PART# K947485
2019+ RAM 2500 4WD

PART # K947585
2019+ RAM 3500 4WD
8" LIFT KIT

4 LINK KIT WITH VULCAN SERIES
RESERVOIR SHOCKS FEATURED

7-9 HOUR INSTALL TIME

Recommended Tire size:
40 x 13.50

Recommended wheel size:
18 x 9 w/ 5" bs

* ROD ENDS ON THE ALUMINUM LINKS DO NOT COME GREASED. GREASE ALL 4 SPHERICAL ROD ENDS THOROUGHLY BEFORE INSTALLING ONTO THE TRUCK AND THEN AGAIN AFTER 500 MILES.

* 2025+ RAM 2500 MODELS EQUIPPED WITH THE 8-SPEED TRANSMISSION REQUIRE PART # RAM-4119K-AISIN (EXTENDED FRONT DRIVE SHAFT) ONLY IF INSTALLING A 6" OR 8" LIFT KIT WITH 4-LINKS. RADIUS ARM KITS CAN UTILIZE THE FACTORY DRIVESHAFT.

* 2019+ RAM 3500 MODELS REQUIRE PART # RAM-4119K-AISIN (EXTENDED FRONT DRIVE SHAFT) FOR ALL 6" & 8" LIFT KITS, RADIUS ARM & 4-LINK.

*CLOCKING RINGS: MAX TRAC LIFT KITS DO NOT REQUIRE CLOCKING RINGS BECAUSE THEY BETTER CONTROL THE SUSPENSION'S RANGE OF MOTION FOR MOST KITS, AND WHERE THAT IS NOT POSSIBLE, WE OFFER AN ALTERNATIVE DRIVESHAFT TO MAKE FOR AN EASIER INSTALL.

REVISED 10/1/2026

4522 E Eisenhower Cir Anaheim, CA 92807 (844) 535-1668 Email: Techsupport@Maxtracsuspension.com
MAXTRACSUSPENSION.COM

FRONT BOX KITS			
Box #	Components	Hardware	Hardware Pack #
752880	(2) 752880 LIFT COILS		
947400-5	(1) 9474FTB FRONT TRAC BAR BRACKET (2) 9428FTB-3 SQUARE PLATE W/ OFFSET HOLE (2) 9428FTB-4 SQUARE PLATE W/ CENTERED HOLE (2) 9428FSB-8 FRONT SWAY BAR BRACKET (2) URITHANE FRONT BUMP STOP (1) 552846 PITMAN ARM (2) 9428IR ISOLATOR RETAINER (2) 9428FBS-8 BUMP STOP BRACKET	(2) M14-2.0 NYLOCK NUT (2) M14 FLAT WASHER (1) M18-2.5 X 110 HEX CAP SCREW (1) M18-2.5 NYLOCK NUT (2) M18 FLAT WASHER	9474H-FTB
		(4) M10-1.5 X 35 HEX CAP SCREW (4) M10-1.5 STOVER NUT (8) M10 FLAT WASHER	9472H-FSB
		(2) 1/2-13 X 1 1/2" HEX CAP SCREW (2) 1/2" FLAT WASHER (2) 3/8-16 X 1 1/2" HEX CAP SCREW (2) 3/8-16 NYLOCK NUT (4) 3/8" FLAT WASHER	9472H-FBS
947200-2	(2) 9428RAB RADIUS ARM BRACKET (1) 9428RAB-2 DS NUT PLATE	(2) SMXSQU-BOLT-9.0 (4) SMX9/16 HINUT (4) SMX9/16 WASHER (2) 1/2-13 X 9" HEX CAP SCREW (2) 1/2" FLAT WASHER (2) 1/2" SPLIT LOCK WASHER (2) M18-2.5 X 110 HEX CAP SCREW (2) M18-2.5 NYLOCK NUT (4) M18 FLAT WASHER (1) 12" ZIP TIE	9472H-RAH
947200-3	(1) 94284LB-D DRIVER SIDE LINK BRACKET (1) SMX852800D UPPER LINK ARM (1) SMX853300D LOWER LINK ARM (1) SMXLINKBUNG LOWER LINK ADJUSTABLE BUNG (2) SYZ-F001 REBUILDABLE ROD END (2) SYZ16R 1 1/4" JAM NUT	(2) M18-2.5 X 140 HEX CAP SCREW (2) M18-2.5 NYLOCK NUT (4) M18 FLAT WASHER (4) SMX LINK SLEEVE (4) M8-1.25 X 40 SOCKET HEAD SCREW (4) M8-1.25 NYLOCK NUT	9472H-4L (2 PKS/KIT)
947200-4	(1) 94284LB-P PASSENGER SIDE LINK BRACKET (1) SMX852800P UPPER LINK ARM (1) SMX853300P LOWER LINK ARM (1) SMXLINKBUNG LOWER LINK ADJUSTABLE BUNG (2) SYZ-F001 REBUILDABLE ROD END (2) SYZ16R 1 1/4" JAM NUT	(2) 9/16-12 X 4 1/2" HEX CAP SCREW (2) 9/16-12 NYLOCK NUT (4) 9/16" FLAT WASHER (1) SMXSQU-BOLT-9 (2) SMX9/16 HI NUT (2) SMX9/16 WASHER (1) 12" ZIP TIE	9472H-LH (2 PKS/KIT)

REAR BOX KITS			
Box #	Components	Hardware	Hardware Pack #
907255	(2) 832855R 5.5" COIL SPACER (2) 9428RSB SWAY BAR BRACKET (2) 9428RBS BUMP STOP BRACKET (1) 9428RTB TRAC BAR BRACKET (1) 607212F FRONT DRIVE SHAFT SPACER	(1) M14-2.0 X 110 HEX CAP SCREW (1) M14-2.0 NYLOCK NUT (2) M14 FLAT WASHER (1) 9428RTB CRUSH TUBE (2) 3/8-16 X 1 1/4" HEX CAP SCREW (2) 3/8-16 NYLOCK NUT (4) 3/8" FLAT WASHER	9472H-RTB
		(4) M12-1.75 X 60 FLANGE HEAD BOLT	6072H-DS
907355	(2) 812255 5.5" LIFT BLOCK (4) SMXRDBOLT-13.5 U-BOLT (8) SMX9/16 HINUT (8) SMX9/16 WASHER (1) 8373-2 BRAKE LINE BRACKET	(2) M8-1.25 X 20 HEX CAP SCREW (2) M8-1.25 NYLOCK NUT (4) M8 FLAT WASHER	9473H-BL

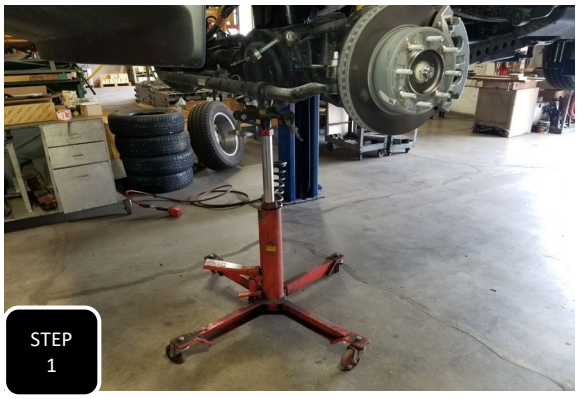
Box #	Components	Box #	Components
947280S	(4) 2900SL-8	947280F	(2) 763329F (2) 772829F
947380S	(2) 2900SL-8 (2) 3400LL-4	947380F	(2) 763329F (2) 773335F
947280V	(2) 2900SLV-8 (2) 2900LSV-8	947280VR	(2) 2900SLVR-8 (2) 2900LSVR-8
947380V	(2) 2900SLV-8 (2) 3400LLV-4	947380VR	(2) 2900SLVR-8 (2) 3400LLVR-4

**ROD ENDS DO NOT COME GREASED. GREASE ALL 4 CONTROL ARM ROD ENDS BEFORE DRIVING*

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

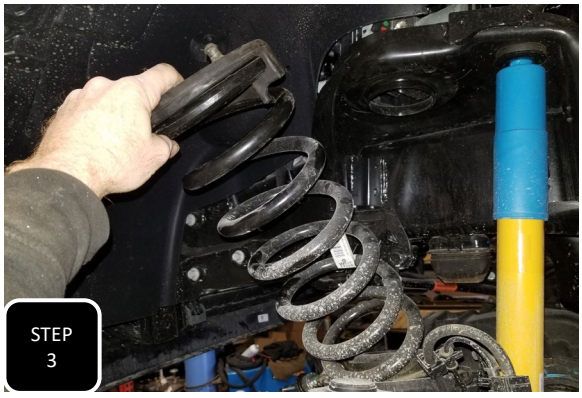
PRIOR TO INSTALLATION:
1. Factory service manual is recommended to have on hand.
2. Secure and properly block vehicle prior to beginning installation.
3. Always wear safetly glasses when using power tools or working under the vehicle
4 Modification to any part will void the warranty associated with that product

AFTER REMOVING PARTS FROM VEHICLE, SAVE HARDWARE FOR REINSTALLATION

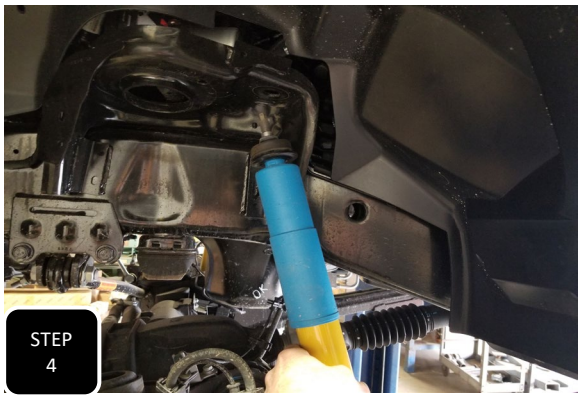


Step 1 Jack up the front end of the vehicle and support under the frame rails with jack stands. Keep an adjustable jack under the axle for height adjustment.

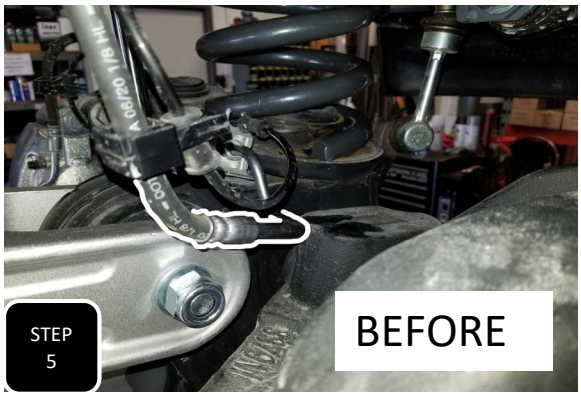
Step 2 Unbolt the sway bar from both end links and the frame on both sides and remove.

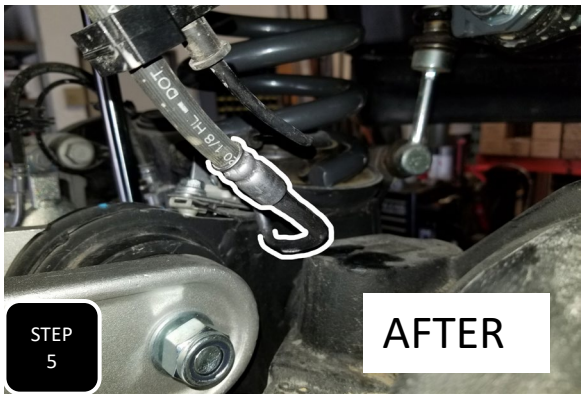


Step 3 Move the jack to the driver's side of the axle and apply pressure. Then unbolt the drivers side shock from the axle and lower the axle so that you can remove the coil along with the rubber isolator.

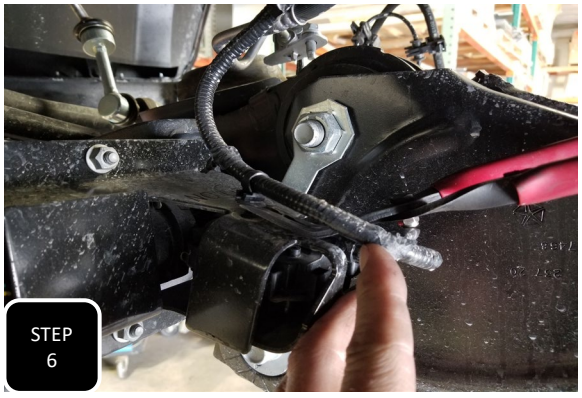


Step 4 Completely remove the driver's side shock and loosely install the new shock as support for the axle while you are installing the lift. Next, repeat steps 3-4 on the passenger side and then move the jack back to the driver's side.





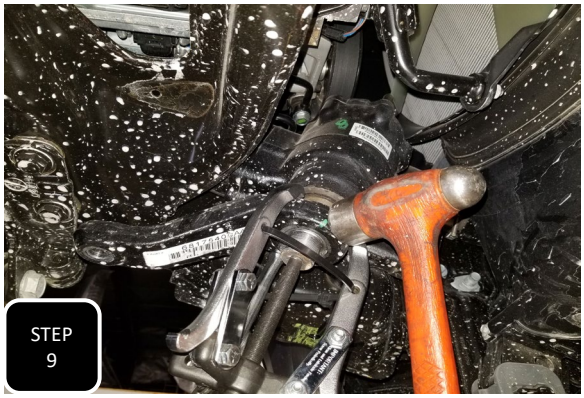
Step 5 Locate where the brake line goes from soft line to hard line on the axle and gently bend the hardline upward so that it is at about a 45 degree angle to allow for more slack in the line.



Step 6 Unbolt the brake line bracket on both axles and unclip the wiring harness for the 4wd module.

Step 7 Now that both coils are removed, loosen all 3 radius arm mounting bolts on both sides, but do not remove them.

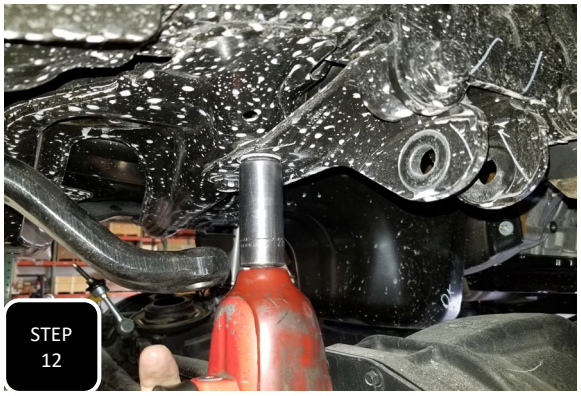
Step 8 Remove the nut attaching the drag link to the pitman arm then break the drag link loose by hitting the side of the pitman arm with a hammer, right at the joint, then separate. **NOTE: NEVER HIT THE THREADS OF THE ROD END.**



Step 9 Remove the nut attaching the pitman arm to the steering box and then using a pitman arm puller or suitable 3 jaw puller, apply tension to the pitman arm and hit the side of the pitman arm with a hammer. After a few hits, tighten down the puller again and then repeat with the hammer until the arm separates.

Step 10 Apply a conservative amount of thread locker to the threads of the pitman arm nut then install the new, drop down pitman arm facing the same direction as the original one came off and torque to factory specs.

Step 11 Remove the bolt attaching the trac bar to the bracket on the frame and separate. Allow the trac bar to rest on the axle.



Step 12 Remove the 5 bolts attaching the trac bar bracket to the frame and then remove the factory trac bar bracket.

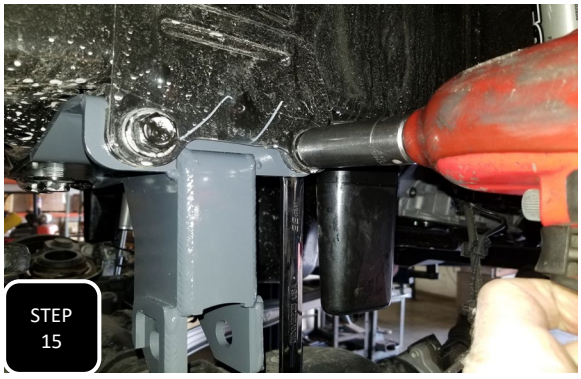
Step 13 Remove the factory front bump stops by grabbing them and wiggling side to side until they pop out of their mounting cup.

Step 14 Using a suitable cuting device, cut the welds of the factory bump stop cup and then hit it with a hammer to break it loose. **NOTE: TRY NOT TO DAMAGE OR DISTORT THE CUP AS IT NEEDS TO BE RE-USED.**

Step 15 Once removed, clean up all sharp edges with a sander and then spray paint the frame to prevent rust.

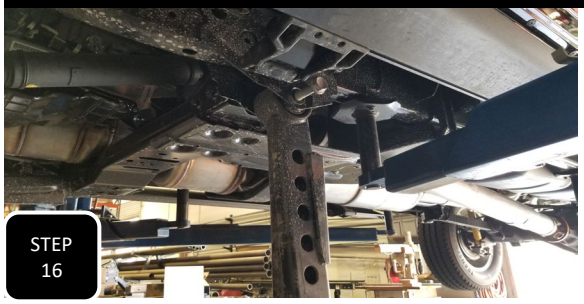
Step 13 Drill out the holes in the frame using a 7/16" drill bit and then tap both holes using a 1/2-13 thead tapper.

Step 14 Attach the new bump stop bracket to the frame using the provided 1/2" bolts and then attach the factory bump stop cup to the new bracket using the provided 3/8" bolts, nuts, & washers. Next, spray some WD-40 onto the provided bump stop and pop it into the factory cup. **NOTE: JACKING UP THE AXLE AND USING IT TO PRESS THE BUMP STOP IN THE CUP WILL MAKE THIS MUCH EASIER.**



Step 15 Install the new trac bar bracket using the original bolts along with the provided M14-2.0 nylock nuts. Make sure all the bolts are started in there threaded holes, then first, get all of the verticle bolts to a hand tight, then fully tighten the two horizontal bolts, and lastly tighten down the vertical bolts to factory spec.

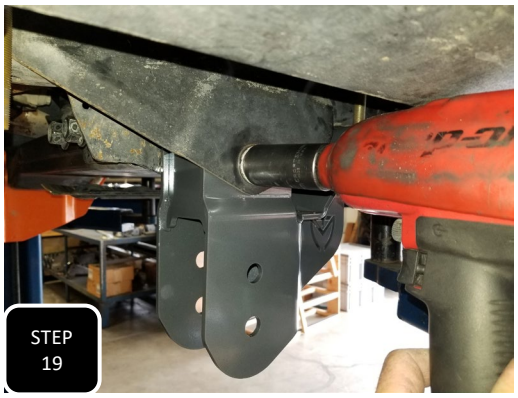
NOTE: IF INSTALLING THE RADIUS ARM LIFT KIT THEN CONTINUE WITH STEP 16. IF INSTALLING THE 4 LINK KIT THEN SKIP TO STEP 24



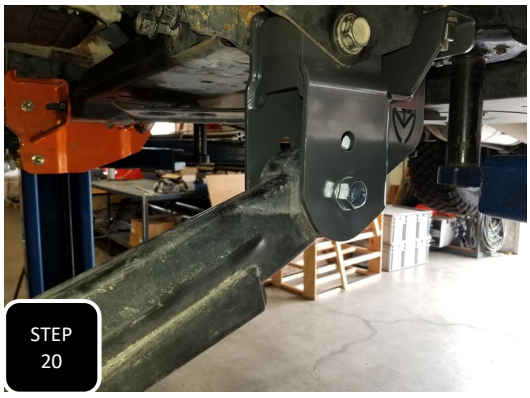
Step 16 Working on one side at a time, remove the previously loosened radius arm bolts and then remove the radius arm.

Step 17 For the passenger side, slide the supplied U-bolt over the frame, just behind the cross member behind the factory radius arm bracket and allow it to hang vertically. **NOTE: 19-20 TRUCKS WILL UTILIZE BOTH SUPPLIED U-BOLTS. THE SUPPLIED NUT PLATE AND 1/2" X 9" BOLTS ARE ONLY FOR 2021+ MODELS.**

Step 18 Slide the provided radius arm drop down bracket up into the factory mount and loosely attach using the factory bolt and the supplied U-bolt hardware.



Step 19 Push the bracket up tight against the frame and tighten the U-bolt first, then tighten the stock mounting bolt. Once tight, torque the factory bolt to 200 ft/lbs and the U-bolt to 100 ft/lbs.



Install the radius arm into the:
Upper hole for the 4" lift
Lower hole for the 6" & 8" lift.

NOTE:
THE 6" & 8" LIFT IS PICTURED.

STEP
20

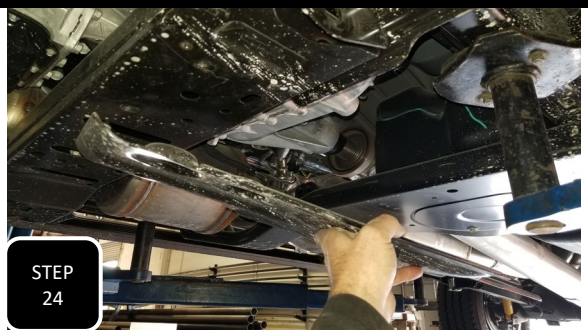
Step 20 Attach the factory radius arm back to the axle and then into the drop down bracket using the factory bolts at the axle and the provided 18MM bolt at the bracket. Do not fully tighten at this time.

Step 21 For the driver's side, you will need to create space between the wire harness on top of the frame and the module on the inside of the frame by prying the christmas tree retainer clips from the frame.

Step 22 Insert the provided 9428RAB-2 nut plate on top of the frame, behind the E-brake bracket with the notched edge facing the front of the truck and the nut towards the outside of the frame facing downward. **NOTE: THIS E-BRAKE BRACKET IS ONLY ON 2021 AND NEWER TRUCKS. 2019-2020 MODELS CAN USE THE PROVIDED U-BOLT ON THE DRIVER'S SIDE JUST HOW IT WAS UTILIZED ON THE PASSENGER SIDE.**

Step 23 Loosely install the radius arm drop down bracket into the original mount using the factory bolt and then loosely attach the provided 1/2-13 x 9" bolts, washers, and lock washers to the nut plate on top of the frame. Push the bracket up tight to the frame and torque the factory bolt to factory specs and the 1/2" bolts to 90 ft/lbs.

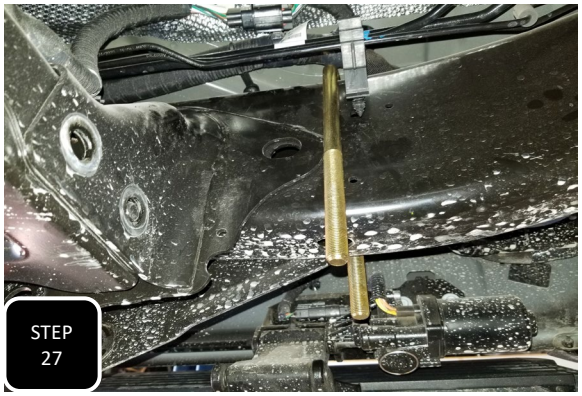
4 LINK INSTALLATION



Step 24 Unbolt and remove the skid plate under the transfer case and set aside to be re-installed later.

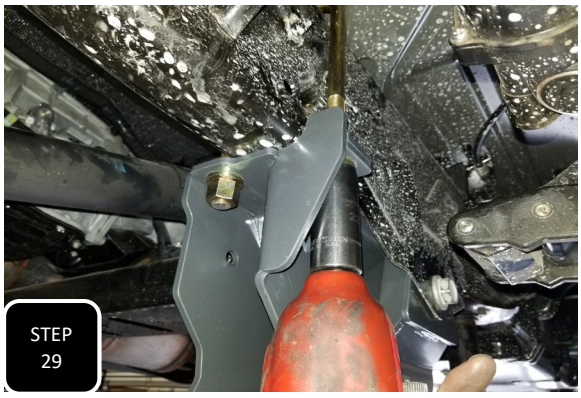
Step 25 Remove the mounting nuts for the cross member just inside the radius arm bracket and push the bolts back so that the heads are not sticking out of the cross member.

Step 26 Locate the provided 9" long, square U-bolts for the 4link brackets, mark a cut line 1/2" down the threads of "only" one side, then cut that leg of the U-bolt on that line so that it is 1/2" shorter.

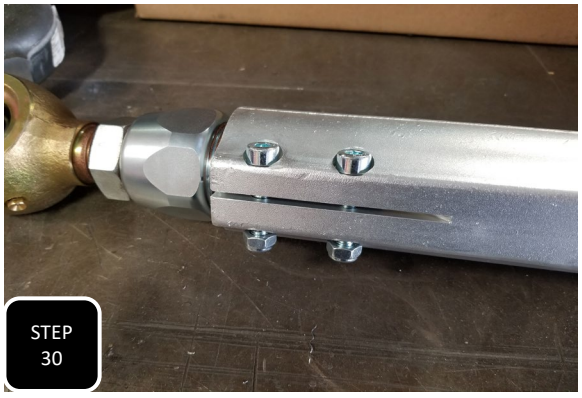


Step 27 Working at the front of the cross member, pry the plastic fuel line guide bracket away from the frame and install the provided U-bolt over the frame from the top down with the shorter leg of the U-bolt on the inside of the frame.

Step 28 Locate the appropriate side 4link bracket so that when installed the Max Trac logo faces outward and the 2 holed side bracket faces inward. Loosely install the bracket using the factory radius arm bolt at the main hole, slide the two cross member bolts forward, and align the U-bolt with the top holes.

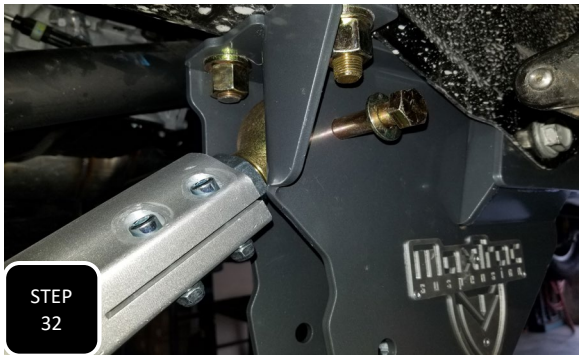


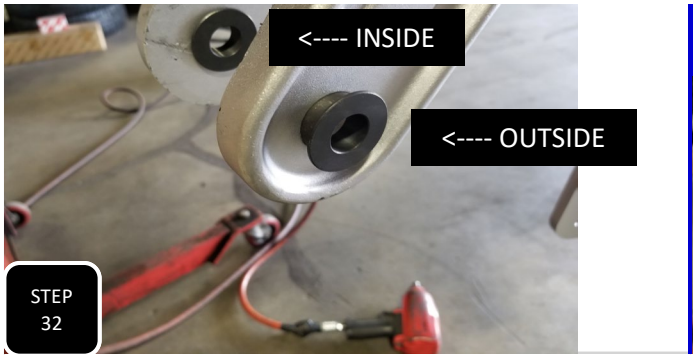
Step 29 First snug up the U-bolt nuts, then the cross member bolts, and lastly the original radius arm bolt. Once all is snug and the bracket is up in place, go back and torque all bolts to factory specs. The U-bolt should get torqued to 100 ft/lbs.



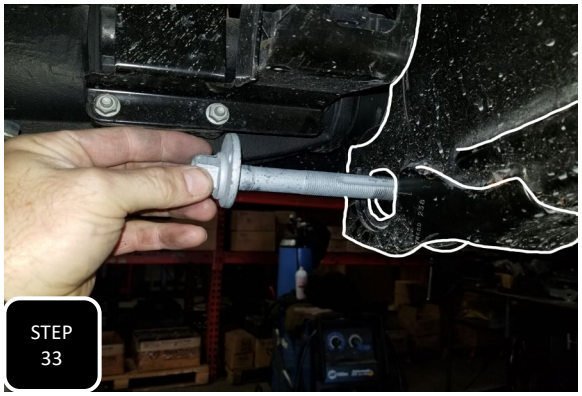
Step 30 Get all 4 link arms in front of you with all of the Max Trac logos facing in the same direction and the two holed pinch seem facing up. Loosely install the provided M8 socket head bolts with the head of the bolt on the same side as the top of the Max Trac logo.

Step 31 Adjust the upper links to 28.5" (the shorter link) and the lower links to 32" (the longer link). Now locate the links for the side that you are working on first. The driver's side links, when installed will have the Max Trac logo facing upright and the two pinch bolts facing outward when installed. **NOTE: THE ROD ENDS ARE NOT PRE-GREASED AND REQUIRE GREASE FOR PROPER FUNCTION.**

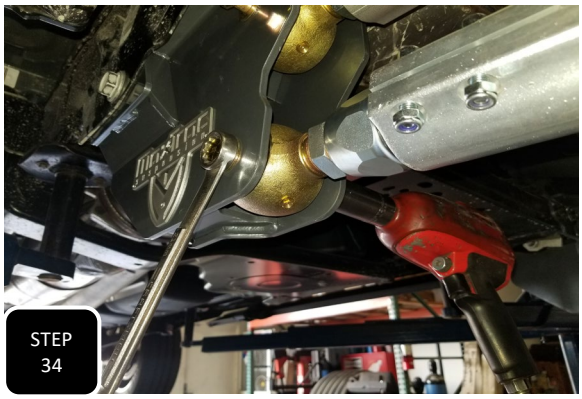




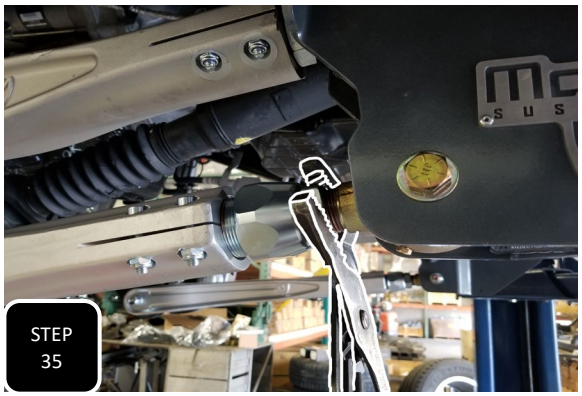
Step 32 Loosely attach both links to the 4link bracket first using the provided 9/16" bolts and then install the provided machined, hat looking sleeves on the other end of the link with 1 hat inside the clevis and 1 hat on the outside.



Step 33 Loosely attach the links to the axle using the provided M18 bolts. after the first link is attached, you will want to remove one of the radius arm bolts, at the axle, on the other side so that the axle can be slightly rotated to attach the second link.



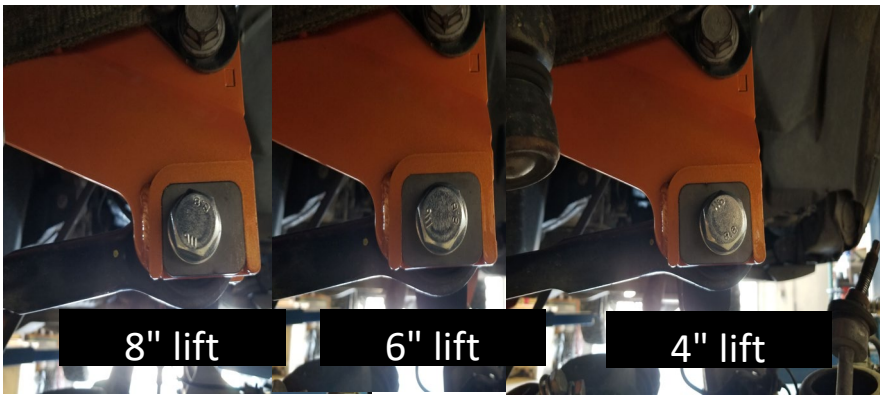
Step 34 Tighten down the frame side bolts of the links completely and the axle side only hand tight. The axle side will get fully tightened when the truck is back on the ground at ride height.



Step 35 Tighten down all 4 of the M8 pinch bolts and then cinch down the two jam nuts on the rod ends.

REPEAT STEPS 21-32 ON THE OTHER SIDE.

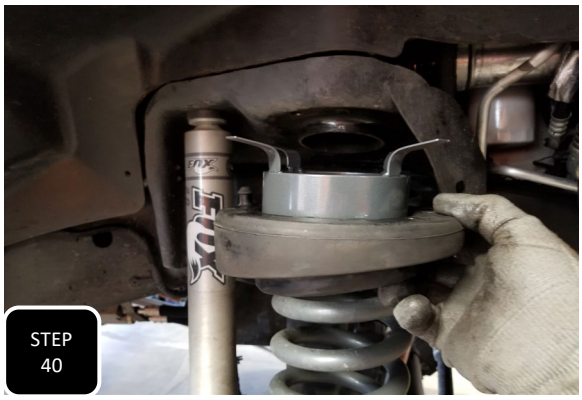
Step 36 Use the supplied zip tie to attach the fuel line assembly to the U-bolt.



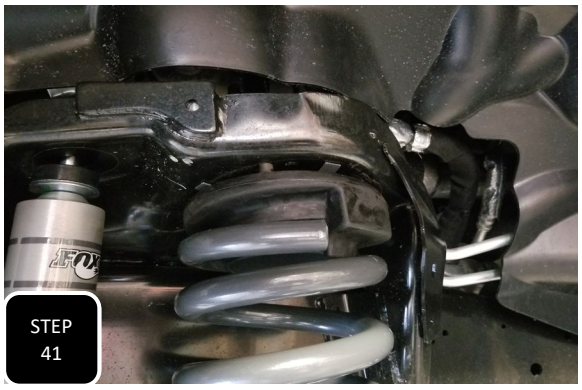
Step 37 Slide the trac bar up into the new drop down bracket and loosely attach it using the provided M18 hardware and square plates with off-set hole. Install the plate so that the bolt is off-set to the passenger side of the truck. **NOTE: DO NOT FULLY TIGHTEN THIS BOLT UNTIL THE TRUCK IS ON THE GROUND AT RIDE HEIGHT.**

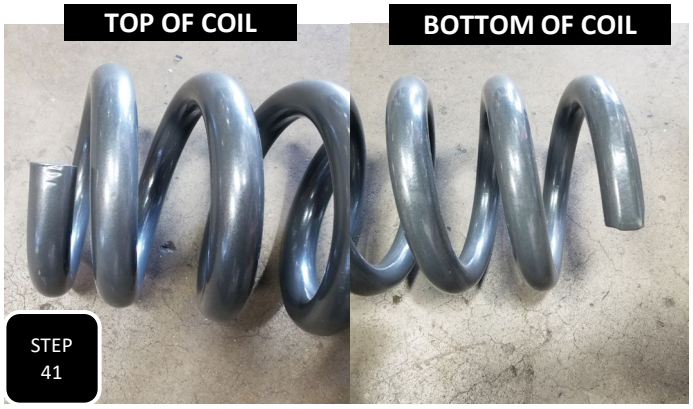
Step 38 Loosen the clamp on the tie rod and adjust it out until you are able to rotate the rod end 180 degrees and then adjust it back in. **NOTE: THERE IS A PIN INSIDE THE TIE ROD THAT PREVENTS YOU FROM ROTATING THE END UNTIL YOU UNSCREW IT FAR ENOUGH TO DISENGAGE IT FROM THE PIN.**

Step 39 Attach the tie rod to the pitman arm from the bottom up and tighten.



Step 40 Move the jack to the driver's side of the axle and apply pressure. Remove the shock, lower the axle down, and first insert the isolator retainer into the rubber isolator. **NOTE: SPRAY WITH WD-40 FOR AN EASIER INSTALL.**

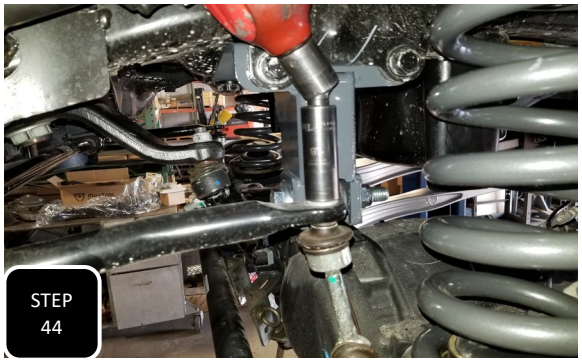




Step 41 Place the rubber isolator on top of the new coil and install the coil. Make sure the nipple on the isolator aligns with the hole in the coil bucket then jack up the axle so that pressure is applied and re-attach the shock. **NOTE: THE COIL NEEDS TO BE INSTALLED WITH THE FLATTER SIDE FACING UPWARD AND THE PART # RIGHT SIDE UP.**

Step 42 Repeat step 38 on the other side and then tighten the top and bottom of both shocks.

Step 43 Locate and install the sway bar drop down brackets using the factory hardware. They are side specific and will get mounted with the open end facing the middle of the truck and side with the steeper angle facing the front of the truck.



Step 44 Attach the sway bar to the drop down brackets and to the axle using the provided hardware at the brackets and the factory nuts at the axle then tighten them all down. **NOTE: IT WILL EASE THE INSTALL TO FIRST LOOSELY ATTACH THE SWAY BAR TO THE END LINKS AND THEN TO THE BRACKETS ON THE FRAME.**

Step 45 Re-attach the brake line brackets to the top of the axle and ensure that the brake lines are not tight when the suspension is at full droop. Next, re-install the skid plate under the transfer case and tighten.

Step 46 Re-install the wheels and tires then lower the truck to the ground. Once at ride height, tighten down the trac bar to the bracket and the links to the axle. All 5 bolts will get torqued to 200ft/lbs. **NOTE: IF INSTALLING THE RADIUS ARM KIT YOU WILL ALSO TIGHTEN THE BOLT AT THE FRAME BRACKET NOW.**

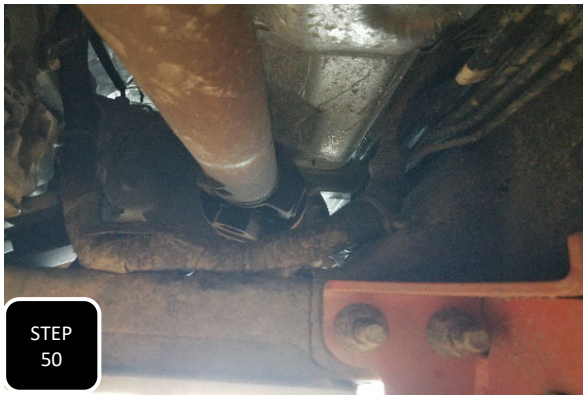
Step 47 For Ram 2500 models, locate the front drive shaft spacer that would have come in your rear box kit for the 6" or 8" lift kit (907235 or 907255) Remove the 4 bolts mounting the drive shaft to the drive flange on the front pinion and separate.

Step 48 Insert the provided spacer, ensuring that the centering guides seat properly and then loosely install the provided M12-1.75 x 60 flange bolts.

NOTE: THIS SPACER IS ONLY FOR RAM 2500 MODELS AND ONLY INCLUDED IF YOU PURCHASED THE 6" OR 8" LIFT KITS.

NOTE: THIS SPACER IS BOXED IN THE REAR COMPONENTS BOX KIT, PART #'S 907235 OR 907255.

Step 49 Once all 4 bolts are snug, torque them to 65 ft/lbs.

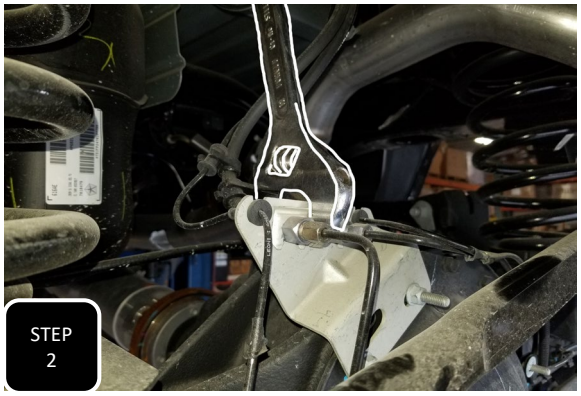


Step 50 There is a wire harness that runs under the front drive shaft, at the front of the transmission cross member that needs to be moved to clear the drive shaft. Using suitable christmas tree pliers, pry the guide clips out of the cross member, making sure to be gentle and not break them.

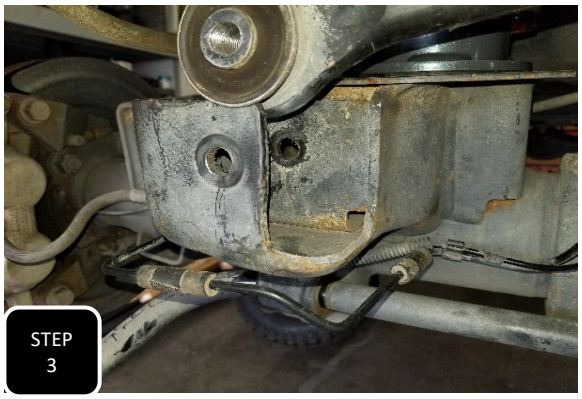
Step 51 Stretch the harness towards the rear of the truck and install the guide clips into existing holes in the cross member to hold it down and safely away from the drive shaft. If your cross member does not have existing holes then use zip ties to hold the harness down.

REAR INSTALLATION INSTRUCTIONS START HERE FOR RAM 2500
START WITH STEP 15 FOR RAM 3500

Step 1 Jack up the rear of the truck and support under the frame with jack stands. Apply pressure to the rear diff with an adjustable jack and remove both rear shocks.

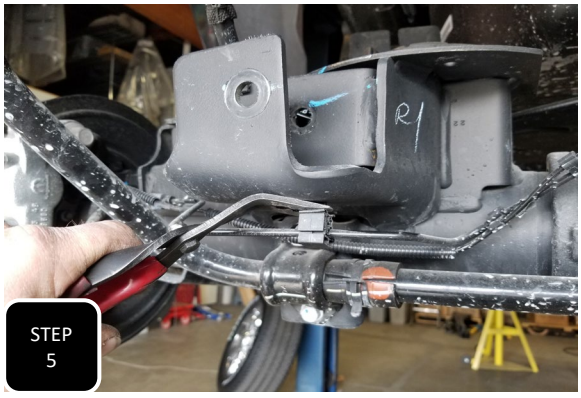


Step 2 Using a cresent wrench or channel locks, grab the brake line bracket on the diff and bend it backwards to gain slack in the brake lines.

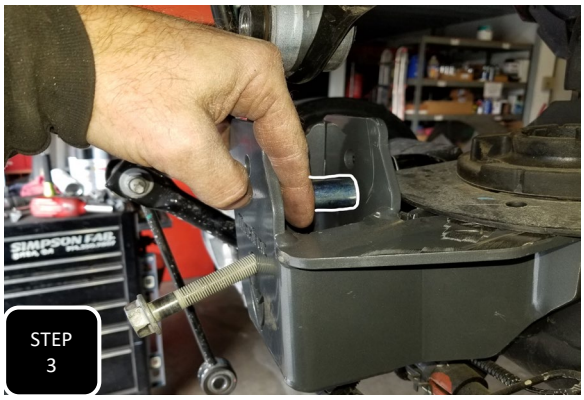


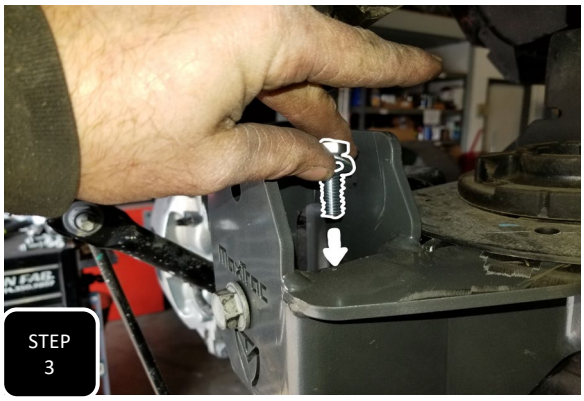
Step 3 Unbolt the trac bar from the bracket on the axle and separate.

Step 4 Unbolt the sway bar end links from the frame on both sides and spin them out of the way. Next, lower the axle and remove both of the rear coils.



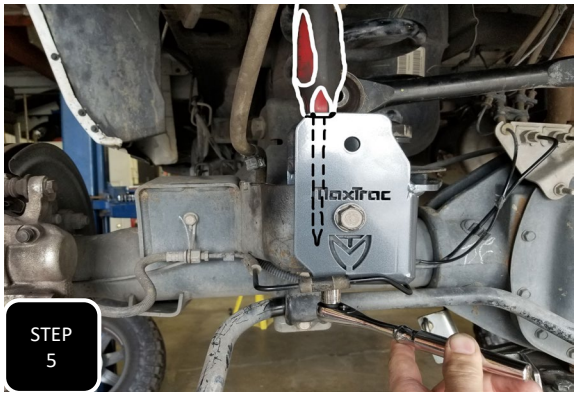
Step 5 Disengage the guide clip attaching the brake line to the bottom of the trac bar bracket and pull down a bit so it is out of the way.

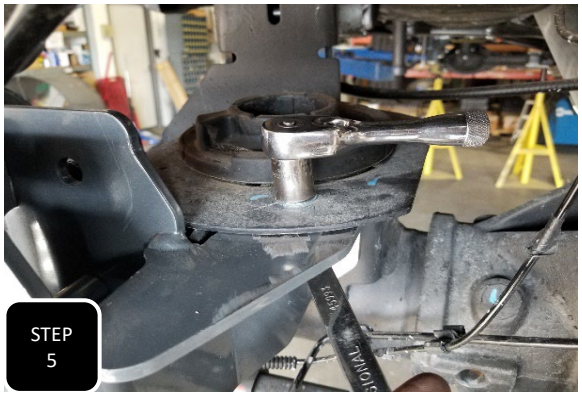




Step 3 Slide the new trac bar bracket over the factory trac bar bracket on the axle and loosely install the factory bolt through the original trac bar mounting hole with the provided crush tube in the middle. Next, install one of the provided 3/8" bolts and washers through the inside, bottom of the bracket. **NOTE: DO NOT FULLY TIGHTEN EITHER OF THESE BOLTS AT THIS TIME.**

Step 4 Loosely attach the trac bar bracket to the coil mount on the axle using the provided 3/8" hardware and then start the tightening process by tightening down the main trac bar bracket bolt to factory specs. **NOTE: IF THERE IS A GAP THEN USE THE PROVIDED SPACER BETWEEN THE COIL MOUNT AND THE BRACKET.**





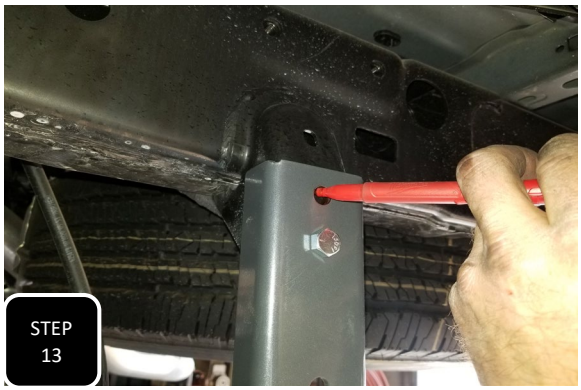
Step 5 Tighten up the two 3/8" bolts. **NOTE: THE EASIEST WAY TO TIGHTEN DOWN THE BOTTOM 3/8" BOLT IS TO STICK A FLAT HEAD SCREW DRIVER DOWN INSIDE THE BRACKET AND WEDGE IT AGAINST THE HEAD OF THE BOLT WHILE TIGHTENING THE NUT WITH A RACTCHET.**

Step 6 Set the new spacer onto the lower coil mount and then install the lower coil isolator onto the spacer. Next, re-install both coils and jack up the axle until the coils are properly seated.

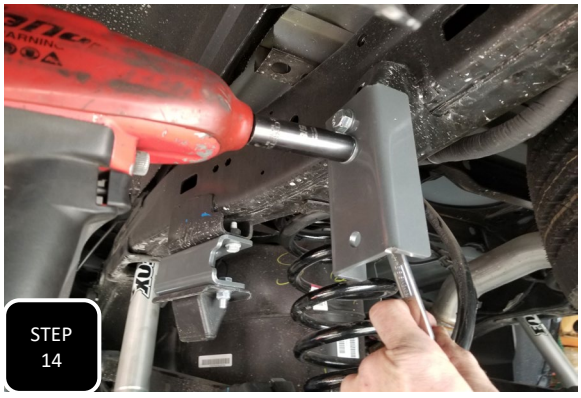
Step 7 Install the new shocks and tighten down both ends. **NOTE: DO NOT OVER TIGHTEN THE TOP BUSHING OF THE SHOCK OR THE BUSHING WILL NOT BE ABLE TO FLEX AND COULD DAMAGE TO THE SHOCK.**

Step 8 Use a rachet strap to pull the axle over and align the trac bar with the slotted hole and two square plates with the off-center hole. Off-set the bolt towards the passenger side of the truck for 8" lift kit with 5.5" rear lift spacers. **NOTE: DO NOT TIGHTEN UNTIL THE TRUCK IS ON THE GROUND AT RIDE HEIGHT.**

Step 12 Unbolt the factory bump stops and install the bump stop extension brackets with the notched edge facing the back of the truck and the open end facing inward. Next, attach the factory bump stops to the new bracket using the provided M10 hardware and tighten.



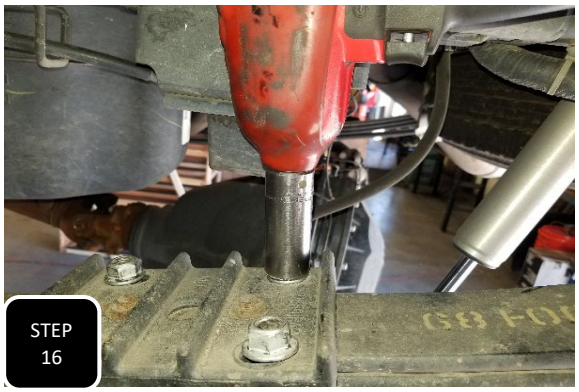
Step 13 Loosely attach the sway bar drop down bracket to the factory bracket on the frame and mark the upper hole for drilling. Remove the bracket and drill a 7/16" hole at your mark. **NOTE: USING A STEP BIT WILL SPEED UP THE DRILLING.**

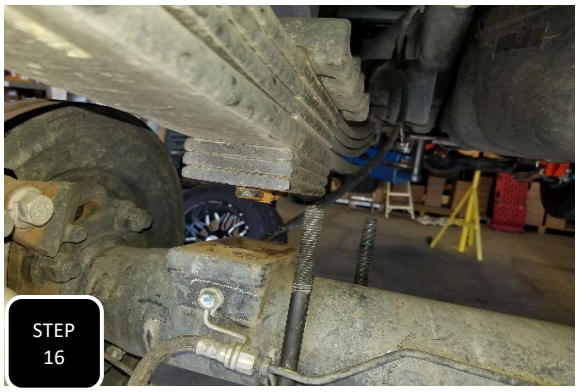


Step 14 Attach the sway bar drop down bracket to the factory sway bar bracket using the provided 7/16" hardware and tighten. Next, attach the sway bar end link to the new bracket using the factory hardware and tighten. Repeat on other side.

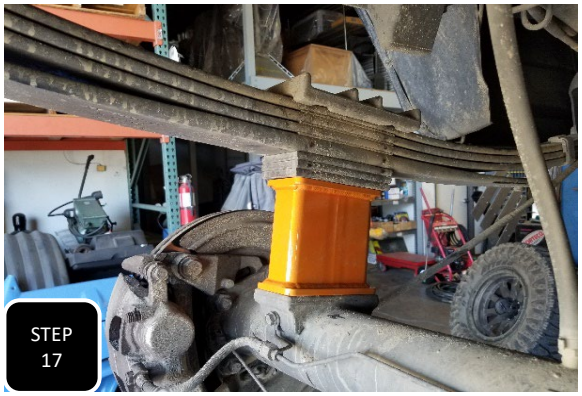
REAR INSTALLATION INSTRUCTIONS
RAM 3500

Step 15 Jack up the rear of the truck and support under the frame with jack stands. Apply pressure to the rear diff with an adjustable jack and remove both rear shocks.

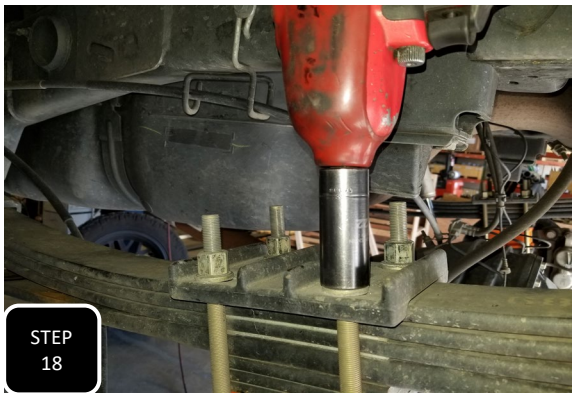




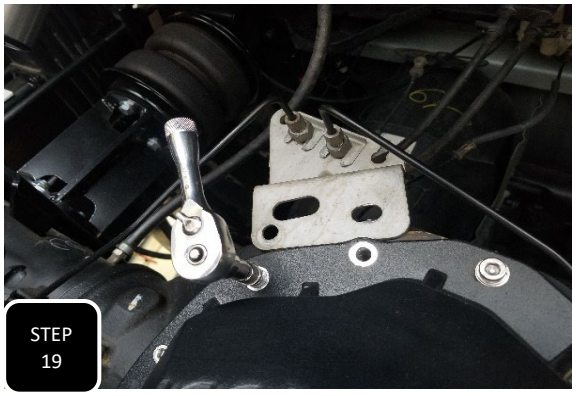
Step 16 One side at a time, loosen both U-bolts, remove the U-bolts, and lower the axle to make room for the lift block. **NOTE: IT WILL HELP THE ALIGNMENT OF THE LIFT BLOCK TO SLIGHTLY LOOSEN THE U-BOLTS ON THE OTHER SIDE.**

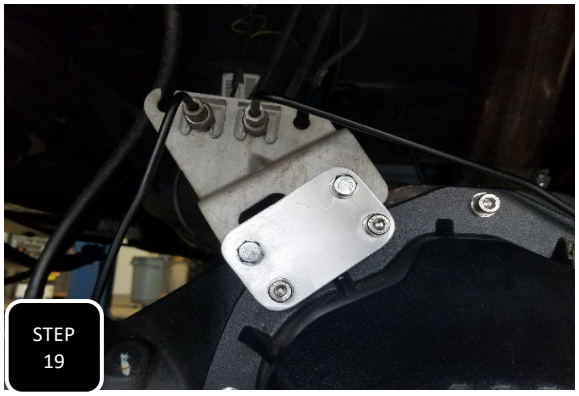


Step 17 Install the new lift block. The block is flat so it can be installed either way. Align the center pins and jack up the axle to seat the block. **NOTE: IN SOME CASES, THE PLASTIC MIDDLE PIN MAY GET STUCK IN THE SPRING PERCH ON THE AXLE AND NEED TO BE PULLED OUT WITH PLIERS.**

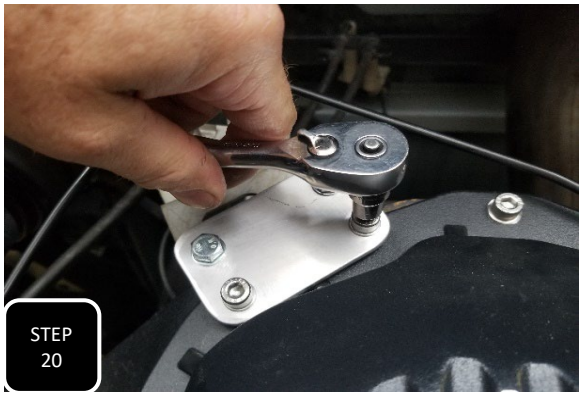


Step 18 Snug down the U-bots on the first side, but do not fully tighten. Move to the next side, loosely install the lift block and new U-bolts, then when both sides are installed, tighten down the U-bolts and torque to 100 ft-lbs.

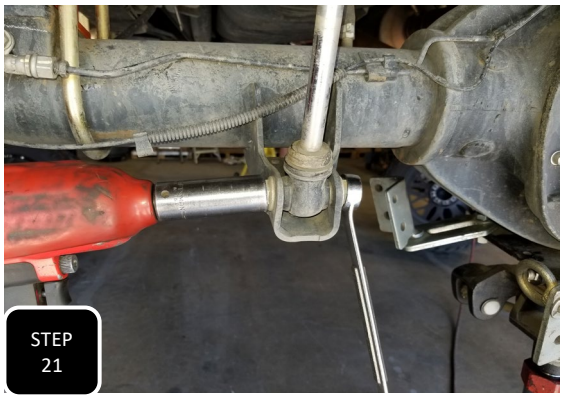




Step 19 Remove the two bolts attaching the brake line bracket to the diff cover and loosely install the new brake line bracket using the factory bolts at the diff cover and provided M8 bolts at the brackets.



Step 20 Tighten down all 4 bolts.



Step 21 Install the new shocks and tighten. Max Trac shocks need to be installed with the shaft of the shock at the frame and the body at the axle. Fox shocks get installed opposite of that.

-Make sure to straighten the steering wheel by adjusting the drag link before driving.

-The headlights should be adjusted after modifying the stance of the vehicle.

-The vehicle's alignment will need to be checked.

-Thoroughly grease the spherical rod ends if the 4 link kit was installed

-All suspension components should be re-torqued 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.