



INSTALLATION INSTRUCTIONS

PART#: SMX-SSB2520

FITS: Chevrolet/GMC

•2011-2020 Silverado/Sierra 2500HD/3500HD **now up to '24's**

Thank you for choosing SuspensionMaxx for your vehicle. This kit is designed to add suspension travel and increase ground clearance. **By installing this kit you are accepting the vehicle will have a higher lifted stance. This increase the Vehicle ride height and roll center. These modifications will change the handling and high speed maneuverability of a vehicle. Caution should be used when driving and operating a lifted vehicle. Not heeding the following warning may result in the crash or rollover of the vehicle, resulting in bodily injury or death.** Specially designed tools and experience are required to complete the installation properly. These parts should only be installed by a ASE qualified mechanic otherwise an unsafe vehicle and/or injury may result. Consult manufactures service manual for proper torque specifications and procedures. Safety is important. Use safe working habits. Instructions are for both sides. Repeat the steps to both sides.

DISCLAIMER

Proper service and repair procedures are vital to the safe, reliable operation of all motor vehicles as well as the personal safety of those performing the repairs. Standard safety procedures and precautions (including use of safety goggles and proper tools and equipment) should be followed at all times to eliminate the possibility of personal injury or improper service which could damage the vehicle or compromise its safety.

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MAXX LIMITED STRUCTURAL WARRANTY

SuspensionMAXX stands behind its Leveling kits with a limited structural warranty, covering defects in material and workmanship. This warranty does not cover normal wear and tear or any other loss, liability or damage resulting from improper installation, disassembly handling or use of the product. Manufacturer shall not be liable for any incidental, consequential or other damages resulting from the disassembly, installation or use this product. The loss of use of the product, loss of time, inconvenience and consequential damages are not covered. Consumer is responsible for all labor charges, removal and reinstallation of the product.

INSTRUCTIONS

SuspensionMAXX kits are designed to be easily installed and completely reversible to the factory supplied settings. These instructions are supplied for ease of installation, correct procedures and safety. Automotive experience recommended.



PATENT PENDING

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MAXX

Questions? E-mail us at tech@suspensionmaxx.com or call 1.888.629.9226

SECTION 1: *Installation*

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. Remove front wind-deflector/skid-plate to gain access to crossmember.

3. On the front driver side locate lower control arm bolt and nut on the crossmember

WARNING: DO NOT FULLY REMOVE BOLT IN THE PROCEEDING STEPS AS IT MAY RESULT IN INJURY!

Using a wrench for the bolt and a ratchet bit remove nut.

See **FIG 1-1**



4. Carefully back bolt out a 1/4-1/2 inch using a rubber mallet. **DO NOT FULLY BACK OUT BOLT!**

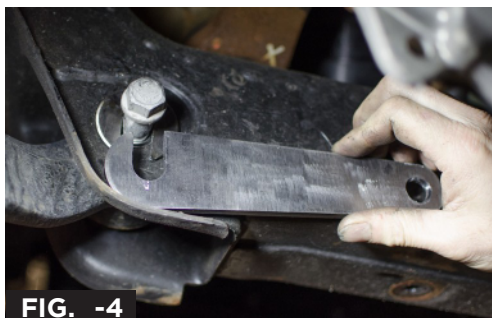
5. On the front side of the crossmember, use a grinder to slightly enlarge the diameter of the open hole located next to the lower control arm bolt. This will add clearance for the support sleeve. See **FIG 1-2** and **FIG 1-6**



6. On the head side of the lower control arm bolt slide bracket shim into place, open end should face down. See **FIG 1-3**
7. Slide stabilizer bracket upward over the bolt. Notch on brackets should slide in place over the bracket shim. See **FIG 1-4** & **FIG 1-5**



8. Continue holding bracket in place & insert included bolt through both the hole in the bracket as well as the back side of the crossmember.



9. From the front side of the crossmember, insert sleeve over the bolt and into the crossmember. See **FIG 1-6** & **FIG 1-7**

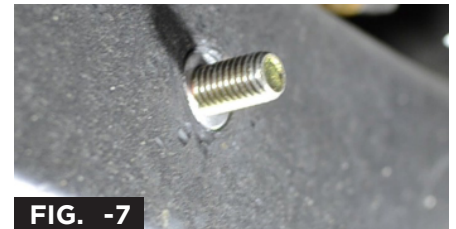
NOTICE: Be careful not to drop the sleeve inside of the crossmember during assembly.



10. Install washer nut onto the provided bolt. Torque to **90 lbs/ft.** See **FIG 1-7** & **FIG 1-8**



11. Install factory nut back onto the lower control arm bolt and torque to **120 lbs/ft.**



12. Using the provided short bolt and nut install steering dampener to the bracket as showing in **FIG 1-9.** Tighten nut and bolt to **30 lbs/ft.**



13. Install opposite end of the steering dampener to drag link. Torque to **35 lbs/ft** See **FIG 1-10**

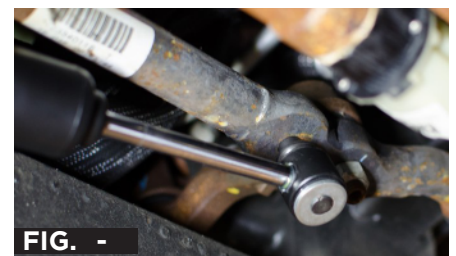
14. Reinstall front wind-deflector/skid-plate.

15. **Before operating vehicle check for proper clearance & operation of steering systems after installation.**

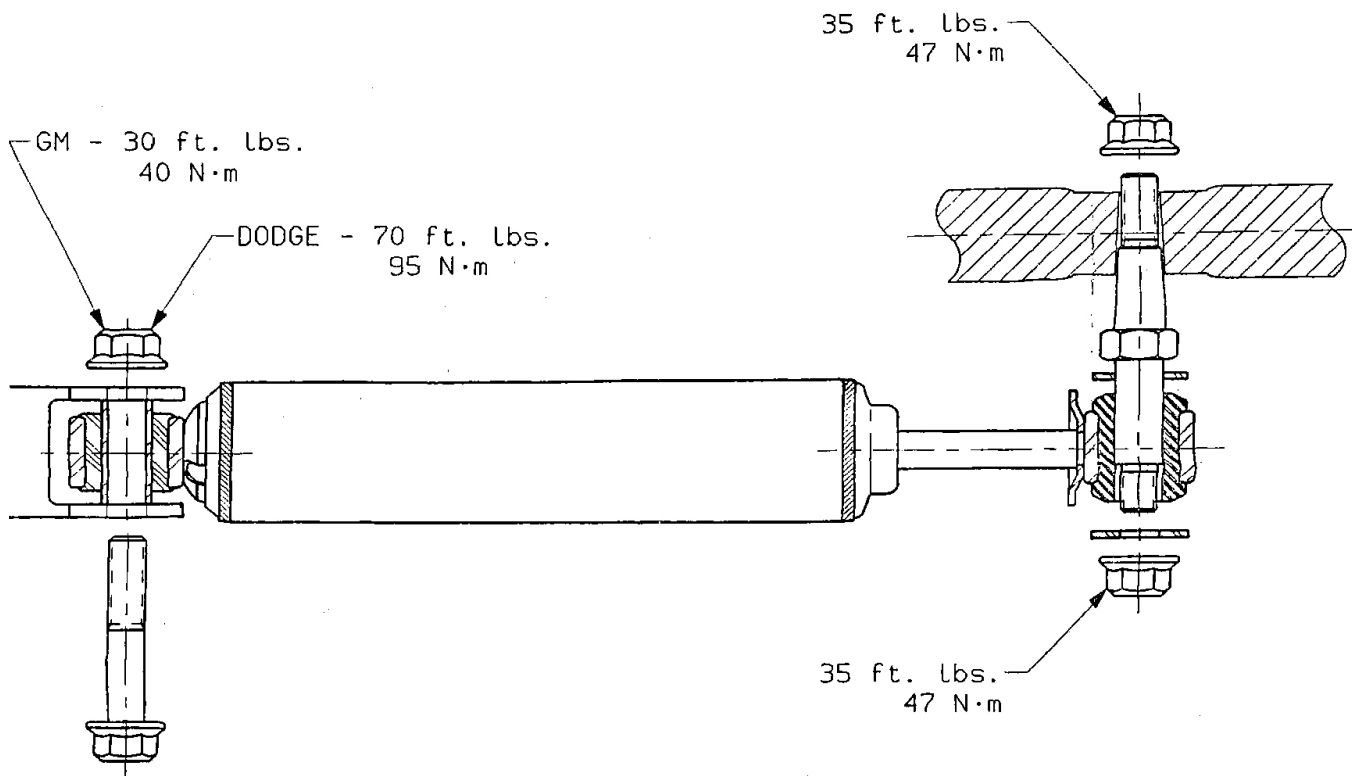


16. Check torque specs

of fasteners at 500 miles.



SHOCK INSTALLATION DIAGRAM



OWNER OF SUSPENSION MAXX , SAID USE OF THE BILSTEIN SHOCK B-8 5100 BEING UNDER GAS PRESSURE, DOES BIAS THE SHOCK TO PUSH THE STEERING ARM GEOMETRY HARD TO THE RIGHT. I HAVE READ SEVERAL POSTS FROM USERS THIS IS TRUE !! HE ONLY SELLS THE RANCHO SHOCK IN THIS APPLICATION, AS IT IS A NEUTRAL NON-BIASED PRESSURE CYLINDER . HIS BRACKETS THE ONLY ONE THAT DOES NOT CRUSH THE FRAME CROSSMEMBER , AS HIS SUPPORTS BOTH CROSSMEMBER SIDES WITH REINFORCEMENTS IN THE KIT.