



## INSTALLATION INSTRUCTIONS

**PART#: SMX-MC2**

**FITS: Chevrolet/GMC**

- 88-98** All full-size 4x4 with torsion bars 1st design
- 88-00** 8-Bolt wheel "Old Body"
- 99-07** Silverado/Sierra "Classic" 6-Bolt wheel full-size 4x4 truck & SUV with torsion bars \*Retains OE Shocks
- 01-06** Avalanche/Tahoe(XL)/Suburban/Escalade/Denali

Thank you for choosing Suspensionmaxx for your vehicle. This kit is designed to add suspension travel and increase front and ground clearance. Specially designed tools and experience are required to complete the installation properly. These parts should only be installed by a qualified mechanic otherwise an unsafe vehicle and/or injury may result. Consult manufactures service manual for proper torque specifications and procedures. Instructions are supplied for the leveling kit installation only. Safety is important. Use safe working habits.

### WARNING!

*This suspension system will enhance off road performance and increase ground clearance. Larger tires will increase vehicle roll center height. The vehicle will handle and respond to driver steering and braking differently from a stock factory equipped passenger car or truck. Extreme care must be used to prevent loss of control or vehicle rollover during abrupt maneuvers both on and off-road. Failure to operate this vehicle safely can result in vehicle damage, serious injury or death to the driver and passengers. Always wear your seat belt and reduce your speed, avoid sharp turns, inclines and abrupt maneuvers. Tread lightly, respect nature and enjoy the Off-Road Experience! Help keep it available for future generations.*

Thank You!  
SuspensionMAXX Inc.



## 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.*

### REQUIRED TOOLS

- Torsion Bar Unloader Tool (SMX-MT or SMX-2011MT or OTC7822A)
- Load-rated Floor jack
- Load-rated jack stands
- Metric socket set (15mm, 18mm, 21mm)
- Metric wrenches (15mm, 18mm, 21mm)
- 1" Socket for Unloader Tool
- Anti-seize
- Tape measure
- Brass drift and hammer
- Torque wrench rated up to 100ft/lbs



**Again, Thank you for your purchase! Enjoy your SuspensionMAXX leveling system!**

**Questions? E-mail us at [tech@suspensionmaxx.com](mailto:tech@suspensionmaxx.com) or call 1.888.629.9226**

## PRELIMINARY STEPS

1. Park vehicle on level surface.
2. Block rear wheels
3. Using load-rated floor jack and stands, raise and safely support vehicle under certified frame lift points and remove front wheels.

## STEP 1

1. Support lower control arm with floor jack.
2. Remove top nut from shock using 15mm wrench.
3. Remove upper washer and rubber bushing.
4. Push top of shock downward below the frame mount and remove lower bushing and washer.
5. Install spacer sleeve onto shock.
6. Reinstall lower washer and bushing.
7. Raise top of shock back through frame mount.
8. Reinstall upper bushing, washer, and nut.
9. Tighten top nut only until rubber bushings compress. **DO NOT** over-tighten.



FIG. 2-1



FIG. 2-2

## STEP 2: Remove Torsion Bar

1. Using specified torsion bar unloader tool, increase tension on torsion bar adjusting lever. Remove height adjusting bolt and horizontal adjusting nut when unloaded.
2. Slowly relieve torsion bar tension. Remove unloader tool.
3. Slide Torsion bar forward, disengaging hex from lever. **NOTICE:** Torsion bar may be frozen in lever, added force may be required for disassembly.

**CAUTION: Disengaged Lever Can Fall From Vehicle And Cause Injury.**

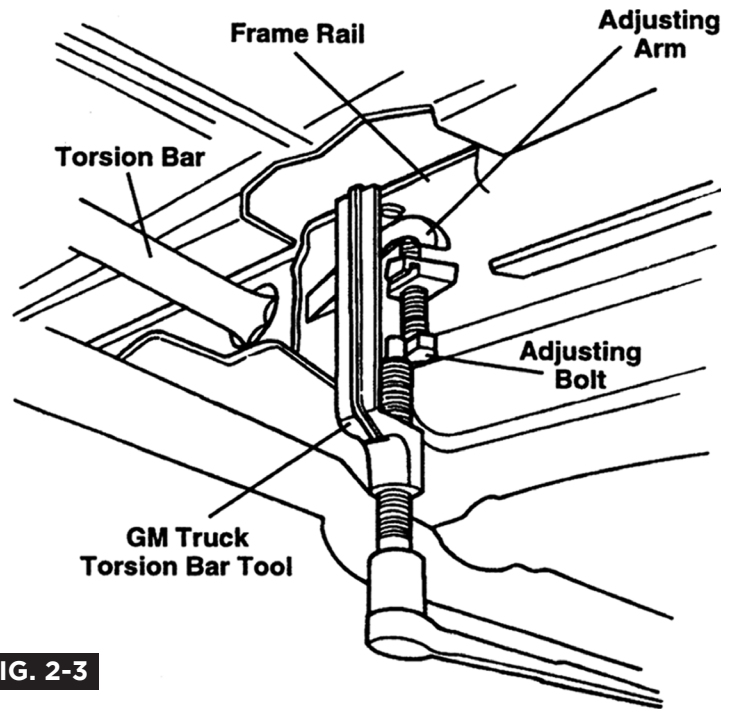
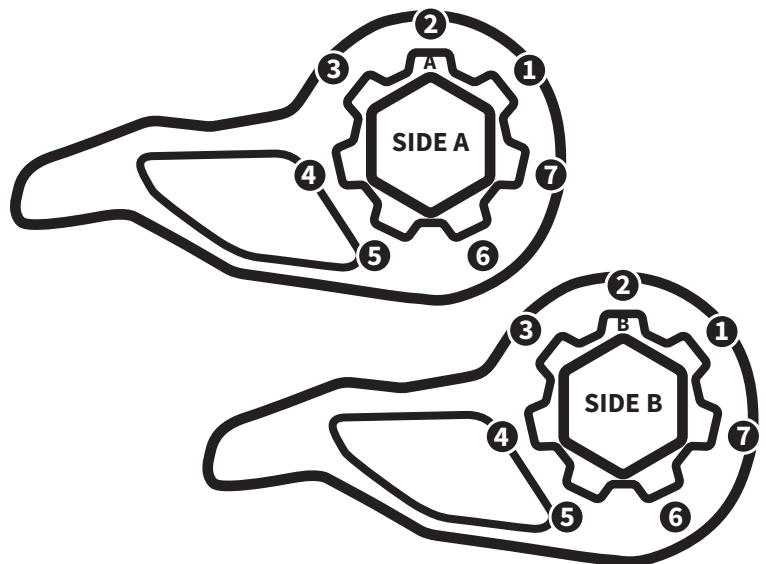


FIG. 2-3

## STEP 3: Calibration

**NOTICE:** Calibration is required before installation

1. To calibrate match **A** or **B**, stamped on the internal hub, with the appropriate numbered outer position.
2. Apply anti-seize on gear tooth area to ease future disassembly.
3. Install hub alignment clip to aid in holding the **MAXXCAM 2's** gear in place. (Only 1 supplied)
4. Reinstall **MAXXCAM 2** in vehicle.
5. Remove hub alignment clip. (Discard - not required)
6. Adjust suspension ride height within specified range.



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## CALIBRATION CHART

Actual measurements may vary due to initial starting position, load and bar fatigue.

### CHEVROLET/GMC LEVELING KIT

|   |                   |  |
|---|-------------------|--|
| <p><b>INCREASE</b> ↑</p> <p>↓ <b>DECREASE</b></p> | <b>B3 = +2.7"</b> | <p><u>Record position for reference:</u></p> <p><b>LEFT</b> _____</p> <p><b>RIGHT</b> _____</p> <p><b>INSTALLED</b> __/__/____</p> <p><b>MILEAGE</b> _____</p> |
|   | <b>A4 = +2.0"</b> |  |
|   | <b>B2 = +1.2"</b> |  |
|   | <b>A3 = +0.5"</b> |  |
|   | <b>B7 = -2.5"</b> |  |

**NOTICE:** Disregard the "0" with hash marks located on the gear.

**B2-**Recommended height for 88-98 All full-size 4x4 trucks with torsion bars 1st design.

**B2-**Recommended height for 94-00 full-size SUV 4x4 with torsion bars 1st design.

**B2-**Recommended height for 88-00 **8-bolt** wheel "Old Body"

**A4-**Maximum height for vehicles equipped with Auto-Ride

\*99-06 **1500** trucks/SUVs use any position listed above

**NOTE:** Lift heights shown on chart reflect the initial height achieved by the MAXXCAM prior to adjustment of the torsion bar bolt. Results may vary.

This kit adds suspension travel only and will not add load carrying capacity to the suspension system.

**\*DO NOT OVERLOAD\***

This kit can be over calibrated. Over adjustment of the torsion bar is not recommended!

NOTICE ALL POSITIONS MAY NOT BE USED IN SOME APPLICATIONS

### NOTICE: WHEEL ALIGNMENT REQUIRED

#### STEP 4: Installation

1. Inspect torsion bars, cross-member support for bends, cracks, rust or damage. Check adjusting bolts and nuts for damage, rust or stripped threads. Replace if necessary.
2. Calibrate MAXXCAM 2 as needed to compensate for torsion bar sag and fatigue. **See calibration instructions on page 2.**
3. Install MAXXCAM 2 into cross-member, slide torsion bar rearward fully engaging torsion bar hex in MAXXCAM 2.
4. Reinstall torsion bar unloader tool. Increase tension on torsion bar unloader tool as required to reinsert horizontal adjusting nut.

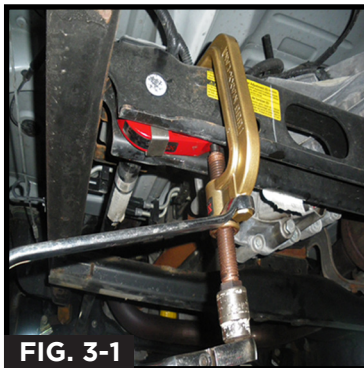


FIG. 3-1

5. Reinstall torsion bar adjustment bolt, thread the bolt in until it makes contact with the MAXXCAM torsion bar key.

**WARNING: INCREASED PRESSURE REQUIRED! USE EXTREME CAUTION!**

#### STEP 5: Adjustments

1. With vehicle sitting on level ground on all four tires check and adjust ride height and be aware of upper control arm gap. As you adjust the torsion bar bolt the upper control arm gap will decrease. The gap must maintain **1/4" - 3/8"** clearance between upper control arm and stop bracket. Adjust until ride height is adequate. Use the torsion bar adjustment bolts to balance ride height between both sides of the vehicle.

**NOTICE:** Over-adjustment will result in poor ride and difficulty setting the vehicles wheel alignment.

2. Check and adjust wheel alignment.

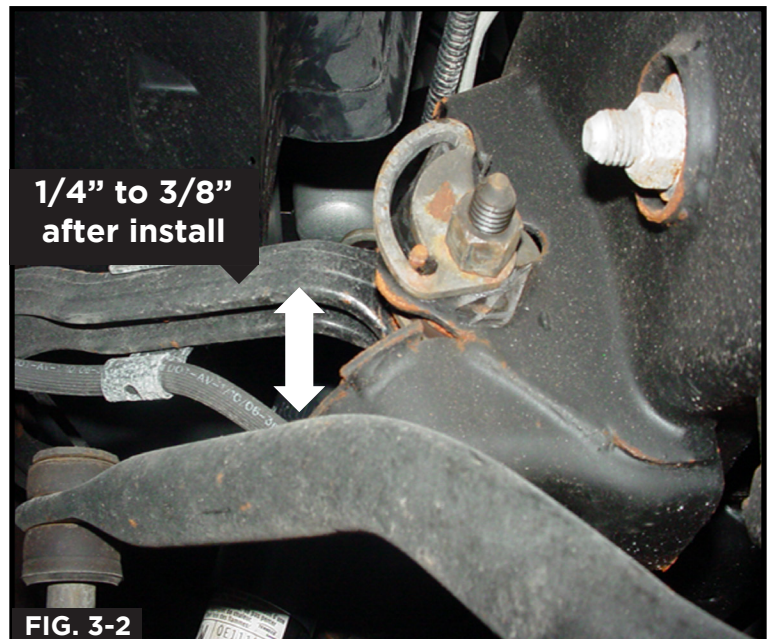


FIG. 3-2

#### WHEEL ALIGNMENT SPECS W/ LEVELING KIT

|  |                            |
|--|----------------------------|
| <b>CAMBER</b>                              | <b>0.0Deg. +/- 0.5Deg.</b> |
| <b>CASTER</b>                              | <b>2.0Deg. +/- 1.0Deg.</b> |
| (LEFT TO RIGHT MUST BE EQUAL +/- 0.25Deg.) |                            |
| <b>TOTAL TOE</b>                           | <b>1/8in. +/- 1/16in.</b>  |

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