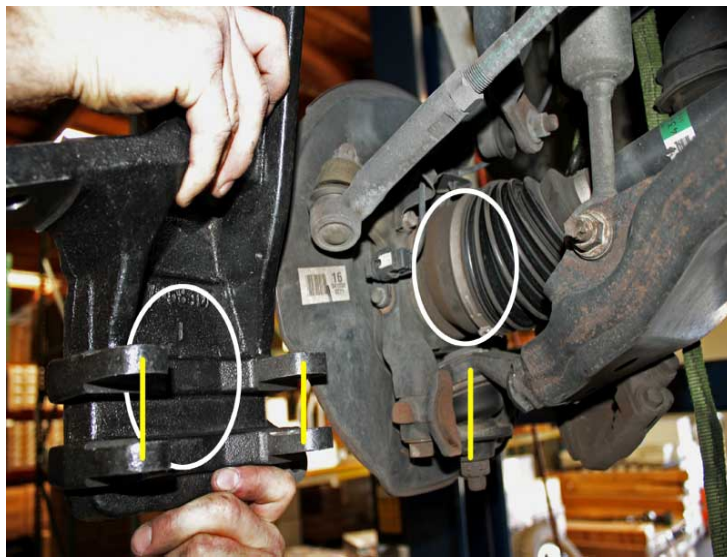


Why 2WD Lift Spindles will not work on 4WD vehicles

Maxtrac Suspension manufactures a large line of lifting and lowering spindles (also known as steering knuckles), so we often get the question from customers. “Why don’t you make lift spindles for my 4wd truck?” There is a simple explanation for why it is physically impossible to use just a spindle to lift the front of a 4wd truck.

On a 4wd truck with IFS (independent front suspension), the front axles attach to the differential at one end, and run through the wheel bearing on the spindle at the other end. Our lift spindles achieve their 3”, 3.5”, or 4” lift by relocating the trucks wheel bearing down this same 3”, 3.5” or 4” distance. After the wheel bearing is moved down, it now sits directly in front of the lower control arm. If these spindles were put onto a 4wd truck, the front axle would now be running directly through the middle of the lower control arm, which is physically impossible.



The reason why other companies are able to offer spindles in their 4” and 6” 4WD lift kits is because the spindle is not what is actually providing the lift. These kits come with numerous brackets which drop down the lower control arms and differential, while providing longer struts which allow the vehicle to achieve the intended lift. Moving down all front end components creates room for the front axles to fit properly but also comes with a hefty price. This is why our 2wd lift spindles are so much more affordable than a 4wd lift kit.

Tacoma Lift Spindle vs Tacoma stock spindle

