GENERAL SHOCK HARDWARE INSTRUCTIONS

GM / DODGE / FORD / NISSAN

STEM LOOP SHOCKS
OR
LOOP LOOP SHOCKS

STEM / LOOP **LOOP / LOOP**

*MAX TRAC SHOCKS MUST BE INSTALLED WITH THE SHAFT OF THE SHOCK AT THE FRAME & THE BODY OF THE SHOCK AT THE AXLE. INSTALLING THEM UPSIDE DOWN WILL CAUSE THE SHOCK TO WORK IMPROPERLY AND CAN LEAD TO SHOCK FAILURE

* SOME SHOCKS WILL REQUIRE A PREVIOUSLY INSTALLED SLEEVE TO BE REMOVED

* EYELET BUSHINGS FEATURE A 1/16" SMALLER THROUGH-HOLE THAN THE PROVIDED SLEEVES FOR PRELOAD ON THE BUSHING TO INCREASE LONGEVITY

* STEM HARDWARE MUST BE INSTALLED IN ORDER (WASHER, BUSHING, FRAME, BUSHING, WASHER, NUT)

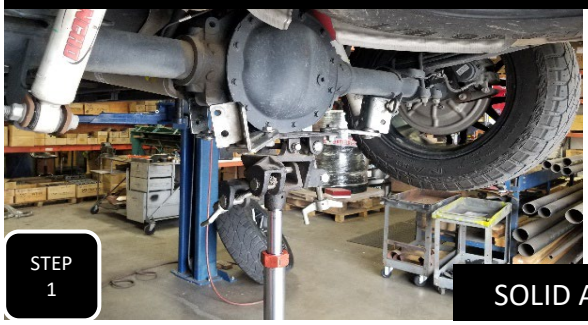
Please double check the parts list before beginning installation to ensure all parts are present. If there is something missing, please contact Maxtrac Suspension (714) 630-0363. Please have the boxes present if parts are missing or damaged

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

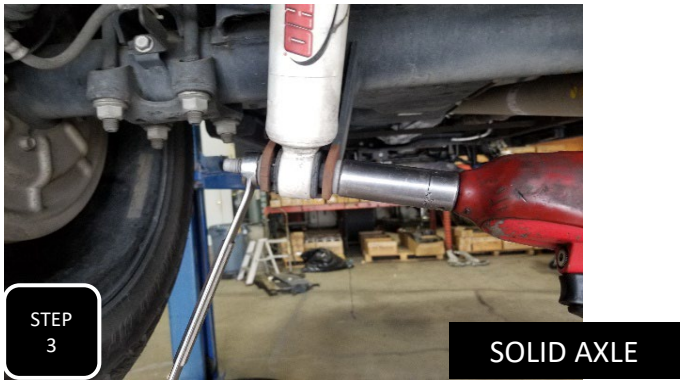
UPDATED 10/29/25

STEM / LOOP SHOCKS



Step 1 Jack up the truck and support under the frame rails with jack stands. Keep an adjustable jack under the the axle or control arm (depending on your application) to adjust height and support the component with the shock un-hooked.

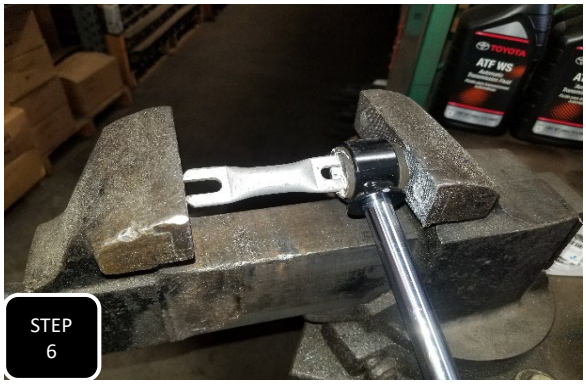
Step 2 Unbolt the upper mounting nut and then remove the upper bushing and washer. **NOTE: IT IS LIKELY THAT THE SHAFT OF THE SHOCK WILL SPIN, SO THE STEM OF THE SHOCK IS DESIGNED WITH EITHER A FLAT SURFACE TO GRAB WITH AN ADJUSTABLE WRENCH OR A RECESSED SOCKET FITTING TO INSERT AN ALLEN WRENCH. USE THIS TO HOLD**



Step 3 Unbolt the bottom of the shock and remove.

Step 4 Some applications will require a sleeve or barpin to be pressed into the bushing. If there is already a sleeve in your bushing, this will need to be pressed out using a bolt that is slightly bigger than the I.D. of the sleeve, a socket that is slightly bigger than the O.D. of the sleeve and the use of either a bench vise or arbor press to perform the pressing.

Step 5 Using a white lithium grease or even WD-40, lube up the inside of the bushing. Next, using a bench vise or arbor press, press in the provided sleeve. **NOTE: IF THE SLEEVE SEEMS TO FIGHT YOU AT ANY POINT, THIS IS BECAUSE IT IS STUCK ON A DRY SPOT. TRY ROTATING THE SHOCK UP AND DOWN WHILE CLOSING THE VISE.**

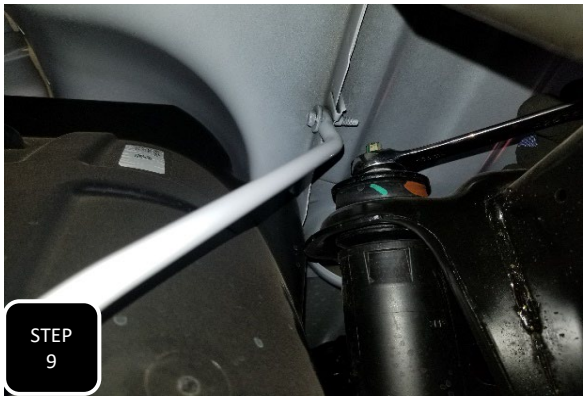


Step 6 If installing a barpin, get it started without a socket on the opposite side of the bushing. Once it bottoms out, loosen the vise, insert a socket that is larger than the barpin between the bushing and vise jaw, then proceed with fully pressing in the barpin.

Step 7 For the stem side of the shock, install one of the cup shaped washers with the cup opening upward. Next, install one stem bushing with the nipple facing upward.

SIMULATED PICTURE WITH A LARGE WASHER IN PLACE OF THE FRAME

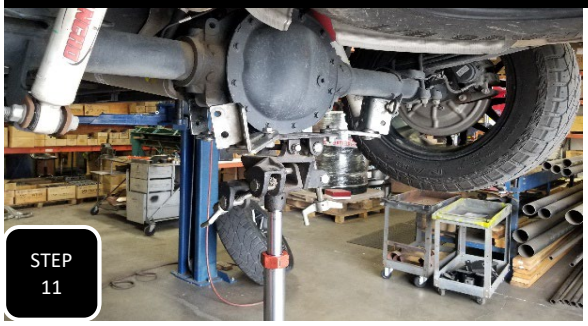
Step 8 Install the shock into the mounting hole in the frame. Once the stem of the shock has been placed through the mounting hole, install the 2nd stem bushing on top of the frame with the nipple pointed downward. Next, install the 2nd cup shaped washer with the cup facing downward and then the nut.



Step 9 If the shock being installed has a shoulder on the stem then the nut can be tightened down until it stops. Most threaded stems do not have a shoulder to prevent from over tightening so you need to watch the bushings as you tighten the nut and stop when they have adequate squish to them. **NOTE: A BUSHING NEEDS TO BE ABLE TO MOVE. OVERTIGHTENING PREVENTS MOVEMENT & COULD LEAD TO THE STEM BREAKING OFF.**

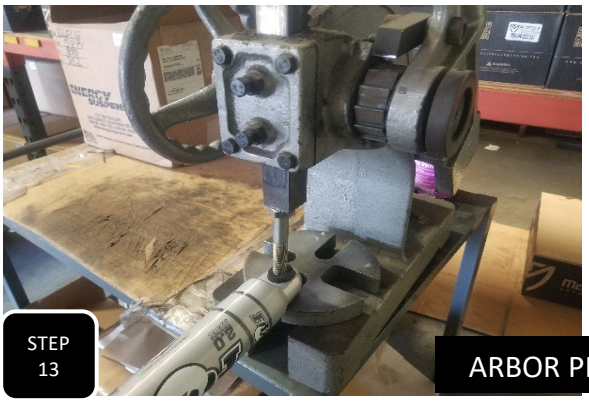
Step 10 Attach the bottom of the shock to the axle or the control arm using the factory hardware and tighten. **NOTE: SOME APPLICATIONS HAVE A 1 5/8" WIDE SHOCK MOUNT WHERE AS MAX TRAC SHOCKS HAVE A 1 1/2" WIDE BUSHING. INSTALLING A WASHER NEXT TO THE BUSHING WILL FILL THE GAP AND PREVENT THE SHOCK MOUNT EARS FROM BENDING INWARD.**

LOOP / LOOP SHOCKS



Step 11 Jack up the truck and support under the frame rails with jack stands. Keep an adjustable jack under the the axle or control arm (depending on your application) to adjust height and support the component with the shock un-hooked.

Step 12 Unbolt the shock from the top and bottom, then remove the shock.

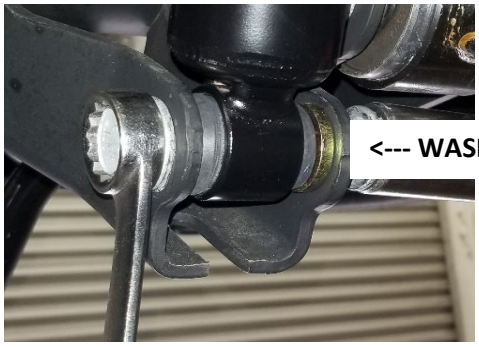


Step 13 Some applications will require a sleeve or barpin to be pressed into the bushing. If there is already a sleeve in your bushing, this will need to be pressed out using a bolt that is slightly bigger than the I.D. of the sleeve, a socket that is slightly bigger than the O.D. of the sleeve and the use of either a bench vise or arbor press to perform the pressing.

Step 14 Using a white lithium grease or even WD-40, lube up the inside of the bushing. Next, using a bench vise or arbor press, press in the provided sleeve. **NOTE: IF THE SLEEVE SEEMS TO FIGHT YOU AT ANY POINT, THIS IS BECAUSE IT IS STUCK ON A DRY SPOT. TRY ROTATING THE SHOCK UP AND DOWN WHILE CLOSING THE VISE.**

Step 15 If installing a barpin, get it started without a socket on the opposite side of the bushing. Once it bottoms out, loosen the vise, insert a socket that is larger than the barpin between the bushing and vise jaw, then proceed with fully pressing in the barpin.

Step 13 Install the new shocks using the factory hardware and tighten. **NOTE: Max Trac shocks need to be installed with the shaft up, at the frame and the body, down at the axle. Installing a Max Trac shock upside down will cause for the shock to not work properly and could lead to shock failure.**
*** GENERAL RULE OF THUMB FOR SHOCKS IS "IF THE LOGO AND WRITING ARE UPRIGHT, THEN THE SHOCK IS INSTALLED PROPERLY.**



<--- WASHER

Step 13 SOME APPLICATIONS HAVE A 1 5/8" WIDE SHOCK MOUNT WHERE AS MAX TRAC SHOCKS HAVE A 1 1/2" WIDE BUSHING. INSTALLING A WASHER NEXT TO THE BUSHING WILL FILL THE GAP AND PREVENT THE SHOCK MOUNT EARS FROM BENDING INWARD.

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.