



**PART# 901050**

**2000-2020 GM SUV 2WD/4WD  
2000-2020 CADILLAC ESCALADE  
NON MAGNE/AUTO-RIDE**

**5" REAR LIFT KIT**



**3 HOUR INSTALL TIME**



**Recommended Tire size  
35x12.50**

**NOTE:** This kit requires drilling into the bump stop striker plates and the side of the factory trac bar bracket

Components	Hardware	Hardware Pack #
(2) 1650 COIL SPACER	(1) M14-2.0 X 100 HEX CAP SCREW	9010H-RTB
(1) 9010RTB TRAC BAR BRACKET	(1) M14-2.0 NYLOCK NUT	
(2) 9499RSB SWAY BAR END LINK	(2) M14 FLAT WASHER	
(2) 9010RBS BUMPS STOP EXTENSION	(2) 7/16-14 X 1 1/4" HEX CAP SCREW	
(2) 541505 SHOCK EXTENDER	(2) 7/16-14 NYLOCK NUT	
(1) 9010RB-1 BRAKE LINE BRACKET	(4) 7/16" FLAT WASHER	9010H-RSB
(1) 9010ABS-1D ABS LINE BRACKET	(2) M12-1.75 X 65 HEX CAP SCREW	
(1) 9010ABS-1P ABS LINE BRACKET	(2) M12-1.75 NYLOCK NUT	
(1) 9010RE-1 E-BRAKE BRACKET	(4) M12 FLAT WASHER	9010H-SE
	(2) M14-2.0 X 80	
	(2) M14-2.0 NYLOCK NUT	
	(4) M14 FLAT WASHER	9010H-RBS
	(2) 7/16-14 NYLOCK NUT	
	(2) 7/16" FLAT WASHER	9010H-BL
	(2) M8-1.25 X 20 HEX CAP SCREW	
	(2) M8-1.25 NYLOCK NUT	
	(4) M8 FLAT WASHER	

**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**

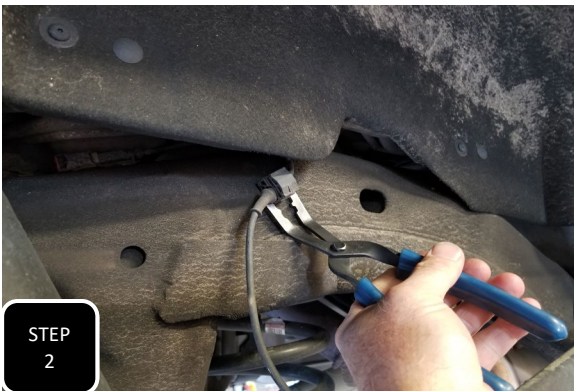
**PRIOR TO INSTALLATION:**

- 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 rear of the truck and support under the frame rails with jack stands. Keep an adjustable jack under the diff for height adjustment.



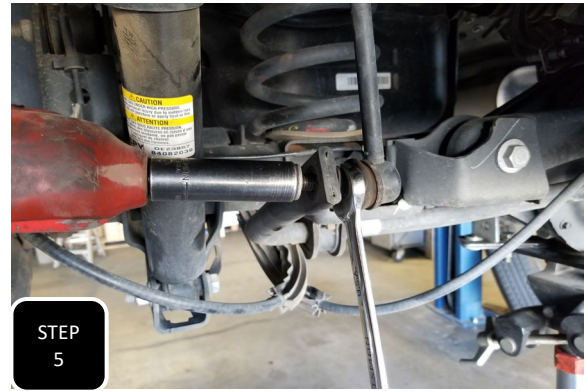
**Step 2** Separate the ABS guide clip, on each side, from the frame to allow for more slack during the install.



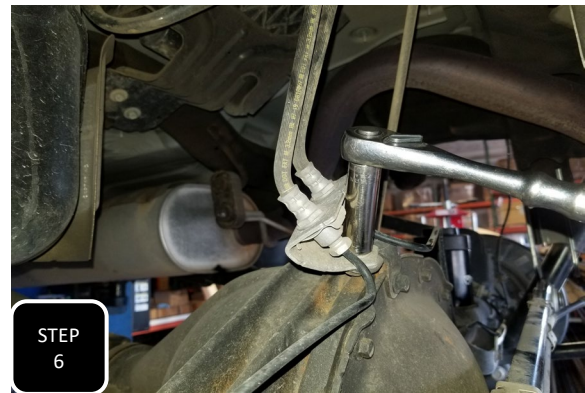
**Step 3** Unclip the ABS line guide clips from the back side of the upper control arm mounts on both sides.



**Step 4** First, apply pressure to the diff with the adjustable jack. Next, to access the upper shock mount more easily, cut a slit in the wheel well liner and remove the upper mounting bolt of the shock.



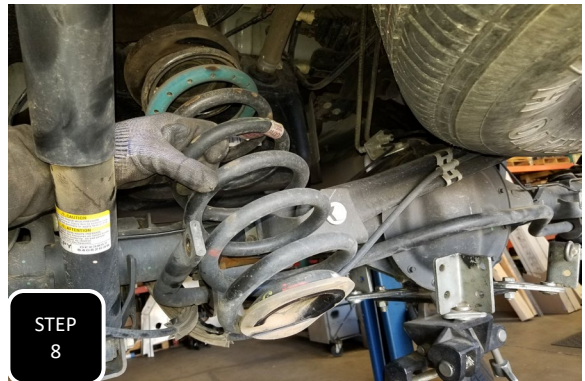
**Step 5** Unbolt both sway bar end links at both ends and remove.



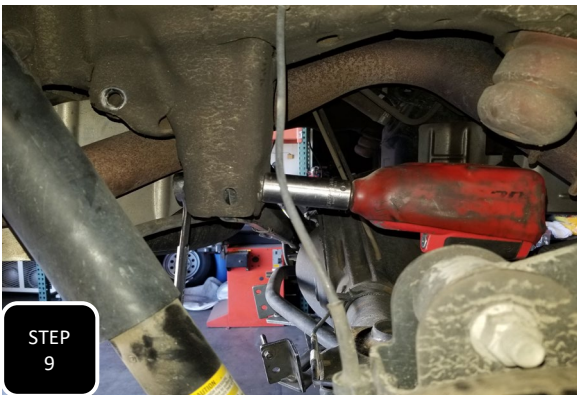
**Step 6** Unbolt the brakeline bracket from on top of the diff to allow for more slack when installing the coil spacers.



**Step 7** Locate the E-brake cable guide brackets on the frame in the passenger side wheel well and at the driver's side lower control arm mount on the axle. Unbolt both and completely remove the pass side bracket from E-brake cable.



**Step 8** Lower down the axle and remove both coil springs. **NOTE: MAKE SURE TO SAVE THE RUBBER ISOLATORS FOR RE-INSTALLATION.**



**Step 9** Unbolt the trac bar from the mount on the frame and separate.



**Step 10** Make sure the adjustable jack under the diff has a provision to keep the diff from rotating, then unbolt both lower link arms from the axle, loosen the bolts at the frame, and allow them to both drop down, away from the axle. **NOTE: IF THE PINION IS NOT SUPPORTED, THE DIFF WILL WANT TO ROTATE DOWN.**



**Step 11** Locate the bump stop striker pads on the axle, then measure and mark an "X" 2 1/8" straight forward from the existing hole in the plate. Next, drill a 1/2" hole through your mark. **NOTE: CHECK THE FACTORY HOLE FOR WELD SLAG. IT MAY NEED TO BE CLEANED OUT TO ACCEPT A BOLT.**



**Step 12** Install the provided bump stop extension and secure it by installing the provided 7/16" nut and washer on the most forward bolt and tighten. The further back bolt is just a guide. **NOTE: THIS AREA IS ONLY ACCESSABLE WHILE THE LOWER CONTROL ARM IS REMOVED FROM THE BRACKET ON THE AXLE.**



**Step 13** Locate the coil spacers and loosely install them along with the factory coils and isolators. Once both are in place, jack up the axle to apply pressure to the coils and assure that they are properly seated.



**Step 14** Loosely re-attach the lower control arm to the axle and only snug up the nuts. **NOTE: THESE BOLTS WILL GET FULLY TIGHTENED WHEN THE TRUCK IS BACK ON THE GROUND AT RIDE HEIGHT.**



**Step 15** Loosely install the provided shock extenders with the logo facing outward, using the factory shock bolt. Next, attach the shock to the extender using the provided 14mm bolt, nut and washer and fully tighten both bolts. **NOTE: ON THE DRIVER'S SIDE, YOU WILL ATTACH THE PROVIDED ABS LINE BRACKET TO THE SHOCK MOUNTING BOLT AT**



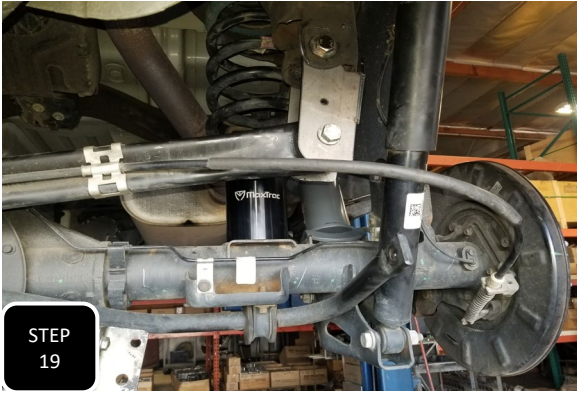
**Step 16** Loosely install the provided trac bar bracket onto the factory trac bar bracket on the passenger side frame using the provided 14mm bolt and zinc plated crush tube. The rearward facing ear of the provided bracket will install "inside" the factory bracket and the forward facing ear will install on the "outside" of the factory bracket.



**Step 17** Using a scribe, trace the upper, side hole of the trac bar bracket, then remove the bracket and drill a 1/2" hole through your circle.



**Step 18** Re-install the bracket using the provided zinc plated crush tube and 14mm hardware. Next, install the provided 7/16" bolts, nuts, and washers through the two side holes. You will also be attaching the provided pass side ABS line bracket to the upper bolt with the "D" shaped hole facing upward, then tighten all 3 bolts.

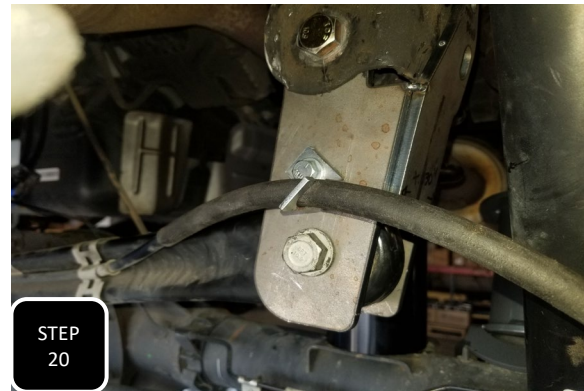


STEP  
19

**Step 19** Loosely attach the trac bar to the new drop down bracket using the factory bolt and nut. **NOTE: DO NOT FULLY TIGHTEN THIS BOLT UNTIL THE TRUCK IS BACK ON THE GROUND AT RIDE HEIGHT.**



STEP  
20



STEP  
20

**Step 20** Slide the E-brake guide bracket onto the E-brake cable near the trac bar bracket on the passenger side and then attach this bracket to the small hole on the back of the trac bar bracket using the provided 8mm bolt nut and washers. **NOTE: DO NOT FULLY TIGHTEN THIS BRACKET. ONLY SNUG IT UP AS IT WILL NEED TO PIVOT AS THE SUSPENSION CYCLES.**



STEP  
21



STEP  
21

**Step 21** Remove the "O" ring that is on the factory mounting bolt for the brake line bracket at the top of the diff. Next, attach the provided brake line bracket to the top of the diff using this bolt and tighten.



**Step 22** Gently bend the hard brakelines until the factory mounting bracket is vertical and the soft brakelines are pointed straight up. Next, attach the factory brakeline bracket to the provided brakeline bracket using the provided 8mm bolt, nut, and washers.



**Step 23** Install the new, longer sway bar end links using the factory bolt at the frame and the provided 12mm bolt at the sway bar, then tighten.

**Step 24** Re-install the wheels and tires then lower the truck to the ground. Jump on the rear bumper a few times to settle the suspension and then tighten all of the control arm/ trac bar bolts that were left loose to factory specs. Next, re-attach the E-brake cable guide bracket to the driver's side lower control arm and tighten.

## 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