

PART# 700440 2015-UP GM COLORADO/CANYON 4" LIFT SPINDLES

| What is included |
|----------------------------|
| (1) Driver side spindle |
| (1) Passenger side spindle |
| (2) Extended brake lines |
| (4) 5" Zip ties |





WARNING



Approximate install time 2hrs.



Max Trac Suspension recommends using a 17" x 9" wheel w/ 6" back spacing. Any wheel that is wider or has less back spacing "i.e. Deep Dish Wheels" can cause component failure and will void the warranty.

Max Trac Suspension also recommends using a 33" x 11.5" tire with the spindle only or a 35" x 12.5" tire when combining a strut spacer with our spindle.

 \triangle NOTE

Please double check the parts list before beginning installation, to ensure all parts are present. If there is something missing, please contact Maxtrac Suspension immediately (714) 630-0363

PRIOR TO INSTALLATION:

- 1. Factory service manual is recommended to have on hand.
- 2. Secure and properly block vehicle prior to beginning installation
- 3. Always wear safety glasses when using power tools or working under the vehicle 4. Modifications to any part will void the warranty associated with that product.
- ⚠ AFTER REMOVING PARTS FROM VEHICLE, SAVE HARDWARE FOR REINSTALLATION.

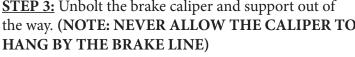
STEP 1: Jack up the front of the vehicle and support under the frame rails using jack stands

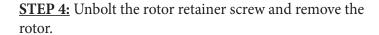
STEP 2: Unbolt the tie rod from the spindle and break loose by hitting the side of the steering arm with a hammer. (NOTE: NEVER HIT THE TIE ROD ON THE THREADS)





STEP 3: Unbolt the brake caliper and support out of the way. (NOTE: NEVER ALLOW THE CALIPER TO







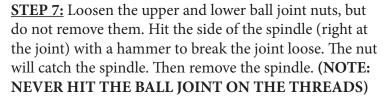


STEP 5: Unbolt and remove the abs sensor and the support bracket from the back side of the spindle, then support the sensor up and out of the way.





STEP 6: Unbolt all 4 wheel-bearing bolts and remove the wheel bearing. (NOTE: MAKE SURE TO RETAIN THE FACTORY DUST SHIELD, IT WILL BE RE-IN-STALLED)







STEP 8: Install the new spindle and tighten both the upper and lower ball joints.





STEP 9: Install the factory wheel bearing WITH the factory dust shield. (NOTE: THE FACTORY DUST SHIELD MUST BE RE-INSTALLED FOR PROPER RO-TOR SPACING)







<u>STEP 10:</u> Unclip the abs guide bracket at the brake line bracket and remove the abs guide clip near the upper control arm so that you can gain enough slack to attach the abs sensor to the spindle. Now attach the sensor to the spindle. (NOTE: CYCLE THE SPINDLE BACK AND FORTH THROUGH ITS TURN RADIUS TO ENSURE THERE IS ENOUGH SLACK THAT THE LINE WON'T GET STRETCHED OR PINCHED)





STEP 11: Re-install the brake rotor and attach using the factory screw.



STEP 12: The factory dust shield will need to be trimmed to clear the brake caliper. Mark and trim the dust shield using a suitable cutting devise









STEP 13: You will need to disconnect the clip that holds the brake line to the mounting bracket next to the upper control arm and unbolt this bracket in order to obtain enough slack in the brake line to attach the caliper. Once this is all loosened, attach the caliper to the spindle and tighten.







STEP 14: Attach the tie rod to the spindle and tighten.



<u>STEP 15:</u> Unbolt the factory brake line at the frame and at the caliper and remove. Now attach the brake line to the hard line at the frame and allow fluid to run through the line before attaching it to the caliper. (NOTE: ONCE THE BRAKE LINES HAVE BEEN INSTALLED ON BOTH SIDES, THE BRAKING SYSTEM WILL NEED TO BE BLEED TO REMOVE ALL AIR FROM THE SYSTEM.)



STEP 16: Re-attach the abs line guide clip to the back of the spindle using the factory bolt then attach the abs line to the brake line using two of the provided zip ties.



STEP 17: If you are installing the factory 17" wheels or any 17" wheel, the excess post on the factory tie rod will need to be trimmed down to clear the wheel. Using a suitable cutting device, trim about ½" of excess post off and smooth out any sharp edges

