



INSTALLATION INSTRUCTIONS

PART#: SMX-GM710/GM715

FITS: Chevrolet/GMC

**•2007-2016 Silverado/Sierra/Suburban/Tahoe
1500 4WD/2WD/AWD**

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

- Load-rated floor jack
- Safety stands x2
- Wheel Chocks
- Metric tool set
- Torque Wrench
- Loctite threadlocker for all fasteners



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

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

STEP 1: Removal

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. Installation will be performed on both left and right sides together.
3. Mark lug and wheel location. Remove front wheels on both sides.
4. Mark lower strut location that faces outward.
5. Remove 2 lower strut mounting bolts with a 15mm socket. **(Fig 1.2)**
6. Remove 2 lower strut clip nuts with flat head screw driver or small pry bar.
NOTICE: Repeat procedure on both sides of the vehicle before continuing.

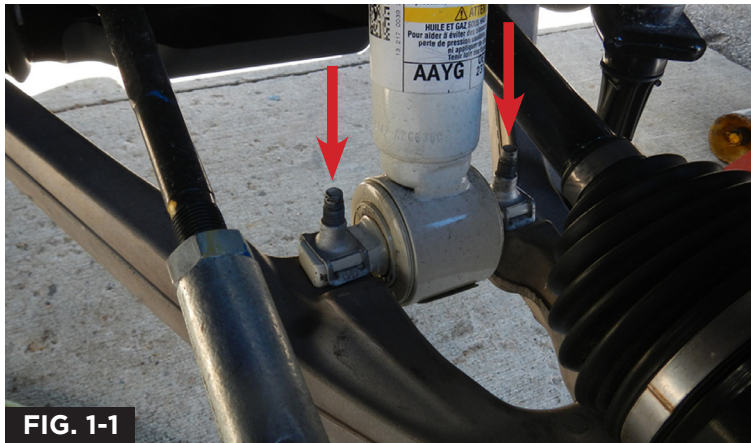


FIG. 1-1

For vehicles with Auto-ride or Magnetic-ride Part#: SMX-GM710M/GM715 ONLY

1. Verify if your vehicle has the Electronic Ride Control option. Check the glove box lid for the GM code "RPO Z55" (Auto-ride) or "RPO Z95" (Magnetic-Ride) This code verifies that your vehicle does include active ride control suspension.
NOTICE: If your vehicle does not include this option continue to Step 2.
2. Temporarily disconnect linkage from upper control arm bracket with 10mm open-end wrench. **(Fig 0.1)**

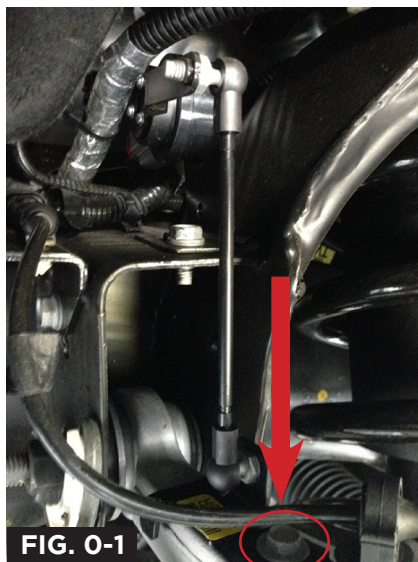


FIG. 0-1

STEP 2: Installation

1. Insert MAXXStak strut leveling lift spacer. "SUSPENSIONMAXX" side facing up.
NOTICE: Pry downward on sway bar to gain clearance for strut spacer, align mounting holes and reinstall vertical bolts. Torque to 35ft/lbs
SMX-GM710 1" Lift - Reuses factory bolts with new supplied nuts.
SMX-GM715 1.5" Lift - Uses new supplied longer bolts with nuts.
2. It may be necessary to loosen 3 top strut mount nuts to help align lower strut mount spacers.
3. Install wheels
4. Perform wheel alignment to specification.

WHEEL ALIGNMENT SPECS W/ LEVELING KIT

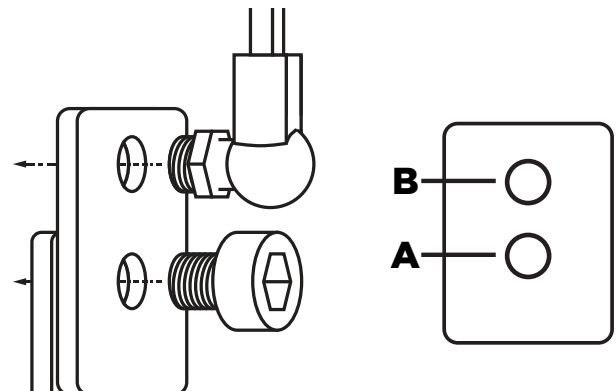
CAMBER	0.5Deg. +/- 0.5Deg.
CASTER	2.0Deg. +/- 1.0Deg.
(LEFT TO RIGHT MUST BE EQUAL +/- 0.25Deg.)	
TOTAL TOE	1/8in. +/- 1/8in.

MAGNETIC-RIDE CONTROL (Continued)

1. Disconnect Magnetic-Ride-Control linkage from bracket using a 10mm open end wrench. **(FIG 2.1)**
2. Bolt on relocation bracket with a 5mm Allen wrench to hole **A**. Then relocate linkage arm into the bracket hole **B**.
NOTICE: Do not overtighten



FIG. 2-1



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