PART# K941675
AND K941675MR

7" SUSPENSION LIFT KIT

2015-2020 GM SUV 4WD

8 HOUR INSTALL TIME

WARNING

Max Trac Suspension recommends using an 17" x 9" wheel w/ 4.5" back spacing. 18" rims or larger will fit with 5" 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 35" x 12.5" tire.

BOXES INCLUDED IN KIT:

941570-1 / 941370-4 / 941570-5 / 901050
OR
941570-1 / 941370-4 / 941570-5 / 901050MR

*THIS KIT REQUIRES THE CUTTING OF YOUR FRAMES CROSSMEMBER UNDER THE ENGINE AND OF THE INNER/OUTER TIE ROD ENDS.

*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 9/23/2026

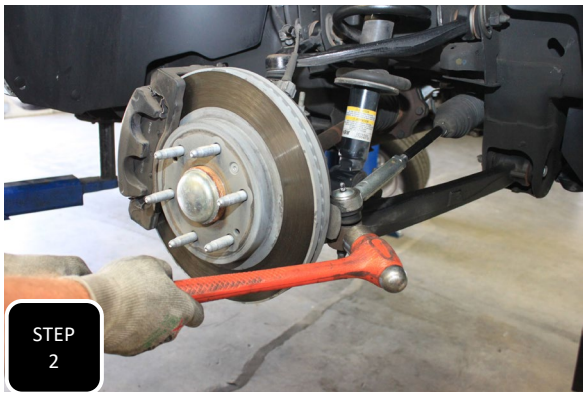
COMPONENTS & HARDWARE

Components	Hardware	Hardware Pack #
(1) 941370A FRONT SUB FRAME (1) 941370B REAR SUB FRAME (1) 741300D DS STEERING KNUCKLE (1) 741300P PS STEERING KNUCKLE	(2) 5/8-11 X 4 1/2" HEX CAP SCREW (2) 5/8-11 X 5 1/2" HEX CAP SCREW (4) 5/8-11 NYLOCK NUT (8) 5/8" HARDENED FLAT WASHER	9413H-SF
(2) 941300C-1 STRUT SPACER (1) 941500E-1 DS DIFF DROP BRACKET (1) 941500E-2 PS DIFF DROP BRACKET (1) 941300C-6 CENTER DIFF BRACKET (1) 941500E-5 DIFF MOUNTING EARS (1) 941500E-6 DIFF MOUNTING EARS (1) 941300C-4 DS SWAY BAR BRACKET (1) 941300C-5 PS SWAY BAR BRACKET (1) 9415ABS-D DS ABS LINE BRACKET (1) 9415ABS-P PS ABS LINE BRACKET (2) 941300C-9 ALUMINUM AXLE SPACER (2) 941300C-7 GOLD AXLE SPACER (2) 9413BL BRAKE LINE BRACKET (2) 941300D-5 SPARE TIRE SPACER	(1) 9/16-12 x 4" HEX CAP SCREW (1) 9/16-12 X 1 3/4" HEX CAP SCREW (2) 1/2-13 X 1 3/4" HEX CAP SCREW (3) 9/16-12 NYLOCK NUT (6) 9/16" HARDENED FLAT WASHER (2) 1/2-13 NYLOCK NUT (4) 1/2" HARDENED FLAT WASHER (2) 1903 RED SHACKLE BUSHING (1) 9413CT CRUSH TUBE (1) 7/16-14 X 3 HEX CAP SCREW (1) 7/16-14 NYLOCK NUT (2) 7/16" HARDENED FLAT WASHER (4) M10-1.5 X 60 HEX CAP SCREW (4) M10 FLAT WASHER (1) 941500E 1 3/4" DIFF SPACER	9415H-DB
	(4) M8-1.25 X 20 HEX CAP SCREW (4) M8-1.25 NYLOCK NUT (8) M8 FLAT WASHER	9413H-DE
	(4) M10-1.5 X 35 HEX CAP SCREW (4) M10-1.5 STOVER NUT (8) M10 FLAT WASHER	9413H-SB
	(2) M8-1.25 X 20 HEX CAP SCREW (2) M8-1.25 FLANGE NUT (2) M8 FLAT WASHER (2) 5" ZIP TIE (4) 1/4" LOOP CLAMP	9413H-BL
	(12) M10-1.5 X 60 HEX CAP SCREW (12) M10 HARDENED FLAT WASHER	9413H-AS
	(8) M10-1.25 FLANGE NUT	
901050		
(2) 1650 COIL SPACER (1) 9010RTB TRAC BAR BRACKET (2) 9499RSB SWAY BAR END LINK (2) 9010RBS BUMP STOP EXTENSION (2) 541505 SHOCK EXTENDER (1) 9010RB-1 BRAKE LINE BRACKET	(1) M14-2.0 X 100 HEX CAP SCREW (1) M14-2.0 NYLOCK NUT (2) M14 FLAT WASHER (2) 7/16-14 X 1 1/4" HEX CAP SCREW (2) 7/16-14 NYLOCK NUT (4) 7/16" FLAT WASHER	9010H-RTB
(1) 9010ABS-1D ABS LINE BRACKET (1) 9010ABS-1P ABS LINE BRACKET (1) 9010RE-1 E-BRAKE BRACKET	(2) M12.1.75 X 65 HEX CAP SCREW (2) M12-1.75 NYLOCK NUT (4) M12 FLAT WASHER	9010H-RSB
	(2) M14-2.0 X 80 (2) M14-2.0 NYLOCK NUT (4) M14 FLAT WASHER	9010H-SE
	(2) 7/16-14 NYLOCK NUT (2) 7/16" FLAT WASHER	9010H-RBS
	(2) M8-1.25 X 20 HEX CAP SCREW (2) M8-1.25 NYLOCK NUT (4) M8 FLAT WASHER	9010H-BL

COMPONENTS & HARDWARE

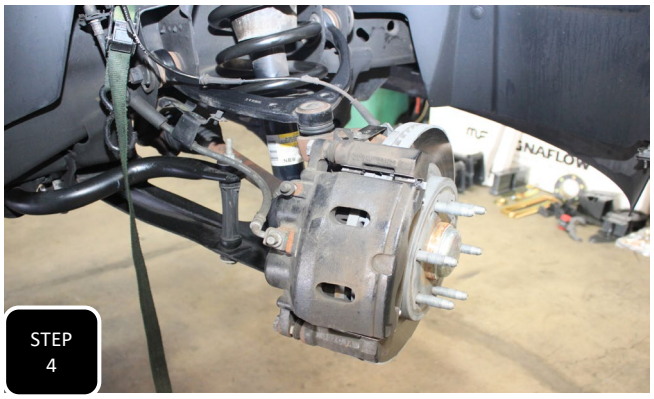
901050MR		
(2) 1650 COIL SPACER (1) 9010RTB TRAC BAR BRACKET (2) 9499RSB SWAY BAR END LINK (2) 9010RBS BUMP STOP EXTENSION (1) SEP-541050-B-DS SHOCK EXTENDER (1) SEP-541050-B-PS SHOCK EXTENDER	(1) M14-2.0 X 100 HEX CAP SCREW (1) M14-2.0 NYLOCK NUT (2) M14 FLAT WASHER (2) 7/16-14 X 1 1/4" HEX CAP SCREW (2) 7/16-14 NYLOCK NUT (4) 7/16" FLAT WASHER	9010H-RTB
(2) 9010MR-5 SENSOR BRACKET (1) 9010RB-1 BRAKE LINE BRACKET (1) 9010ABS-1D ABS LINE BRACKET (1) 9010ABS-1P ABS LINE BRACKET (1) 9010RE-1 E-BRAKE BRACKET	(2) M12.1.75 X 65 HEX CAP SCREW (2) M12-1.75 NYLOCK NUT (4) M12 FLAT WASHER	9010H-RSB
	(6) 1/2-13 X 1 1/2" HEX CAP SCREW (4) 1/2-13 JAM NUT (2) 1/2-13 NYLOCK NUT (4) 1/2" SPLIT LOCK WASHER (8) 1/2" FLAT WASHER	9010H-SE-MR
	(2) 7/16-14 NYLOCK NUT (2) 7/16" FLAT WASHER	9010H-RBS
	(2) M6-10 X 16 HEX CAP SCREW (2) M6-1.0 NYLOCK NUT (4) M6 FLAT WASHER	
	(2) M8-1.25 X 20 HEX CAP SCREW (2) M8-1.25 NYLOCK NUT (4) M8 FLAT WASHER	9010H-BL

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.**

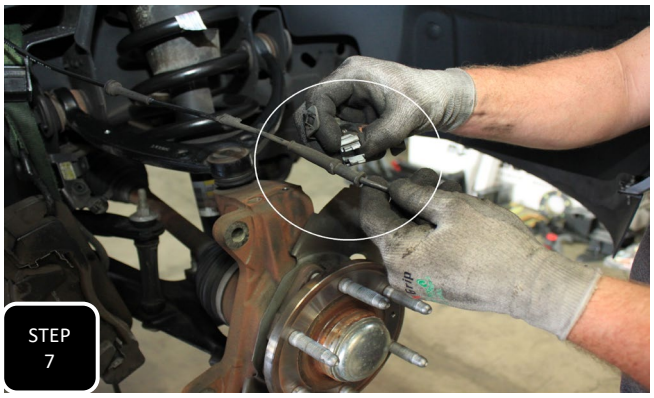
Step 3 Separate the ABS line from the brake line bracket at the upper control arm and then unbolt the bracket from the control arm.



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

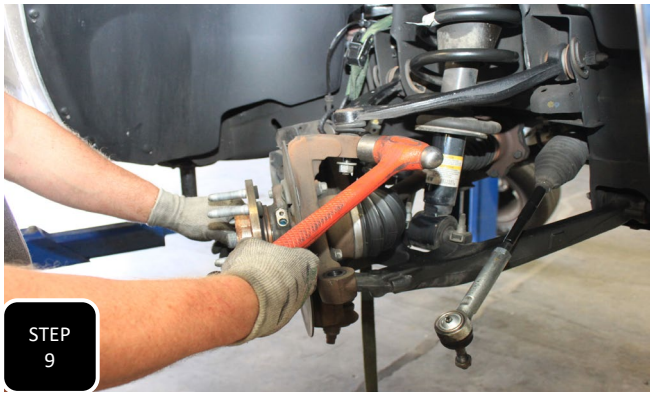
Step 5 Unbolt the rotor retainer bolt and then remove the rotor. **NOTE: THE ROTOR SHOULD JUST POP OFF. IF IT DOES NOT JUST POP OFF, YOU WILL NEED TO HIT THE WHEEL MOUNTING SURFACE OF THE ROTOR WITH A HAMMER UNTIL THE RUSTY BOND IS BROKEN AND THE ROTOR POPS OFF.**

Step 6 Unbolt the ABS sensor from the hub assembly and then the guide bracket from the top of the spindle. Support the ABS sensor out of the way so that it does not get damaged during the install.



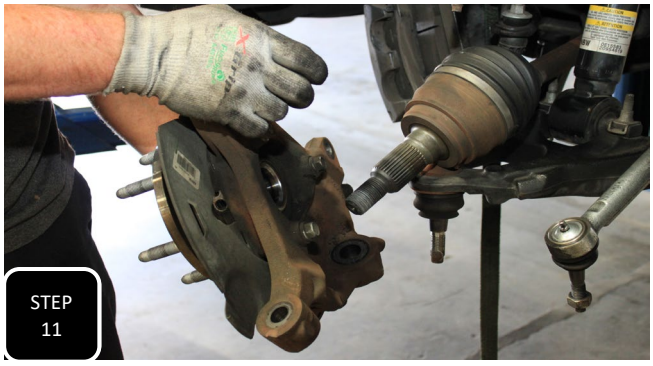
Step 7 Separate the clip attaching the ABS line to the bracket you just removed from the top of the spindle and then open the clip and separate the ABS line from the clip.

Step 8 Pry off the dust cap at the end of the hub assembly and then remove the axle retainer nut.



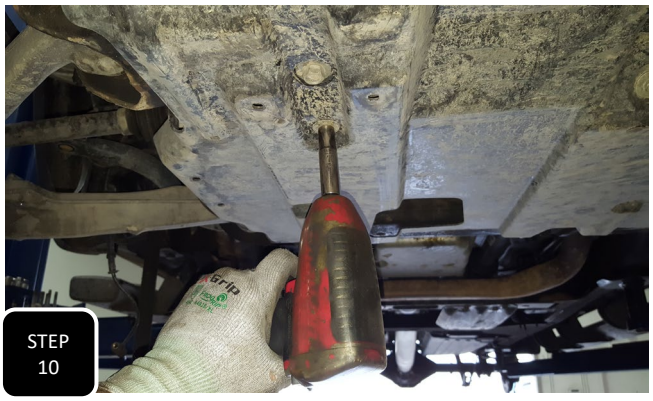
Step 9 Loosen the upper ball joint nut, but do not remove. Hit the side of the spindle, right at the ball joint, with a hammer to break the ball joint loose. The nut will catch the spindle.

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



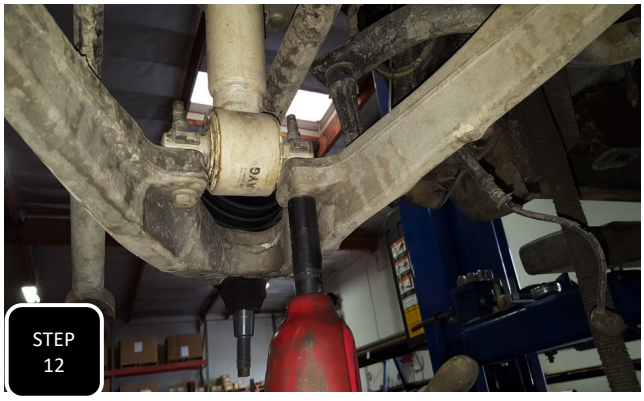
Step 11 Remove the spindle and set it face down on the wheel studs. Next, remove all 3 bolts attaching the wheel bearing to the spindle and separate the two.

Step 12 Unbolt the sway bar end link and remove.



Step 10 Unbolt and discard the plastic skid plate that covers from the bumper to the rear cross member of the lower control arms.

Step 11 Remove and discard the two metal skid plates under the front diff and the steering rack.

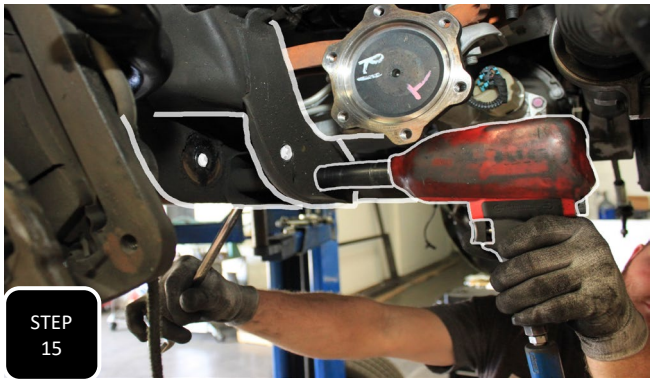


Step 12 Remove the 3 nuts attaching the strut to the frame and the two bolts attaching the strut to the lower control arm, then remove the strut.

Step 13 Unbolt both lower control arm mounting bolts and remove the lower control arm.

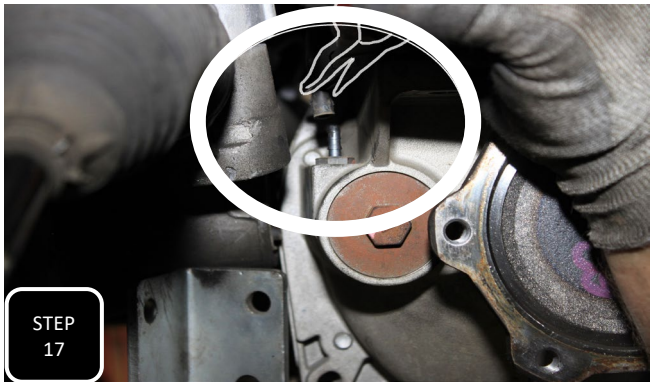
Step 14 Unbolt all 6 bolts attaching the CV axle to the differential housing and remove the axle.

Repeat steps 1-14 on the other side.



Step 15 Unbolt the 4 bolts attaching the cross member to the rearward lower control arm mount and remove the cross member.

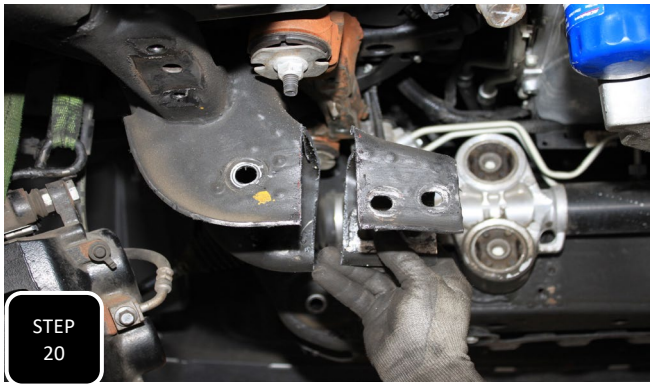
Step 16 Unbolt the 4 bolts attaching the sway bar to the frame and remove the sway bar. **NOTE: TAKE NOTE THAT THE ENDS OF THE SWAY BAR SWOOP UPWARD. YOU WILL FLIP THIS OVER SO THEY SWOOP DOWNWARD WHEN THE SWAY BAR IS RE-INSTALLED.**



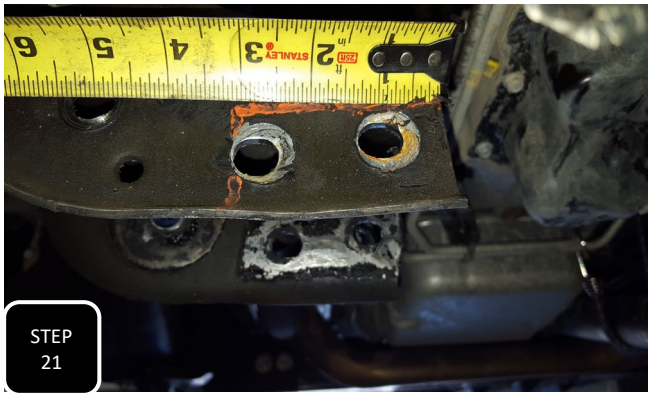
Step 17 Remove all 4 bolts attaching the driveshaft to the front differential and then support the driveshaft up and out of the way. Next, detach the breather hose on the driver's side, top of the differential housing.

Step 18 Unplug the wiring at the differential and separate the wire guide clip. Move the wiring up out of the way so that it does not get damaged during the install.

Step 19 Support the differtial with an adjustable jack and then remove all 4 mounting bolts. Slowly lower the diff down making sure that there is nothing else attached to it that could get damaged. **NOTE: YOU WILL NEED TO UNPLUG THE 3 PLUGS AT THE STEERING RACK TO ACCESS ONE OF THE DIFF BOLTS.**



Step 20 Working with the rearward lower control arm mount on the driver's side, mark a vertical line, 3 inches in from the inner edge where the original cross member was attached. Extend this mark straight up, across, and back down the front of the mount and then using a suitable cutting device, cut this section of the mount off.

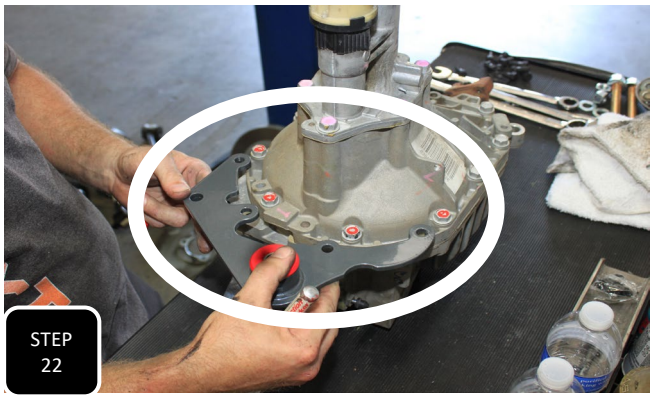


Step 21 Moving over to the rearward lower control arm mount on the passenger side, Mark a verical line, 3 inches from the inner edge of the frame where the original cross member was attached. Next, mark a horizontal line 1.5 inches up from the bottom . **NOTE: THIS SECTION BEING MARKED AND REMOVED IS ON THE FRONT SIDE OF THE CROSSMEMBER. THE SIDE FACING THE FRONT OF THE TRUCK.**

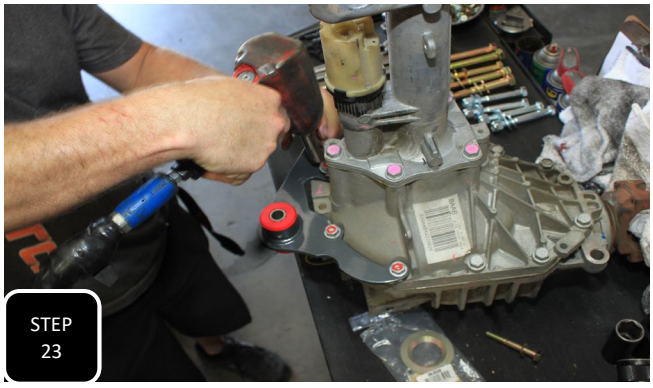
Step 19 Using a suitable cutting device, cut along both of your lines and remove the rectangular section that was created. Spray paint all raw edges for rust prevention.

Step 20 Locate the driver's side diff drop and install it to the factory mount using the factory hardware. The driver's side bracket has the tab that extendes past the bracket and an extra hole for the guide nipple in the factory mount. **NOTE: THE SHORT SIDE OF THE MOUNT WILL FACE THE REAR OF THE TRUCK.**

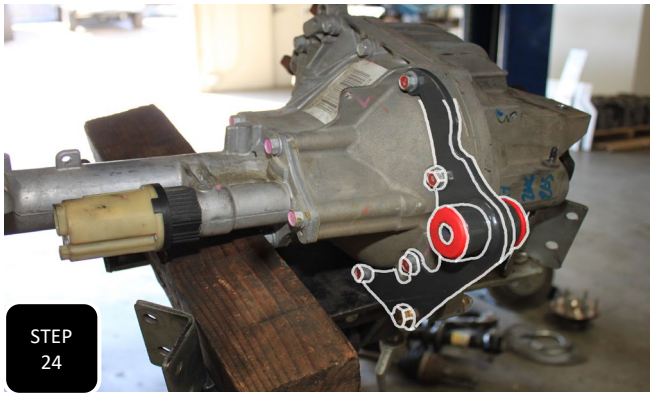
Step 21 Locate and install the passenger side diff drop and attach it to the factory mount using the factory nuts, then tighten. **NOTE: THE SHORT SIDE OF THE MOUNT WILL FACE THE REAR OF THE TRUCK**



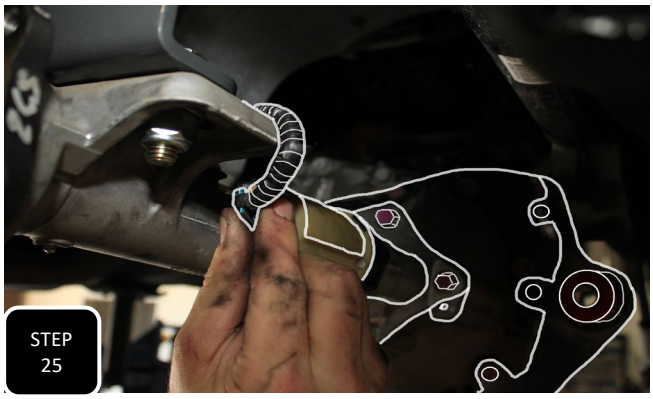
Step 22 Take the differential and stand it upright on the driver's side axle flange. The breather port will leak a little if at a high point or a lot if at a low point. Place a vacuum cap over the breather for no fluid loss. Locate the provided dorsal fin diff bracket and line it up with the front side of the diff to see which bolts need to be removed.

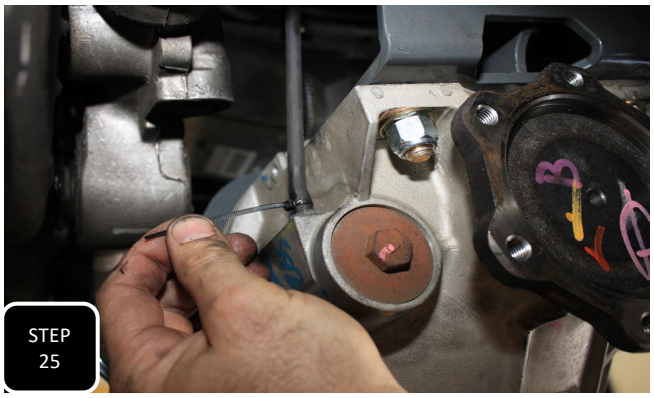


Step 23 Remove the 4 bolts that the bracket aligns with and then install the bracket using the 4 provided M10-1.5 x 60 bolts and the 1 provided 7/16-14 x 3" bolt, nut, & washer then tighten. **NOTE: THE BRACKET WILL ONLY FIT ONE WAY AND ALWAYS TAKE CAUTION WHEN INSTALLING A STEEL BOLT INTO ALUMINUM THREADS.**

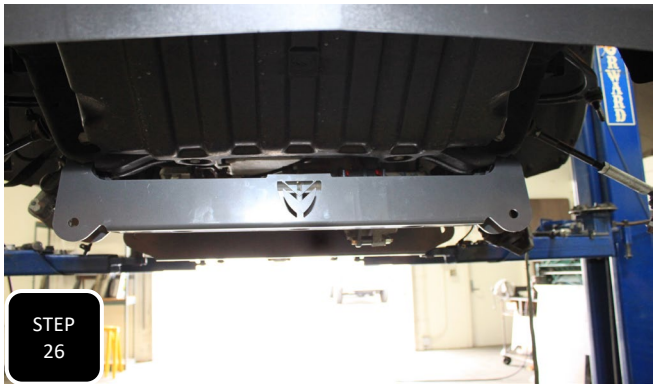


Step 24 Place the differential back onto the adjustable jack and align it with the recently install diff drop brackets. Next, loosely attach the diff using the provided 1/2" bolts on the driver's side and 9/16" bolts on the passenger side. **NOTE: THE DIFF WILL GET FULLY TIGHTENED WHEN THE WHOLE FRONT END IS BACK TOGETHER.**

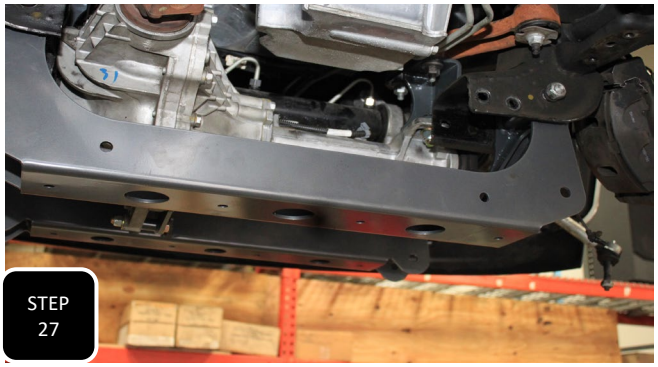




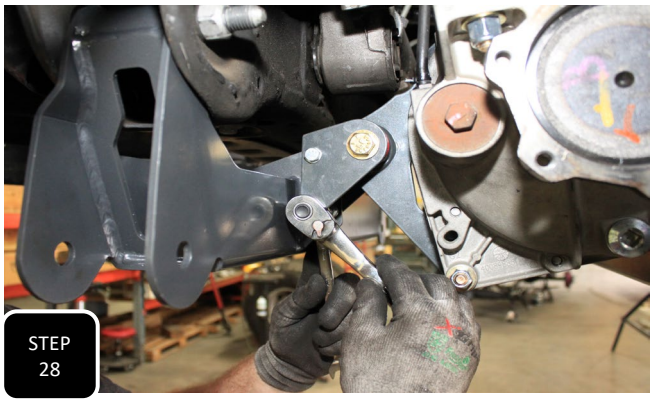
Step 25 Plug the 4wd plug back into the diff and then stretch the breather hose down to the port on the diff and secure it using the provided zip tie.



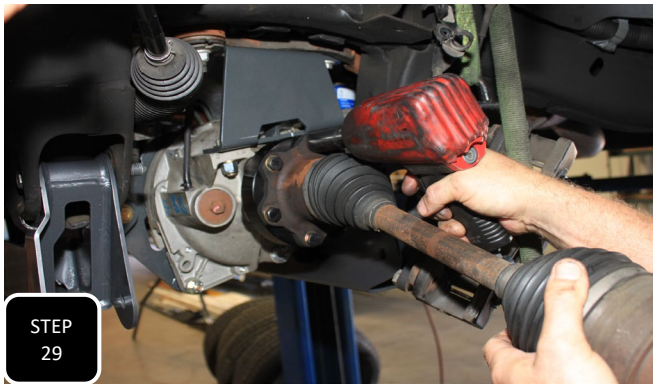
Step 26 Loosely install the rear subframe using the factory hardware. The notch in the vertical rise of the subframe goes on the driver's side, facing forward to allow for clearance with the diff.

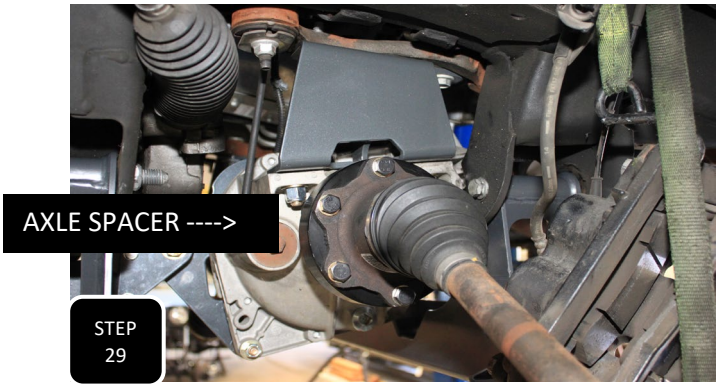


Step 27 Loosely install the rear subframe using the factory hardware. The notch in the vertical rise of the subframe goes on the driver's side, facing forward to allow for clearance with the diff.



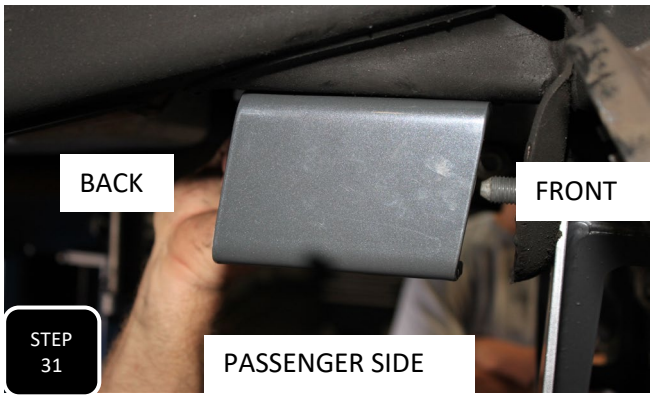
Step 28 Attach the provided diff mounting ears to the back of the front subframe using the provided M8 hardware and then attach the diff to these ears using the provided 9/16" bolt, nut, and washers. Once all have been loosely installed, then fully tighten the diff ears and dorsal fin bolt. Next, fully tighten all of the diff bolts.

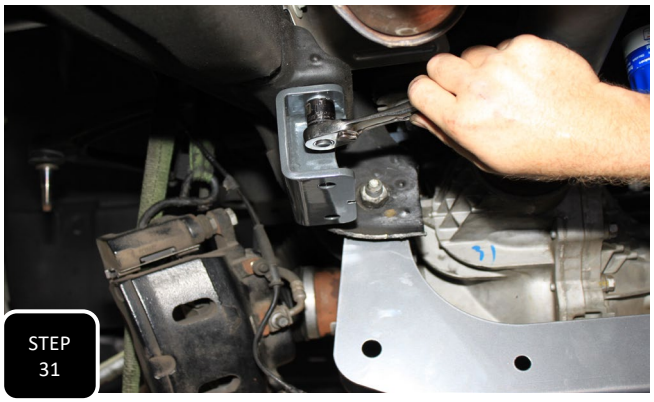




Step 29 Using the provided M10 hardware, re-install both front axles with the aluminum spacers between the diff and axle.

Step 30 Attach the front driveshaft to the diff using the factory straps and bolts. **NOTE: IT IS NORMAL TO HAVE TO PULL THE DRIVESHAFT TO GET IT TO ATTACH TO THE YOKE.**

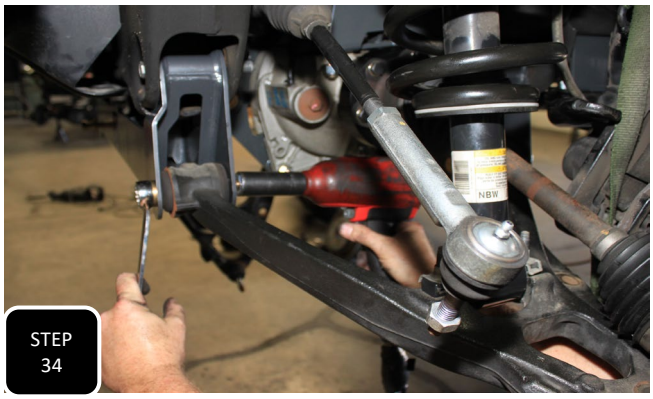




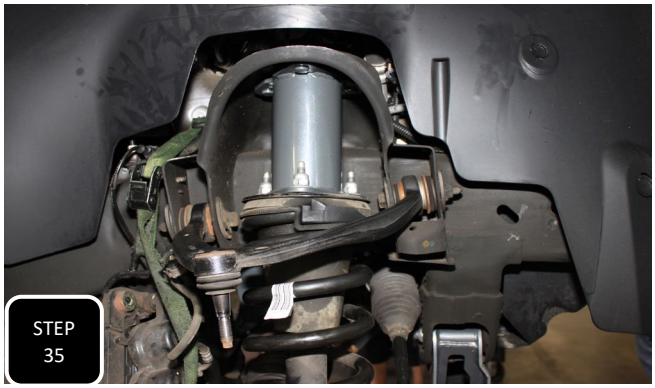
Step 31 Install the sway bar drop down brackets using the supplied M10 bolts and washers. The open end of the bracket will face the inside of the truck and the bracket needs to swoop towards the rear of the truck.

Step 32 The ends of the sway bar originally swooped upward. The sway bar will now get re-installed with the ends swooping downward, the opposite of how they were. Use the factory bolts along with the provided nuts and washers to attach the sway bar to the drop down brackets and tighten.

Step 33 Locate the two struts and attach the strut spacer to the top using the factory nuts. Next, loosely install both sides using the provided nuts. **NOTE: THE SPACERS WILL ONLY FIT ONE WAY AND DO NOT FULLY TIGHTEN THE NUTS AT THE FRAME AT THIS TIME.**

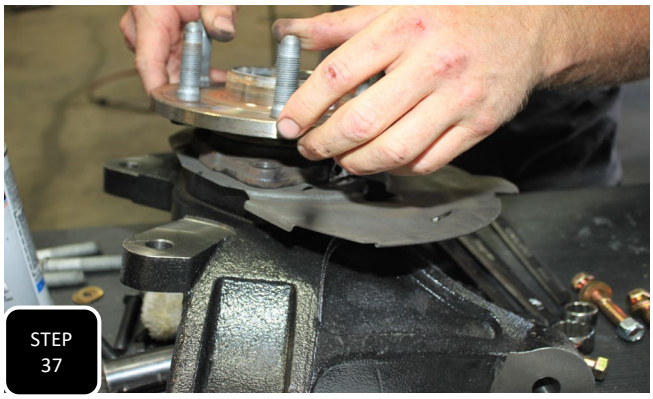


Step 34 Loosely attach both lower control arms using the provided 5/8" hardware and then swing the arms up and loosely attach them to the bottom of the strut using the factory hardware. **NOTE: DO NOT FULLY TIGHTEN THE LOWER CONTROL ARM BUSHINGS UNTIL THE TRUCK IS BACK ON THE GROUND AT RIDE HEIGHT.**



Step 35 Fully tighten the upper mounting nuts and the lower mounting bolts for both struts.

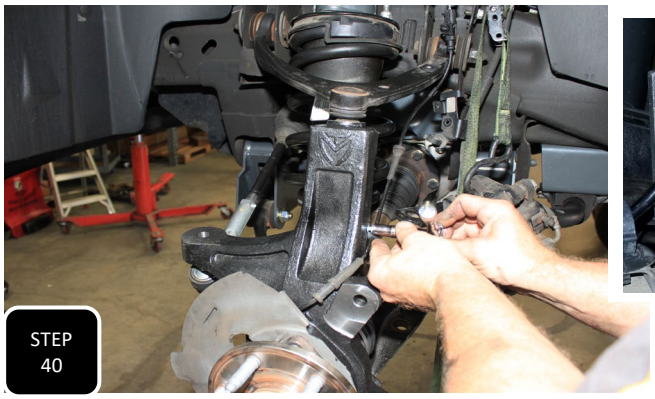
Step 36 Slide the outer CV spacer onto the end of both axles with the chamfered I.D. side facing inward. The outer CV spacer is the 2 3/4" gold ring with a chamfered I.D. on one side.



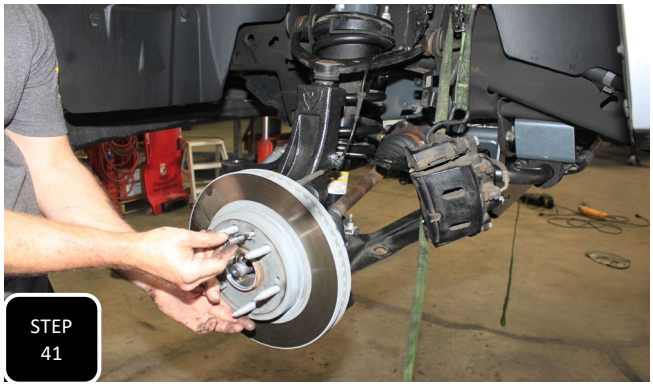
Step 37 Place the factory hub assembly along with the factory dust shield onto the new steering knuckle and then flip the assembly over and attach the two together using the factory bolts and tighten.

Step 38 Install the steering knuckle assembly onto the the appropriate side that you are working on with the steering arm of the knuckle facing the front of the truck. Use the factory nuts at the upper and lower ball joints and tighten to factory specs. **NOTE: SLIDE THE AXLE INTO THE HUB BEFORE CONNECTING THE BALL JOINTS.**

Step 39 Unclip the ABS line from the frame, right next to where the brake line goes from soft to hard line. Next, use the extra slack gained to guide the ABS sensor down the steering knuckle and attach it to the wheel bearing using the factory bolt.

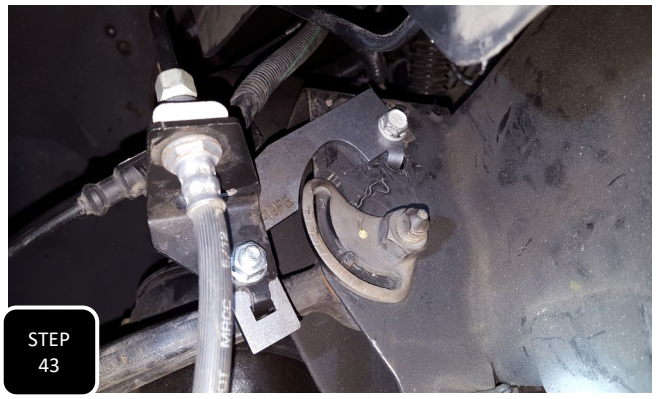


Step 40 Using the provided loom clamp and factory 6 mm bolt, guide and attach the ABS line up the back side of the neck of the steering knuckle. Next, Locate the provided ABS line brackets and attach the bracket to the upper control arm using the factory 6 mm bolt, and then attach the ABS line plug to the bracket by pressing the clip and guide into the



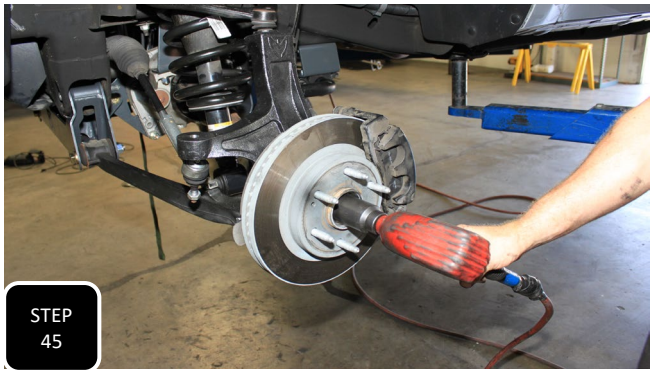
Step 41 Install the rotor and secure the factory retainer screw.

Step 42 Unbolt the factory bracket that attaches the brakeline to the frame to gain extra slack in the line. Next, attach the brake caliper to the steering knuckle using the factory bolts and tighten.

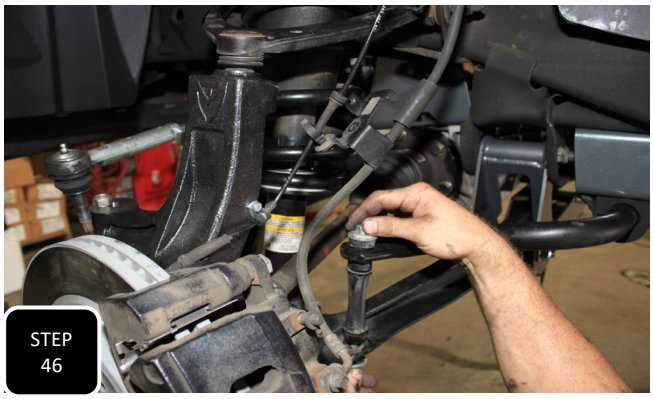


Step 43 Locate the new brakeline mounting bracket and attach it to the side of the coil bucket using the factory brakeline bracket mounting bolt. Next, attach the factory brakeline bracket to the new brakeline bracket using the provided 8mm bolt, nut, and washers.

Step 44 There is a mounting bracket on the middle of the soft brake line that needs to be removed. Very carefully, cut a groove in bracket where it wraps around the line. This will create a weak spot so you can use a flat head screw driver to pry the bracket open and remove it. **NOTE: BE VERY CAREFUL NOT TO CUT ALL THE WAY THROUGH THE BRACKET OR CUT THE LINE ITSELF.**



Step 45 Install the axle retainer nut on both sides and torque to factory specs. Next, re-install the factory dust cap by tapping it into place with a mallet or dead blow hammer.



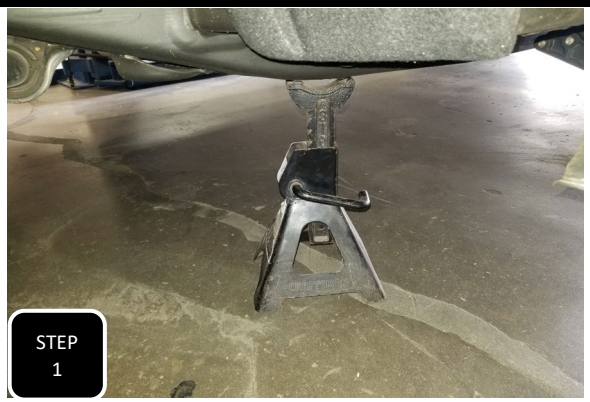
Step 46 Assemble the sway bar end links onto the truck and then tighten them up until the nut bottoms out.

Step 47 Remove the outer tie rod from the inner tie rod and mark a line 1/2" from the end of the threaded hole and cut this 1/2" section off. **NOTE: MAKE SURE YOUR CUT IS STRAIGHT SO THAT THE JAM NUT TIGHTENS UP PROPERLY.**

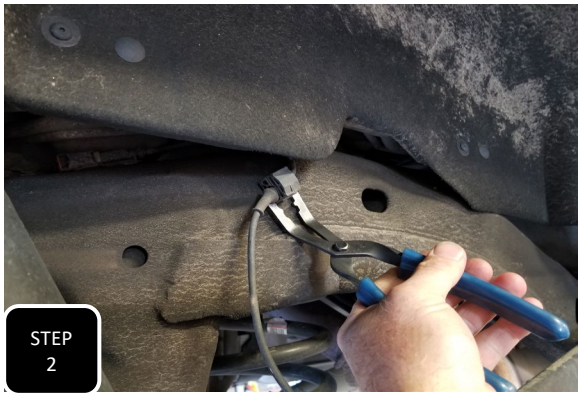
Step 48 Mark a line 9/16" in from the threaded end of the inner tie rod and cut this section off. **NOTE: MAKE SURE TO CLEAN UP THE END SO THAT THE OUTER TIE ROD CAN THREAD BACK ON PROPERLY.**

Step 49 Once both ends are trimmed down, thread them back together and attach the tie rod to the steering knuckle using the factory nut.

REAR LIFT INSTALLATION



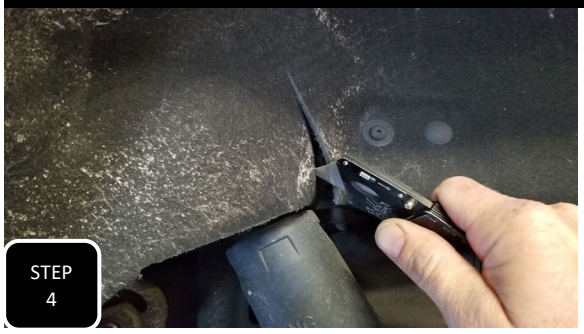
Step 1 Jack up the rear of the truck and support under the frame rails with jack stands. Keep an adjustable jack under the diff for height adjustment.

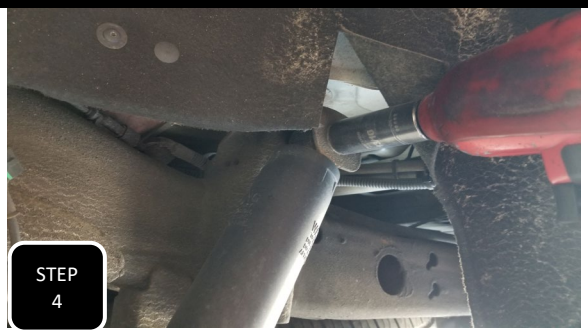


Step 2 Separate the ABS guide clip, on each side, from the frame to allow for more slack during the install.

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

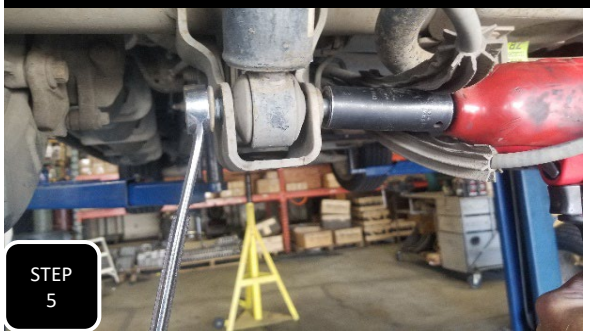
NON MAGNE-RIDE / AUTO-RIDE MODELS

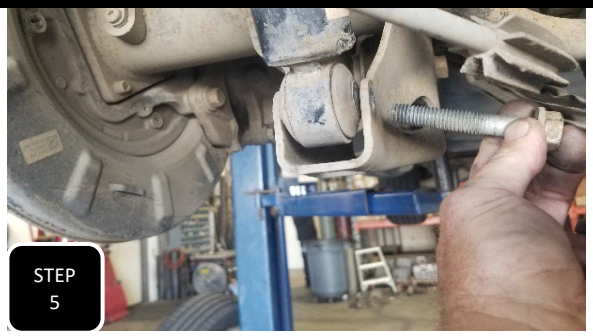




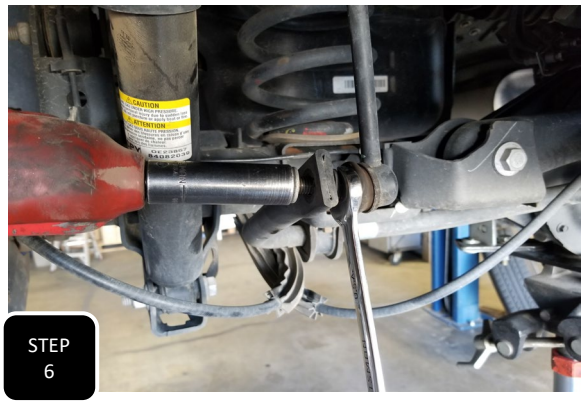
Step 4 First, apply pressure to the diff with the adjustable jack. Next, to access the upper shock mount more easily, cut a slit in the wheel well liner and remove the upper mounting bolt of the shock.

MAGNE-RIDE / AUTO-RIDE MODELS

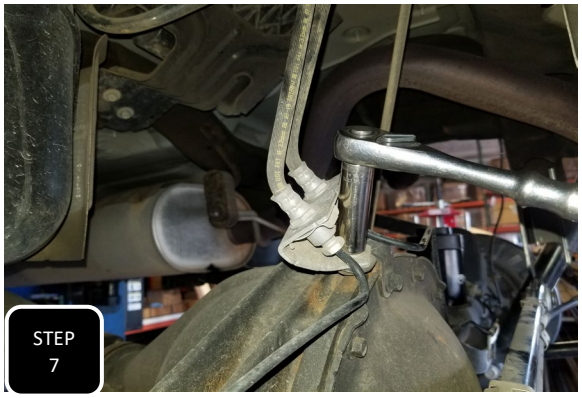




Step 5 First, apply pressure to the diff with the adjustable jack. Next, unbolt both lower shock bolts at the axle and remove the bolts.



Step 6 Unbolt both sway bar end links at both ends and remove.

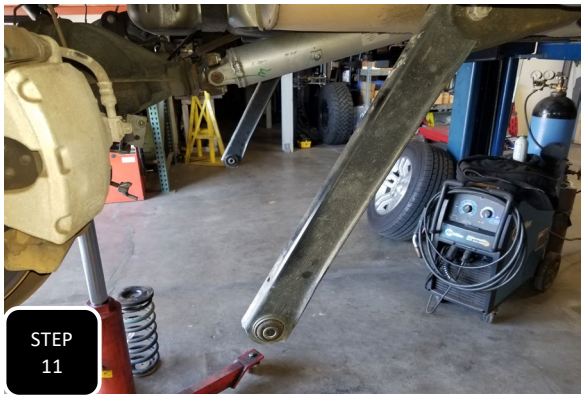


Step 7 Unbolt the brakeline bracket from on top of the diff to allow for more slack when installing the coil spacers.

Step 8 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 9 Lower down the axle and remove both coil springs. **NOTE: MAKE SURE TO SAVE THE RUBBER ISOLATORS FOR RE-INSTALLATION.**

Step 10 Unbolt the trac bar from the mount on the frame and separate.



Step 11 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 12 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 13 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.**

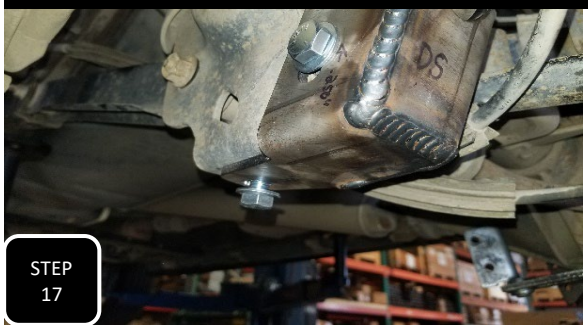
Step 14 Locate the coil spacers and loosely install them along with the factory coils and isolators. Once both are in place, jack up the axle to apply pressure to the coils and assure that they are properly seated.

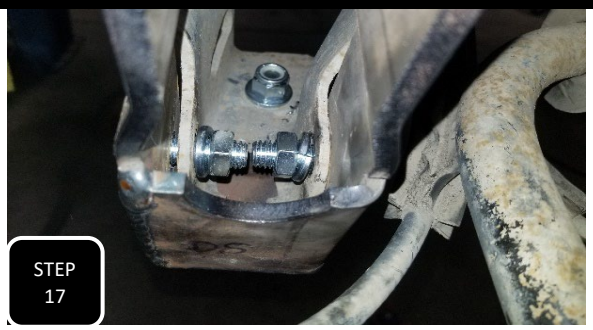
Step 15 Loosely re-attach the lower control arm to the axle and only snug up the nuts. **NOTE: THESE BOLTS WILL GET FULLY TIGHTENED WHEN THE TRUCK IS BACK ON THE GROUND AT RIDE HEIGHT.**

NON MAGNE-RIDE / AUTO-RIDE MODELS

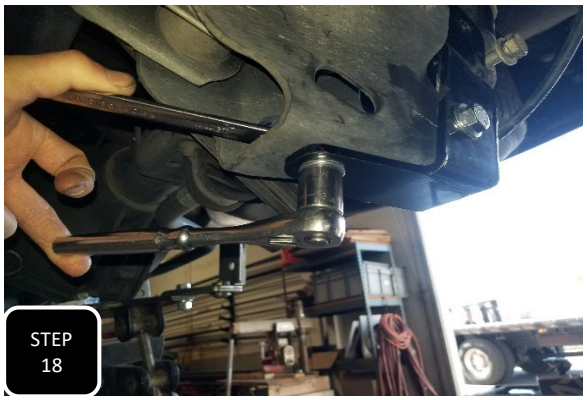
Step 16 Loosely install the provided shock extenders with the logo facing outward, using the factory shock bolt. Next, attach the shock to the extender using the provided 14mm bolt, nut and washer and fully tighten both bolts. **NOTE: ON THE DRIVER'S SIDE, YOU WILL ATTACH THE PROVIDED ABS LINE BRACKET TO THE SHOCK MOUNTING BOLT AT THE FRONT OF THE EXTENDER WITH THE BRACKET POINTED STRAIGHT DOWN.**

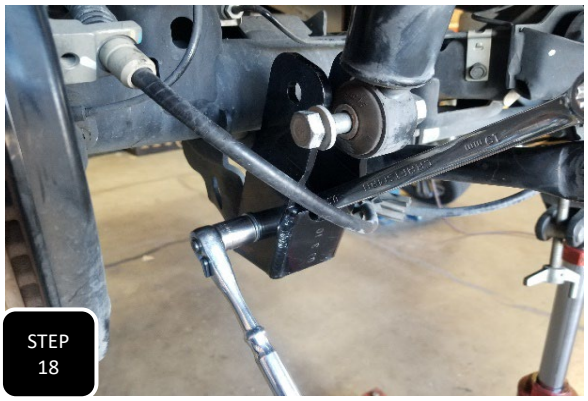
MAGNE-RIDE / AUTO-RIDE MODELS



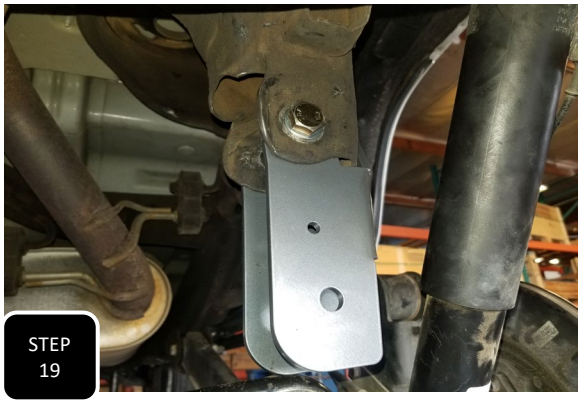


Step 17 Loosely install the provided shock extenders, using the provided 1/2" bolts, lock washers and jam nuts through the original shock mounting holes, from the outside inward. You will then install the provided 1/2" bolts through the bottom hole and attach using the provided nylock nuts.



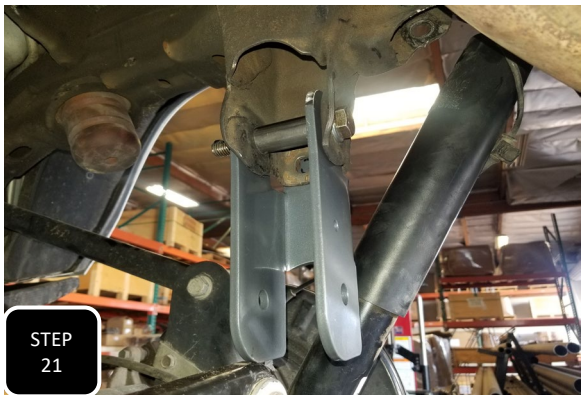


Step 18 First snug up the bottom bolt to square up the bracket, then fully tighten the two side bolts and torque to 50 ft/lbs. Next, go back to the bottom bolts and torque to 50 ft/lbs.

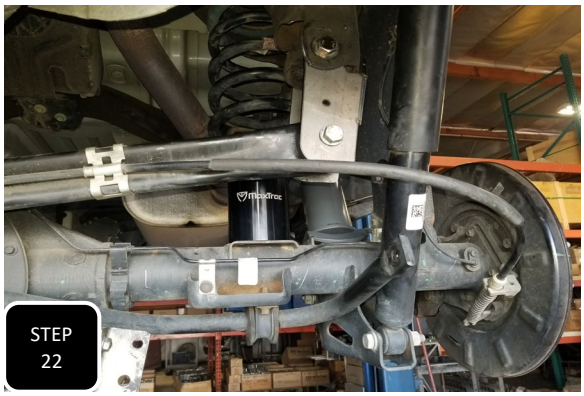


Step 19 Loosely install the provided trac bar bracket onto the factory trac bar bracket on the passenger side frame using the provided 14mm bolt and zinc plated crush tube. The rearward facing ear of the provided bracket will install "**inside"** the factory bracket and the forward facing ear will install on the "outside" of the factory bracket.

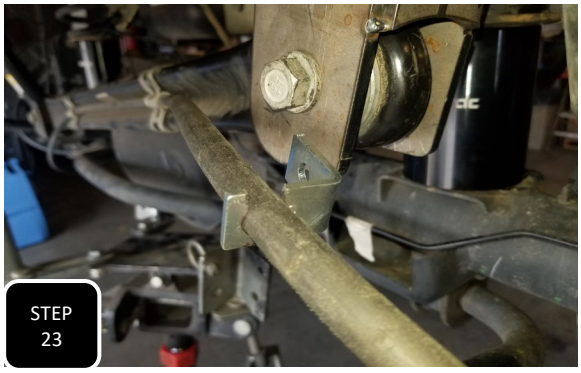
Step 20 Using a scribe, trace the upper, side hole of the trac bar bracket, then remove the bracket and drill a 1/2" hole through your circle.

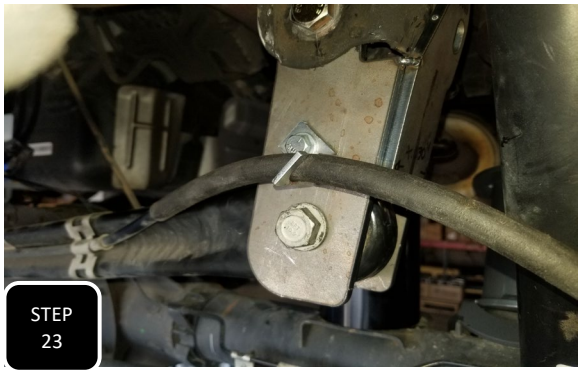


Step 21 Re-install the bracket using the provided zinc plated crush tube and 14mm hardware. Next, install the provided 7/16" bolts, nuts, and washers through the two side holes. You will also be attaching the provided pass side ABS line bracket to the upper bolt with the "D" shaped hole facing upward, then tighten all 3 bolts.



Step 22 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.**





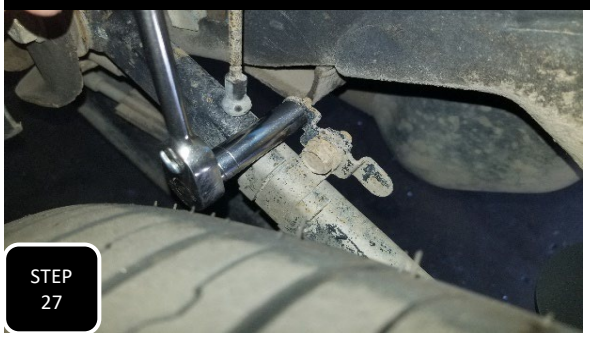
Step 23 Slide the E-brake guide bracket onto the E-brake cable near the trac bar bracket on the passenger side and then attach this bracket to the small hole on the back of the trac bar bracket using the provided 8mm bolt nut and washers. **NOTE: DO NOT FULLY TIGHTEN THIS BRACKET. ONLY SNUG IT UP AS IT WILL NEED TO PIVOT AS THE SUSPENSION CYCLES.**

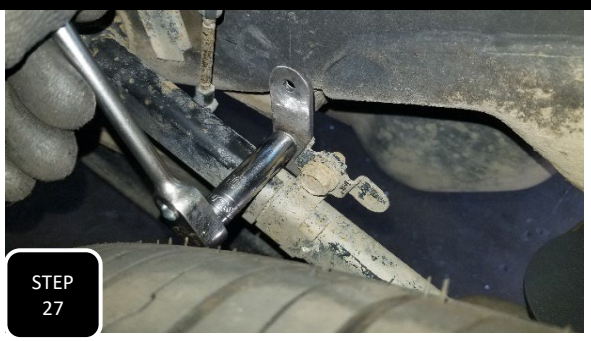
Step 24 Remove the "O" ring that is on the factory mounting bolt for the brake line bracket at the top of the diff. Next, attach the provided brake line bracket to the top of the diff using this bolt and tighten.

Step 25 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 26 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.

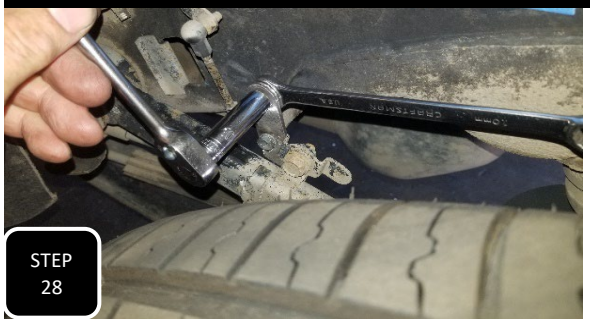
MAGNE-RIDE / AUTO-RIDE MODELS

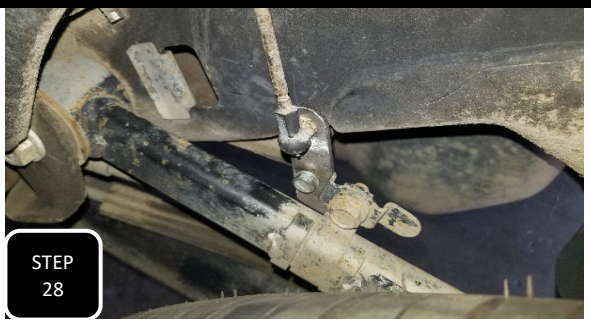




Step 27 For models equipped with magne-ride/auto-ride, pop off the sensor linkage from the ball mount on the rear, upper control arm using a pry or wedge. Next, unbolt the factory ball mount and attach the provided extension brackets in its place using the provided M6 bolt and washer. The bracket will interlock under the attachment bolt of the bracket to the arm and align outward of this bracket.

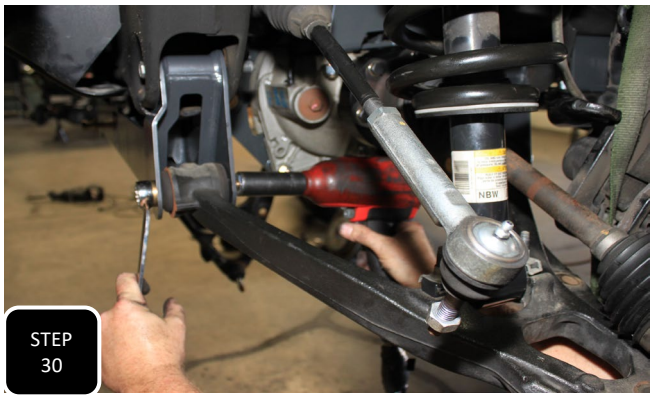
MAGNE-RIDE / AUTO-RIDE MODELS





Step 28 Attach the factory ball mount to the upper hole in the provided bracket using the provided M6 washer and lock nut. The ball needs to face outward in the wheel well.

Step 29 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 toe alignment close to straight so that the vehicle is safe to drive to the alignment shop.



Step 30 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 AND DIFFERENTIAL WHILE THE TRUCK IS AT RIDE HEIGHT WILL ENSURE THE DIFF IS CENTERED AND PROLONG THE LIFE OF THE BUSHINGS.**

Step 31 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**

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.