

READ THE INSTRUCTIONS THOROUGHLY AND COMPLETELY BEFORE BEGINNING THE INSTALLATION.



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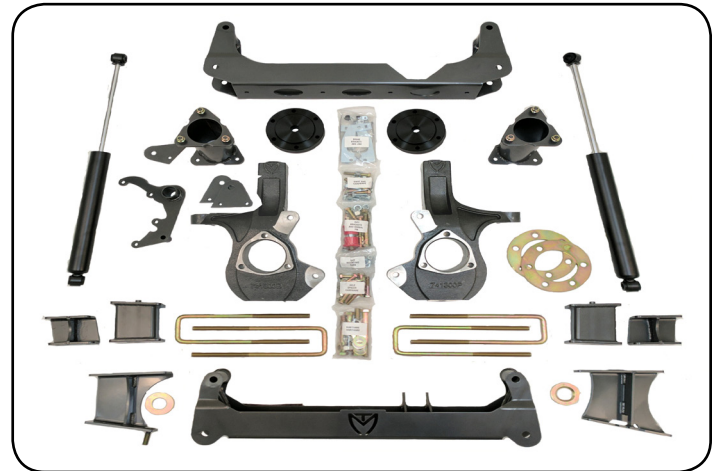
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PART#941570

2014-2017

CHEVY / GMC 1500 4WD

7" SUSPENSION LIFT KIT



BRACKETS

(2) SUB FRAME DROP DOWN BRACKET	(2) 5" LIFT BLOCK
(1) DORSAL FIN DIFFERENTIAL BRACKET	(4) 12.5" SQUARE U-BOLT
(2) DIFF DROP DOWN MOUNT	(8) 9/16 HI NUT
(2) SWAY BAR DROP DOWN MOUNT	(8) 9/16 WASHER
(2) DIFF MOUNTING EAR	(2) 2 3/4" GOLD WASHER
(2) ALUMINUM AXLE SPACER	(2) SPARE TIRE WHEEL SPACER

SUBFRAME

(2) 5/8-11 X 4 1/2" (GR 8) HEX CAP SCREW	(4) 5/8-11 STOVER LOCK NUT
(2) 5/8-11 X 5 1/2" (GR 8) HEX CAP SCREW	(8) 5/8" HARDENED FLAT WASHER

DIFF BRACKETS AND DORSAL FIN

(1) 9/16-12 X 4" HEX CAP SCREW	(1) 1 3/4" ZINK PLATED WASHER
(1) 9/16-12 X 1 3/4" (GR 8) HEX CAP SCREW	(1) 3/4 X .083 X 2.4" CRUSH TUBE
(2) 1/2-13 X 1 3/4" (GR 8) HEX CAP SCREW	(1) 7/16-14 X 3 (GR 8) HEX CAP SCREW
(3) 9/16-12 NYLOCK NUT	(1) 7/16-14 NYLOCK NUT
(5) 9/16" HARDENED FLAT WASHER	(2) 7/16" HARDENED FLAT WASHER
(2) 1/2-13 NYLOCK NUT	(4) M10-1.25 X 60 (GR 10.9) HEX CAP SCREW
(4) 1/2" HARDENED FLAT WASHER	(4) M10 FLAT WASHER

DIFF MOUNTING EARS

(4) M8-1.25 X 30MM HEX CAP SCREW	(8) M8 FLAT WASHER
(4) M8-1.25 NYLOCK NUT	(2) 1" ZINK PLATED WASHER

SWAYBAR BRACKETS

(4) M10-1.5 X 35 (GR 8.8) HEX CAP SCREW	(4) 7/16-14 NYLOCK NUT
(4) 7/16-14 X 2 1/2" (GR 8) HEX CAP SCREW	(8) M10 FLAT WASHER
(4) M10-1.5 STOVER LOCK NUT	(8) 7/16" FLAT WASHER

STRUT SPACERS

(2) STRUT SPACERS	(6) M10-1.25 SERRATED FLANGE NUT
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AXLE SPACERS

(12) M10-1.5 X 60MM HEX CAP SCREW	(12) 3/8" HARDENED FLAT WASHER
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STEERING KNUCKLES

(2) Steering knuckles

BRAKE LINE & ABS

(2) BRAKE LINE BRACKET	(2) 5" ZIP TIE
(2) M8-1.25X20 HEX CAP SCREW	(4) 1/4" ADEL CLAMP
(2) M8-1.25 FLANGE NUT	(2) M8 FLAT WASHER



Approximate install time 5hrs.



Will NOT work with OE offset wheels. Must be 17"x8" or larger with a maximum backspacing of 5". Recommended tire size 35"x12.50".

NOTE

Please double check the parts list before beginning installation, to ensure all parts are present. If there is something missing, please contact us immediately.

PRIOR TO INSTALLATION:

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

⚠ AFTER REMOVING PARTS FROM VEHICLE, SAVE HARDWARE FOR REINSTALLATION.



NOTE

DISASSEMBLY: ALL STEPS SHOULD BE REPEATED ON BOTH THE PASSENGER SIDE AND THE DRIVERS SIDE.

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. (Do not hit the tie rod on the threads)

STEP 3: Unbolt the brake caliper and support out of the way. (Do not allow the caliper to hang by the brake line)

STEP 4: Remove the rotor retainer screw and then the rotor.



STEP 5: Unbolt the abs wire guide bracket from the top of the spindle and the upper control arm, separate the grey clips from the bracket and the wire. Then un-bolt the sensor from the wheel bearing, then hang up out of the way.



STEP 6: Remove the axle nut dust cap and then remove the axle nut and washer.

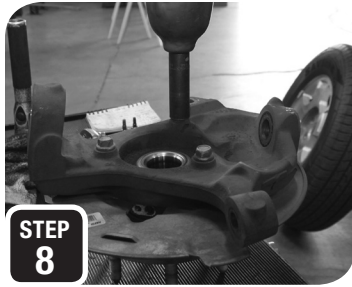
STEP 7: Loosen the upper and lower ball joint nuts, then hit the side of the spindle at each ball joint to break the joint loose. The nuts will catch the spindle. Once free, remove the nuts and remove the spindle.



****THE INSTALLION OF THIS KIT REQUIRES A PROFESSIONAL MECHANIC****

STEP 8: Unbolt the 3 bolts holding the wheel bearing to the spindle and separate.

STEP 9: Remove the bolt holding the sway bar end link to the LCA (Lower control arm) and remove the link.



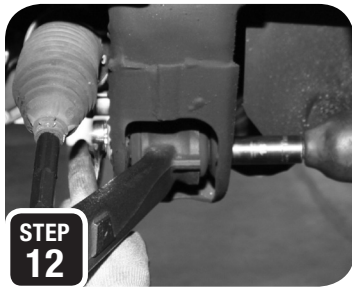
STEP 10: Remove all 3 nuts at the top of the strut.

STEP 11: Remove the 2 bolts that attach the strut to the lower control arm and remove the strut.



STEP 12: Support the LCA when loosening the mounting bolts at the frame. Once loose, the arm will swing down. Remove the bolts and the arm.

STEP 13: Unbolt all 6 bolts holding each axle to the differential and remove the axle.



STEP 14: Unbolt the 4 bolts holding the rear LCA crossmember to the frame and remove cross member.

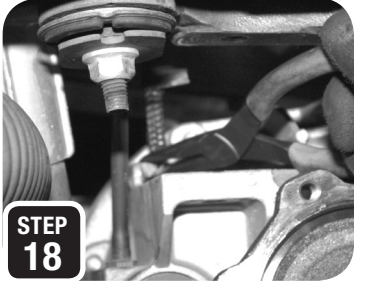
STEP 15: Prior to removing the swaybar, take note of the position that the swaybar is mounted in the vehicle. Later (Step 33) the sway bar will be reinstalled flipped upside down. Next remove the 4 mounting bolts and the sway bar from the frame.

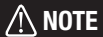


STEP 16: Remove all 4 bolts holding the drive shaft to the yoke and separate. Support the drive shaft up out of the way.

STEP 17: Unplug the pig tail on the differential.

STEP 18: Support the differential with an adjustable jack then remove all 4 mounting bolts. Lower the differential just enough to separate all wire guides and the breather line. Then lower the jack all the way and place the differential in a safe spot.





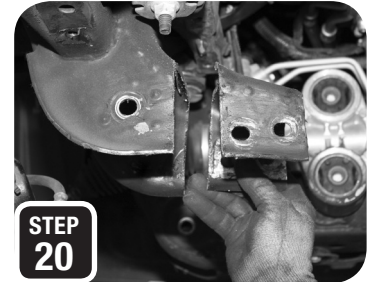
NOTE

Always wear safety glasses and use caution when using power tools or working under the vehicle

STEP 19: DRIVER SIDE: On the rear LCA mounting bracket that attaches to the frame, measure 3/4" from the edge of the LCA bolt hole and draw a vertical line up, over and back down the other side of the bracket



STEP 20: DRIVER SIDE: Using a metal cutting device, cut on the line you just made all the way through the bracket. Once separated, debur all rough edges and spray paint.



STEP 21: PASSENGER SIDE: On the rear LCA mounting bracket that attaches to the frame, draw a vertical line 3" from the edge. Next draw a horizontal line 1 1/2" up from the lower edge.



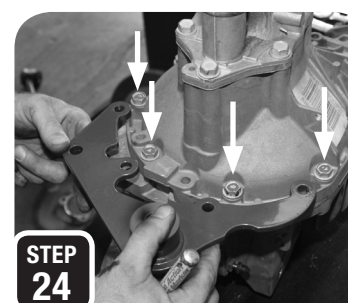
STEP 22: PASSENGER SIDE: Using a metal cutting device, cut out the two lines that were drawn (Step 21). Once seperated, Clean up the edges of the frame and paint any raw metal parts



STEP 23: Install the new differential drop brackets using the factory hardware. The brackets only fit on their intended sides and need to be installed with the tall side facing the front of the truck.

STEP 24: Place the differential safely on a work bench and take note of where the breather port is. The breather port will leak a little if at a high point or a lot if at a low point. To ensure minimal loss of oil, place a vacuum cap over the port.

STEP 25: 4 bolts will need to be removed from the diff housing and the dorsal fin bracket will be installed here using the provided M10-1.5 x 60mm bolts. Also install the provided 7/16-14 x 3" bolt in the remaining through hole and tighten. **⚠ ALWAYS TAKE CAUTION WHEN INSTALLING A STEEL BOLT INTO ALUMINUM. IT IS VERY EASY TO CROSS THREAD OR OVER TIGHTEN ⚠**



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STEP 24: Place the differential on an adjustable jack and raise it up to the drop down brackets. Attach the diff to the brackets using the provided 1/2-13 x 1 3/4" bolts on the drivers side and the provided 9/16-12 x 1 3/4" bolt on the passenger side and leave loose until all sub frames and diff mounts are attached. (CHECK FOR CLEARANCE BETWEEN THE DIFF AND FRAME WHERE IT WAS CUT. IF TOUCHING, CLEARANCE THE FRAME MORE.)



STEP 25: Plug the diff pig tail back into the diff and re-attach all wire guides.

STEP 26: Stretch the factory breather line down to the breather port on the diff and attach using the provided zip tie.



STEP 27: Locate the front cross member and install into the front control arm mounts using the factory hardware and tighten. **NOTE: MAKE SURE THE "MT" LOGO IS FACING THE FRONT OF THE TRUCK**

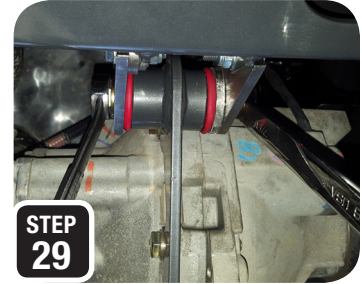
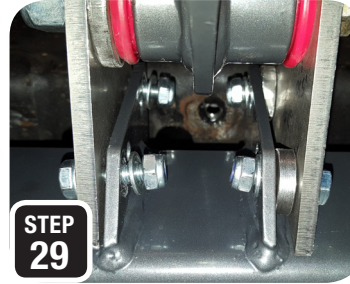
STEP 28: Install the rear cross member into the rear lower control arm mounts using the stock hardware and tighten.

NOTE: ENSURE THAT THE KNOTCH FOR THE DIFF IS FACING THE FRONT OF THE TRUCK.



STEP 29: Locate the dorsal fin mounting ears and loosely attach them to the back of the front cross member using the provided M8-1.25 x 30 bolts. You will need to add the provided 1" x 1/4" washers between the pass side diff. ear and the sub frame mount. Then attach the brackets to the dorsal fin using the provided 9/16-12 x 4" bolt with the provided 1 3/4" x 1/4" washer between the bushing and the driver side ear. **NOTE: THE DRIVERS & PASSENGER SIDE EARS ARE DIFFERENT**

STEP 30: Re-install each axle with the max trac aluminum spacer between the diff and axle flange using the provided M10-1.5 x 60mm bolts and tighten.



STEP 31: Re-attach the drive shaft to the yoke using the factory bolts. **NOTE: IT IS NORMAL TO HAVE TO PULL THE DRIVESHAFT TO GET IT TO ATTACH TO THE YOKE**

STEP 32: Install the sway bar drop down brackets using the provided M10-1.5 x 30mm bolts. **NOTE: THE OPEN ENDS OF THE BRACKETS MUST FACE INWARDS. ALSO, FROM THE FRAME DOWN THE BRACKETS MUST ANGLE TOWARDS THE REAR OF THE VEHICLE**



STEP 33: As stated in (Step 15), reinstall the swaybar flipped upside down from its original position. The ends of the sway bar should be curved downwards. Loosely attach the sway bar to the Max Trac brackets using the provided 7/16-14 x 2 1/2" or the factory M10 bolts & provided nuts (Depending on the year of the vehicle)

STEP 34: Install the MaxTrac strut spacers on top of the factory struts using the factory nuts then loosely attach the whole assembly to the truck using the provided flange nuts.



****THE INSTALLION OF THIS KIT REQUIRES A PROFESSIONAL MECHANIC****

STEP 35: Loosely re-install the factory lower control arms into the sub frames using the provided 5/8 x 4" bolts in the front cross member and the 5/8 x 5" bolts in the rear cross member.

STEP 36: Swing the lower control arms up and attach them to the strut using the factory bolts and tighten. Once tight, finish tightening the upper strut bolts.



STEP 37: Place the new steering knuckles onto the hub assembly and tighten using the factory bolts. Be sure to also install the factory dust shield.



STEP 38: Slide the gold axle spacer over the snout of the axle with chamfered side facing the axle then slide the axle through the hub assembly and attach the knuckle to the upper and lower control arms. Once everything is aligned, attached and tighten down both ball joint nuts.

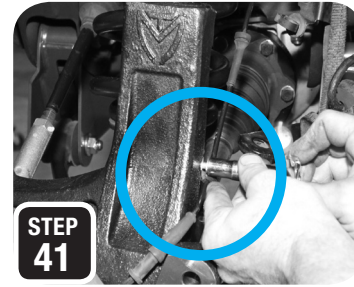


STEP 39: Separate the a.b.s. line clip from the brake line bracket at the frame to gain more slack.

STEP 40: Install the a.b.s. sensor into the wheel bearing and tighten using the factory bolt.



STEP 41: Using the provided adel clamp and factory M6 bolt, attach the a.b.s. wire to the side of the spindle ensuring that it is safely guided away from any pinch areas.

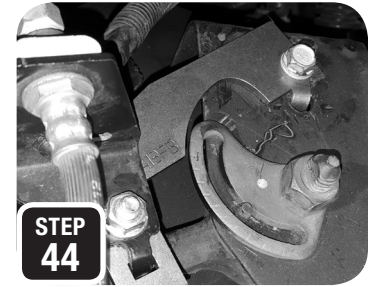


STEP 42: Using another provided adel clamp and factory M6 bolt, attach the a.b.s. wire to the upper control arm ensuring there is enough slack that the line does not get tight when turning the spindle side to side.

STEP 43: Re-install the brake rotor and its retaining bolt.



STEP 44: Unbolt the brake line bracket from the side of the shock tower and install the provided MaxTrac brake line bracket using factory hardware at the frame and provided M8-1.25 20 bolt at the bracket.



****THE INSTALLION OF THIS KIT REQUIRES A PROFESSIONAL MECHANIC****

STEP 45: Tighten the brake caliper to the steering knuckle.

STEP 46: Install the axle nut and tighten



STEP 47: Re-install the axle dust cap with a dead blow hammer.

STEP 48: Re-attach the sway bar end links to the sway bar and LCA and tighten. Once tight, go back and tighten the mounts holding the sway bar to the max trac bracket.



STEP 49: Loosen the jam nut locking the outer tie rod end to the inner link and remove the outer tie rod end. Measure and mark a line $\frac{1}{2}$ " from the edge of the outer tie rod end and cut this portion off using a metal cutting tool. Ensure that your cut is straight or the jam nut will not tighten up. Now measure and mark a line $\frac{9}{16}$ " from the edge of the inner tie rod link and cut.

NOTE: BE SURE TO CLEAN ALL THREADS BEFORE RE-INSTALLING.

STEP 50: Once the inner tie rod link and the outer tie rod end have been cut, thread them back together, attach the tie rod to the steering knuckle and tighten.

STEP 51: The original brake line bracket that is crimped to the factory brake line will need to be cut off. Using a suitable metal cutting tool, cut the bracket next to the brake line making sure not to contact the brake line at all. Once removed, discard the bracket.



⚠ REAR LIFT INSTALLATION ⚠

STEP 1: Jack up the rear of the truck and support under the frame rails using jack stands. Keep an adjustable jack under the differential for height adjustment.

STEP 2: Unbolt both rear shocks at both ends and discard the shocks.

STEP 3: Pull the a.b.s. line guide clips out of the frame just behind the bump stops.

STEP 4: Using a big pair of pliers, grab the brake line bracket on top of the differential and bend it upward so that the ends of the brake lines are pointed upward.

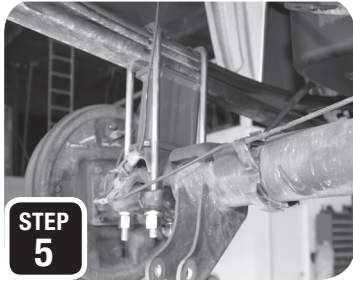


****THE INSTALLION OF THIS KIT REQUIRES A PROFESSIONAL MECHANIC****

⚠ THE LIFT BLOCK MUST BE INSTALLED WITH THE SHORT SIDE FORWARD AND THE TALL SIDE FACING THE REAR OF THE TRUCK. ⚠ THE LEAF SPRING CENTER PIN MUST BE INSTALLED IN THE OFF-CENTER HOLE OF THE BLOCK TO CORRECT FOR DRIVE SHAFT PLUNGE OUT OF THE TRANSMISSION. ⚠

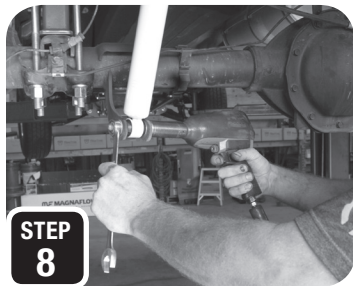
STEP 5: One side at a time, remove the u-bolts, lower the axle down and install the max trac lift block.

STEP 6: Once the one side is loosely installed, do the same for the other side and torque the new u-bolts to 100 ft/lbs.



STEP 7: Grease up the bushings and shock sleeves then press the sleeves in using a press or a vise.

STEP 8: Install the new shocks into the factory mounts with the body of the shock at the axle and the shaft of the shock at the frame. Use the factory hardware and tighten.



⚠ IF THE SHOCKS ARE MOUNTED UP-SIDE-DOWN, THEY WILL NOT WORK PROPERLY AND CAN GO BAD ⚠

⚠ ONCE THE WHEELS ARE ON THE TRUCK AND BACK ON THE GROUND, TIGHTEN ALL FOUR LCA BOLTS AND ADJUST THE VEHICLES TOE BEFORE DRIVING ⚠

NOTE: YOU MAY EXPERIENCE MINIMAL TO MODERATE FRONT DRIVE LINE VIBRATION WHEN 4WD IS IN USE. WE HIGHLY RECOMMEND REPLACING OR ALTERING THE FRONT DRIVELINE WITH A DOUBLE CARDAN JOINT (DOUBLE U-JOINT) THAT IS ON THE DRIVELINE CLOSEST TO THE TRANSFER CASE.

NOTE: ONCE THE LIFT IS INSTALLED, PLEASE CHECK AND ADD FLUID TO THE FRONT DIFF. THE DIFFERENTIAL IS FULL WHEN THE FLUID SPILLS OUT

NOTE: WE RECOMMEND A RETORQUE OF ALL COMPONENTS AFTER 500 MILES

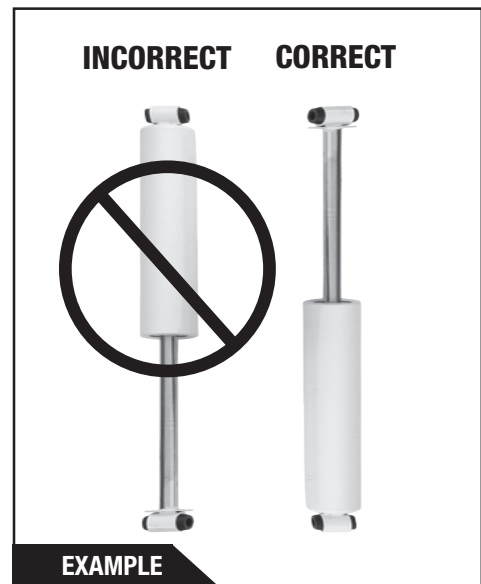
⚠ NOTE

IT IS RECOMMENDED THAT YOU HAVE YOUR VEHICLE'S ALIGNMENT CHECKED WHENEVER INSTALLING NEW SUSPENSION. IT IS ALSO RECOMMENDED THAT YOU ADJUST YOUR HEADLIGHTS WHENEVER YOUR VEHICLE'S RIDE HEIGHT IS ALTERED.

⚠ EXAMPLE



BED OF TRUCK

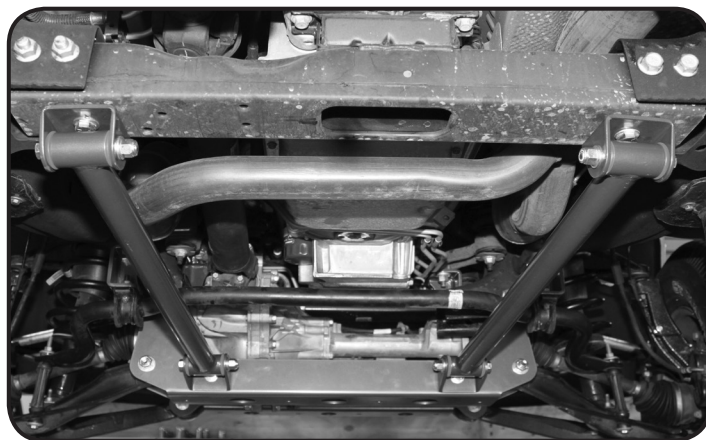


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PART# 9413KB
OPTIONAL KICKER BAR INSTALLATION
2007-2013 CHEVY/GMC 1500 4WD
7" SUSPENSION LIFT KIT

HARDWARE LIST

(1) Bracket angled left	(4) 1/2-13 x 1 1/2"
(1) Bracket angled right	(6) 1/2-13 Nylock Nut
(2) straight brackets	(14) 1/2" Flat Washer
(2) Kicker bars	(4) 2.748" Crush Tube
(2) Nut handles	(8) 2903 Shackle Bushing
(4) 1/2-13 x 4" Hex Cap Screw	



⚠ OPTIONAL KICKER BAR INSTALLATION ⚠

STEP 1: Insert the gold nut plate into the cross member at the transmission and loosely attach one of the straight u-strap plates to the cross member using the provided 1/2-13 x 1 1/2" bolts. Do the same for the other side.

STEP 2: Loosely attach each of the two angled u-strap plates to the back of the rear cross member using the provided 1/2-13 x 1 1/2" bolts. **Note: ensure that the angled u-strap plates are angled outward.**



STEP 3: Attach the MaxTrac kicker bars on one side to the recently mounted strap on the cross member, and to the recently installed strap on the transmission cross member using the provided 1/2-13 x 4" bolts. Once both sides are installed, tighten all 8 bolts.

