



1. Jack up the front of the truck and support under the frame with jack stands.
2. Remove the wheel. Then unbolt the brake line and ABS line from the spindle.
3. Unbolt the sway bar end link at either end then remove the brake caliper, and the rotor. Support the caliper up out of the way (DO NOT ALLOW IT TO HANG BY THE LINE).
4. Unbolt the ABS sensor and support out of the way.
5. Remove the dust cap at the center of the wheel bearing and remove the axle retaining nut behind it.

Step 2



Step 3



Step 5



6. Unbolt the tie rod and break loose by hitting the side of the spindle where the tie rod goes through it, with a hammer. (NEVER HIT THE TIE ROD ON THE THREADS).
7. Loosen both ball joint nuts but do not remove them. Break each joint loose by hitting the side of the spindle where each ball joint goes through it, with a hammer. (NEVER THE HIT THE BALL JOINT ON THE THREADS) The loose nut will catch the spindle, then remove nuts and remove the spindle.
8. Take note of the position of the angled shims at the top of the strut, they will need to be re-installed in the same position they came out. Remove the 3 mounting nuts at the top of the strut and the mounting bolt at the bottom of the strut, remove the strut.

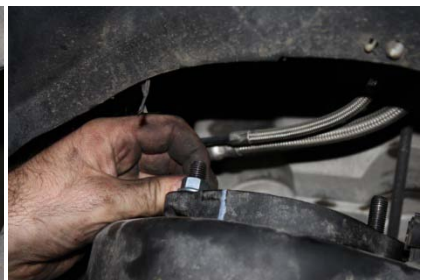
Step 7



Step 8-1



Step 8-2



9. Remove the retaining clip that will be on one of the 3 studs at the top of the strut and discard. Now remove the angled shim. Set the Maxtrac spacer onto the strut and mark where the studs cross the upper mounting surface of the spacer. The studs will then need to be cut on this line so that they do not extend past the top of the strut.
10. With the factory studs cut, bolt the Maxtrac spacer to the strut using the original nuts. Once tight, re-install one of the angled shims and then install the strut back into the truck and tighten.
11. Reverse the removal procedures for re-installation and repeat on the other side of the truck.

Step 9-1



Step 9-2



Step 9-3

