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Suspension MAXX

INSTALLATION INSTRUCTIONS

Part # SMX - MC3

For use with:

2011 and Up Chevy Silverado HD and GMC Sierra HD



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 torsion bar 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 allows for up to 33" tires.

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 **Attitude!**
Retain your factory ride



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



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Suspension MAXX

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PROFESSIONAL INSTALLATION RECOMMENDED

STRONGER

Tools Required for Installation:

1. Torsion Bar Unloader Tool (SMX-2011MT or CH 48809)
2. Load-Rated Floor Jack
3. Load-Rated Jack Stands
4. 7/8" or 22mm Socket for Lug-nuts and Differential Bolts
5. 18mm Wrench for Shock Absorber
6. 19mm Wrench for Shock Absorber
7. 21mm Wrench for OEM Differential Bolts
8. 21mm Socket for OEM Differential Bolts
9. 1" Socket for SMX-2011MT
10. 1/2" Torque Wrench rated up to 150 ft/lbs
11. Anti-Seize



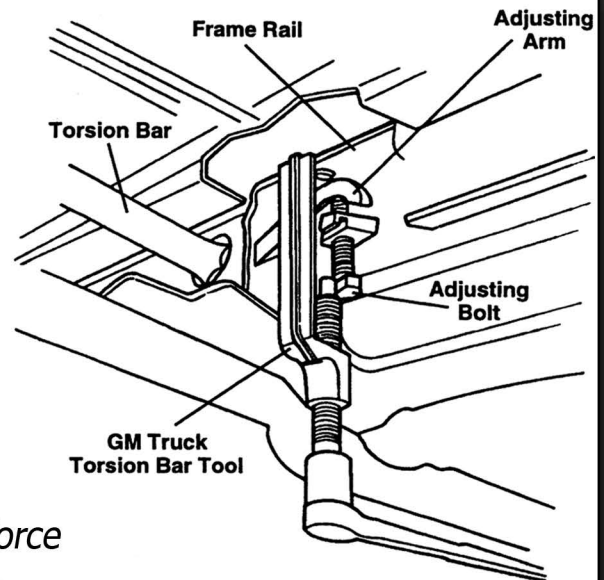
PART 1: REMOVAL

1. Park vehicle on level surface.
2. Block rear wheels
3. Using load-rated floor jack and stands, raise and safely support vehicle under certified frame lift points and remove front wheels.
4. Using specified torsion bar unloader tool, increase tension on torsion bar adjusting lever, remove height adjusting bolt and horizontal adjusting nut when unloaded.
5. Slowly relieve torsion bar tension. Remove unloader tool.
6. Slide torsion bar forward, disengaging hex from lever.

CAUTION: Disengaged lever can fall from vehicle and cause injury.

NOTICE: Torsion bar may be frozen in lever, added force may be required for disassembly.

2011 T-MAXX



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Part 2: Shock Relocation Kit Installation

1. Support lower control arm with suitable floor jack or stand.
2. Remove two upper shock mounting nuts.
3. Compress top of shock downward.
Expose top of threads below shock mount.
4. Install one shock sleeve over each mounting stud. (See Figure 2.1)
5. Reinstall shock using new shorter nuts supplied in the kit. Torque to 50 ft/lbs. (See Figure 2.2)
6. Repeat steps 1-5 for other side.

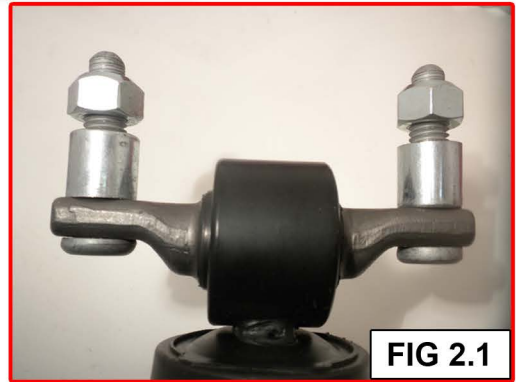


FIG 2.1



FIG 2.2

Part 3: Differential Spacer Installation

1. Support differential with suitable floor jack or stand.
2. Loosen four differential mounting bolts with 21mm socket. Do not remove at this time. (See Figure 2.3)
3. Remove two mounting bolts on left side of the differential.
4. Carefully lower the differential and install differential spacers on the left side.
5. Insert longer attachment fasteners supplied in the kit. Do not tighten (See Figure 2.4)
6. Repeat steps 3-5 on right side of differential.
7. Tighten all four differential mounting bolts.



FIG 2.3

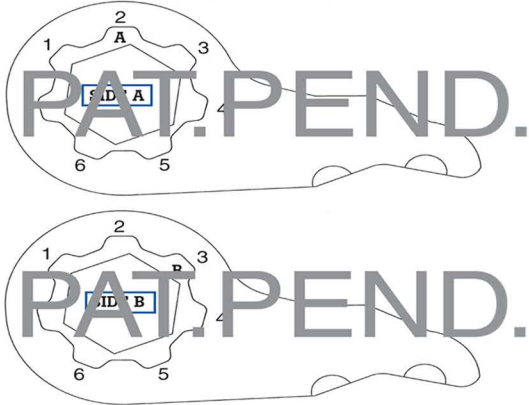


FIG 2.4



PART 5: CALIBRATION:

Calibration is required before installation.



1. To calibrate match A or B stamped on the internal hub with the appropriate numbered outer position.
2. Apply Anti-Seize on gear tooth area to ease future disassembly.
3. Install hub alignment clip for install. (Only 1 supplied)

*Actual measurements may vary due to initial starting position, load and bar fatigue.

2011 and Up Silverado HD and Sierra HD

Decrease Height

B2 = -1.0"

B3 = -1.5"

A3 = -2.5"

Increase Height

Gas Engine B2 = +1.5"

A1 = +2.5"

Diesel Engine B2 = +.75"

A1 = +1.5"

B1 = +2.5"

Record Position for reference:

Right _____ Left _____

Installed _____ Mileage _____

This kit adds suspension travel only and will not add load carrying capacity to the suspension system.

DO NOT OVERLOAD

This kit can be over calibrated. Over adjustment of the torsion bar is not recommended.

Wheel Alignment Specs w/ Leveling Kit

Camber... 0.0 Deg. +/- 0.5 Deg.

Caster.... 2.0 Deg. +/- 1.0 Deg.

Toe..... 1/8" +/- 1/16" (toe in)

Measurements are equal on both sides

Lift Your **Attitude!**
Retain your factory ride

PART 6: INSTALLATION

1. Inspect torsion bars, crossmember support for bends, cracks, rust or damage. Check adjusting bolts and nuts for damage, rust or stripped threads. Replace if necessary.
2. Calibrate MAXX Cam 3 as needed to compensate for torsion bar sag and fatigue. SEE CALIBRATION INSTRUCTIONS ON THE LEFT.
3. Install MAXX Cam 3 into crossmember, slide torsion bar rearward fully engaging torsion bar hex in MAXX Cam 3.
4. Reinstall torsion bar unloader tool (Fig 3.1) increase tension on torsion bar unloader tool as required to reinsert horizontal adjusting nut.

NOTICE INCREASED

PRESSURE REQUIRED!

USE EXTREME CAUTION!

Install adjusting bolt. Relieve tension onto adjuster bolt.

Remove unloader tool.

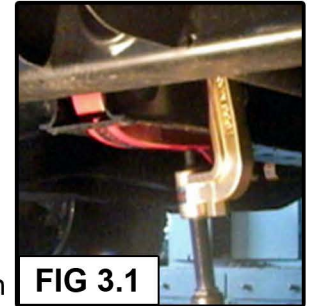


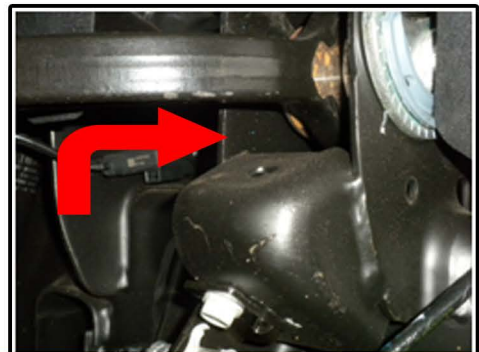
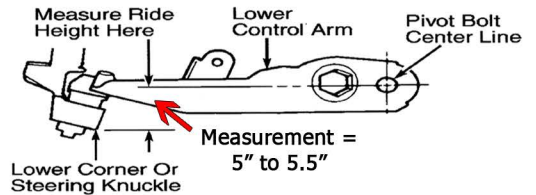
FIG 3.1

5. Check and adjust ride height and upper control arm gap. Over adjustment of the torsion bars not recommended.

NOTE: When checking upper control arm gap, vehicle MUST be on level surface.

6. Check and adjust wheel alignment.

Ride Height Measurement



NOTE: Upper Control Arm Air Gap Distance should be 1/4" to 1/2". Measure with wheels loaded on level surface. Adjust torsion bars accordingly.

