PART# 702740

2019+ RAM 1500 2WD

4" FRONT LIFT SPINDLES

3 HOUR INSTALL TIME

WARNING

Max Trac Suspension recommends using an 18" x 9" wheel w/ 5.75" 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 11.5" tire with the spindle only or a 37" x 12.5" tire when combining a strut spacer with our spindle.

Components	Hardware
(1) 702740D DRIVE SIDE SPINDLE	(4) 1/4" LOOM CLAMP
(1) 702740 PASSENGER SIDE SPINDLE	(2) 3/8" LOOM CLAMP
(2) 512700 EXTENDED BRAKE LINES	(4) M6-1.0 X 16 HEX CAP SCREW
	(4) M6 FLAT WASHER

***THESE SPINDLES NOW FEATURE A LARGER HUB BORE TO ALLOW FITMENT OF MODELS THAT CAME FACTORY WITH 22" WHEELS. THESE MODELS FEATURED A LARGER WHEEL BEARING.**

***INSTALL ON MODELS THAT DID NOT COME WITH FACTORY 22" WHEELS WILL NOTICE A SMALL GAP AROUND THE WHEEL BEARING WHICH HAS NO EFFECT ON INTEGRITY OR STRENGTH**

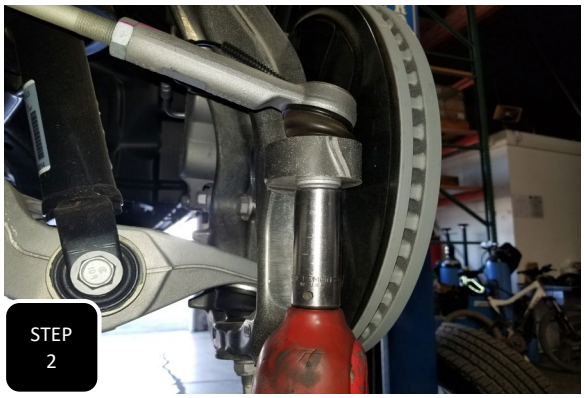
Please double check the parts list before beginning installation to ensure all parts are present. If there is something missing, please contact Maxtrac Suspension (714) 630-0363. Please have the boxes present if parts are missing or damaged

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

AFTER REMOVING PARTS FROM VEHICLE, SAVE HARDWARE FOR REINSTALLATION

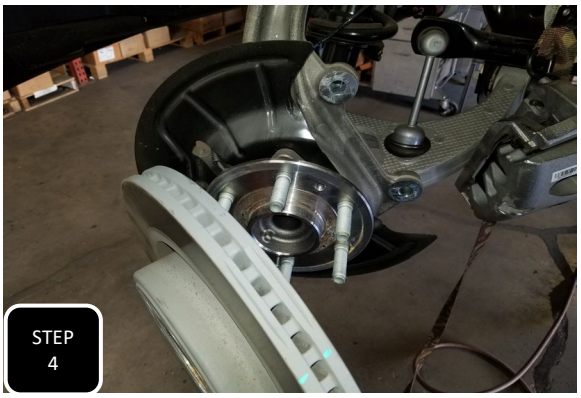
UPDATED 8/11/23

Step 1 Jack up the front of the of the vehicle and support under the frame rails with jack stands. Remove both front tires and proceed with one side at a time.

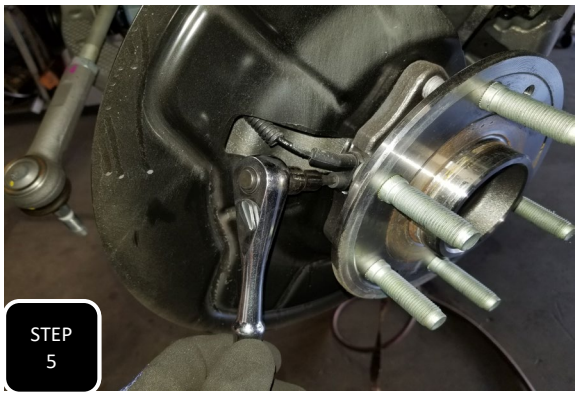


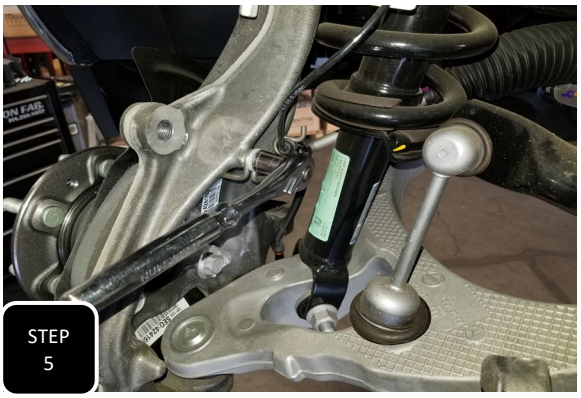
Step 2 Unbolt the outer tie rod at the spindle and break loose by hitting the side of the spindle with a hammer and separate. **NOTE: NEVER HIT THE TIE ROD ON THE THREADS.**

Step 3 Separate the clip attaching the ABS line to the brake line and then unbolt the brake caliper and support it up, out of the way. **NOTE: NEVER ALLOW THE BRAKE CALIPER TO HANG BY THE BRAKE LINE.**



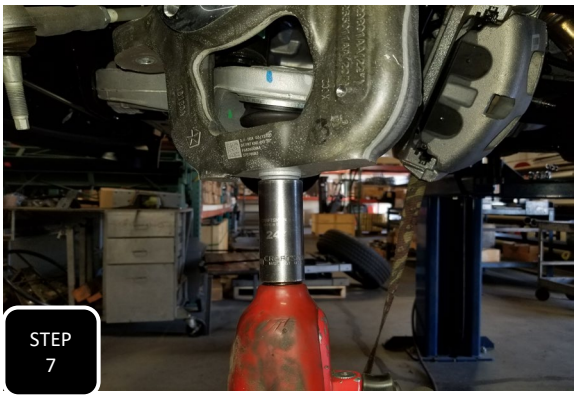
Step 4 Unbolt the retainer screw attaching the rotor to the drive flange and remove the rotor.





Step 5 Unbolt the ABS sensor from the wheel bearing and also unbolt the wire guide bracket on the back side of the spindle. Hang the sensor out of the way so that it does not get damaged during the install.

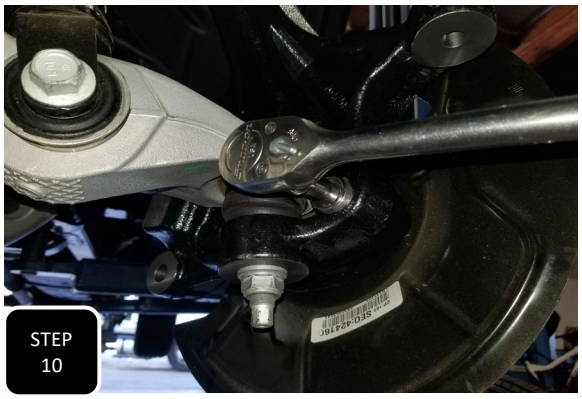
Step 6 Unbolt the 3 bolts attaching the wheel bearing to the spindle and remove the wheel bearing along with the dust shield.



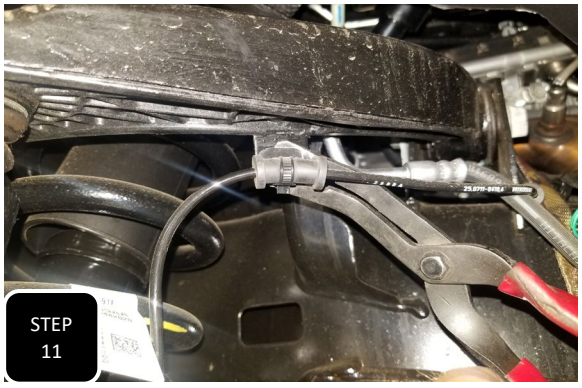
Step 7 Unbolt both the upper and lower ball joint nuts, but do not remove.

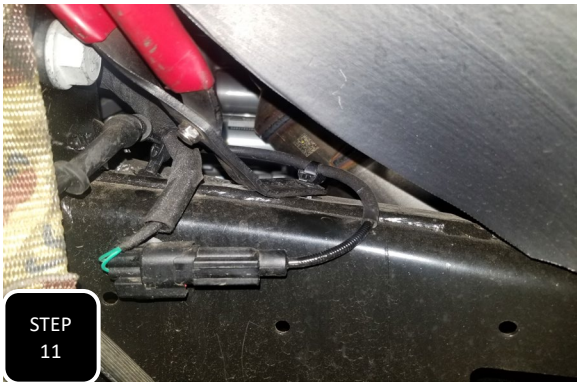
Step 8 Break the ball joints loose by hitting the spindle, right at the ball joints, with a hammer. The nut will catch the spindle and then you can remove the nuts along with the factory spindle. **NOTE: NEVER HIT THE BALL JOINT ON THE THREADS.**

Step 9 Install the new spindle using the factory ball joint nuts and tighten.



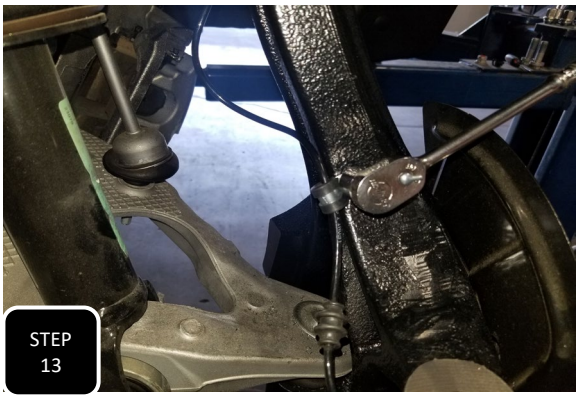
Step 10 Attach the wheel bearing along with the factory dust shield and tighten.





Step 11 Separate the 1 ABS guide clip at the upper control arm and the 2 on the frame behind the ABS plug by prying between each clip and the frame.

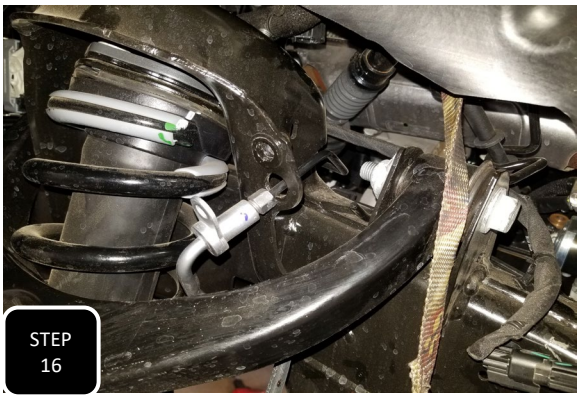
Step 12 Unclip the ABS plug from the frame by prying between the two and then separate the plug by first sliding back the "red" safety clip and then depressing the button and pulling apart.



Step 13 Re-install the ABS sensor into the wheel bearing using the factory bolt and then remove the factory wire guide bracket from the rubber grommet on the wire just above the sensor and discard. Locate one of the provided 1/4" loom clamps and attach the ABS wire to the mounting hole on the neck of the spindle, just above the steering arm using the provided 6mm bolt.

Step 14 RE-connect the ABS plug and then attach it to the frame in the opposite direction that it was originally attached. Next, re-attach the ABS wire guide clip to the mount on the upper control arm.

Step 15 Slide the rotor over the wheel lugs and tighten up the factory rotor retainer bolt.



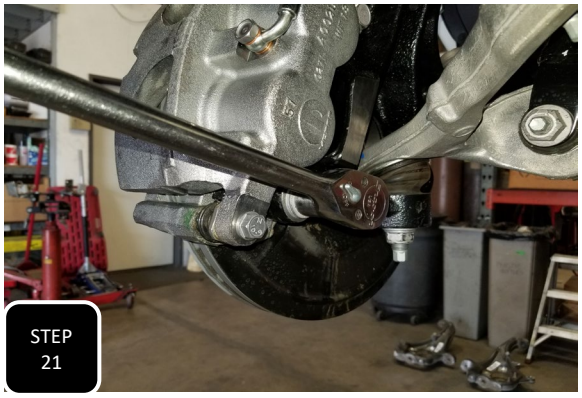
Step 16 Unbolt the brake line from the frame and pull the hard line through the mounting hole a bit to gain some slack in the line then loosely attach the brake caliper to the new spindle.

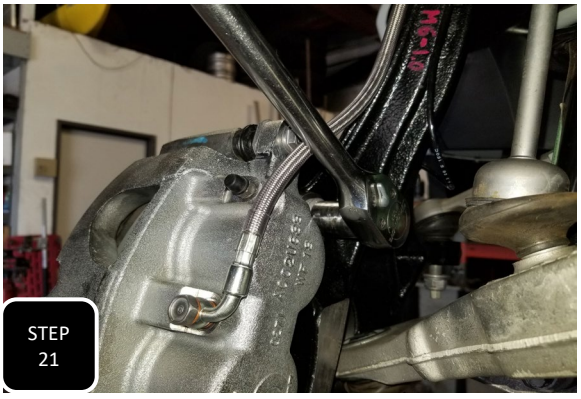
Step 17 Remove the stock brake line using line wrenches at the top and a socket at the caliper. Next, remove both crush washers from the banjo bolt at the caliper.

Step 18 Attach the new, extended brake line at the frame first and allow fluid to run through the line before attaching it to the brake caliper. Using the stock banjo bolt and the provided crush washers, attach the brake line to the brake caliper and orient the line so it points upward, then tighten.

Step 19 If the brake line fitting does not slide through the factory mounting hole then give it a couple taps with a hammer so that you can engage the mounting clip on the back side. Once seated, install the mounting clip and tap into place with a hammer.

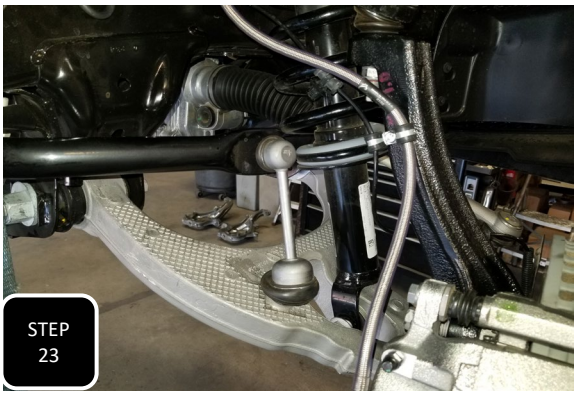
Step 20 Locate a provided 1/4" and 3/8" loom clamp. Use these clamps to attach the brake line and ABS line to the neck of the spindle on the caliper side using a provided M6 bolt and washer.





Step 21 Tighten up the brake caliper bolts then move to the other side.

Step 22 Repeat steps 1-21 on the pasenger side.



Step 23 When routing the ABS line on the passenger side, use the extra holes in the frame to neatly attach the line, but ensure there is enough slack so that the line does not get tight at full droop and full turn.

-Make sure to check the vehicle's toe before driving.

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

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

-All suspension components should be re-torqued after 500

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

Ma Trac Suspension makes no warranty e pressed 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 e pressly disclaimed by Ma Trac. Ma Trac may offer technical advice or assistance with regard to the products based on laboratory and/or field e perience and customer understands and agrees that such advice represents only good faith opinions and does not constitute a warranty or guarantee. The sole and e press warranty provided by Ma Trac is to warrant that the products sold as listed comply with Ma Trac s specification at the date and time of manufacture. Ma 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 Ma Trac specifically e cludes from this e press 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. Ma Trac s liability and customer s e clusive remedy for any breach of this limited e press warranty is limited to repair replacement or refund at Ma Trac s option and in Ma Trac s sole discretion. There are no warranties which e tend 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 Authori ation 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

our item must be in its original unused and resalable condition to be returned, unless there is a manufacturing defect. ou 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 Authori ation 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 E ceptions

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.
MA TRAC 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 tor ue 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.

MA TRAC 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 tor ue. Tor ue 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 ade uate 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 ade uate slack at full extension, and adjust as necessary.

⚠ ADDITIONAL WARNINGS

WARNING

Max Trac Suspension products should ONL 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 authori ed dealers. Max Trac Suspension does not warrant work performed by any dealer, installer, or mechanic.

- All lifted vehicles may re uire additional driveline modifications and/or balancing.
- A Factory Service Manual for your specific ear/ Make / Model should be referenced during installation.
- Use of a vehicle hoist will greatly reduce installation time.
- Speedometer / computer calibration is re uired 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 TOR UE 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 familiari e 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 e uipped 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 e uipped 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 INJUR 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.

- ALWA S 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 ALWA S wear seat belts, avoid rapid steering angles and rates and other sudden maneuvers.

- ou 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 re uired 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.

DAMAGE INJURY AND/OR DEATH CAN OCCUR IF ANY OF THE ABOVE WARNINGS ARE NOT FOLLOWED.

PART# 902740

2019+ RAM 1500 2WD/4WD

4" REAR LIFT KIT

3 HOUR INSTALL TIME

RECOMMENDED TIRE SIZE
37" X 12.5"

Components	Hardware	Hardware Pack #
(2) 732740 4" LIFT COIL	(1) M14-2.0 X 80 HEX CAP SCREW	9027H-RTB
(2) 2800SL-8 MAX TRAC SHOCKS	(1) M14-2.0 NYLOCK NUT	
(2) 832125 3" STRUT SPACERS	(2) M14 FLAT WASHER	
(1) 7327RTB REAR TRAC BAR BRACKET	(1) 7/16-14 X 1 1/4" HEX CAP SCREW	
(1) 7327RTB-2 CRUSH TUBE	(1) 7/16-14 NYLOCK NUT	
(2) 7327RSB REAR SWAY BAR BRACKET	(2) 7/16" FLAT WASHER	
(2) 7327RSB-2 NUT PLATES	(1) M8-1.25 X 30 HEX CAP SCREW	
	(1) M8-1.25 NYLOCK NUT	
	(2) M8 FLAT WASHER	
	(2) 7/16-14 X 1 HEX CAP SCREW	9027-RSB
	(2) 7/16-14 NYLOCK NUT	
	(4) 7/16" FLAT WASHER	
	(2) M10-1.5 X 35 HEX CAP SCREW	
	(2) M10-1.5 STOVER NUT	
	(4) M10 FLAT WASHER	

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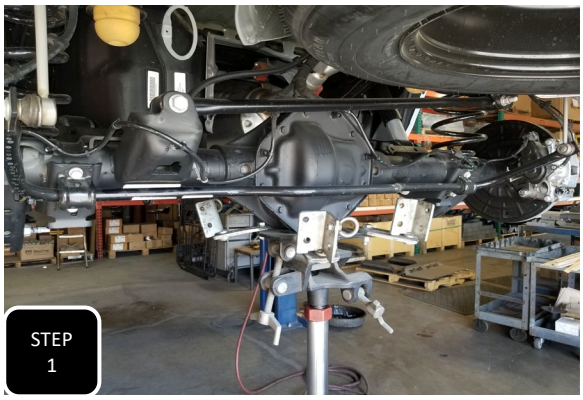
AFTER REMOVING PARTS FROM VEHICLE, SAVE HARDWARE FOR REINSTALLATION

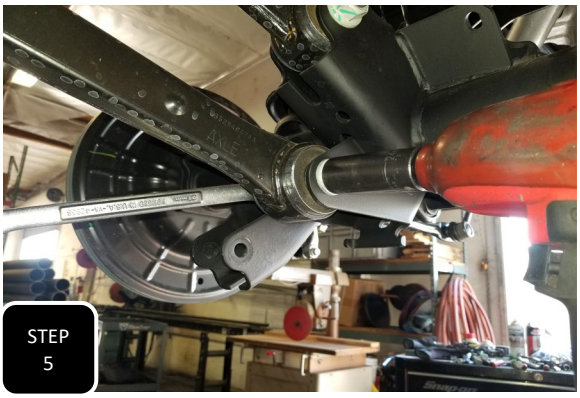


Step 1 Jack up the rear of the of the vehicle and support under the frame rails with jack stands. Remove both tires and keep an adjustable jack under the diff for height adjustment.

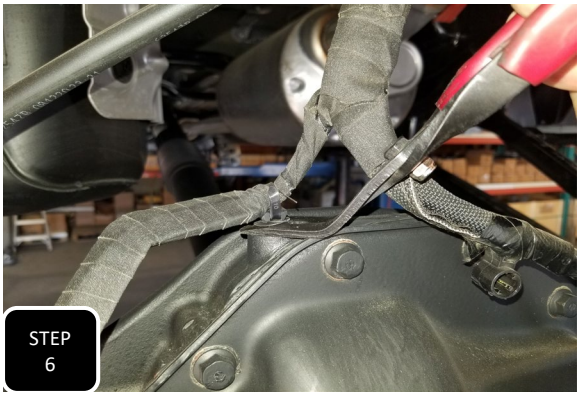
Step 2 Unbolt the sway bar end link from the frame on both sides and separate.

Step 3 Unbolt all of the plastic wheel well mounting bolts on both sides and remove the plastic wheel well. This will allow access to the top of the shock.

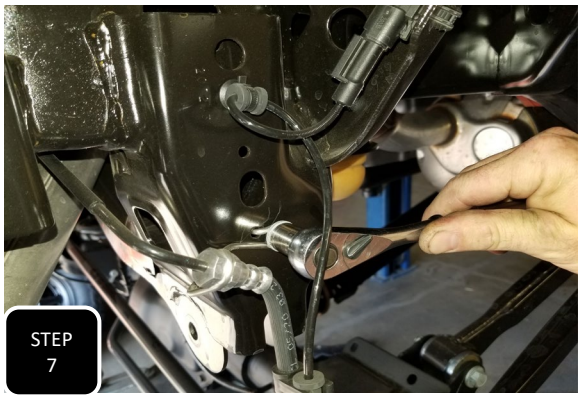
Step 4 Unbolt both rear shocks at both ends and remove them.



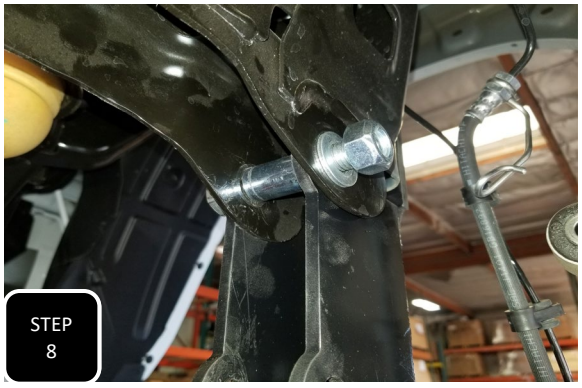
Step 5 Unbolt the trac bar from the mount on the frame and separate. Next, loosen all 8 bolts attaching all 4 control arms just enough to take tension off of the bushings.

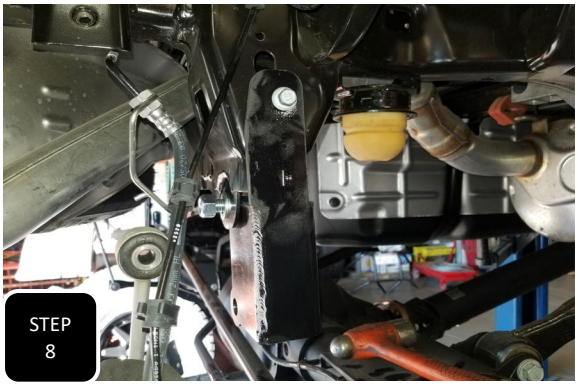


Step 6 Separate the guide clips attaching the ABS lines to the differential in order to gain slack in the line for when the axle gets lowered.



Step 7 Unbolt the brake line bracket at the frame on both sides so that the brake lines do not get over extended when installing the new coils. Next, pull the ABS line mounting clip from the side of the factory trac bar bracket and install it one hole down.





Step 8 Locate the new trac bar bracket and loosely install it using the provided M14-2.0 x 80 bolt & crush tube through the factory bolt hole and the factory brake line mounting bolt on the side. The bracket needs to be off-set towards the front of the truck with one ear on the outside of the original bracket and one ear on the inside.

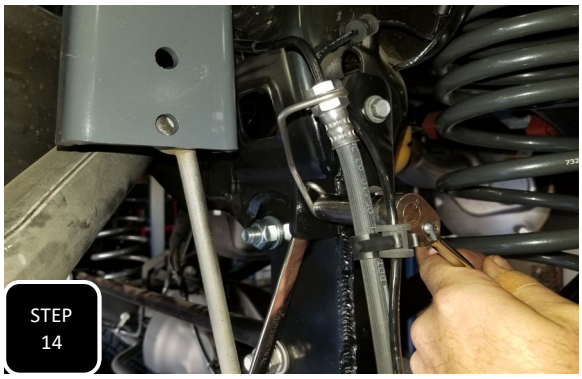
Step 9 Install the provided 7/16-14 x 1 1/4" bolt, washers, and nut in the lower slotted hole on the side of new trac bar bracket and then tighten all 3 mounting bolts.

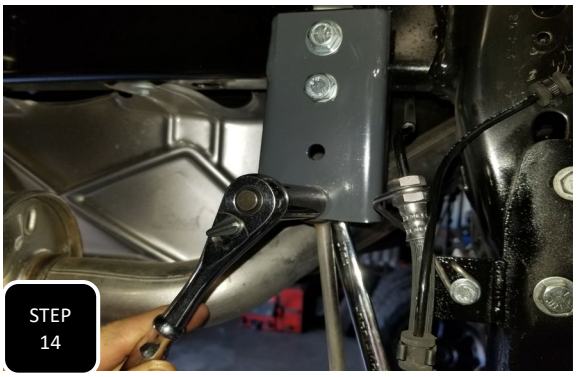
Step 10 Lower down the axle, remove the stock coils and then install the new 4" lift coils. Make sure to transfer over any and all rubber isolators. **NOTE: BE CAUTIOUS NOT TO OVER EXTEND ANY LINES, WIRES, OR HOSES.**

Step 11 Locate the new Max Trac shocks and hardware. Lube up the lower shock bushings with a suitable grease and press the sleeves in using a vise. **NOTE: IT HELPS TO TWIST THE SHOCK UP AND DOWN WHILE PRESSING THE SLEEVE IN.** Skip to the next step if installing Fox shocks.

Step 12 Slide one of the washers and one of the bushings over the stem of the shock shaft and then slide it through the hole in the frame and install the other bushing, then washer, then nylock nut. Next, attach the bottom of the shock using the factory hardware and then tighten both the top and bottom shock mounts.

Step 13 Loosely attach the new sway bar drop down brackets to the mount on the frame using the provided M10-1.5 x 35 bolt and washer into the factory threaded hole. Next, line up the provided nut plate with the upper mounting hole and attach it using the provided 7/16-14 x 1" bolt and washer then tighten both.





Step 14 Align the sway bar end link inside of the new bracket and attach it using the factory M10 bolt and the provided M10 nut and washer then tighten.

Step 15 Install the new wheels and tires then lower the truck back to the ground. Jump on the rear bumper a few times to settle the suspension then tighten the trac bar bolt and all 8 control arm bolts. **NOTE: THE TRUCK MUST BE AT RIDE HEIGHT WHEN TIGHTENING UP THESE BUSHINGS TO AVOID PREMATURE WEAR.**