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SuspensionMAXX

INSTALLATION INSTRUCTIONS

Part # SMX-GM710, SMX-GM715, SMX-GM725

For use with:

2014 Chevy Silverado / GMC Sierra 1500 4WD/2WD/AWD

Thank You for choosing SuspensionMAXX for your vehicle.This kit is designed to add suspension travel and increase front end ground clearance. Specially designed tools and experience are required to complete the installation properly. These parts should only be installed by a qualified mechanic otherwise an unsafe vehicle and/or personal injury may result. Consult manufactures service manual for proper torque specifications and procedures. Instructions are supplied for the leveling kit installation only. Safety is important. Use safe working habits.

Notice:

This product combines with the coil-over strut suspension to increase suspension height up to 2.5″ for a smoother ride. Enhances ride profile and is an economical alternative to expensive lift kits! This kit can allow up to 33″ tires with the 2.5″ kit.

WARNING! This suspension system will enhance off road performance and increase ground clearance! **Larger** tires will increase vehicle roll center height. The vehicle will handle and respond to driver steering and braking differently from a stock factory equipped passenger car or truck. Extreme care must be used to prevent loss of control or vehicle rollover during abrupt maneuvers both on and off-road. Failure to operate this vehicle safely can result in vehicle damage, serious injury or death to the driver and passengers. **Always wear** your seat belts and **reduce** your speed, **avoid** sharp turns, **inclines** and **abrupt** maneuvers. Tread lightly, respect nature and enjoy the Off-Road Experience! Help keep it available for future generations.

Thank You! Suspension MAXX Inc.

Lift Your Truck Attitude! Retain your factory ride

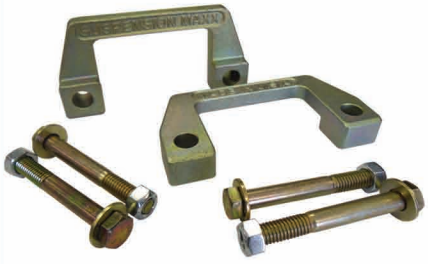
Suspension MAXX .com ADVANCED LEVELING LIFT KITS

Again, thank you for your purchase! Enjoy your SuspensionMAXX leveling system!

Questions? E-mail us at tech@suspensionmaxx.com or call 1.888.MAXX.CAM

MEMBER SEMA LTAA Light Truck Accessory ALLIANCE

Kit Identification:

Part # SMX-GM710	Part # SMX-GM715	Part # SMX-GM725
		
Provides 1.0” of Lift	Provides 1.5” of Lift	Provides 2.5” of Lift

Required Tools:

1. SAFETY EQUIPTMENT: Eye protection, Gloves
2. Load Rated Floor Jack, Two Safety Stands, and Wheel Chocks
3. Metric Tool Set, Torque Wrench, Loctite Threadlocker for all fasteners
4. Medium Size Pry Bar, Brass Hammer and/or Brass Punch

Procedure:

1. Jack and support front of vehicle under frame with load rated jack stands. (Allow the suspension to relax fully by supporting the frame)
2. Installation will be performed on both left and right sides together.
3. Mark lug and wheel location. Remove front wheels on both sides.
4. Mark lower strut location that faces outward.
5. Remove 2 lower strut mounting bolts with a 15mm socket. **(Fig 1.1)**
6. For Part # SMX-GM710, continue to Step 7.
   For Part # SMX-GM715, continue to Step 8.
   For Part # SMX-GM710, continue to Step 9.

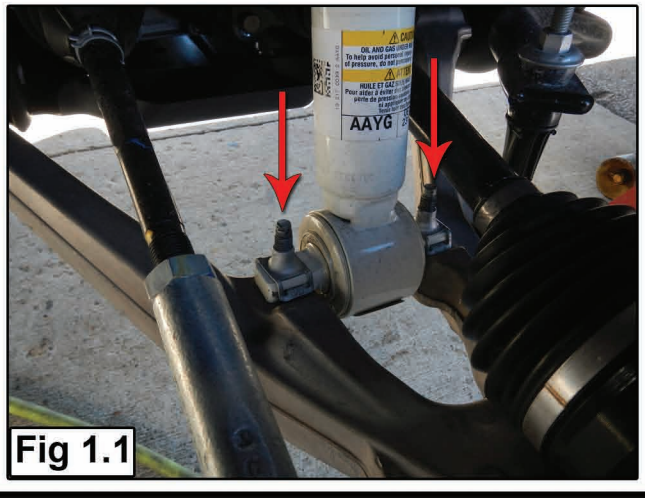


Fig 1.1

7. SMX-GM710: Insert MAXXstak strut leveling lift spacer.
   Note: Pry downward on sway bar to gain clearance for strut spacer
   Align mounting holes and reinstall vertical bolts.Torque to 35 ft. lbs. **(Fig 2.1)**
   Skip to Step 24.
8. SMX-GM715: Insert MAXXstak strut leveling lift spacer.
   Note: Pry downward on sway bar to gain clearance for strut spacer
   Align mounting holes and install new bolts, washers, and nuts supplied with the kit.Torque to 35 ft. lbs. **(Fig 2.1)**
   Skip to Step 24.

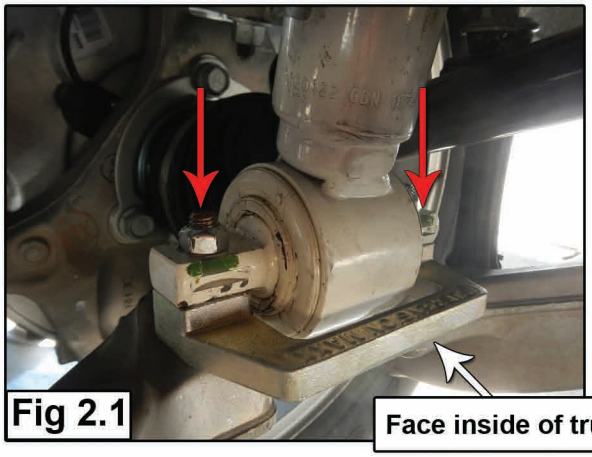


Fig 2.1

9. SMX-GM725: View upper strut frame tower. Note: Wire loom attachment clip locations. Pry closely upward on plastic retainers to free from mounting stud threads, as these will be reused later.
10. Use an 18mm wrench to remove 3 tall tower nuts in triangle arrangement. **(Fig 2.2)**
    DO NOT REMOVE CENTER STRUT PISTON SHAFT NUT!
    Note: Keep at least 1 nut semi -threaded on mount to keep in place till strut assembly is removed as a unit.
11. Slide lower strut inward off of lower control arm.
12. Hold strut and remove top semi- threaded nut. Gently lower strut assembly downward 1 to 2 inches. Guide strut assembly up and in between the upper A-Arm. Be sure to clear inner CV boot.

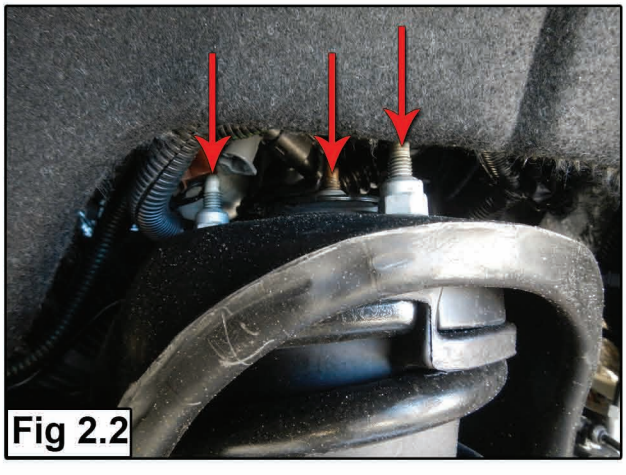


Fig 2.2

13. Install desired number of top MAXXstak leveling lift shims over existing studs (Each shim gives a 1/4 inch gain in ride height). Up to 4 shims per side.**(Fig 3.1)**
14. Reinstall strut back between the A-Arms. **Be sure to guide it gently as you lower it past the CV axle shaft.** Lift strut up into frame tower aligning studs back into same location. Lightly thread 3 new supplied short flanged nuts onto exposed threads.
15. Unlock the ABS wire loom clip, allowing the ABS wire to be free from the clip.
16. Loosen upper ball joint nut with 18mm wrench, 3-5 threads, until an air gap is achieved and the nut spins freely. Pry downward on the suspension, lightly strike the knuckle with a brass drift and hammer to shock the taper and unseat the ball joint. **Lighly support the lower A arm with a jack.**
17. Remove the ball joint nut to allow the lower arm and suspension to relax. CAUTION: DO NOT DAMAGE CV BOOT WHEN LOWERING!
18. Reinstall lower strut mount onto lower A-Arm.
19. Insert MAXXstak strut leveling lift spacer between lower a-arm and strut. Align mounting holes and install the supplied bolt, washers, and nuts. Torque to 35 ft. lbs. See **(Fig 2.1)**.
20. Raise the lower A-Arm with the jack and reinstall upper ball joint. Note: Prying downward on the upper A arm will seat taper and hold the stud from rotating as you tighten the 18mm ball joint nut. Torque to 37 ft. lbs. plus an additional 1/4 turn.
21. Reinstall ABS wire into A arm clip.
22. Torque upper 3 strut mount nuts to 25 ft lbs.
23. Reinstall wire loom clips.
24. Install wheels.
25. Perform Wheel Alignment to specifications below.

Wheel Alignment Specs
w/ Leveling Kit

Camber... 0.5 Deg. +/- 0.5 Deg.
Caster..... 2.0 Deg. +/- 1.0 Deg.
Toe..... 1/8" +/- 1/8" (toe in)

4 Shims installed on the top of strut. Notice: the nuts in the picture do not go on until studs are through frame mount on truck.

Fig 3.1