoothely transition your grind up and down.

AFTER MODIFYING YOUR SUSPENSION

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

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.