



**PART# K94XXXX**

**2017-UP FORD F-250/350 & DUALY  
4" LIFT**

**2017-UP FORD F-250/350 & DUALY  
4" LIFT**

**2017-UP FORD F-250/350 & DUALY  
6" LIFT**

**2017-UP FORD F-250/350 & DUALY  
6" LIFT**



*Approximate install  
time 7 hrs.*



*Approved on 17" OE offset wheels  
Max backspacing 6"  
4 inch Max tire size 37 Diameter & 12.50 Width  
6 inch Max tire size 38 Diameter & 12.50 Width*

**NOTE**

**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.**

## **K943341/K943363     2017+ F-250/350 4WD 4" LIFT KIT 4" OR 6" LIFT FRONT COILS**

753340	2 753340 COILS (4 inch diesel only coils)
OR	
753360	2 753360 COILS (6 inch diesel only coils)

### **ALL UNIVERSAL COMPONENTS**

943300-1	1 8833FTB TRAC BAR BRACKET + 2 SQUARE PLATES
	1 8833FBS-D DRIVE SIDE BUMP STOP BRACKET
	1 8833FBS-P PASS SIDE BUMP STOP BRACKET
	1 8833ABS-D DRIVE SIDE BRAKE LINE BRACKET
	1 8833ABS-P PASS SIDE BRAKE LINE BRACKET
	1 8833FSB-D DRIVE SIDE SWAY BAR BRACKET
	1 8833FSB-P PASS SIDE SWAY BAR BRACKET
	1 8833SSB STEERING STABILIZER BRACKET
	1 8833VL-D VACUUM LINE BRACKET
	1 8833VL-P VACUUM LINE BRACKET
	1 PITMAN ARM
SWAY BAR	4 M10-1.5 X 35 HEX CAP SCREW
	4 M10-1.5 STOVER NUT
	8 M10 FLAT WASHER
BUMP STOP	2 M8-1.25 X 30 HEX CAP SCREW
	2 M8-1.25 NYLOCK NUT
	4 M8 FLAT WASHER
STEERING STABILIZER	4 M10-1.5 X 35 HEX CAP SCREW
	2 M10-1.5 STOVER NUT
	6 M10 FLAT WASHER
BRAKE LINE BRACKET	6 M8-1.25 X 20 HEX CAP SCREW
	6 M8-1.25 NYLOCK NUT
	12 M8 FLAT WASHER
	2 M6-1.0 X 16 HEX CAP SCREW
	2 M6-1.0 NYLOCK NUT
	4 M6 FLAT WASHER
VACUUM LINE BRACKET	2 M6-1.0 X 16 HEX CAP SCREW
	2 M6-1.25 NYLOCK NUT
	4 M6 FLAT WASHER
	1 3/8" ADEL CLAMP

943300-2

943300-2

RADIUS HANGER  
HARDWARE

## **RADIUS ARM BRACKETS**

2 8833RAB RADIUS ARM BRACKET  
4 SMX4LINKADAPTOR (SMALL MACHINED ADAPTOR  
2 M18-2.5 X 130 HEX CAP SCREW  
2 M18-2.5 NYLOCK NUT  
4 M18 FLAT WASHER  
2 9/16-12 X 5 HEX CAP SCREW  
2 9/16-12 NYLOCK NUT  
4 9/16" HARDENED FLAT WASHER

943300-3

LINK HARDWARE

HANGER HARDWARE

## **DRIVE SIDE 4 LINKS + BRACKET**

1 88334LB-1D DRIVE SIDE 4 LINK BRACKET  
1 88334LB-2D SUPPORT PLATE  
2 SMX853300D DRIVE SIDE FORGED LINK ARM  
2 SMX4LINKBUNG (ROD TO LINK ADAPTOR BUNG  
2SYZ-F001 REBUILDABLE ROD END  
2 JNR-16S 1 1/4" JAM NUT  
4 SMX4LINKSLEEVE (LARGE MACHINED ADAPTOR  
2M18-2.5 X 140 HEX CAP SCREW  
2 M18-2.5 NYLOCK NUT  
1 M18-2.5 NYLOCK NUT  
2 SMX4LINKADAPTOR (SMALL MACHINED ADAPTOR  
2 M18 FLAT WASHER  
1M18-2.5 X 130 HEX CAP SCREW  
1 9/16-12 X 5 HEX CAP SCREW  
1 9/16-12 X 4 HEX CAP SCREW  
2 9/16-12 NYLOCK NUT  
4 9/16 HARDENED FLAT WASHER  
1 M12-1.5 X 40 SOCKET HEAD SCREW  
1 M12-1.5 NYLOCK NUT  
2 M12 FLAT WASHER  
1M8-1.25 X 30 SOCKET HEAD SCREW  
4 M8-1.25 X 40 SOCKET HEAD SCREW  
5 M8-1.25 NYLOCK NUT  
2 M8 FLAT WASHER

943300-4

**PASS SIDE 4 LINKS + BRACKET**

LINK HARDWARE

HANGER HARDWARE

- 1 88334LB-1P PASS SIDE 4 LINK BRACKET
- 1 88334LB-2P FLAT PLATE
- 2 SMX853300P PASS SIDE FORGED LINK ARM
- 2 SMX4LINKBUNG (ROD TO LINK ADAPTOR BUNG
- 2SYZ-F001 REBUILDABLE ROD END
- 2 JNR-16S 1 1/4" JAM NUT
- 4 SMX4LINKSLEEVE (LARGE MACHINED ADAPTOR
- 2M18-2.5 X 140 HEX CAP SCREW
- 2 M18-2.5 NYLOCK NUT
- 1 M18-2.5 NYLOCK NUT
- 2 SMX4LINKADAPTOR (SMALL MACHINED ADAPTOR
- 2 M18 FLAT WASHER
- 1M18-2.5 X 130 HEX CAP SCREW
- 1 9/16-12 X 5 HEX CAP SCREW
- 1 9/16-12 X 4 HEX CAP SCREW
- 2 9/16-12 NYLOCK NUT
- 4 9/16 HARDENED FLAT WASHER
- 1 M12-1.5 X 40 SOCKET HEAD SCREW
- 1 M12-1.5 NYLOCK NUT
- 2 M12 FLAT WASHER
- 1 M8-1.25 X 30 SOCKET HEAD SCREW
- 4 M8-1.25 X 40 SOCKET HEAD SCREW
- 5 M8-1.25 NYLOCK NUT
- 2 M8 FLAT WASHER

## SHOCKS

## Maxtrac shocks 4 inch kit

943340S

2 2650SL-8 MAX TRAC SHOCKS

2 3200LL-4 MAX TRAC SHOCKS

OR

## Maxtrac shocks 6 inch kit

943360S

2 2800SL-8 MAX TRAC SHOCKS

2 3400LL-4 MAX TRAC SHOCKS

## Fox shocks 4 inch kit

943340F

2 763326 FOX FRONT SHOCKS

2 773333 FOX REAR SHOCKS

OR

## Fox shocks 6 inch kit

943360F

2 763328 FOX FRONT SHOCKS

2 773335 FOX REAR SHOCKS

## BLOCK AND U-BOLTS

903340

## 1 813340 4" LIFT BLOCKS

1 913316 16 1/2" SEMI ROUND U-BOLTS

OR

## 813360 6" LIFT BLOCKS

903360

## 1 813360 6" LIFT BLOCKS

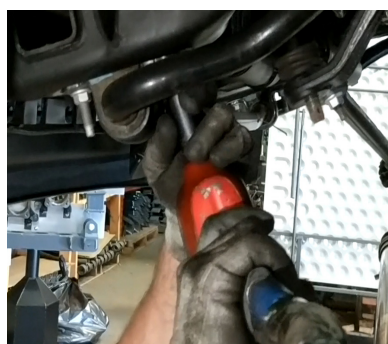
1 913318 18 1/2" SEMI ROUND U-BOLTS

Place the vehicle in neutral. Place your floor jack under the front axle and raise the vehicle. Place jack stands under the frame rails and lower the frame onto the stands. Remove the jack and place the vehicle back in gear, set the emergency brake, and place blocks both in front and behind the rear wheels.



Remove the track bar bolt from the driver side frame mount. Save this hardware for re-use.

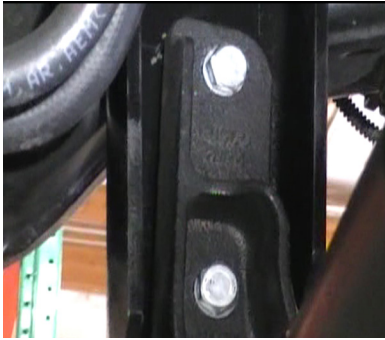
Remove the cast track bar mount on driver side of frame. Save hardware for re-use.



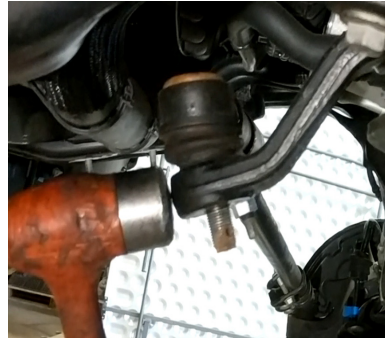
Unbolt the sway bar from the sway bar end links on both sides of the vehicle. Save the hardware for reuse.

Mark the orientation of the sway bar and unbolt it from the frame of the vehicle. Save the hardware for reuse.

**READ THE INSTRUCTIONS THOROUGHLY AND COMPLETELY BEFORE BEGINNING THE INSTALLATION.**



If the vehicle is equipped with a factory steering stabilizer, unbolt it from the frame mount on the passenger side.



Remove the cotter pin and nut from the drag link, at the pitman arm. Save the nut for re-installation. Use a tie rod separator to separate drag link from Pitman arm.



Remove the sector Pitman arm retaining nut and save for re-installation. Use a Pitman arm puller to remove the OE pitman arm. The threads of the sector shaft and the Pitman arm retaining nut must be cleaned of all factory dry adhesive



Install new pitman arm on sector shaft. Lock-tite the sector shaft threads to ensure a proper torque reading. Install Pitman arm retaining nut and tighten until snug.



Reinstall the Pitman arm retaining nut to the sector shaft and torque to 350 ft./lbs.

We recommend a pitman arm puller (snap on # bar1188) and a 46mm socket



**READ THE INSTRUCTIONS THOROUGHLY AND COMPLETELY BEFORE BEGINNING THE INSTALLATION.**



Install track bar drop bracket using provided 3 way bolt bracket. Use thread locker on the bolts. Torque OE the bolts to 129 ft. lbs.



On the driver side, unclip the axle vent line from inside the frame.

Unbolt and unclip the ABS wiring connected to the radius arm. Save hardware for reuse.

## **FACTORY RADIUS ARM INSTALL**

**(skip if you are installing the 4 link arms)**



Place a jack under the pinion or radius arm. On both sides remove the rear bolts holding the radius arms to the frame of the vehicle. Carefully rotate both radius arms down to provide adequate space to install the new drop brackets. Install the radius arm drop brackets using the supplied 18mm X 130mm bolts in the front holes with the heads of the bolts facing out. Do not torque at this time.

### **4 inch factory radius arm kit**

Raise the factory radius arm into the upper hole in the drop bracket. Secure using the OE bolt. Do not tighten this bolt until vehicle is on the ground.

### **6 inch factory radius arm kit**

Raise the factory radius arm into the lower hole in the drop bracket. Secure using the OE bolt. Do not tighten this bolt until vehicle is on the ground.





## 4 LINK FORGED ARM INSTALL



Insert the link arm bracket inside of the original radius arm pocket. The brackets are side specific and will display the Maxtrac logo outwards. While holding the bracket up, line the two holes up and insert the provided M18x130 bolt into the original radius arm bolt hole. Next, install the reduction spacers into the smaller holes just in front of the M18 bolt. Do not install the bolt until the arm is installed



Install the reinforcement plates inside the factory cross-member directly above the 4 link hangers. The plates are marked driver-passenger, front and rear of the vehicle. Once the plates are inserted, use the provided M12x40 & M8x30 bolts and tighten down the brackets. Once this is done, go back and tighten down the M18x130 bolts when the vehicle is on the ground.



### ARM MEASUREMENTS

4" lift: Upper arm 32" eye to eye  
Lower arm 32 1/8" eye to eye

6" lift: Upper arm 32" eye to eye  
Lower arm 32" eye to eye



Install the 4 link arms at this time. Start with the upper arm then the lower arm. Use the provided 9/16-12x4 & x 5" bolts for the links at the hangers, Then use the provided M18 X 140 bolts and steel sleeves at the axle to mount the arms. Next, insert the clamp bolts and tighten.

Next, insert the 4 M8-1.25x40 socket head screws and nuts and tighten.

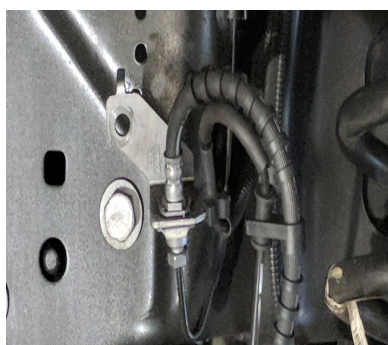
**NOTE: DO NOT TIGHTEN THE ARMS AT THIS TIME. YOU MUST WAIT UNTIL THE VEHICLE IS RESTING ON THE GROUND BEFORE TIGHTENING.**

**READ THE INSTRUCTIONS THOROUGHLY AND COMPLETELY BEFORE BEGINNING THE INSTALLATION.**

Raise the front axle enough to relieve tension on the shock hardware and remove the shocks from the vehicle.



Lower the front axle enough to remove the coil springs from the front spring pockets. Save the factory isolators for re-use.



Unbolt the brake front brake lines from the frame.

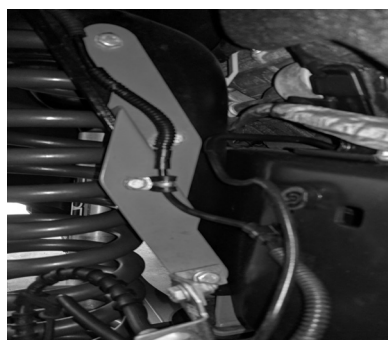
#### **DRIVER SIDE**

#### **PASSENGER SIDE**



Install the driver and passenger side maxtrac brake line extension brackets to the side of the coil buckets using the provided 8mm hardware. Once this is done carefully unbend the metal brake lines until they align with new mounting holes that are attached at the bottom of the maxtrac brake line brackets.

**NOTE: BE SURE TO NOT KINK THE BRAKE LINE.**



Attach the vacuum lines to the Maxtrac brake line bracket using the provided adel clamps using the 6mm hardware



**READ THE INSTRUCTIONS THOROUGHLY AND COMPLETELY BEFORE BEGINNING THE INSTALLATION.**



Remove the factory front bump stops from the bump stop mounting cups. Pliers and a back and forth rocking motion will assist in removal of the bump stops.



Use the factory bolt to attach the bump stop extension to the frame. Next, use the provided M8-1.25x30mm hardware to attach the bump stop cup to the extension.

**NOTE: ENSURE THAT THE GUIDE PIN IS ALIGNED WITH THE HOLE**



Reinstall the previously removed factory bump stops into the mounting cup on the new bump stop drops.



On the driver side, attach the vacuum line to the new bump stop drop bracket.

**NOTE: Make sure that the line has enough slack for the suspension to fully extend and that the wire won't make contact with the coil spring**

**READ THE INSTRUCTIONS THOROUGHLY AND COMPLETELY BEFORE BEGINNING THE INSTALLATION.**



Using the factory isolators install the supplied front coil springs into the spring buckets and raise the axle into place. Make sure the coil spring seats properly on the lower spring perch.



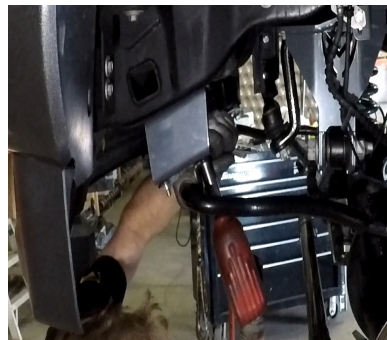
Install the new front shocks at this time using the factory hardware.

Install the drag link end into pitman arm and torque the drag link nut to 148 ft. lbs. Reinstall cotter pin.

NOTE: Always align castellated notches with the hole by tightening the nut.



Install the sway bar drops to the OE sway bar mounting studs on the frame using the previously removed OE hardware.



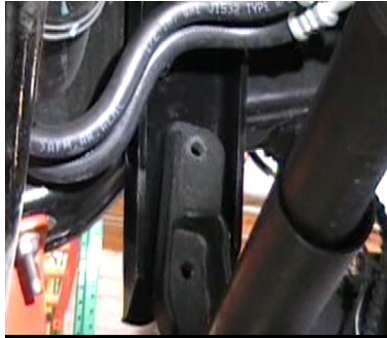
Reattach the sway bar to the OE sway bar end links using the previously removed OE hardware. Swing the body of the sway bar upward and attach it to the sway bar drop down brackets using the provided M10-1.5x35 bolts and hardware.



**READ THE INSTRUCTIONS THOROUGHLY AND COMPLETELY BEFORE BEGINNING THE INSTALLATION.**



Install the steering stabilizer drop down bracket where the factory bracket was mounted on the passenger side. Frame rail using the provided M10-1.5x35 bolts and hardware.



Re-install the factory steering stabilizer bracket to the new drop down bracket. Next, re-install the steering stabilizer back on the OE bracket



Torque the OE rear Radius arm bolts to 222 ft. lbs. with the vehicle on the ground

4 inch kit



6 inch kit



Place the cam on the front side of the trac bar bracket while installing the trac bar and hardware. The Cam will center the axle under the vehicle.

NOTE: THE OFFSET HOLE SHOULD BE OFFSET TOWARDS THE PASSENGER SIDE OF THE TRUCK FOR 6" LIFT AND DRIVERSIDE FOR THE 4" LIFT



Reinstall the track bar into the Maxtrac track bar bracket using the OE bolt and adjustable cam plate. Torque to 406 ft. lbs.

NOTE: You may find that having someone inside the vehicle and moving the steering wheel from side to side will aid in the alignment of the track bar. DO NOT start the engine for this! You only have to move it enough to line the holes up on the track bar mount. The vehicle needs to be on the ground to do this

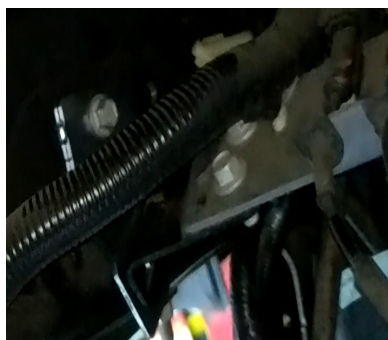


**READ THE INSTRUCTIONS THOROUGHLY AND COMPLETELY BEFORE BEGINNING THE INSTALLATION.**

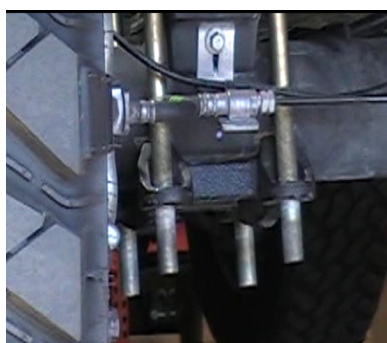
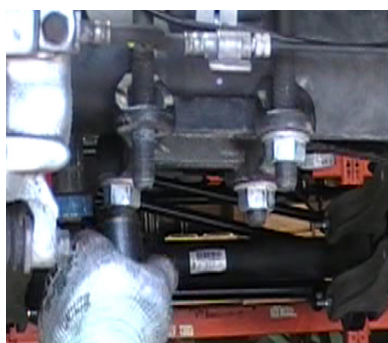
**Block the front tires and raise the rear of the vehicle. Support the frame with jack stands forward of the rear springs. Remove the wheels and tires.**



Unbolt the rear brake line bracket that is mounted on the driver side frame. Next, slide the new max-trac bracket in-between the frame and the factory. Use the provided hardware to mount the Maxtrac bracket to the frame and the OE hardware to the connect the OE bracket to the Maxtrac bracket



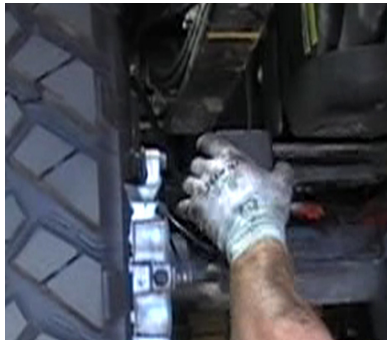
Remove the shocks on both sides of the vehicle. It may be necessary that you slightly raise the axle to unload the shocks for removal.



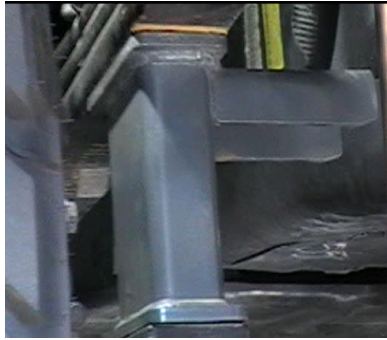
Support the rear axle with a floor jack and remove the U-bolts on the driver side. Slightly loosen the U-bolts on the passenger side.



**READ THE INSTRUCTIONS THOROUGHLY AND COMPLETELY BEFORE BEGINNING THE INSTALLATION.**



Lower the rear axle and remove the factory block.  
NOTE: Be sure not to over extend the rear brake line and rear axle vent line.



Install the supplied lift block Make sure the pin fits into the hole on the spring perch. Use your floor jack to raise the axle to the spring making sure the pin on the factory leaf spring assembly fits into the hole on the lift block. Secure the assembly with the hi-nuts washers supplied. Do not torque the hi-nuts at this time.

NOTE: Make sure the block sits flush on the axle perch.  
Repeat the installation on the other side of the vehicle.



Install the rear shocks top and bottom mount

#### NOTES:

On completion of the installation, have the suspension and headlights re- aligned.  
After 100 miles recheck for proper torque on all newly installed hardware.  
Recheck all hardware for tightness after off road use.