PART# K940275 & K940217

2025+ GM 1500 4WD

7-10" SUSPENSION LIFT KIT

8 HOUR INSTALL TIME

WARNING

Max Trac Suspension recommends using an 20" x 9" wheel w/ 5" back spacing. 17" -18" rims will fit with 4 5/8"" back spacing. Any wheel that is wider or has less back spacing "i.e. Deep Dish Wheels" can cause component failure and will void the warranty. Max Trac Suspension also recommends using a 38" x 12.5" tire.

*THIS KIT REQUIRES THE CUTTING OF YOUR FRAMES CROSSMEMBER UNDER THE ENGINE.

*REQUIRES CUTTING THE LIP OF THE FRONT LCA MOUNTS

* DOES NOT WORK ON MODELS EQUIPPED WITH MAGNE-RIDE.

*DOES NOT WORK ON 2022+ MODELS W/ CAST SPRING PERCHES, MONO-LEAF, LEAF SPRINGS

*STOCK WHEELS WILL NOT WORK WITH THIS KIT.

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

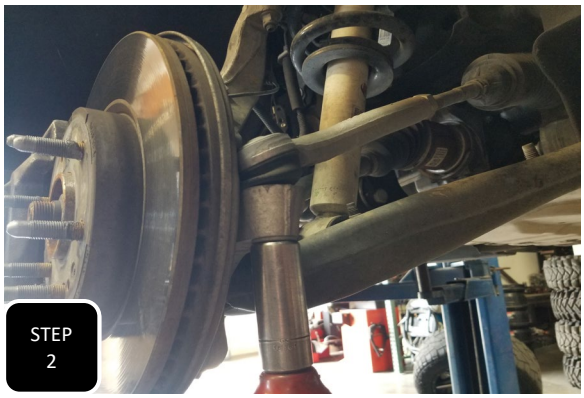
EDITED 7/1/25

COMPONENTS & HARDWARE

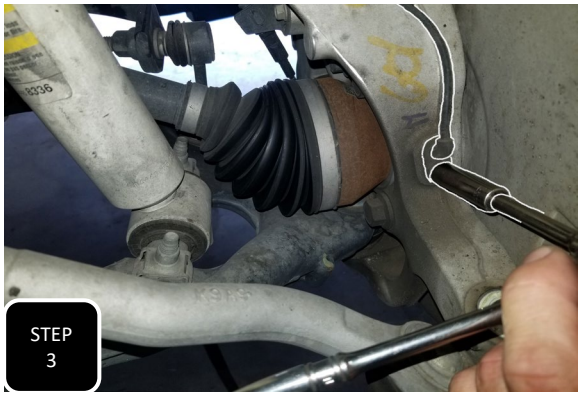
Components	Hardware	Hardware Pack #
(1) 941971A FRONT SUB FRAME	(4) M18-2.5 X 120 HEX CAP BOLT	
(1) 941971B REAR SUB FRAME	(4) M18-2.5 NYLOCK NUT	9419H-SF
(2) 631971 ADJUSTABLE LIFT STRUT	(8) M18 FLAT WASHER	
(1) 741971D DS STEERING KNUCKLE	(2) M14-2.0 X 100 HEX CAP BOLT	
(1) 741971P PS STEERING KNUCKLE	(1) M14-2.0 X 110 HEX CAP BOLT	
(1) 941971C-1 DS DIFF DROP	(3) M14-2.0 NYLOCK NUT	
(1) 941971C-2A PS DIFF DROP	(6) M14 FLAT WASHER	9419H-DD
(1) 941971C-2B PS DIFF DROP SUPPORT	(4) 7/16-14 X 1 1/4" HEX CAP BOLT	
(1) 941971C-3A REAR DIFF BRACKET	(4) 7/16-14 NYLOCK NUT	
(1) 941971C-3B REAR DIFF BRACKET	(8) 7/16" FLAT WASHER	
(2) 941971D-1 DS SWAY BAR BRACKET	(4) 3/8-16 X 1 1/4" HEX CAP BOLT	
(1) 941971D-2 PS SWAY BAR BRACKET	(4) 3/8-16 NYLOCK NUT	9419H-SB
(1) 941971E-1 DRIVE SHAFT SPACER	(8) 7/16" FLAT WASHER	
(1) 941971E-2 SKID PLATE	(6) M10-1.5 X 90 SOCKET HEAD BOLT	
(2) 941300C-7 GOLD AXLE SPACER	(2) 3/8-16 X 1 1/4 HEX CAP BOLT	
(2) 19256659 OUTER TIE ROD END	(2) 3/8-16 NYLOCK NUT	
(2) 941971CT CRUSH TUBE	(4) 3/8" FLAT WASHER	9419H-KB
(1) 941971-KB1D KICKER BAR BRACKET	(4) 1/2-13 X 4 HEX CAP BOLT	
(1) 941971-KB1P KICKER BAR BRACKET	(4) 1/2-13 NYLOCK NUT	
(2) SMX941300D-1 KICKER BAR	(8) 1/2" FLAT WASHER	
(2) SMX941300D-3 KICKER BAR MOUNT	(2) M12-1.5 X 40 SOCKET HEAD BOLT	
	(2) M12-1.5 NYLOCK NUT	
	(4) M12 FLAT WASHER	9419H-SP
	(2) 7-16-14 X 1 1/4 HEX CAP BOLT	
	(2) 7/16-14 NYLOCK NUT	
	(4) 7/16" FLAT WASHER	
	(2) M6-1.0 X 16 HEX CAP BOLT	
	(2) M6 FLAT WASHER	
	(2) 3/8" LOOM CLAMP	9419H-ABS
	(5) 4" BLACK ZIP TIE	
900250	(2) 1/4-20 X 1 HEX CAP BOLT	
(2) 810050 5" LIFT BLOCK	(2) 1/4-20 NYLOCK NUT	REAR ABS LINE HARDWARE
(1) 941971-RB REAR BRAKE LINE BRACKET	(4) 1/4" FLAT WASHER	
(1) 941971-ABS REAR ABS LINE BRACKET	(2) M8-1.25 X 20 HEX CAP BOLT	
(2) 3400LL-4 REAR SHOCK	(2) M8-1.25 NYLOCK NUT	9419H-RB
(1) 910214 14" ROUND U-BOLTS	(4) M8 FLAT WASHER	
(1) 941971E-3 REAR DRIVE SHAFT SPACER	(4) M12-1.75 X 60 FLANGE BOLT	DRIVE SHAFT HARDWARE
OR		
900270	(2) 1/4-20 X 1 HEX CAP BOLT	
(2) 810070 7" LIFT BLOCK	(2) 1/4-20 NYLOCK NUT	REAR ABS LINE HARDWARE
(1) 941971-RB REAR BRAKE LINE BRACKET	(4) 1/4" FLAT WASHER	
(1) 941971-ABS REAR ABS LINE BRACKET	(2) M8-1.25 X 20 HEX CAP BOLT	
(2) 3400LL-4 REAR SHOCK	(2) M8-1.25 NYLOCK NUT	9419H-RB
(1) 910216 16" ROUND U-BOLTS	(4) M8 FLAT WASHER	
(1) 941971E-3 REAR DRIVE SHAFT SPACER	(4) M12-1.75 X 60 FLANGE BOLT	DRIVE SHAFT HARDWARE

ALL STEPS SHOULD BE PERFORMED SIMULTANEOUSLY ON BOTH SIDES

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



Step 2 Loosen the tie rod at the spindle and break loose by hitting the side of the spindle, at the steering arm, with a hammer. **NOTE: NEVER HIT THE TIE ROD ON THE THREADS.**



Step 3 Unbolt the ABS sensor from the spindle and then unbolt the wire guide bracket just above the sensor.

Step 4 Unbolt any and all other ABS wire guide brackets from the spindle and save the hardware for re-installation.

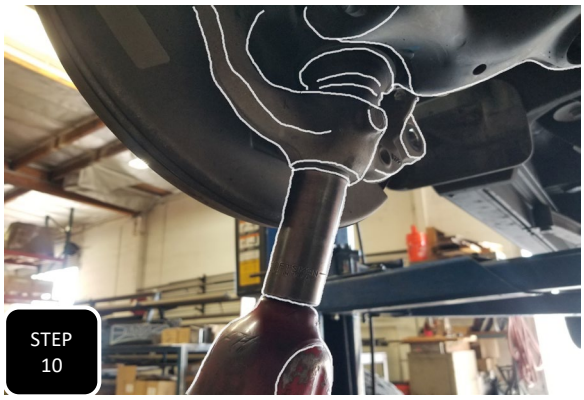
Step 5 Unbolt the brake line guide bracket and then unbolt the brake caliper .

Step 6 Remove the brake caliper and support it up, out of the way. **NOTE: NEVER ALLOW THE CALIPER TO HANG BY THE BRAKE LINE.**

Step 7 Unbolt the rotor retainer screw and then remove the brake rotor. **NOTE: IF THE ROTOR DOES NOT JUST POP OFF THEN YOU WILL NEED TO HIT THE SURFACE THAT THE WHEEL MOUNTS TO, WITH HAMMER, IN DIFFERENT SPOTS UNTIL THE CORROSIVE BOND IS BROKEN.**

Step 8 Loosen and remove the axle retainer nut. The axle should move freely in hub, if it does not, you will need to use an air hammer to break the corrosive bond and get it moving. **NOTE: IT IS NOT RECOMMENDED TO HIT THE AXLE WITH A HAMMER AS IT COULD DAMAGE THE THREADS.**

Step 9 Loosen the upper ball joint nut, but do not remove it. Hit the side of the spindle, right at the ball joint, with a hammer to break it loose. The nut will catch the spindle.



Step 10 Loosen the lower ball joint nut, but do not remove it. Hit the side of the spindle, right at the ball joint, with a hammer to break it loose. The nut will catch the spindle, then remove the spindle.

Step 11 Unbolt the sway bar end links from each lower control arm and then unbolt all 4 frame mounting bolts and remove the entire sway bar.

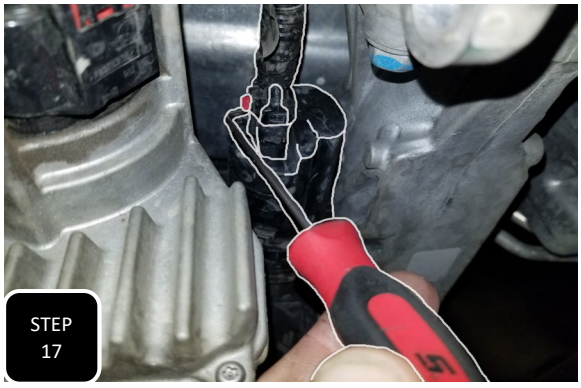
Step 12 Unbolt the 3 nuts at the top of the strut and the 2 bolts at the bottom of the strut and then remove the strut.

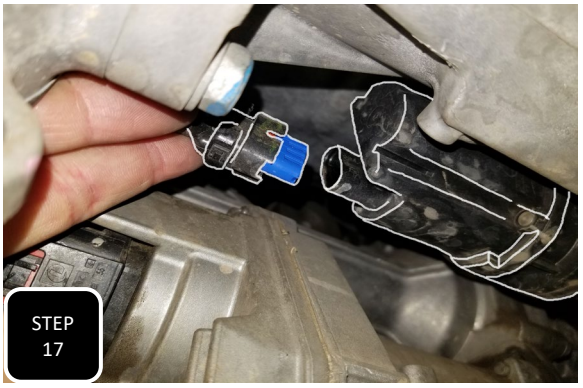
Step 13 Unbolt both bolts attaching the lower control arm to the frame and remove the lower control arm.

Step 14 Locate the plastic skid plate between the front bumper and the front suspension then remove and discard it.

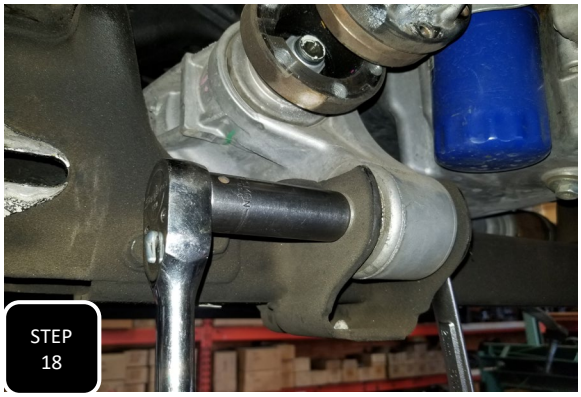
Step 15 If your truck is equipped with one, remove the aluminum skid plate located below the lower control arm mounts and discard it.

Step 16 Remove the 6 bolts and connecting plates which attach the front drive shaft to the front differential. Next, support the drive shaft up out of the way.





Step 17 Locate the electrical plug on the front diff housing, slide the "red" safety clip out of the way, and then separate the plug.

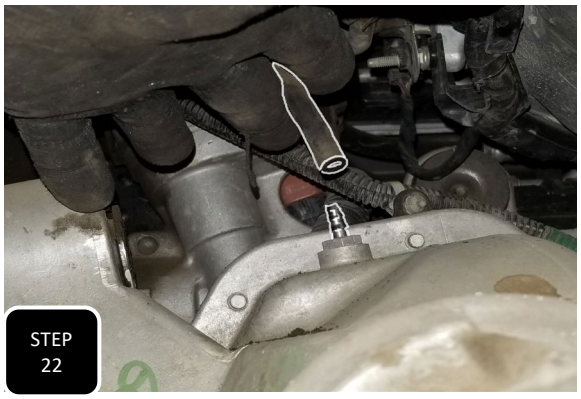


Step 18 Unbolt the diff, just under the yoke to separate it from the cross member

Step 19 Unbolt the 4 bolts attaching the rearward control arm crossmember and remove the cross member.

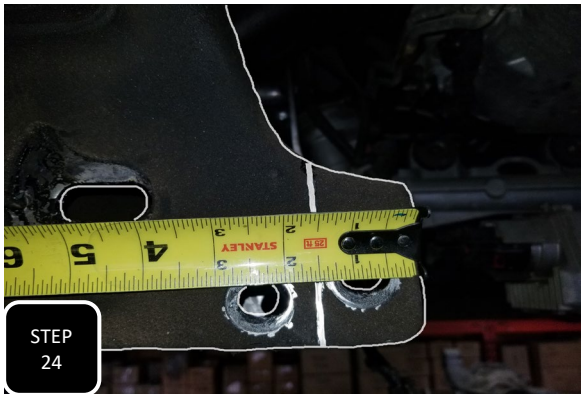
Step 20 Support the front differential with an adjustable jack and then begin unbolting the mounts. Start with the passenger side mount and remove the long bolt.

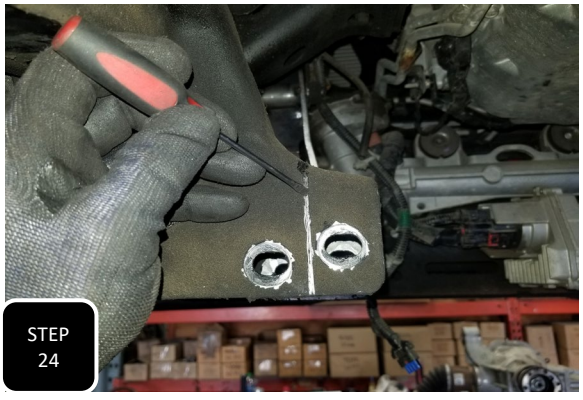
Step 21 Next, remove the driver's side mounting bolt which can be accessed from the out side of the frame, in the middle of the strut tower.



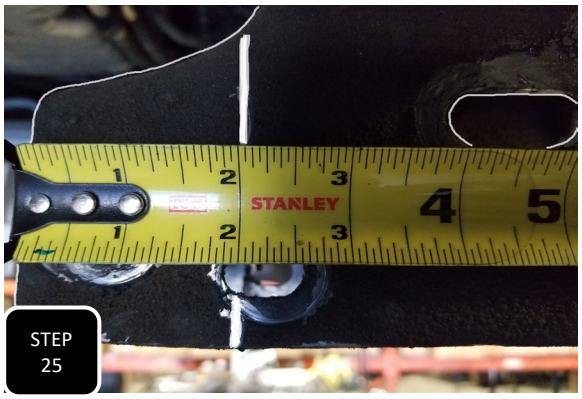
Step 22 Lower the differential down a little bit and first disconnect the breather tube, then dis-engage all wire guide clips for the differential electrical plug.

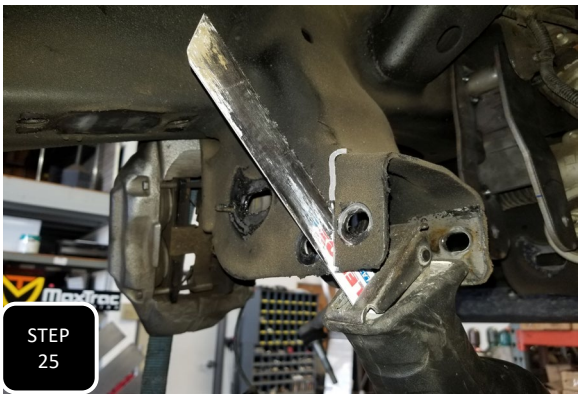
Step 23 Slowely lower the differential making sure that there isn't anything else attached to it. Once the differential is clear, push it to a safe spot, out of your way, so that it does not get damaged.





Step 24 On the back side of the driver's side "rearward" lower control arm mount, measure and mark a line 1 1/2" in from the edge where the cross member was originally bolted up to. **NOTE: GM'S UNDER COAT IS THICK AND HARD TO WRITE ON. IT IS EASIER TO USE A SMALL SCREW DRIVER TO SCRATCH A VERTICAL LINE.**



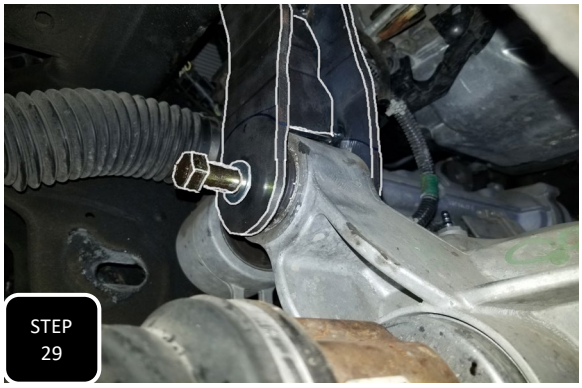


Step 25 On the front side of this same mount, Scratch a vertical line 2 inches from the edge then on the top side of the mount, connect your two vertical lines. Next, using a suitable cutting device, cut up, across, and down through the middle of your scratched lines.

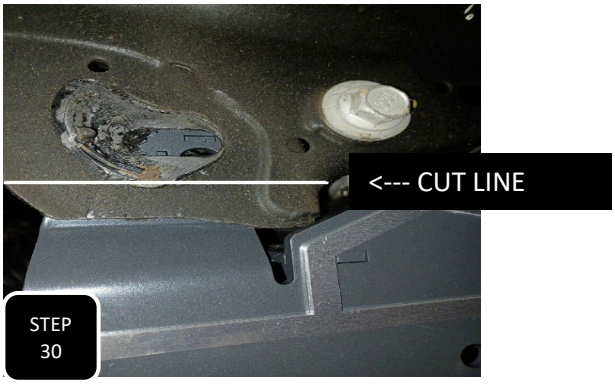
Step 26 Once you have cut the piece completely off, then clean up any sharp edges, and spray paint for rust prevention.

Step 27 Loosely install the passenger side diff drop bracket using the factory hardware. The bracket needs to swoop towards the front of the truck. **NOTE: DO NOT FULLY TIGHTEN AT THIS TIME.**

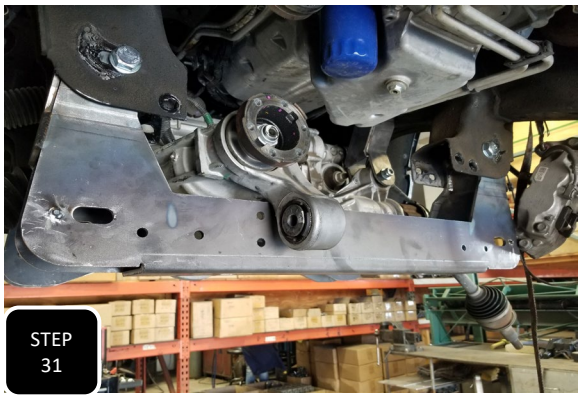
Step 28 Loosely install the driver's side diff drop bracket using the factory hardware. It needs to be installed to where it swoops forward and the "notched out" ear is next to the steering rack bolt.



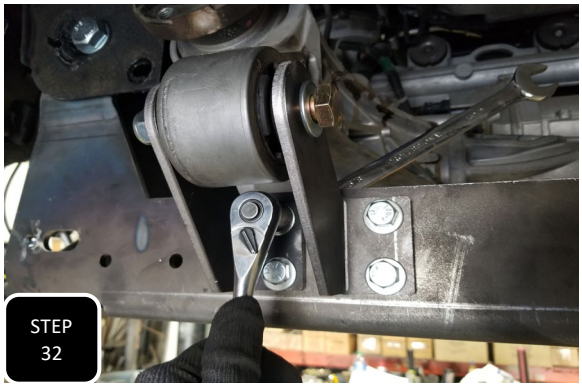
Step 29 Jack up differential and loosely attach it to the two brackets using the provided M14-2.0 x 100 bolt on the driver's side and the M14-2.0 x 110 bolt on the passenger side. **NOTE: THE PASSENGER SIDE BOLT WILL NEED TO BE INSTALLED FROM THE FRONT OF THE TRUCK FACING REARWARD. THERE WILL ALSO BE A SUPPORT BRACKET**

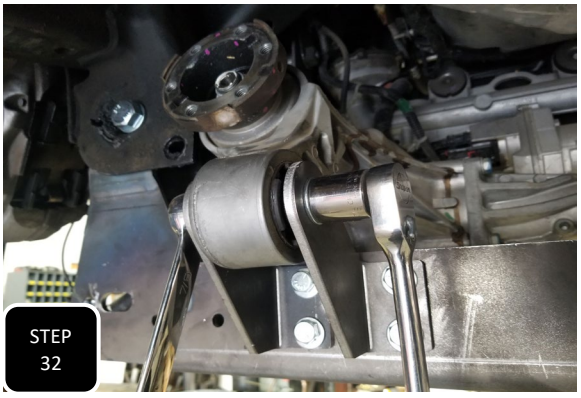


Step 30 Loosely install the front cross member using the provided M18-2.5 x 120 bolts and the logo plate facing the front of the truck. Some trucks will require the lower lip of the frame to be trimmed, so using a suitable cutting device, trim a staight line 5/8" up from the bottom of the control arm mount, only at the front of the frame. **NOTE: DO NOT FULLY TIGHTEN THESE BOLTS AT THIS TIME.**



Step 31 Loosely install the rear subframe using the provided M18-2.5 x 120 bolts. The side with all of the extra holes in it will need to face the rear of the truck. **NOTE: DO NOT FULLY TIGHTEN THESE BOLTS AT THIS TIME.**



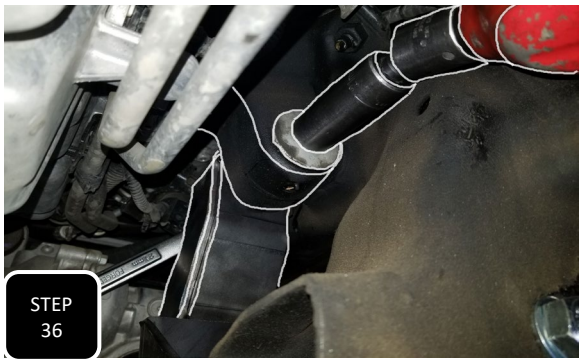


Step 32 Loosely install the rear diff mounting ears using the provided 7/16" hardware to attach the mounts to the back side of the subframe and the provided M14-2.0 x 100 bolt at the diff bushing. First tighten the bolts attaching the mounting ears to the subframe and then tighten the diff bushing bolt. **NOTE: THE MOUNTING EAR WITH THE NOTCH CUT OUT OF IT GOES ON THE DRIVER'S SIDE OF THE DIFF BUSHING.**

Step 33 Loosely install both lower control arms using the factory cam bolts. **NOTE: DO NOT FULLY TIGHTEN THESE BOLTS AT THIS TIME.**

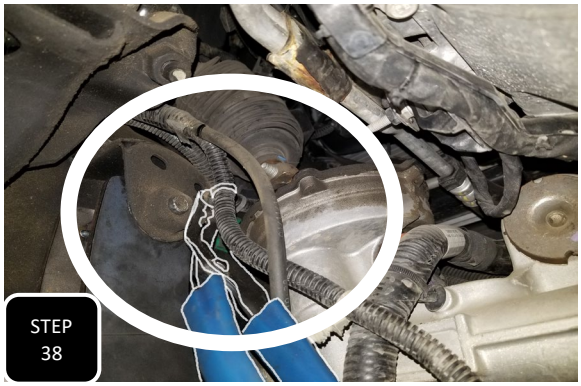
Step 34 Fully tighten all 4 bolts that attach the subframes to the frame and torque to 170 ft/lbs.

Step 35 Locate the passenger side diff drop support bracket and loosely install it between the passenger side diff bracket and the frame where the rear cross member was original located. Install the provided sleeves in the gap of the frame and use the factory bolts through the sleeves and into the support bracket. Once all are loosely installed, fully tighten all 3 bolts to 85 ft/lbs.



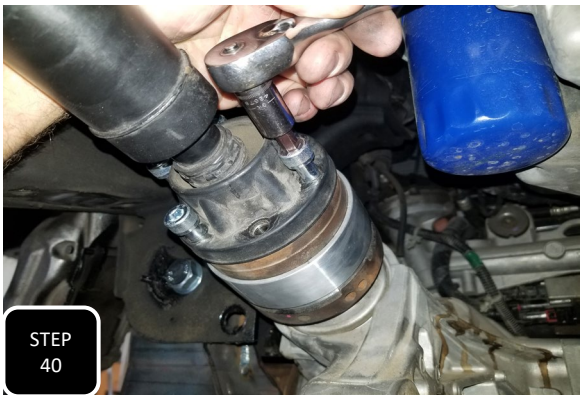
Step 36 Fully tighten the passenger side diff drop bracket to the frame and torque to 85 ft/lbs.

Step 37 Fully tighten both bolts on the driver's side diff drop bracket and torque to 85 ft/lbs.

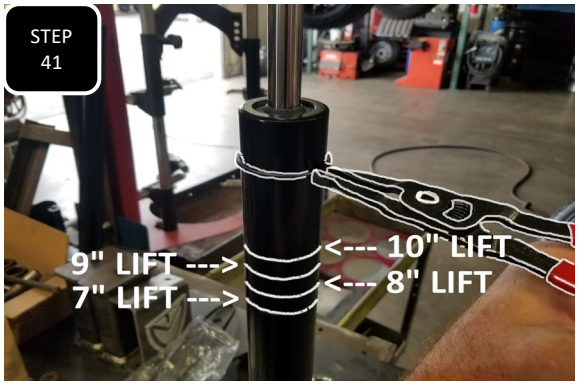


Step 38 There is a wire guide clip for the front diff electrical plug located on the frame near where the steering shaft meets the steering rack. This clip needs to be separated from the frame to allow for extra slack in the line. Next, Plug the pig tail into the diff and engauge the red safety clip.

Step 39 Stretch the diff breather line down and connect it to the nurled post on the top of the diff.

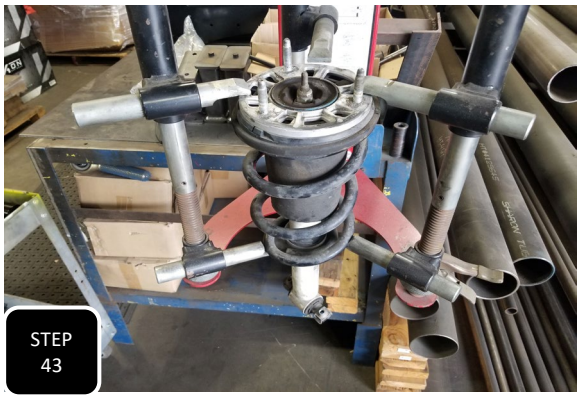


Step 40 Install the front driveshaft spacer between the front yoke and the driveshaft using the provided M10x90 socket head bolts and torque to 45 ft/lbs.

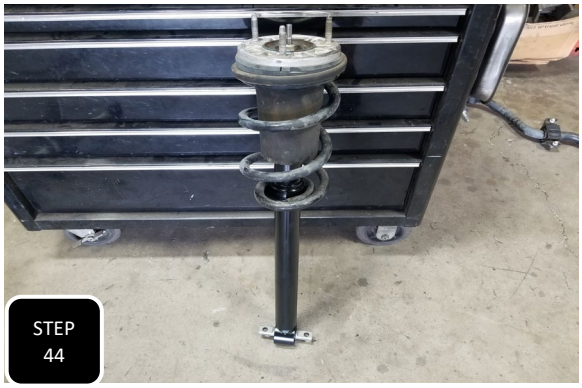


Step 41 Locate the new lift strut and using a set of retainer ring pliars, install the snap ring into the groove of the desired lift height. The lowest groove is for a 7" lift, the second groove from the bottom is for an 8" lift, the third groove from the bottom is for a 9" lift and the top groove is for a 10" lift.

Step 42 Once the retainer ring is set in the desired groove, install the retainer collar over the ring. Make sure that it slides completely over the clip. Next, install the new lower coil seat over the retainer collar. **NOTE: THE COIL SEAT NEEDS TO INSTALL LIKE A TOP HAT, NOT LIKE A BOWL. YOU SHOULD NOT BE ABLE TO SEE THE RETAINER COLLAR IF INSTALLED CORRECTLY.**



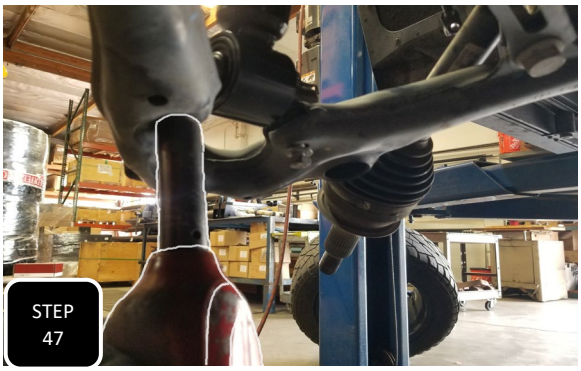
Step 43 Using a suitable coil/strut compressor, compress the stock strut and remove the nut at the center of the top hat. Next, remove the strut from the middle. **NOTE: THE 3 STUD, TOP BOLT PATTERN IS NOT SYMETRICAL SO TAKE NOTE OF THE RELATIONSHIP BETWEEN THE TOP STUDS AND THE LOWER BAR PIN.**



Step 44 While the stock spring is still compressed, install the new lift strut along with the factory bump stop and tighten using the provided nylock nut. **NOTE: MAKE SURE TO CLOCK THE LOWER BAR PIN THE SAME AS IT WAS WHEN YOU REMOVED THE FACTORY STRUT FROM THE ASSEMBLY.**

Step 45 Use a flat head screw driver to pop the threaded clips off of the bar pin on the stock strut and then pop the clips onto the bar pin of the new strut.

Step 46 Loosely install the new strut assembly into the strut tower using the factory nuts. Next, swing up the lower control arm and loosely attach it to the bottom of the strut using the factory bolts.



Step 47 Fully tighten the upper nuts and lower bolts for both struts.

Step 48 Locate the new, longer steering knuckles and install them on their designated side with the steering arm facing the front of the truck and the caliper mounting ears facing the rear of the truck. Use the factory hardware and torque to factory specs.

Step 49 Remove the 4 bolts attaching the hub assembly to the steering knuckle and separate the two. **NOTE: IT WILL HELP TO HIT THE BACK OF THE HUB WITH A DEAD BLOW IF IT STICKS TO THE STEERING KNUCKLE.**

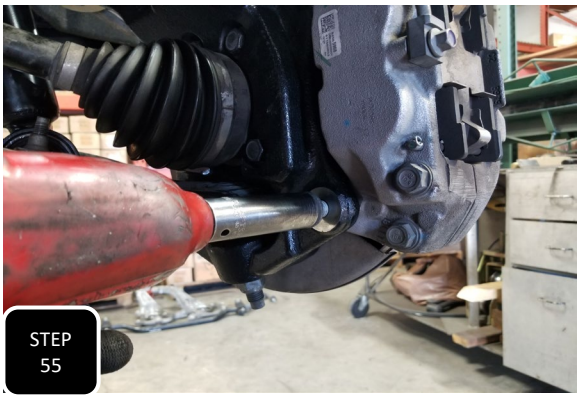
Step 50 Remove the "O" ring that is in the hub bore of the factory steering knuckle and install it in the new steering knuckle. **NOTE: APPLY SOME WD-40 OR OTHER LUBE ON THE "O" RING TO EASE THE INSTALL OF THE HUB ASSEMBLY.**

Step 51 Locate the outer axle spacer which is a 2 3/4" gold washer with a chamfered inner diameter on one side. Slide this down the splined end of the axle with the chamfered end facing inward.

Step 52 Install the hub assembly into the the new steering knuckle using the factory bolts and torque to 120 ft/lbs.

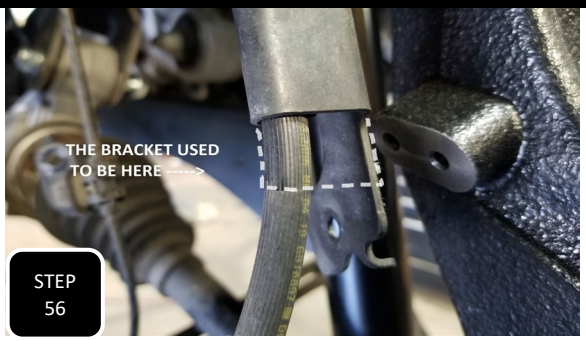
Step 53 Install the brake rotor onto the wheel studs and secure it using the factory retainer screw.

Step 54 Install the axle nut and torque to factory specs.



Step 55 Install the brake caliper using the factory bolts and torque to factory specs.

PASSENGER SIDE BRAKE/ABS LINE



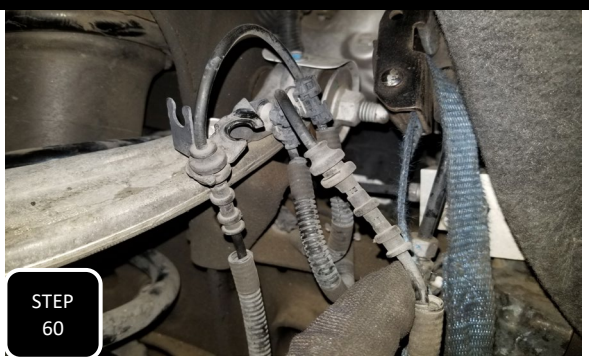
Step 56 Attach the brake line guide bracket to the side of the spindle using the factory M6 bolt and tighten. Next, pull the brake line down through the mounting bracket to gain some slack between the brake caliper and mounting bracket.

Step 57 Unclip the ABS line from the mounting bracket at the upper control arm to gain slack in the line. Next, install the ABS sensor in the mounting hole at the front of the steering knuckle and attach it using the factory M6 bolt.

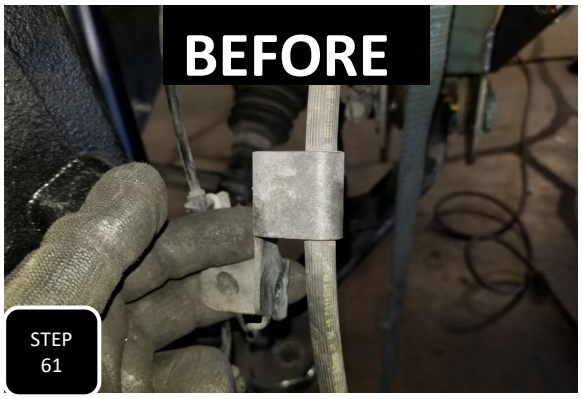
Step 58 Remove the higher up guide bracket from the ABS line and then attach the lower down bracket (the bracket that is near the ABS sensor) to the back side of the steering arm using the factory M6 bolt. **NOTE: STEER THE SPINDLE BACK AND FORTH TO ENSURE THAT THERE IS ENOUGH SLACK IN BOTH THE ABS LINE AND BRAKE LINE, THAT THEY DO NOT GET TIGHT AT ANY POINT.**

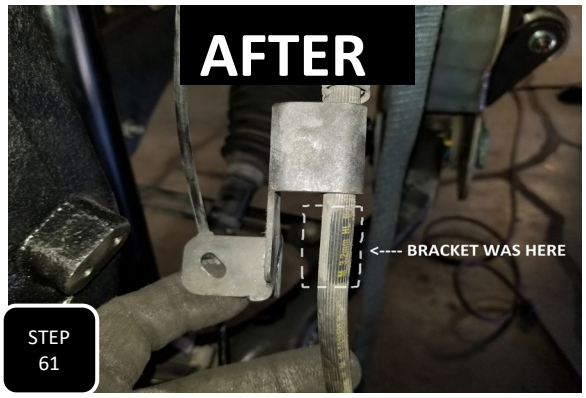
Step 59 Using two of the provided zip ties, attach the remainder of the ABS line to the brake line and then trim off the tail of the un-used zip tie.

DRIVER'S SIDE BRAKE/ABS LINE

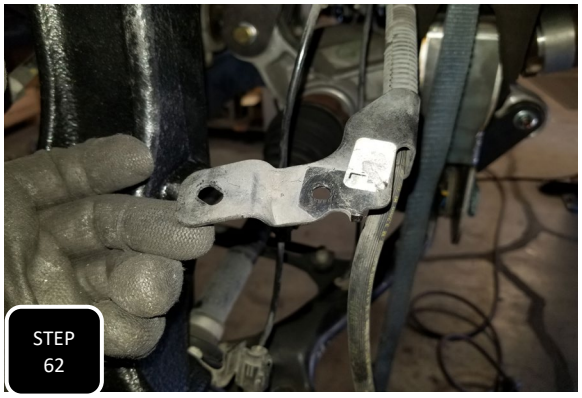


Step 60 Separate the brake pad sensor wire guide bracket from the brake line guide bracket by detaching where the two brackets clip together. Next, separate the brake pad sensor wire from the bracket at the upper control arm.



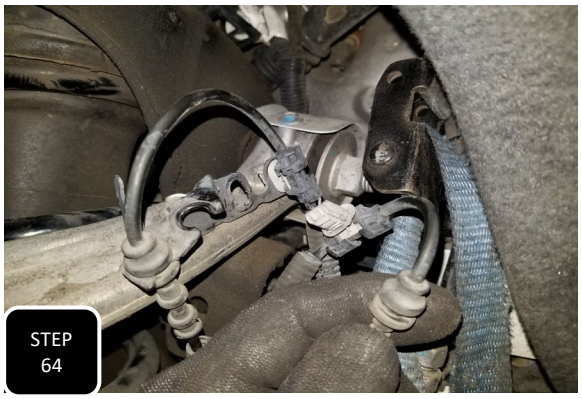


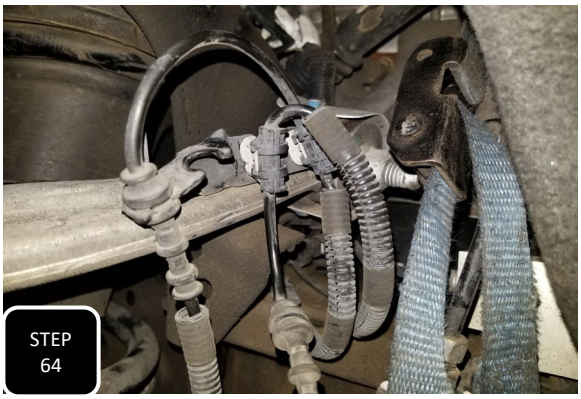
Step 61 Locate the brake line mounting bracket in the middle of the brake line and slide it up the line about the same length as the height of the bracket.



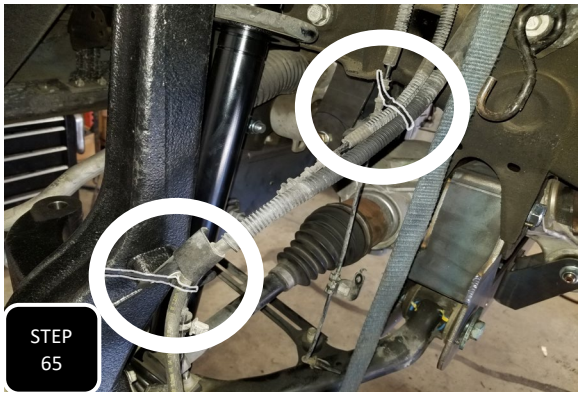
Step 62 The tab on the brake line mounting bracket that originally mounted the brake pad sensor wire needs to be bent so that it is now straight, not at 90 degrees from the main bracket.

Step 63 Attach the first brake pad sensor wire to the spindle using the factory M6 bolt. Next, attach the brake line guide bracket to the side of the spindle using the factory M6 bolt.





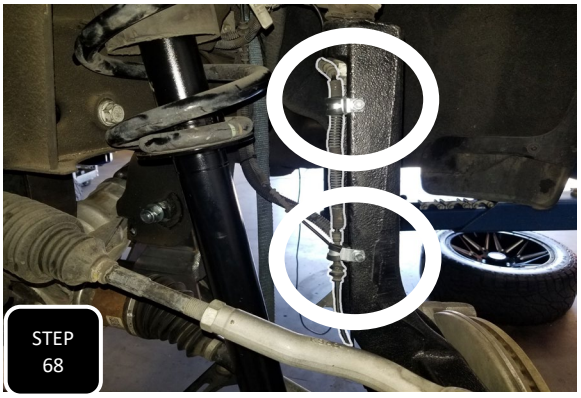
Step 64 Unclip the brake pad wire from the mount at the upper control arm and then flip the clip up-side down and re-install it back into the same hole.



Step 65 Attach the brake pad sensor wire to the brake line using two of the provided zip ties and then clip of the excess of unused zip tie.

Step 66 Separate the ABS sensor wire from both mounting points on the bracket at the upper control arm and then re-route the wire underneath the upper control arm instead of above it as it was from the factory.

Step 67 Attach the ABS sensor to the steering knuckle using the factory M6 bolt. Next, attach the lower wire guide bracket to the back of the steering arm on the knuckle using the factory M6 bolt.

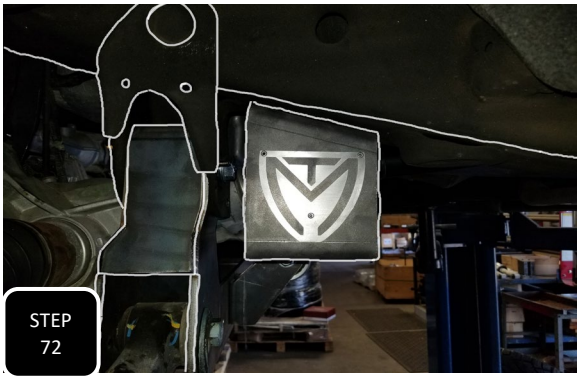


Step 68 Separate the intermediate ABS line bracket from the rubber grommet on the line and then attach the ABS line to the front of the neck of the steering knuckle using the provided 3/8" loom clamps and M6 hardware.

Step 69 Loosely install the outer tie rod into the steering knuckle to keep the tie rod from rotating while you loosen the jam nut. Break the jam nut loose and then completely unthread and remove the outer tie rod end.

Step 70 Locate the new, shorter outer tie rod end and thread it onto the inner tie rod end until it is able to connect to the steering knuckle when the steering knuckle is positioned with the rotor parallel to the frame. Next, install the grease fitting and add a little bit of grease to the joint. Lastly, tighten up the rod end to the steering knuckle using the provided nut.

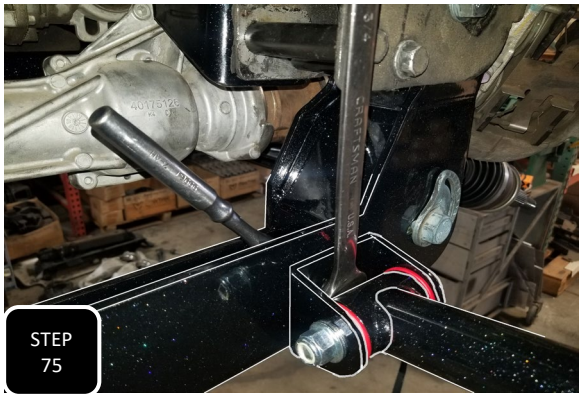
Step 71 Snug up all 4 lower control arm mounting bolts, but do not fully tighten until the truck is on the ground at ride height.

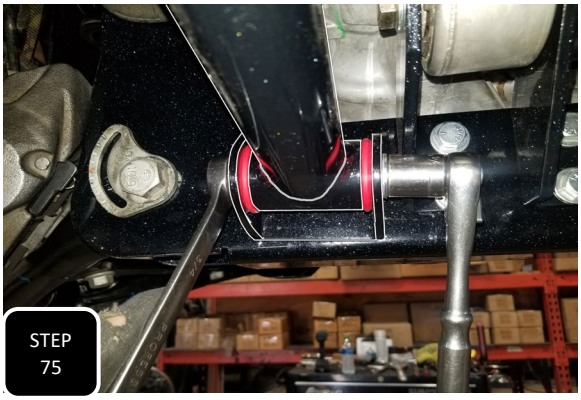


Step 72 Locate the two sway bar drop down brackets and install them sloped side at the frame and "MT" logo facing outward, using the factory hardware.

Step 73 The sway bar will need to be flipped from its original position so that the middle of the bar swoops upward. Loosely attach the sway bar to the drop down brackets using the provided M10 hardware and attach the sway bar end links into the lower control arms using the factory nuts. Once everything is aligned, then fully tighten all connecting points.

Step 74 Locate the crossmember under the transfer case and remove the nuts from both mounting bolts on both sides. Next, Loosely install the supplied kicker bar brackets on the front side of the crossmember, push them upward so that the bottom of the backets contacts the bottom of the crossmember and then tighten.

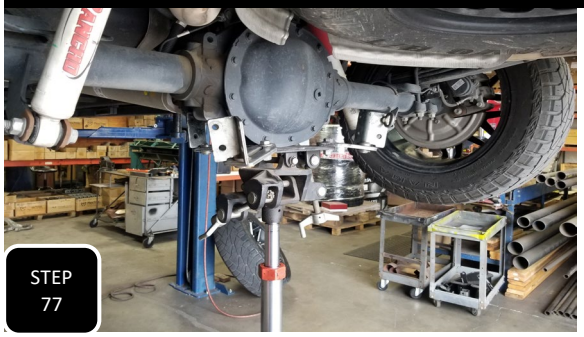


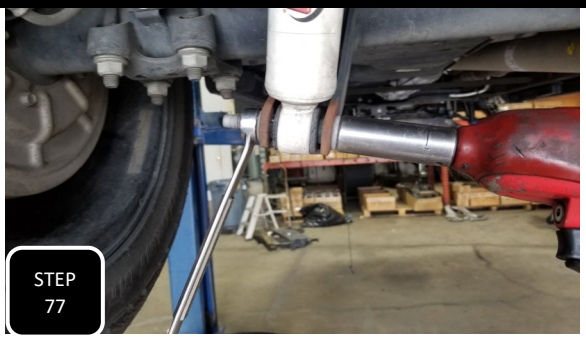


Step 75 Locate the smaller, clevis looking kicker bar brackets and loosely install them onto the back of the rearward subframe using the supplied 3/8" hardware. Next, loosely install the kickerbars using the supplied 1/2" hardware. Once both kicker bars have been loosely installed, fully tighten both mounts and then lastly tighten all 4 kicker bar bolts. All 1/2" bolts get torqued to 60 ft/lbs, 3/8" bolts to 30 ft/lbs, & the M18 crossmember bolts to 150 ft/lbs.

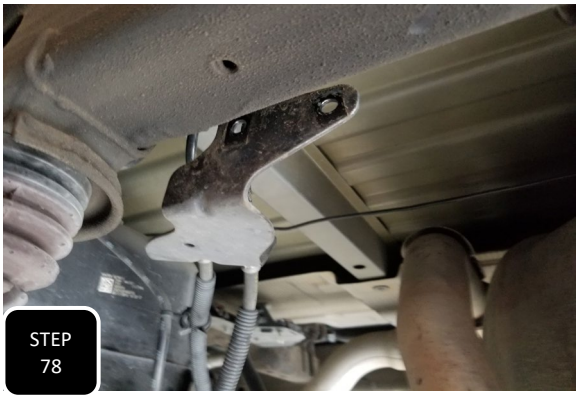
Step 76 Attach the skid plate to the bottom of both subframes using the supplied M12 socket head screws on the front crossmember and the supplied 7/16" hardware at the rearward subframe then tighten. All bolts can get torqued to 45 ft/lbs.

REAR LIFT INSTALLATION





Step 77 Support the rear axle with an adjustable jack and then unbolt both rear shocks at both ends and remove.

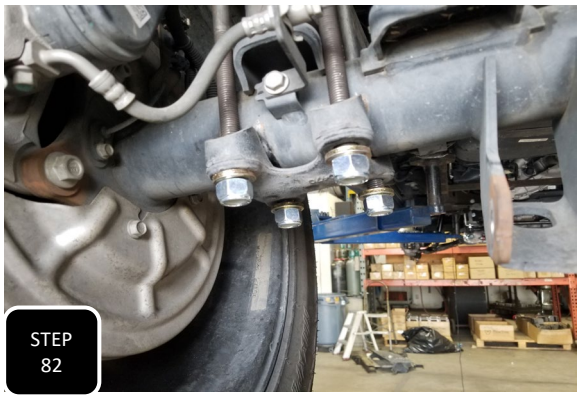


Step 78 Remove both mounting bolts for the brake line bracket located on the inside of the driver's side frame.

Step 79 Unbolt the two bolts that attach the ABS wiring to the top of the differntial and allow the wiring to hang loose until the lift blocks are installed.

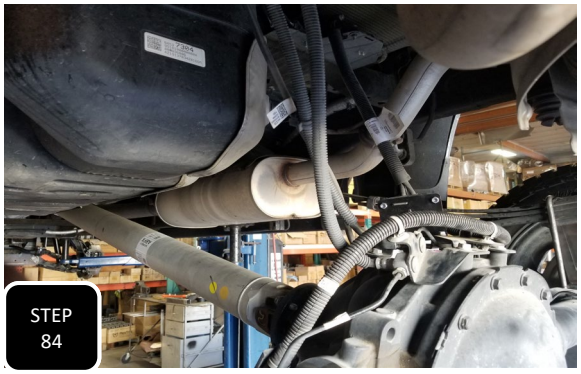
Step 80 Working on one side at a time. Remove the factory spring plate and U-bolts, then lower the axle to make room for the lift block. **NOTE: SLIGHTLY LOOSEN THE U-BOLTS ON THE OTHER SIDE TO ALLOW EASIER MOVEMENT OF THE AXLE AND AN EASIER INSTALL OF THE BLOCK. "DO NOT REMOVE THE U-BOLTS ON THE OTHER SIDE"**

Step 81 **I**nstall the new lift block and longer U-bolts. The lift block is angled and the short side must face the front of the truck. **NOTE: THE MAX TRAC LIFT BLOCK HAS TWO CENTER PIN HOLES. INSTALL THE CENTER PIN IN THE OFF-SET HOLE, WHICH WILL PUSH THE AXLE 1 INCH FORWARD AND MINIMIZE DRIVELINE PLUNGE.**



Step 82 Loosely tighten the U-bolts and then install the lift block and U-bolts on the other side. Once both blocks have been installed, torque the U-bolts to 100 ft/lbs.

Step 83 Locate the brake line bracket and install it between the frame and the factory brake line bracket on the inside of the driver's side frame rail. Attach it to the frame using the factory bolts and attach the factory brake bracket to this bracket using the provided M8 hardware. **NOTE: THE BRAKE LINE BRACKET IS THE LARGER "Z" SHAPED BRACKET.**



Step 84 Locate and install the ABS wire bracket for the top of the differential. Attach it to the diff using the factory hardware and then attach the ABS line block to the bracket using the provided 1/4" hardware.

PICTURE COMING SOON

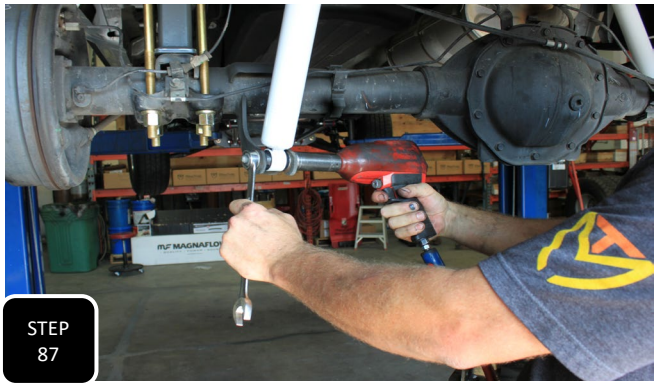
STEP 85

PICTURE COMING SOON

STEP 85

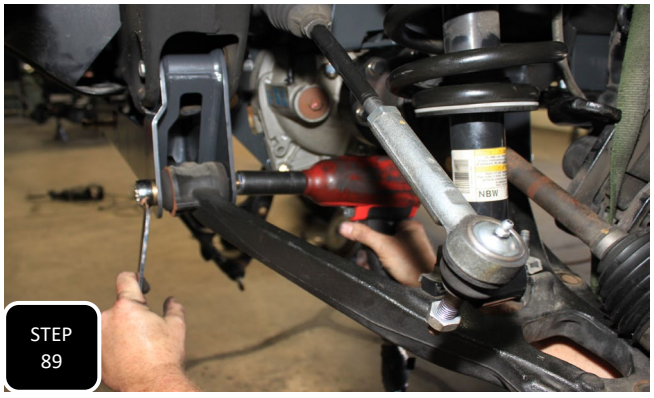
Step 85 Unbolt the 4 bolts that attach the driveshaft to the pinion flange and install the aluminum driveshaft spacer using the provided bolts and torque to 70 ft/lbs.

Step 86 Locate your new longer rear shocks and shock hardware. Next, lube up the bushing on both ends of the shocks and using a bench vise, press the new shock sleeves in. **NOTE: IT HELPS THE PRESSING PROCESS TO PIVOT THE SHOCK UP AND DOWN WHILE CLOSING THE VISE.**



Step 87 Install the new longer shocks using the factory hardware and tighten. **NOTE: MAX TRAC SHOCKS MUST BE MOUNTED WITH THE BODY AT THE AXLE AND THE SHAFT AT THE FRAME OR THEY WILL NOT WORK PROPERLY. FOX SHOCKS WILL MOUNT THE OPPOSITE, WITH THE BODY ON THE FRAME AND SHAFT AT THE AXLE.**

Step 88 Install the new wheels and tires, then move the truck forward and back about 10 feet while moving the steering back and forth to settle the suspension. Next, adjust the vehicles tow alignment close to straight so that the vehicle is safe to drive to the alignment shop.



Step 89 Now that the suspension is settled and the vehicle is sitting at ride height, go back and tighten all of the bolts that were left loose. **NOTE: TIGHTENING THE CONTROL ARM BUSHINGS WHILE THE TRUCK IS AT RIDE HEIGHT WILL PROLONG THE LIFE OF THE BUSHINGS.**

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.