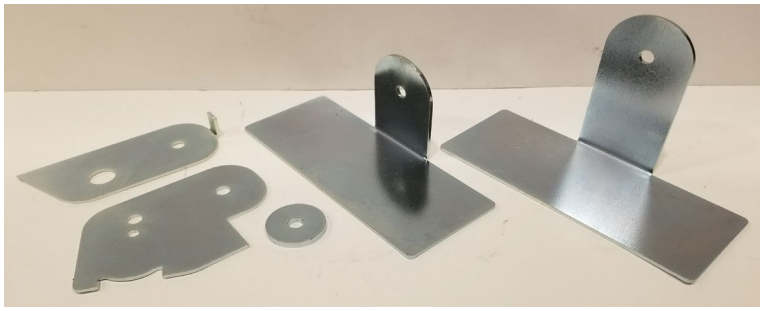
PART# 3019MR-46

2019+ GM 1500 2WD/4WD
MODELS WITH ADAPTIVE RIDE SUSPENSION

REAR SENSOR PROVISIONS FOR 4", 5", & 6" FLIP KITS



1 HOUR INSTALL TIME

Components	Hardware
(1) 3019MR-3 BENT TAB BRACKET	(1) M6-1.0 NYLOCK NUT
(1) 3019MR-4 SENSOR BRACKET	(1) M6 FLAT WASHER
(1) 3019MR-5 ROUND SPACER	
(1) 3019MR-6 TALL LEAF MOUNT BRACKET	
(1) 3019MR-7 SHORT LEAF MOUNT BRACKET	

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

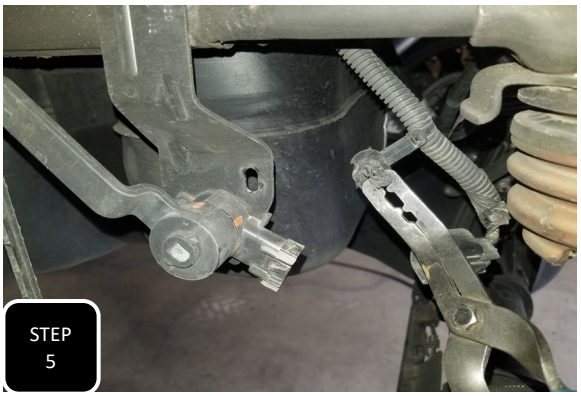
FOR A 4" FLIP KIT, FOLLOW STEPS 1-14. FOR A 5" OR 6" FLIP KIT, FOLLOW THE INSTRUCTIONS TO THE END.

Step 1 With the rear of the vehicle jacked up and the driver's side wheel removed, unbolt the two mounting screw attaching the inner fender liner to the bed.

Step 2 Pull open the wheel well liner and find a way to hold it open. **NOTE: PICTURE # 2 SHOWS USING A BUNGY CORD ATTACHED TO THE DOOR HANDLE TO HOLD IT OPEN.**

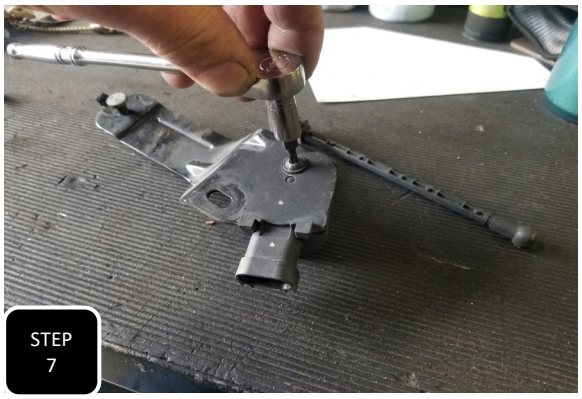
Step 3 Using a set of pliers or a large flat head screw driver, pry the senser rod end off of the mounting ball at the leaf spring.

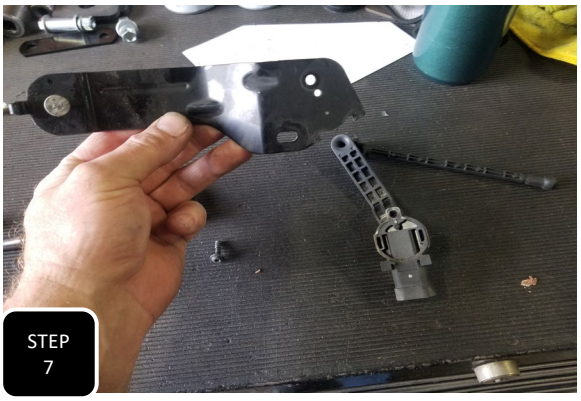
Step 4 Remove the red safety clip from the plug on the sensor located on the frame and then un-plug the sensor.



Step 5 Using a pair of suitable mounting clip pliers, remove the clip attaching the wire harness to the sensor mounting bracket.

Step 6 Loosen the mounting nut for the sensor, but do not completely remove. Using a small hammer, tap the end of the mounting stud inward to release its press fitting. The nut will catch the stud and then the whole bracket and sensor can be removed.





Step 7 Place the sensor face down on a bench and remove the torx head mounting screw. Next, separate the sensor from its mounting bracket.

Step 8 Locate the new, shorter, sensor mounting bracket and attach it to the sensor using the factory bolt and tighten.

Step 9 Locate the round sensor spacer, slide it onto the factory mounting stud and then loosely install the stud onto the frame. Next, loosely install the bent tab plate over the round spacer.

Step 10 Slide the sensor mounting bracket onto the stud and then loosely install the factory nut backwards, with the flange washer away from the bracket. **NOTE: THE NUT IS NOT THREADED ALL THE WAY DOWN TO THE FLANGE OF THE NUT AND WOULD BE VERY DIFFICULT TO GET STARTED THE CORRECT WAY.**

Step 11 Using an open ended wrench, tighten down the nut until the stud is fully pressed into the new mounting plates and the nut gets tight.

Step 12 Loosen the nut, flip it around the correct way and fully tighten it.

Step 13 Re-connect the plug at the sensor and then re-insert the red safety clip.

Step 14 Once the flip kit has been installed then re-attach the sensor rod to the factory mounting plate at the axle. **NOTE: THE FACTORY MOUNTING PLATE WILL STILL BE SITTING ON TOP OF THE FACTORY SPRING PERCHAND HELD DOWN BY THE NEW U-BOLT RETAINER PLATE AND U-BOLTS.**

5" FLIP KIT, NEW AXLE MOUNTING PLATE

Step 15 For a 5" drop you will need to remove the mounting ball from the factory mounting plate and attach it to part # 3019MR-6, the taller of the two supplied mounting plates, using the supplied M6 flat washer and nut.

5" FLIP KIT, NEW AXLE MOUNTING PLATE

Step 16 For a 6" drop you will need to remove the mounting ball from the factory mounting plate and attach it to part # 3019MR-7, the shorter of the two supplied mounting plates, using the supplied M6 flat washer and nut.

PART# 101920

2019+ GM 1500 2WD/4WD
2021+ GM SUV 2WD/4WD

2" FRONT LOWERING SPINDLES

2 HOUR INSTALL TIME

Recommended Tire size
31x10.50

Components	Hardware
(1)DRIVE SIDE SPINDLE	(2) M16-2.0 JAM NUT
(1)PASS SIDE SPINDLE	(2) 5/8" INTERNAL LOCK WASHER

NOTE:

-THESE SPINDLES FEATURE A SLIGHTLY REDUCED TURNING RADIUS TO ALLOW FOR 18" WHEELS TO FIT. IF YOU PLAN ON RUNNING 20" OR BIGGER RIMS, SEE THE LAST PAGE FOR CLEARANCING TO ACHIEVE FULL TURN RADIUS.

-MAGNE-RIDE AND AIR RIDE MODELS REQUIRE PART # 1019AR.

-MODELS WITH A FACTORY BIG BRAKE KIT WILL NEED TO CUT DOWN STUDS TOWARDS THE BOTTOM OF THE FACTORY DUST SHIELD TO PREVENT THE DUST SHIELD FROM HITTING THE ROTOR

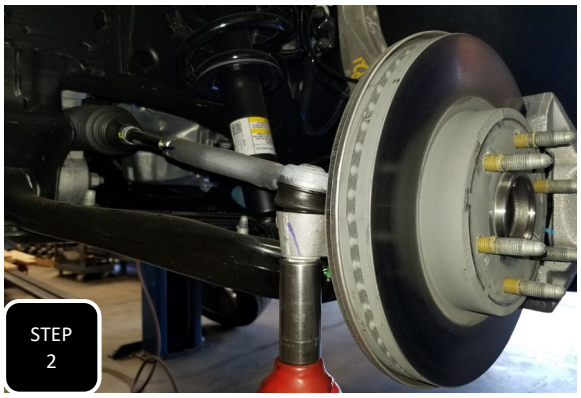
Please double check the parts list before beginning installation to ensure all parts are present. If there is something missing, please contact Maxtrac Suspension (714) 630-0363. Please have the boxes present if parts are missing or damaged

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

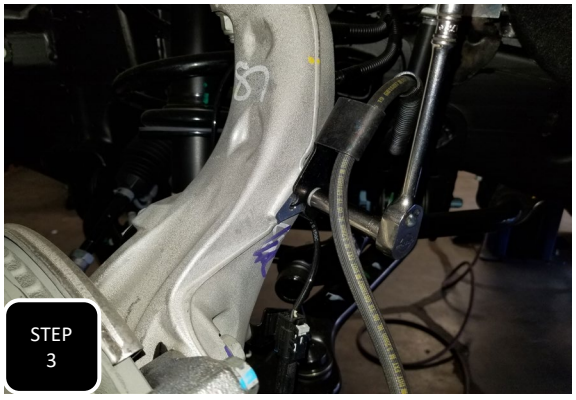
UPDATED 5/23/2025

AFTER REMOVING PARTS FROM VEHICLE, SAVE HARDWARE FOR REINSTALLATION

Step 1 Jack up the front of your vehicle and support under the frame with jack stands.



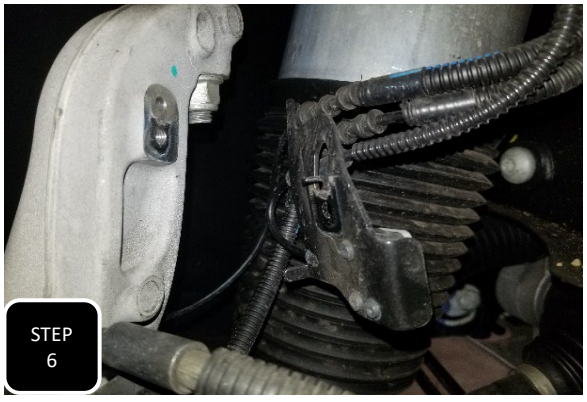
Step 2 Unbolt the nut attaching the outer tie rod to the spindle and break loose by hitting the side of the spindle with a hammer, right at the tie rod. **NOTE: NEVER HIT THE TIE ROD ON THE THREADS.**



Step 3 Unbolt the brake line guide bracket from the side of the neck of the spindle and separate.

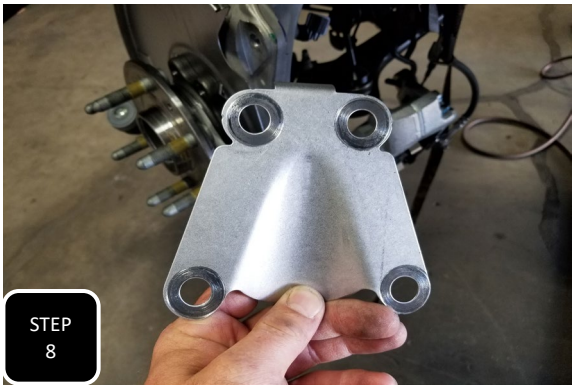
Step 4 Unbolt both brake caliper mounting bolts and support the brake caliper up out of the way. **NOTE: NEVER ALLOW THE BRAKE CALIPER TO HANG BY THE BRAKE LINE.**

Step 5 Unbolt the two ABS line brackets from the back of the neck of the spindle and the front of the spindle, then the ABS sensor itself. Next, separate the sensor and hang it safely out of the way.



Step 6 Air ride models will have a body position sensor attached to the upper ABS sensor bracket which gets removed just as step 5 shows. Unbolt this and the ABS sensor then move and hang safely out of the way.

Step 7 Unbolt the rotor retainer bolt and remove the rotor.

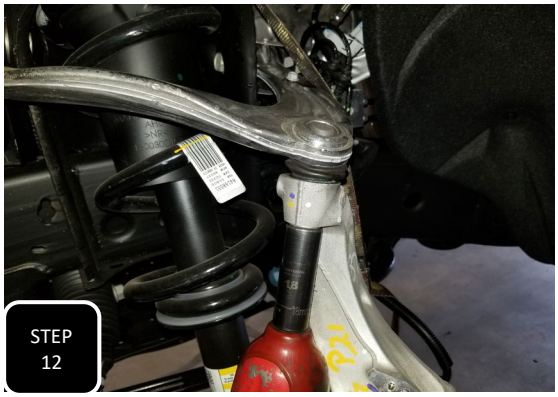


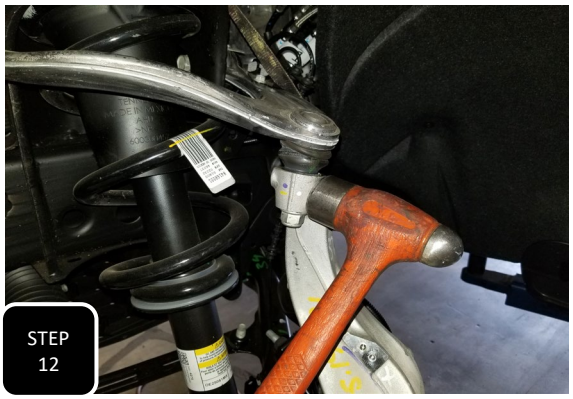
Step 8 Remove the 4 bolts attaching the wheel bearing to the spindle and discard the 4 bolt plate between the bolts and the bearing. **NOTE: ONLY 2WD MODELS WILL HAVE THIS PLATE.**

Step 9 On 4wd models you will need to remove the axle retainer nut on the outside of the wheel bearing.

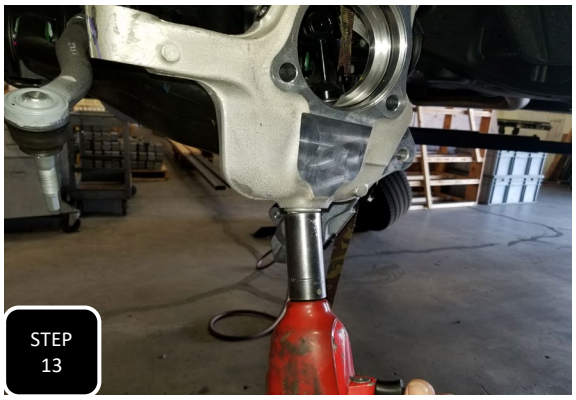
Step 10 It is common for the axle to be a tight fit in the wheel bearing, so using a neumatic hammer to push the axle stub through the bearing may be necessary. **NOTE: NEVER DIRECTLY HIT THE AXLE WITH A HAMMER AS IT MAY DAMAGE THE THREADS.**

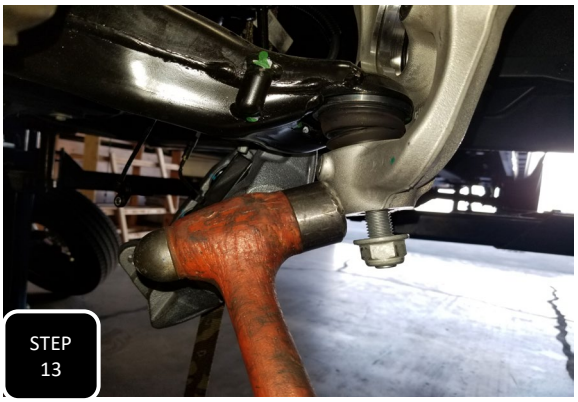
Step 11 Separate the wheel bearing along with the dust sheild from the spindle and set aside for re-installation.





Step 12 Loosen the nut attaching the upper ball joint to the spindle, but do not remove. Next, hit the side of the spindle, right at the ball joint, with a hammer, to break it loose and the nut will catch the spindle. **NOTE: NEVER HIT THE BALL JOINT ON THE THREADS.**



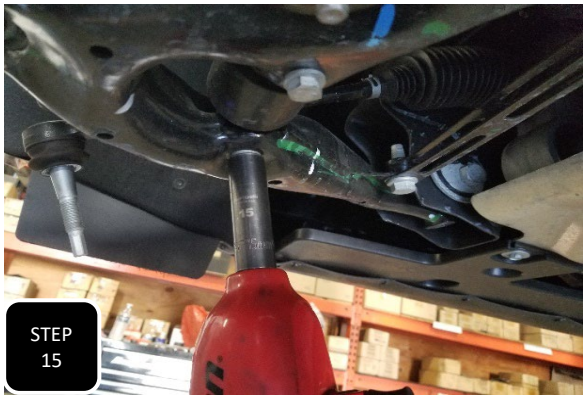


Step 13 Loosen the nut attaching the lower ball joint to the spindle, but do not remove. Next, hit the side of the spindle, right at the ball joint, with a hammer, to break it loose and the nut will catch the spindle. Then remove the spindle. **NOTE: NEVER HIT THE BALL JOINT ON THE THREADS.**

AWD AIR RIDE MODELS CONTINUE WITH STEP 14. ALL OTHER MODELS SKIP TO STEP 17

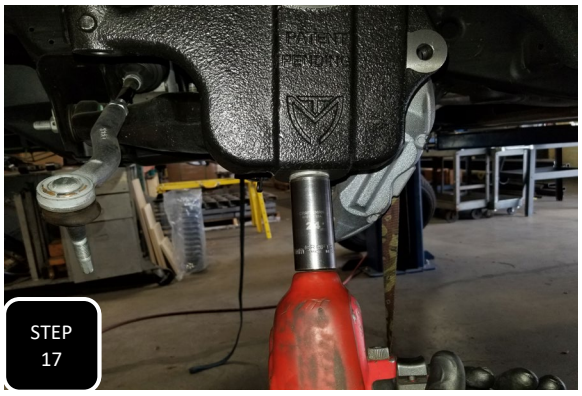
MAGE-RIDE AND AIR RIDE MODELS REQUIRE PART # 1019AR FOR THESE STEPS.

Step 14 Unbolt the sway bar end link from the control arm on both sides.

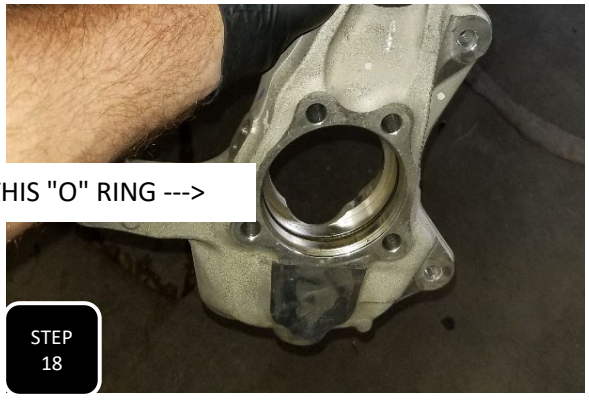


Step 15 Unbolt the two bolts attaching the strut to the lower control arm and then insert the provided 1019AR-1 spacer plates between the strut's barpin and the control arm.

Step 16 Once both spacers are in place then re-install the factory bolts and tighten to 40 ft/lbs.

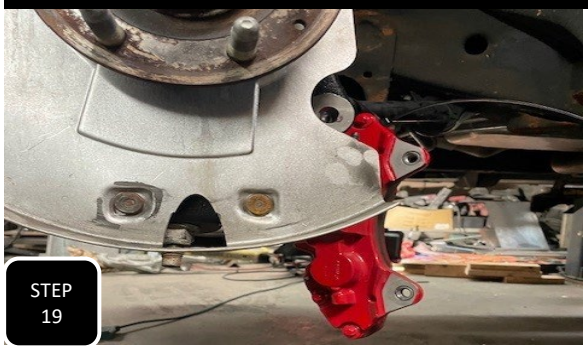


Step 17 Install the new spindle using the factory upper and lower ball joint nuts and tighten. The upper balljoint will get torqued to 60 ft/lbs and the lower ball joint to 100 ft/lbs.



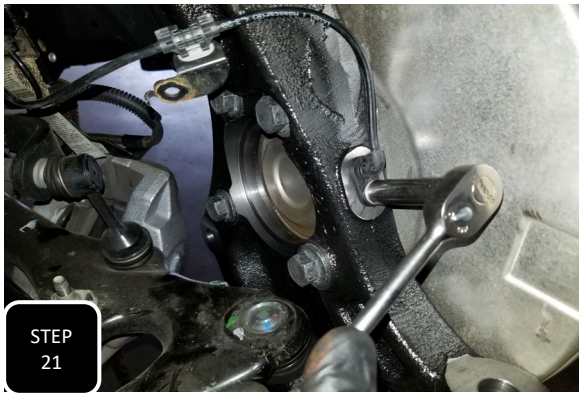
Step 18 Install the wheel bearing along with the factory dust shield using the factory bolts and tighten to 40 ft/lbs.
NOTE: THE SECONDARY "O" RING INSIDE THE HUB BORE OF THE FACTORY SPINDLE WILL NOT GET TRANSFERED TO THE NEW SPINDLES.

FOR MODELS EQUIPPED WITH A FACTORY BIG BRAKE KIT

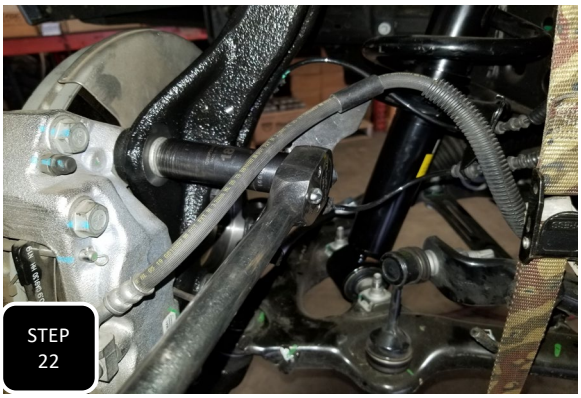


Step 19 If your truck has a factory big brake kit then the factory dust shield will have an opening at the bottom and two studs sticking through the back side. The studs will need to be cut down flush on the back side of the dust shield or the will contact the face of the lowering spindle, pushing the dust shield outward, and causing the dust shield to rub against the rotor.

Step 20 4wd models will need to re-attach the axle to the wheel bearing using the factory nut and tighten to factory specs.



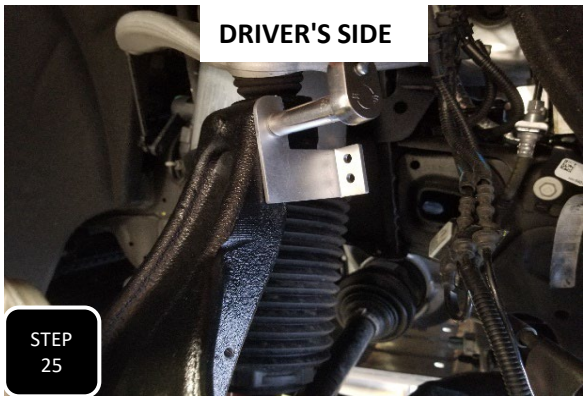
Step 21 Attach the ABS sensor and the wire guide just above it to the new spindle using the factory M6 bolts.

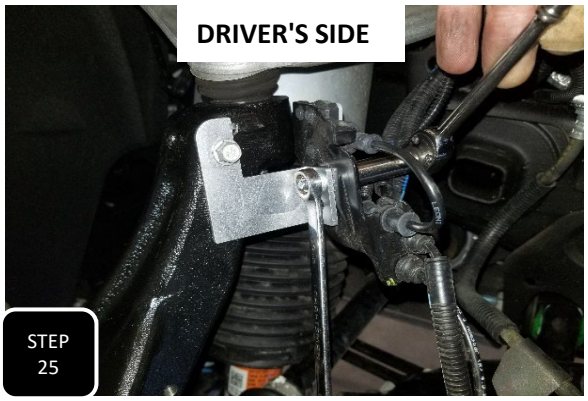


Step 22 Attach the rotor by tightening the factory retainer bolt and then install the brake caliper using the factory bolts and tighten.

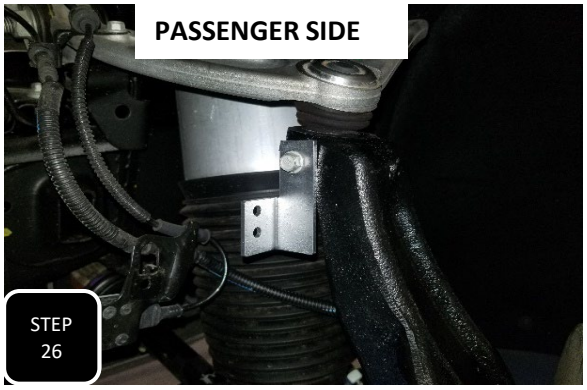
Step 23 Attach the brake pad sensor wire to the neck of the spindle using the factory M6 bolt and then do the same with brake line bracket using the factory M6 bolt and tighten.

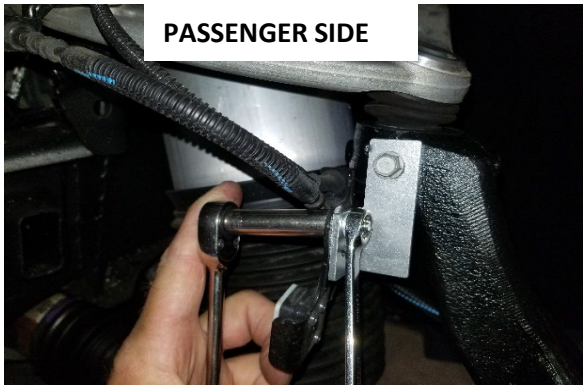
Step 24 Attach the last guide bracket for the ABS and brake pad wires to the back side of the upper ball joint boss on the spindle using the factory M6 bolt and tighten.



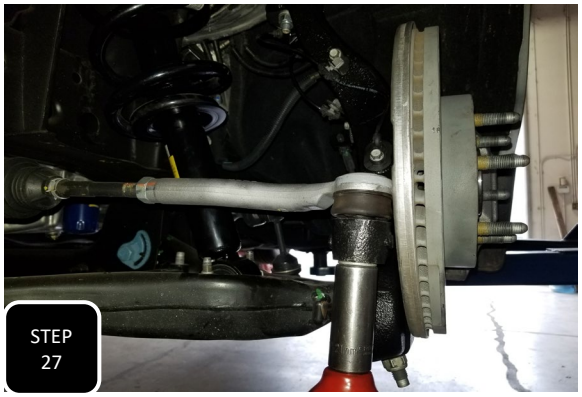


Step 25 Models with air ride will attach the provided 1019AR-D bracket to the neck of the spindle using the factory M6 bolt and tighten. Next, attach the factory body position sensor to the bracket using the provided M6 bolt, nut & washers, then tighten.





Step 26 Attach the provided 1019AR-P bracket to the neck of the spindle using the factory M6 bolt and tighten. Next, attach the factory body position sensor to the bracket using the provided M6 bolt, nut & washers, then tighten.



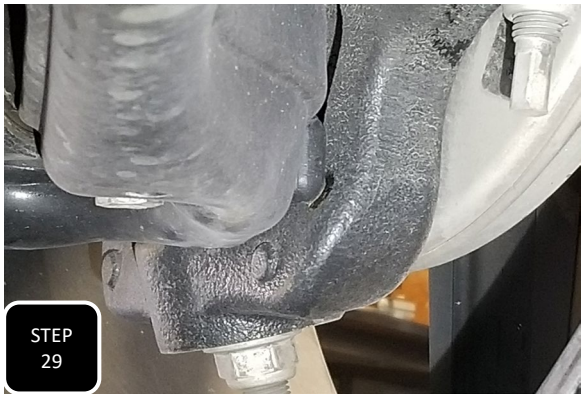
Step 27 Lastly, attach the tie rod and tighten using the factory nut. Rotate the hub and make sure the dust shield is not rubbing the rotor, if it is then you may need to cut a little opening in the dust shield right at the tie rod. Once good, then repeat steps 1-20 on the other side.

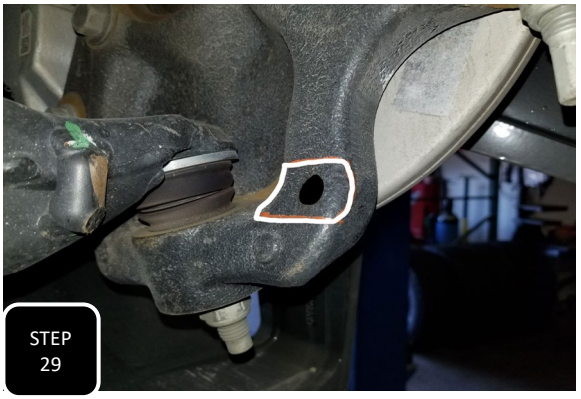
Step 28 If you plan on running 18" rims, install the provided M16 jam nut and internal lock washer on the lower ball joint and then using a suitable cutting device, cut the excess of the lower ball joint shank off. **NOTE: THIS WILL BE NEEDED SO THE SHANK DOES NOT CONTACT THE RIM.**

NOTE:

-If you plan on running 20" or larger wheels then you have the option of clearancing the steering strike zone of the spindle in order to retain full turn radius. Go to step 28.

- Some 4wd models will experience axle resistance while the suspension is at full droop, but this will go away when the suspension is at ride height and during normal driving conditions.





Step 29 Start first by driving the truck and cycling the steering a few times to full turn so that a contact mark is left in the strike zone. Next, put the truck up in the air and mark about a 1.5" vertical area around the impact mark. This will be the area to clearance.

Step 30 Using a 4.5" angle grinder with a flap disk or grind wheel, clearance this marked strike zone about 1/8" deep at the area of the contact point and smoothely transition your grind up and down.

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

M T S pe e t e p e e p e t t e e t t t e p p e e pt t p t e e t e tte t e pe t t e e p t te e e e pe e p e e M T . M T e te e t e t e t t e p t e t / e e pe e e t e t ee t t e ep e e t t p e t t t te t tee. T e e e p e t p e M T t tt t t e p t te p t M T pe t t t e te t e t e. M T e t t t p t eet pe t t t e te t t p t . U e p t pe t te M T pe e e t e p e t p t e t t e te te e e te e e e e t e t e e t t t pet t - e e e te et p t . M T t t e e e e e e t te e p e t te t ep ep e e t e t M T pt M T e et . T e e e t e e te e t e e pt t e e e e .

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.

Ret E ept

Merchandise that has been installed, used, or altered may be subject to no credit.

Re t 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.

F C e A t e t

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.

Ve e H W

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.

W ee A e t/He p A t e t

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.

B W

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. E TREME 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.

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

PART# 301940

2019+ GM 1500 2WD/4WD

Does not fit Trail boss or AT4 models

4" REAR LOWERING KIT

4 HOUR INSTALL TIME

Recommended Tire size 31x10.50

*DOES NOT FIT 2022+ MODELS EQUIPPED WITH CAST STEEL SPRING PERCHES MONO-LEAF, LEAF SPRINGS & ROUND U-BOLTS.

*YOUR EXHAUST SYSTEM MAY HAVE TO BE MODIFIED FOR PROPER CLEARANCE AT THE NEW LOWER STANCE

Components	Hardware	Hardware Pack #
(2) AXLE RELOCATORS	(2) M16-2.0 X 120 HEX CAP SCREW	3019H-RH
(2) LEAF SPRING PLATES	(2) M16-2.0 NYLOCK NUT	
(2) U-BOLT RETAINER PLATES	(4) M16 FLAT WASHER	
(1) DS LIFT HANGER	(2) 1/2-13 X 1 1/2" HEX CAP SCREW	
(1) PS LIFT HANGER	(2) 1/2 FLAT WASHER	
(1) DS SPRING HANGER SUPPORT	(2) 1/2" SPLIT LOCK WASHER	
(1) PS SPRING HANGER SUPPORT	(2) 7/16-14 X 1 1/4" HEX CAP SCREW	
(1) 3019-D NUT PLATE	(2) 7/16-14 NYLOCK NUT	
(1) 3019-P NUT PLATE	(4) 7/16" FLAT WASHER	
(2) 3019BSP NUT PLATES	(5) M8-1.25 X 20	
(2) LOW PROFILE BUMP STOPS	(5) M8-1.25 FLANGE NUT	
(2) SHIM-02 AXLE SHIM		
(3) BRAKE LINE BRACKETS	(5) M8 FLAT WASHER	
(4) 8.75" SQ U-BOLTS	(8) 9/16" HIGH NUT	
	(8) 9/16" THICK WASHER	
(2) LIFT SHACKLES	(2) M14-2.0 X 110 HEX CAP SCREW	
	(2) M14-2.0 NYLOCK NUT	
	(2) M14 FLAT WASHER	

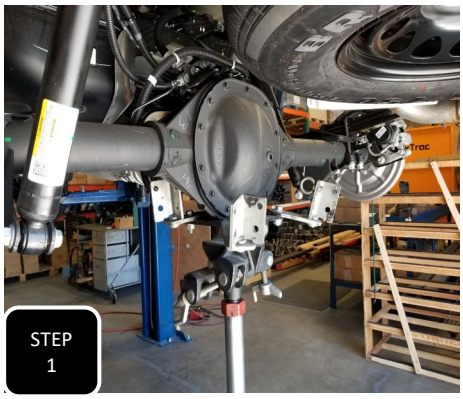
Please double check the parts list before beginning installation to ensure all parts are present. If there is something missing, please contact Maxtrac Suspension (714) 630-0363. Please have the boxes present if parts are missing or damaged

PRIOR TO INSTALLATION:

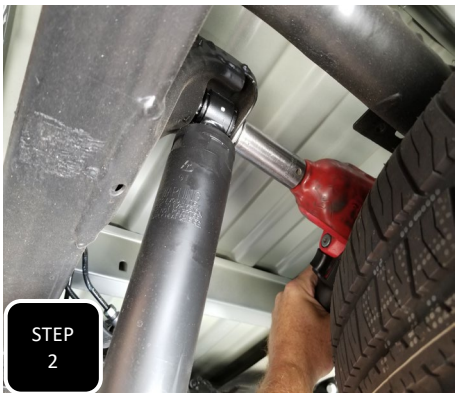
1. Factory service manual is recommended to have on hand.
2. Secure and properly block vehicle prior to beginning installation.
3. Always wear safetly glasses when using power tools or working under the vehicle
4 Modification to any part will void the warranty associated with that product

AFTER REMOVING PARTS FROM VEHICLE, SAVE HARDWARE FOR REINSTALLATION

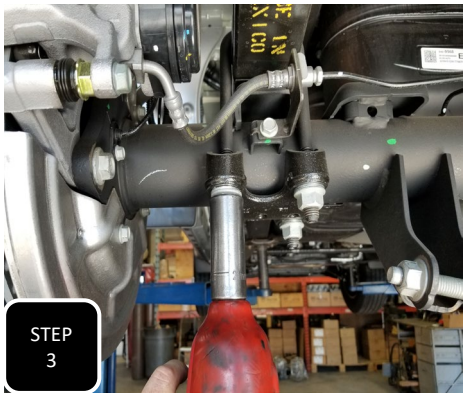
REVISED 9/12/24

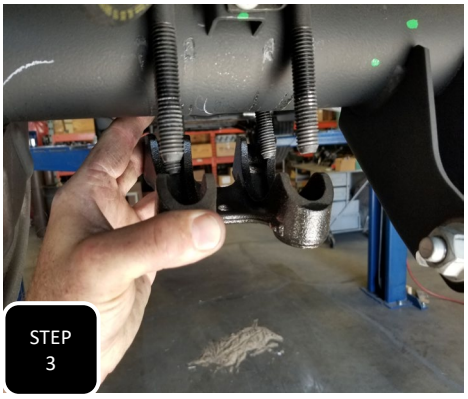


Step 1 Jack up the rear of the vehicle and support under the frame rails with jack stands. Leave an adjustable jack under the differencial for height adjustment.



Step 2 Jack up the adjustable jack slightly to apply pressure to the axle then unbolt both shocks at both ends and remove.

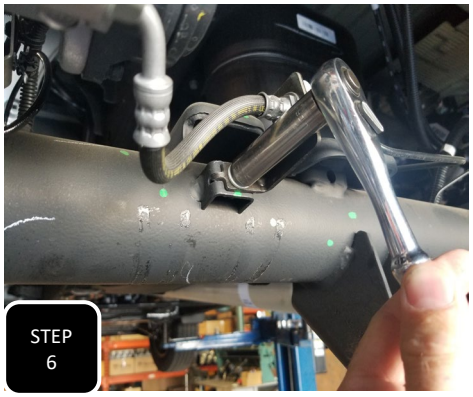




Step 3 Remove the U-bolts and spring plates on one side only.

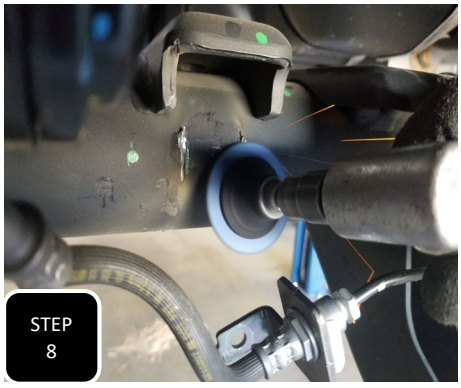
Step 4 Loosen then remove the bolt attaching the shackle to the frame.

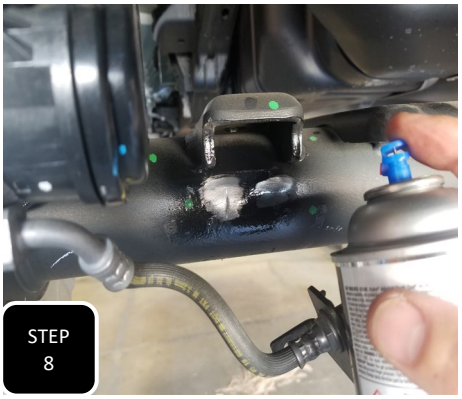
Step 5 Loosen then remove the bolt attaching the spring to the frame at the front of the leaf spring and then remove the leaf spring.



Step 6 Unbolt the brake line guide bracket from the mounting bracket just under the spring perch on the axle and pull the line clear of the area.

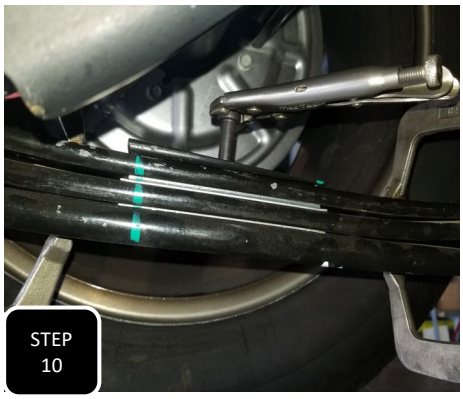
Step 7 Using a suitable cutting devise, cut the brake line guide bracket off of the axle and remove.





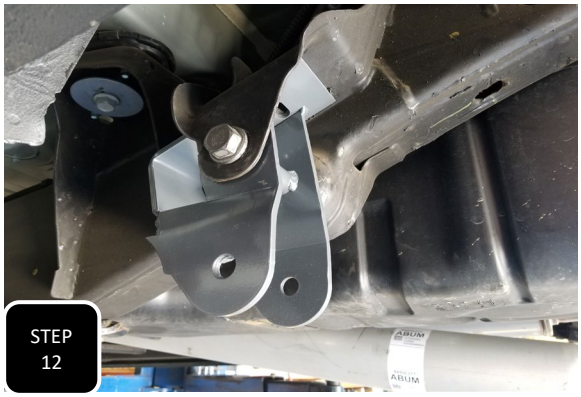
Step 8 Clean up any sharp edges and spray paint the area for rust prevention.

Step 9 The leaf pack will now need to be dis-assembled. Attach two clamps to the spring and remove the center pin along with the U-bolt retainer plate and the factory 2 degree shim. (Only 2019 models have this shim) **NOTE: DISCARD THE U-BOLT RETAINER PLATE. IT DOES NOT GET RE-USED.**



Step 10 Slide the center pin through the factory 2 degree shim and install the pin down through the top of the leaf spring with the thick end of the shim facing the front of the truck. Then tighten the center pin. **NOTE: ONLY 2019 MODELS HAVE THIS 2 DEGREE SHIM.**

Step 11 While the spring is out of the truck, install the new shackle using the provided 14mm bolt. Make sure to install the bolt in the same direction as stock, pointing away from the frame, and leave loose. **NOTE: DO NOT INSTALL A WASHER ON THE HEAD SIDE OF THE BOLT.**

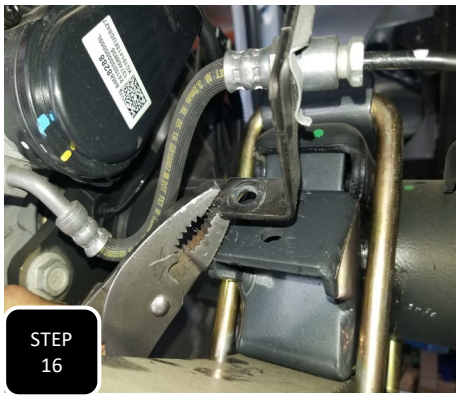


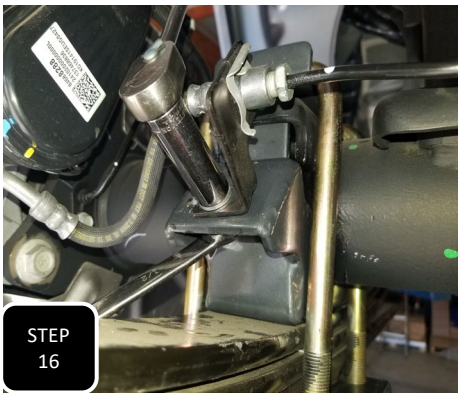
Step 12 Locate the driver's side hanger and loosely install it into the driver's side, front leaf spring mount. Use the factory bolt at the main leaf spring hole and the provided 7/16" bolt, nut, and washer up through the top of the hanger. Tighten the 7/16" bolt first and then the main leaf spring bolt.

Step 13 Jack up the axle and loosely re-install the leaf spring underneath the axle using the provided 16mm bolt at the front of the spring and the factory bolt at the shackle.

Step 14 For 2020-2023 models, place the supplied 2 degree shim on the center pin with the thick end facing the rear of the truck. For 2024+ models, install the shim with the thick side facing the front of the truck. Next, place the axle relocator on top of the shim with the brake line mounting bracket facing rearward. Slightly loosen the U-bolts on the other side and then lower the axle into the relocator.

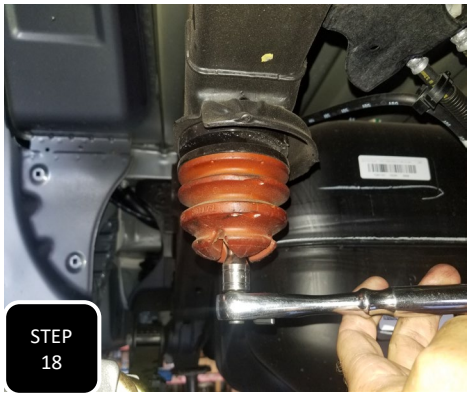
Step 15 Place the U-bolt retainer plate on top of the original spring plate and run the new U-bolts downward though the provided spring perch under the leaf pack and tighten. **NOTE: THE U-BOLTS WILL INSTALL JUST LIKE THE FACTORY ONES DID. DO NOT TORQUE THE U-BOLTS DOWN AT THIS TIME.**

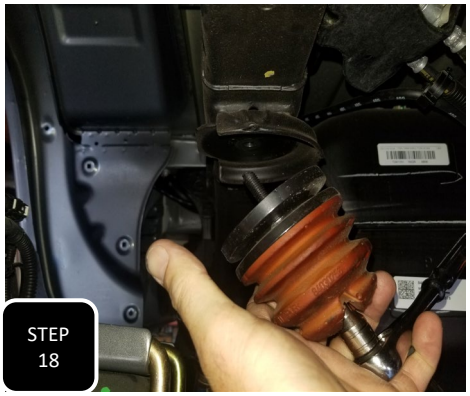




Step 16 Locate the brake line mounting bracket still attached to the brake line and bend the guide tab to a flat position. Next, attach this bracket to the mounting bracket on the back side of the axle relocator using the provided M8 bolt, nut, and washer.

Step 17 Repeat steps 3-13 on the other side then when both sides are complete, torque the U-bolts to 100 ft/lbs.

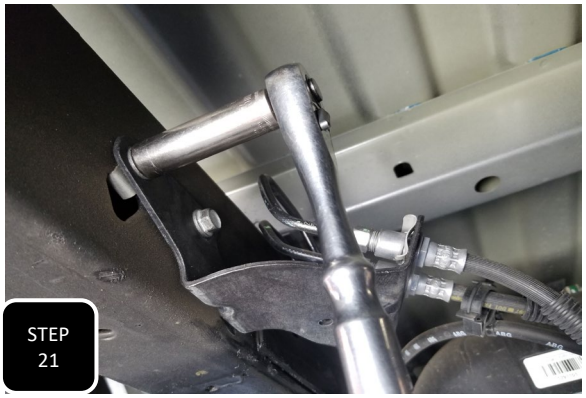




Step 18 Unbolt both of the factory rear bump stops from the frame and remove.

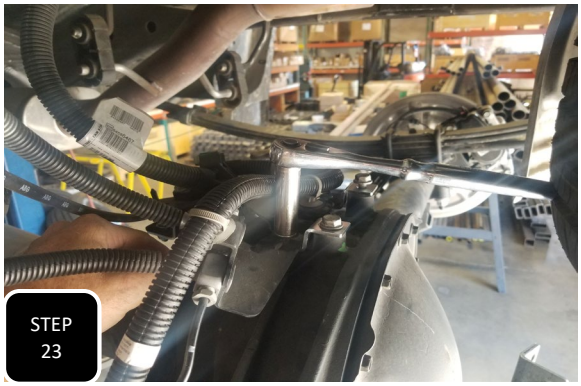
Step 19 Unbolt the brake line guide bracket on the inside of the driver's side frame rail and support out of the way. Next, you will need to cut off the welded on bump stop plate using a suitable cutting device. Make a clean cut on each side of the frame rail.

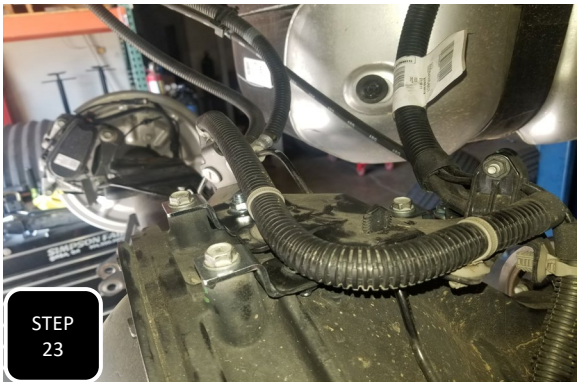
Step 20 Once both cuts are made, it may help to hit the cut piece with a hammer until it breaks loose and then remove it from the frame. Next, clean up any sharp edges and spray paint for rust prevention.



Step 21 Once spray painted, re-install the brake line bracket using the factory bolts and tighten.

Step 22 Unbolt the three bolts attaching the brake line bracket to the top of the differencial then pull it slightly up and forward.

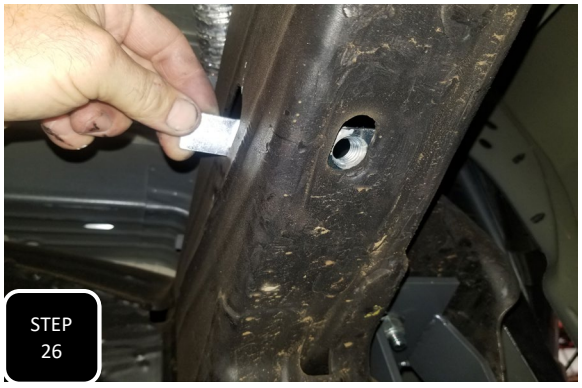




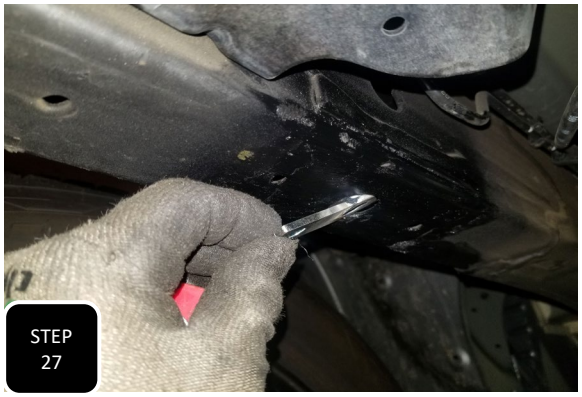
Step 23 Locate the three "Z" shaped brake line brackets and loosely attach them to the factory bracket first using the provided hardware, and then to the diff using the factory hardware. The provided brackets are designed to push the factory bracket down and forward for more clearance between the diff and the bed.

Step 24 Insert the driver's side, zinc plated nut plate into the hole in the outside of the frame, just back from the front leaf spring mount. **NOTE: THE NUT WILL LINE UP WITH THE SLOTTED HOLE IN THE BOTTOM OF THE FRAME.**

Step 25 Loosely attach driver's side hanger support bracket using the provided M16 nut and washer at the hanger and the provided 1/2" bolt and washers at the frame. Tighten the 1/2" bolt at the frame, but do not fully tighten the 16mm spring bolt until the truck is on the ground at ride height.



Step 26 Insert the pass side, zinc plated nut plate into the hole in the outside of the frame, just back from the front leaf spring mount. **NOTE: THE NUT WILL LINE UP WITH THE SLOTTED HOLE IN THE BOTTOM OF THE FRAME.** Again, do not fully tighten the leaf spring bolt until the truck is on the ground at ride height.



Step 27 Insert the bump stop nut plates into the hole in the bottom of the frame that emerged after you removed the driver's and passenger's side factory bump stop plate. Thread the provided low profile bump stop into the nut plate until tight.

Step 28 Remove both mounting bolts that attach the transmission to the mount at the cross member at the rear of the trans. Jack the trans up, insert the provided 1/2" tall, gold spacer, and tighten down using the factory bolts. **NOTE: THE USE OF THE PROVIDED 1/4", SILVER SPACER MAY ONLY BE NEEDED IF DRIVE LINE VIBRATION IS EXPERIENCED.**

CAUTION: MAKE SURE THERE THAT THE DRIVE SHAFT DOES NOT CONTACT THE CROSS MEMBER DIRECTLY ABOVE AND CLOSE TO THE TRANSMISSION. IF IT APPEARS TOO CLOSE FOR COMFORT, THEN EITHER CLEARANCE THE CROSS MEMBER A BIT OR ONLY USE THE 1/4" THICK TRANSMISSION SPACER.

NOTE: IF YOUR TRUCK HAS A 2 PIECE DRIVELINE, THEN THESE SPACERS WILL NOT WORK FOR YOUR TRUCK.

Step 29 If your truck is 4wd and you experience driveline vibration, take the provided transmission spacer and cut it in half. You will now be able to install the two pieces between your transfer case and the cross member it sits on. Start with the silver, 1/4" tall spacer. **NOTE: IF VIBRATION STILL PERSISTS AFTER INSTALLING THE SPACER, YOU MAY NEED TO TAKE THE TRUCK TO A DRIVE LINE SPECIALIST.**

Step 30 Install the new shorter shocks with the shaft of the shock attached at the frame and the body of the shock attached at the axle. **NOTE: IF YOU PURCHASED SHOCK EXTENDERS, NOW WOULD BE THE TIME TO INSTALL THEM ALONG WITH THE FACTORY SHOCKS. USE THE EXTENDER INSTRUCTIONS FOR INSTALL.**

Step 31 Install the wheels and tires then lower the truck to the ground. Jump on the rear bumper a few times then tighten up all 6 leaf spring/shackle bushings while the truck is at ride height.

AFTER MODIFYING YOUR SUSPENSION

***HAVE THE VEHICLE'S ALIGNMENT CHECKED**

***PROPERLY ADJUST YOUR HEAD LIGHTS FOR THE NEW STANCE OF THE SUSPENSION**

***GREASE THE SHACKLE BUSHINGS USING A SYNTHETIC OR SILICONE BASED GREASE**

***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

Ma Tra S spension ma es no arrant , e pressed or implied, as to t e mer antabilit , fitness for p rpose, des ription, alit , prod ti eness, a ra or an ot er matter it respe t to e er prod t, all s arranties bein ereb spe ifi all and e pressl dis laimed b Ma Tra . Ma Tra ma offer te ni al ad i e or assistan e it re ard to t e prod ts based on laborator and/or field e perien e and stomer nderstands and a rees t at s ad i e represents onl ood fait opinions and does not onstit te a arrant or arantee. T e sole and e press arrant pro ided b Ma Tra is to arrant t at t e prod ts sold as listed ompl it Ma Tra s spe ifi ation at t e date and time of man fa t re. Ma Tra ma es no arrant t at s prod ts s all meet s spe ifi ation at an time after installation of prod ts. Use of s prod t is spe ifi all not arranted, and Ma Tra spe ifi all e l des from t is e press arrant parts s b e t to normal ear and tear after one ear, finis after one ear, dama e res ltin from fail re to follo re ommendations in installation man als, ompetition or off-road se, and dama es a sed b aftermar et prod ts. Ma Tra s liabilit and stomer s e l si e remed for an brea of t is limited e press arrant is limited to repair, repla ement, or ref nd at Ma Tra s option and in Ma Tra s sole dis retion. T ere are no arranties i e tend be ond t e des ription on t e fa e ereof.

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.

Ret rn E eptions

Merchandise that has been installed, used, or altered may be subject to no credit.

Resto in 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 C e s Ad stments
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.

Ve i le Handlin Warnin

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.

W eel Ali nment/Headlamp Ad stment

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Bra in Warnin

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.

PART# 401900

2019+ GM 1500 2WD/4WD

REAR LOWERING SHOCK EXTENDERS

1 HOUR INSTALL TIME

Components	Hardware
(2) SHOCK EXTENDERS	(4) 1/2-13 X 1" HEX CAP SCREW
(2) SQUARE PLATES	(4) 1/2-13 JAM NUT
	(4) 1/2" SPLIT LOCK WASHER
	(4) 1/2" FLAT WASHER
	(2) 7/16-14 X 1 1/4" HEX CAP SCREW
	(2) 7/16-14 NYLOCK NUT
	(4) 7/16" FLAT WASHER

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

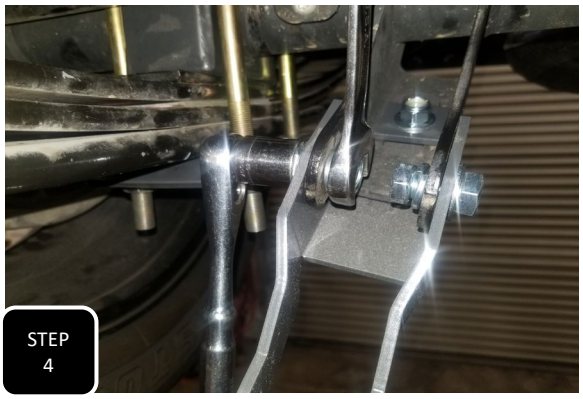
PRIOR TO INSTALLATION:
1. Factory service manual is recommended to have on hand.
2. Secure and properly block vehicle prior to beginning installation.
3. Always wear safetly glasses when using power tools or working under the vehicle
4 Modification to any part will void the warranty associated with that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

AFTER REMOVING PARTS FROM VEHICLE, SAVE HARDWARE FOR REINSTALLATION

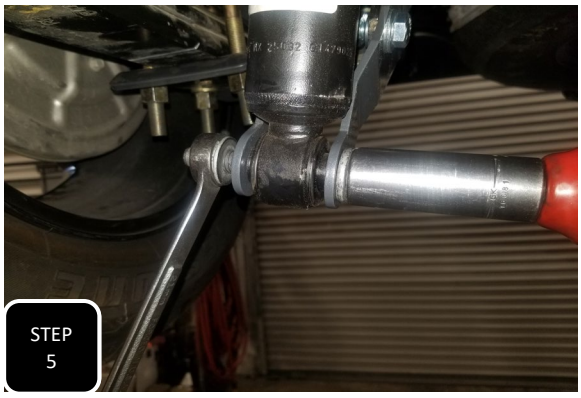
Step 1 Jack up the rear of the truck and support under the frame rails with jack stands. Keep an adjustable jack under the axle for height adjustment.

Step 2 Unbolt both lower shocks from the axle and pivot them out of the way.

Step 3 Slide the extender over the factory shock mount on the axle and loosely install the hardware. Install the flat washers onto the 1/2" bolts, install the 1/2" bolts through the factory shock hole, from the outside facing inward, then attach the 1/2" lock washer and jam nut. Then place the square plate over the ovalized opening inside the factory shock mount and attach it to the extender using the supplied 7/16" hardware.



Step 4 Tighten up the 7/16" bolt first and then the two 1/2" bolts.



Step 5 Attach the shock to the extender using the factory hardware and tighten.