

trail master



SUSPENSION

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GM 1500 4WD/2WD SUSPENSION 4" LIFT KIT '07- '13 KIT# TM102N

WARNING

Installation of a Trail Master suspension lift kit will change the vehicle's center of gravity and handling characteristics both on- and off-road. You must drive the vehicle safely! Extreme care must be taken to prevent vehicle rollover or loss of control, which could result in serious injury or death. Avoid sudden sharp turns or abrupt maneuvers and always make sure all vehicle occupants have their seat belts fastened.

WARNING

Before you install this kit, read and understand all instructions, warnings, cautions, and notes in this instruction sheet and in the vehicle owner's manual.

CAUTION

Proper installation of this kit requires knowledge of the factory recommended procedures for removal and installation of original equipment components. We recommend that the factory shop manual and any special tools needed to service your vehicle be on hand during the installation. Installation of this kit without proper knowledge of the factory recommended procedures may affect the performance of these components and the safety of the vehicle. We strongly recommend that a certified mechanic familiar with the installation of similar components install this kit.

WARNING

This kit should only be installed on a vehicle that is in good working condition. Before you install the kit, thoroughly inspect the vehicle for corrosion or deformation of the sheet metal. If the vehicle is suspected to have been in a collision or misused, do not install this kit. Off-road use of your vehicle with this kit installed may increase the stress applied to the factory components. Failure to observe this warning may result in serious personal injury and/or severe damage to your vehicle.

WARNING

Many states and municipalities have laws restricting bumper heights and vehicle lifts. Consult state and local laws to determine if the changes you intend to make to the vehicle comply with the law.

WARNING

The installation of larger tires may reduce the effectiveness of the braking system.

WARNING

Always wear eye protection when operating power tools.

WARNING

Before you install this kit, block the vehicle tires to prevent the vehicle from rolling.

WARNING

DO NOT combine suspension, body, or other lift devices. Use of vehicle with combined lifts may result in unsafe and/or unexpected handling characteristics.

NOTE

Lift height may vary depending on vehicle configuration, engine size, additional accessories, the factory suspension package, and vehicle's condition.

NOTE

Trail Master recommends using thread locking compound on the threads of all kit nuts and bolts unless specified otherwise in these instructions.

INSTALLATION WORKSHEET—SAVE WITH VEHICLE RECORDS

Product Information

Part Number:	Date Purchased:	Purchased From:
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Vehicle Information

Make:	Model:	Year:
VIN:	Mileage:	Engine:

Owner Information

Name:		
Address:		
City:	State:	Zip:

Vehicle Measurements

Axle Center to Fender Lip (on level ground, at ride height):	OE	Kit Installed
Right Front		
Right Rear		
Left Front		
Left Rear		

Bump Stop to Contact Point (on level ground, at ride height):	OE	Kit Installed
Right Front		
Right Rear		
Left Front		
Left Rear		

Tire & Wheel Information

Tire Size:	Tire Brand:	
Actual Tire Diameter (measured):	Wheel Size:	
Wheel Style:	Wheel Brand:	Wheel Backspacing:

Other Equipment and/or Accessories

Installer Information

Shop Name:	Installer:	
Address:		
City:	State:	Zip:
Phone Number:	Fax Number:	

Attach: Copy of Purchase Receipt
 Copy of Vehicle Wheel Alignment Results

Before Starting Installation

NOTE

Kit parts are prefaced by the word *kit* and appear in **bold** print.

1. Carefully read all warnings and instructions completely before beginning.
2. Verify all parts have been received in this kit by checking the parts list at the end of this document.
3. **Only install this kit on the vehicle for which it is specified.** If anytime during the installation you encounter something different from what is outlined in the instructions, call technical support at **(877) 695-7812**.
4. Park vehicle on a clean, dry, flat, level surface and block tires so vehicle cannot roll in either direction.
5. Measure ride height with the vehicle supporting its own weight on level ground. To settle the suspension, the vehicle should be driven forward at least 10 feet immediately prior to taking these measurements. Ride height is the measurement from the center of the axle straight up (vertical) to the fender lip. Record this measurement for all four wheels.

NOTE

Adhere to recommendations when replacement fasteners, retainers and keepers are called out in the factory service manual. When re-assembling the vehicle it is recommended by the vehicle manufacturer that certain fasteners are replaced in order to maintain proper retention characteristics. This system may not include all replacement hardware as recommended by the factory service manual. Additional replacement hardware should be obtained prior to installation of this system to meet the requirements of the factory service manual.

NOTE

On some vehicles the driver's side OE chassis wire harness that connects to the ABS wire may be shorter, from the factory, than others. If the line needs to be extended GM #19149296 (ACD#PT2232) can be installed into the chassis wire harness.

Engine Compartment

1. Disconnect both battery cables. Disconnect negative cable first, then positive cable.

Torque Specifications:

See factory service manual for torque values when re-using OE fasteners.

Bolt Size	Grade 5 (ft.-lbs.)	Grade 8 (ft.-lbs.)
1/4"-20	10	10
1/4"-28	10	12.5
5/16"-18	17	22.5
5/16"-24	20	25
3/8"-16	30	40
3/8"-24	35	45
7/16"-14	50	65
7/16"-20	55	70
1/2"-13	75	100
1/2"-20	80	115
9/16"-12	105	135
9/16"-18	115	150
5/8"-11	150	195
5/8"-18	160	210
3/4"-16	175	225

Tire & Wheel Information:

Due to differences in manufacturing, dimensions and inflated measurements, tire and wheel combinations should be test fit prior to installation. Tire and wheel choice is crucial in assuring proper fit and performance of your modified vehicle. Body and or fender modifications may be required to properly install the maximum tire diameter and maximum wheel width listed. In most cases modifications may consist of minimal trimming of plastic bumper valances and or plastic fender liners. Use of wider than factory rims with less backspacing is more likely to result in tire to fender contact and require more modification. The factory wheel and tire combination will not fit once this kit is installed.

For this application:

- 285/70-17 tires on aftermarket rims not to exceed 9" in width and backspacing of 4.5".
- 295/65-18 tires on aftermarket rims not to exceed 9" in width and backspacing of 4.5" to 5".
- 295/55-20 tires on aftermarket rims not to exceed 9" in width and backspacing of 4.5" to 5".

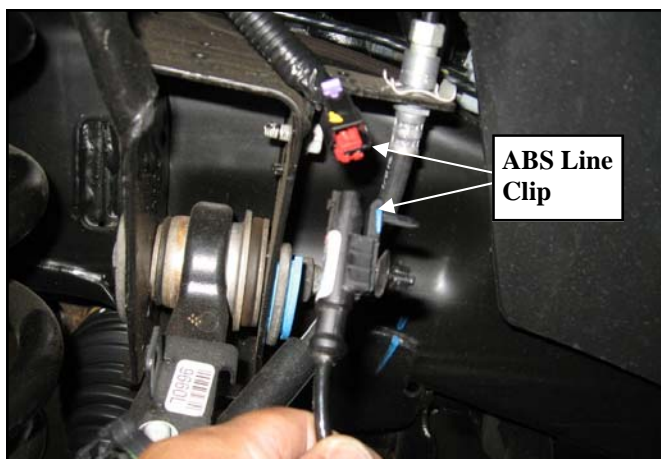
Prepare to Install Front Suspension

1. Place the vehicle in neutral. Place your floor jack under the frame 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.
2. Remove the front wheels from the vehicle.
3. Unbolt and remove the **OE** lower skid plate from the vehicle. Save the hardware for reinstallation.

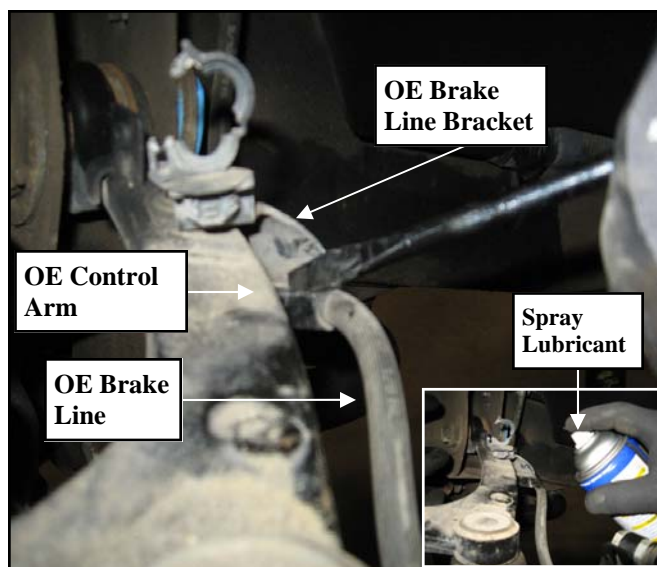


4. Work on one side of the vehicle at a time.
5. Unclip the ABS line from the bracket on the top of the control arm pocket. Unplug the ABS wiring connector.

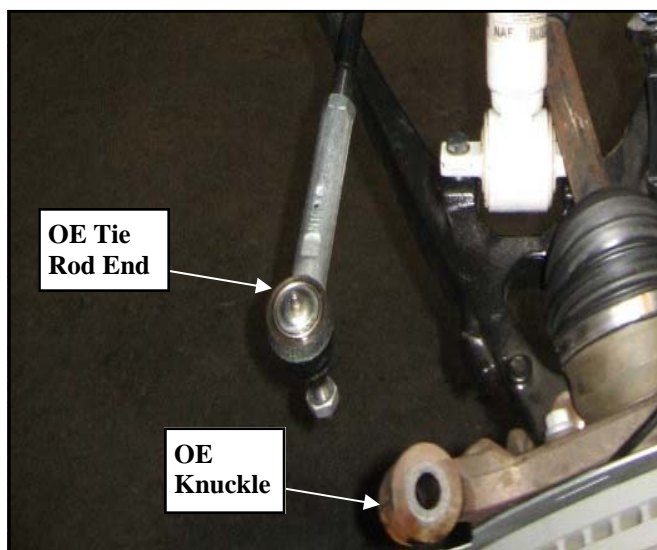
NOTE: Be careful not to damage the ABS line during removal.



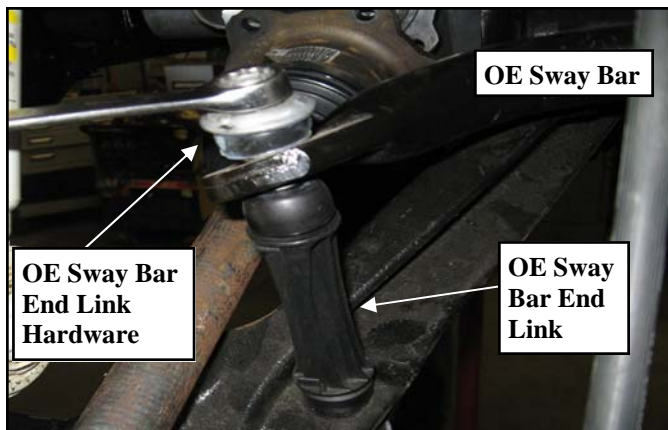
8. Remove the ABS line from the **OE** upper control arm. Leave bracket bolted to arm.
9. Using a flat blade screw driver carefully open the upper control arm brake line retaining bracket. Carefully, remove the rubber brake line from the bracket. **NOTE: Spraying the brake line with lubricant will aid in it's removal. Be very careful to not damage the rubber line in any way during it's removal from the bracket.**



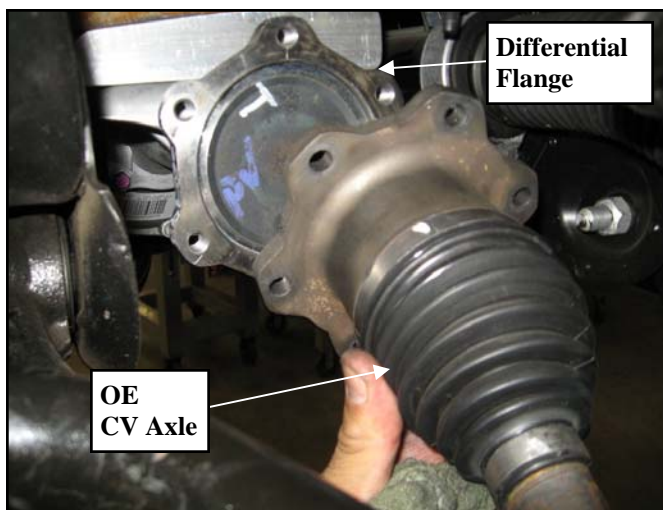
10. Remove the tie rod end nut. Using the proper tool, carefully separate the outer tie rod end from the **OE** knuckle.



11. Unbolt the sway bar end links from the sway bar. Save the links and hardware for reinstallation.



12. Unbolt the **OE CV axle** from the differential.
Rest the CV axle on the lower control arm.
NOTE: Be very careful not to overextend the CV axle during removal.

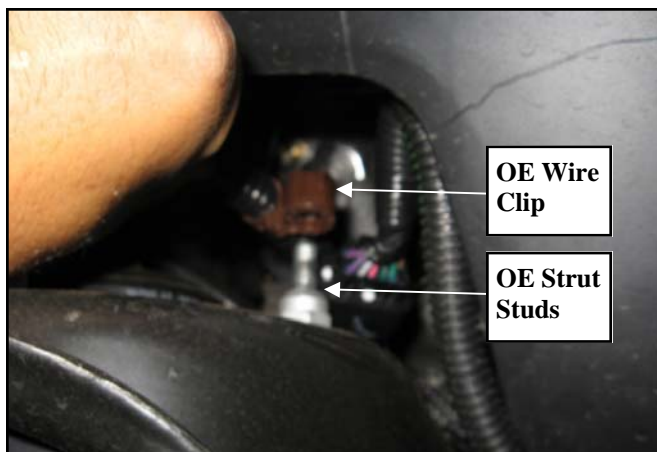


13. Using the proper tool carefully separate the upper ball joint from the knuckle. Loosen but ***DO NOT*** remove the retaining nut from the upper ball joint.

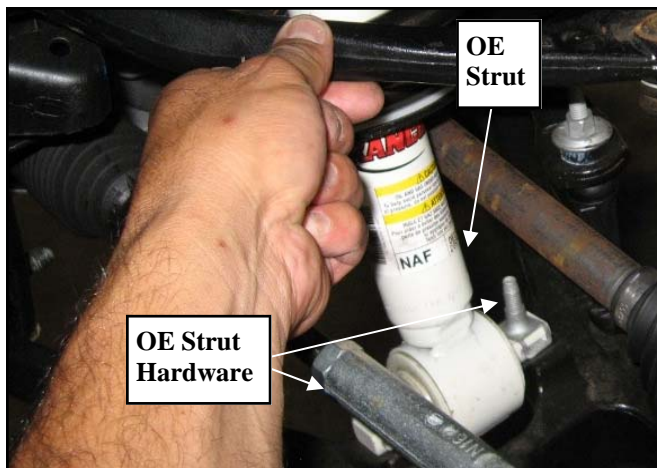
14. Unbolt the previously loosened upper ball joint retaining nut.



15. Remove the clips that hold the ABS wire to the upper strut mounting studs.



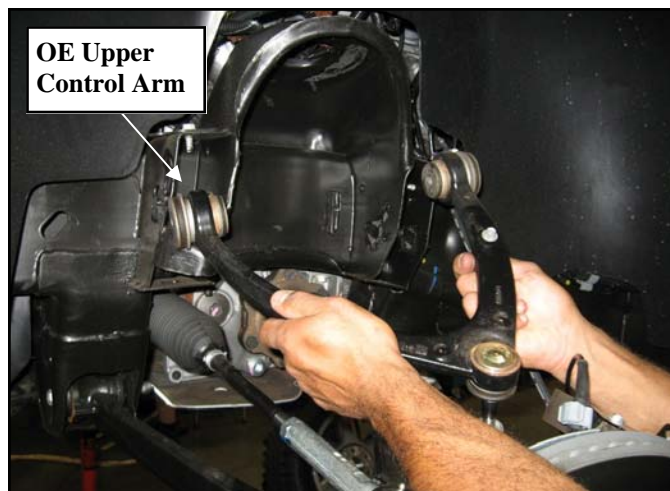
16. Support the lower control arm with a jack and unbolt the lower strut mounting bolts from the lower control arm mount.



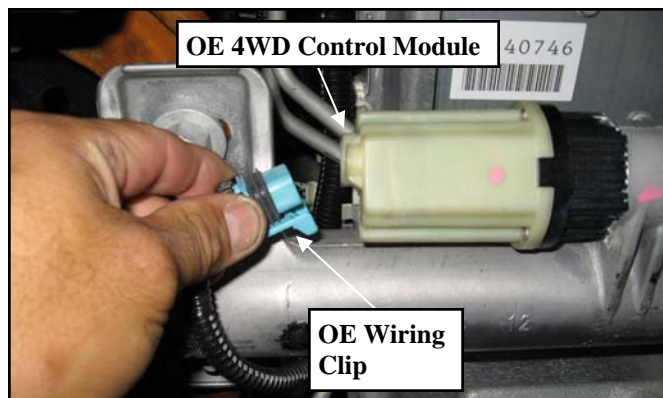
17. Unbolt the nuts on the upper strut mounting studs. Carefully remove the strut from the vehicle.



18. Unbolt the upper control arm cam bolts and remove the upper control arm from the vehicle. Save the cam bolts for reinstallation.



19. Unplug the 4WD control module wiring harness clip and vent tube secure up out of the work area.



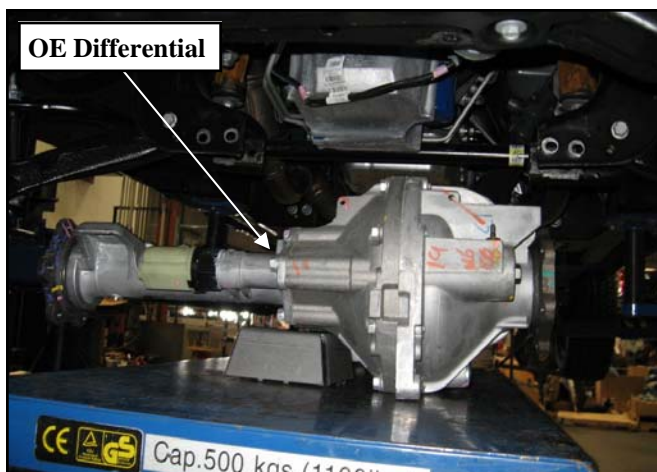
20. Unbolt the front driveshaft from the differential and secure it out of the way of the work area. Save the hardware for reuse.



21. Remove the OE rear crossmember support brace from the vehicle. Save the OE hardware for reinstallation.



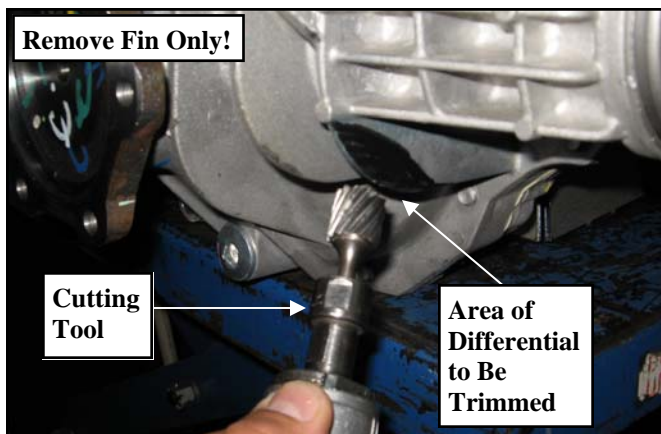
22. Support the differential with a jack and unbolt the driver and passenger side mounts (2 per side). Carefully remove the differential from the vehicle.



23. Referring to the following picture, scribe a mark on the driver side fin portion of the front differential. This fin area will need to be trimmed to provide adequate clearance once the differential is reinstalled.

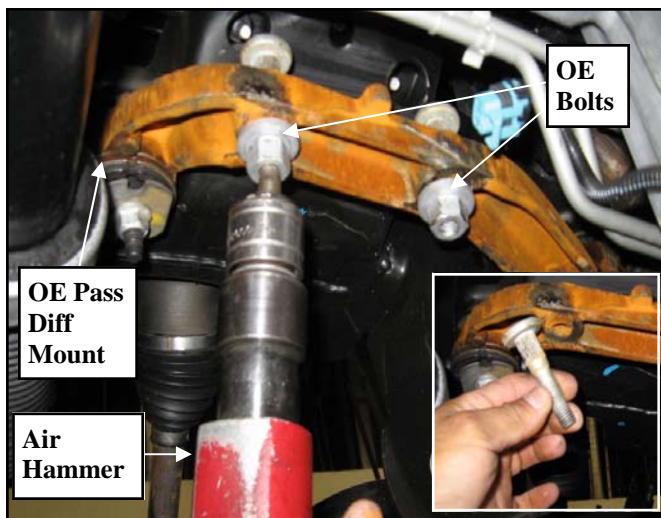


24. Using a suitable cutting tool, (abrasive cutoff wheel, Sawz-all, etc.), carefully trim off the marked fin area. Do not cut into the housing.



25. On the passenger side, the OE bolts need to be removed from the pass side differential bracket. Remove the bolts using an air hammer.

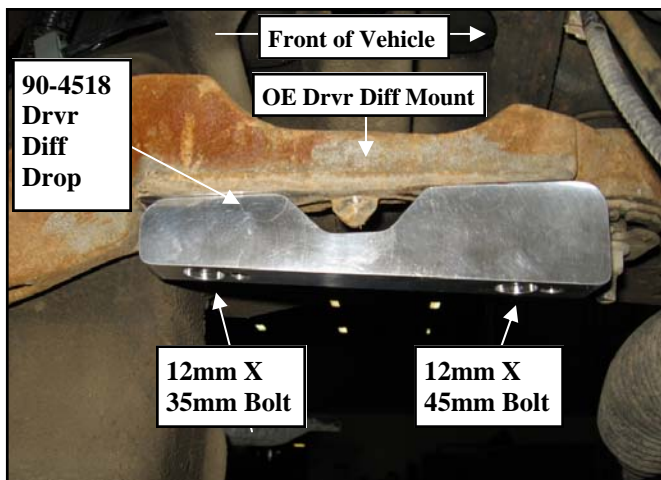
NOTE: If you do not have an air hammer the bracket will need to be removed the vehicle so the bolts can be removed.



Install Front Suspension

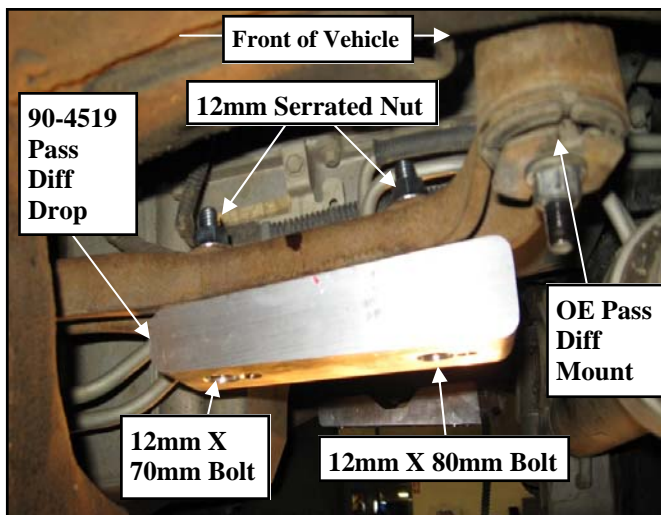
1. Install the driver side differential drop (90-4518) to the OE differential mount using the supplied (1 front) 12mm X 45mm Allen head bolt, (1 rear) 12mm X 35mm Allen head bolt and hardware. Be sure to use thread locker on these bolts. Torque to 55 ft./lbs.

NOTE: The thicker part of the spacer will be orientated toward the front of the vehicle.

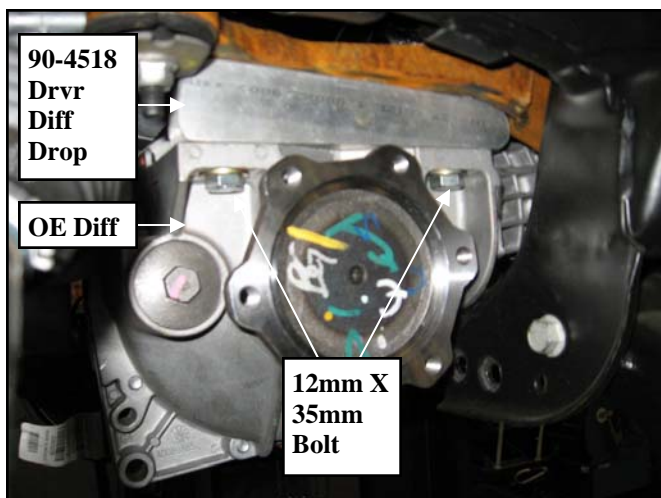


2. Install the passenger side differential drop (90-4519) to the OE differential mount using the supplied (1 front) 12mm X 80mm Allen head bolt, (1 rear) 12mm X 70mm Allen head bolt and (2) 12mm serrated nuts. Be sure to use thread locker on these bolts. Torque to 55 ft./lbs.

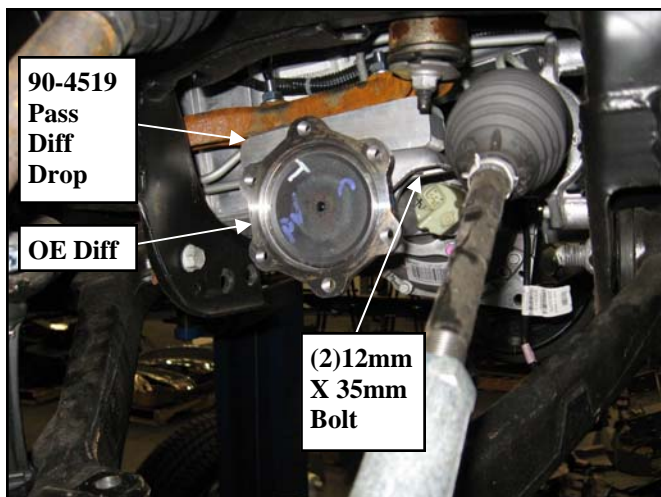
NOTE: The thicker part of the spacer will be orientated toward the front of the vehicle.



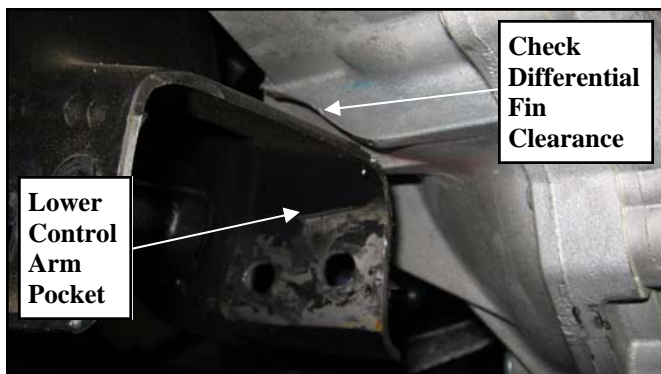
3. Using a jack, carefully raise the differential into place and secure to the previously installed driver side drop bracket (90-4518) using the (2) supplied 12mm X 35mm and (2) 12mm lock washers, flat washers and hardware. Be sure to use thread locker on these bolts. Torque to 55 ft./lbs.



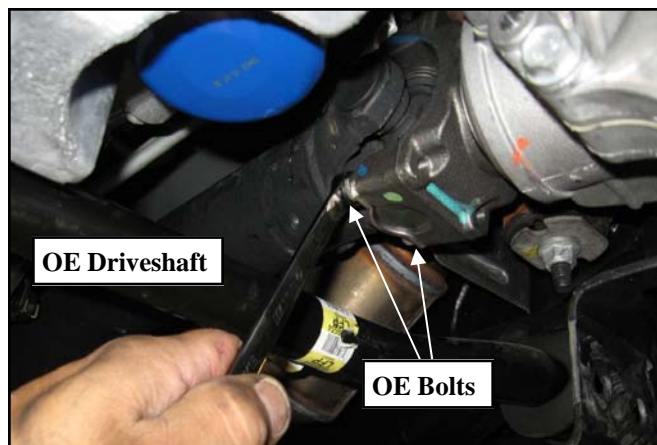
- Secure the differential to the previously installed passenger side drop bracket (90-4519) using the (2) supplied 12mm X 35mm, (2) 12mm lock washers and (2) 12mm fender washers and hardware. Be sure to use thread locker on these bolts. Torque to 55 ft./lbs.



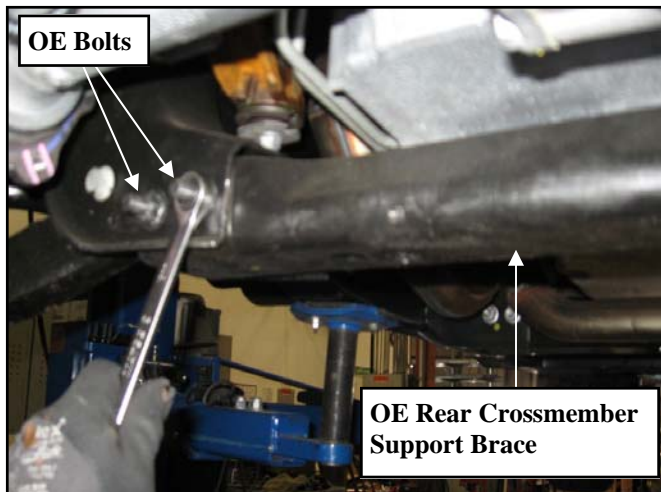
- Check clearance between the trimmed area of the differential fin and the lower control arm mounting pocket. If needed, remove more material until adequate clearance is achieved.



- Reinstall the front driveshaft to the front differential using the previously removed OE hardware. Be sure to use thread locker on these bolts. Torque the OE bolts to 35 ft./lbs.



- Reattach the 4WD control module wiring harness clip and vent tube to the differential.
- Re-install the OE rear crossmember support brace into the frame mounting pockets using the previously removed OE hardware. Be sure to use thread locker on these bolts. Torque to 55 ft./lbs.



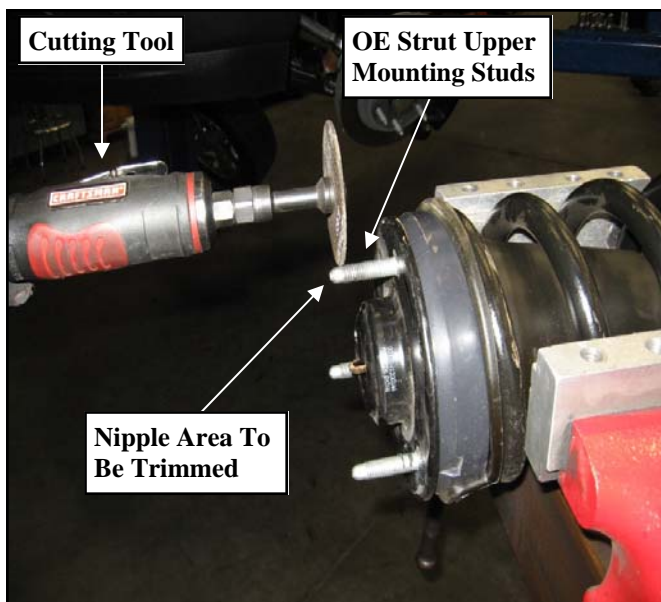
- Install the supplied Zerk fitting into the new upper control arm (82-8274 drvr and 82-8277 pass). Be very careful not to cross-thread or over tighten the fitting.
- Install the new upper control arm (82-8274 drvr and 82-8277 pass) into the OE mounting pockets using the previously removed OE cam bolts. Rotate the cams so they are all the

way out. Doing this will ensure the ball joint is out as far out as possible. Torque the cam bolt hardware to **95** ft./lbs.

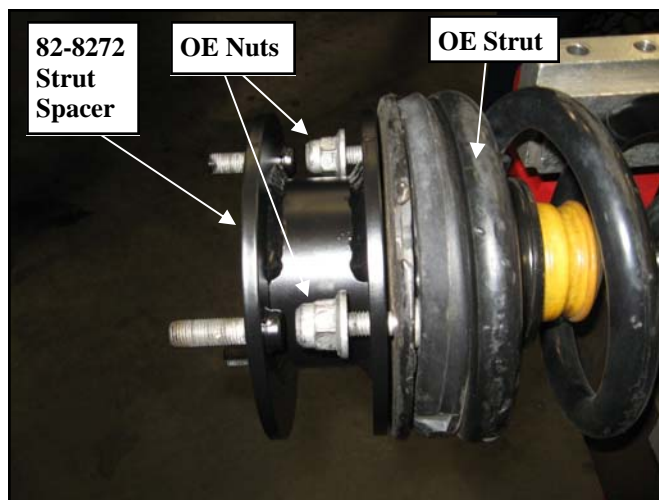


11. Install the **OE** nuts onto the **OE** strut upper studs. Using a suitable cutting tool, (abrasive cutoff wheel, Sawz-all, etc.), carefully cut off the top nipple part of the studs. Once the studs have been cut, remove the **OE** nuts.

NOTE: Take care to not cut into the threads of the studs.



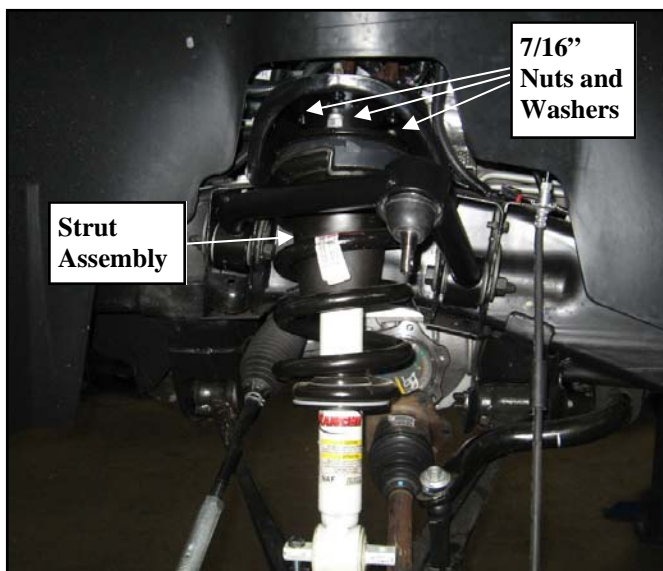
12. Attach the strut spacer (**82-8272**) to the top of the strut using the **OE** hardware. Be sure to use thread locker and torque to manufacturers specifications.



13. Remove the **OE** lower strut mounting clips from the strut.
14. Fit the **OE** strut into the stock mounting locations. Fasten using the supplied (**3 per side**) **7/16"** hardware on the top from hardware pack (**90-6317**). Torque to **35** ft./lbs.

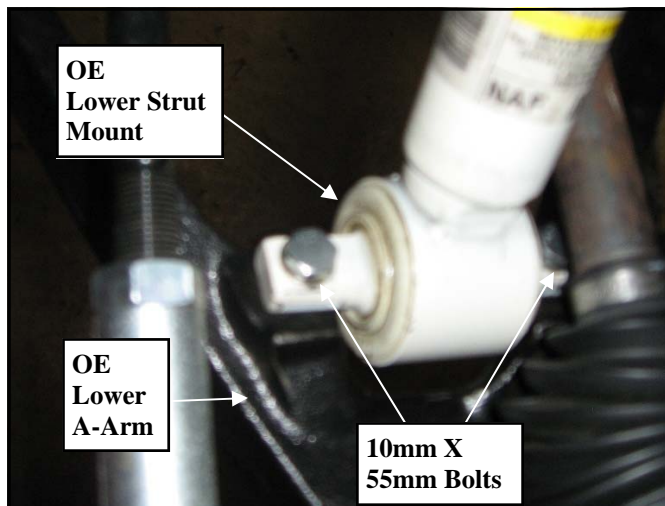
NOTE: Be sure that the locating tab on the top ring of the strut spacer is facing toward the outside of the vehicle.

IMPORTANT!: Be sure the OE wiring harness clips are reinstalled to the strut spacer studs. Failure to do so may result in the wiring harnesses being damaged by the steering column.

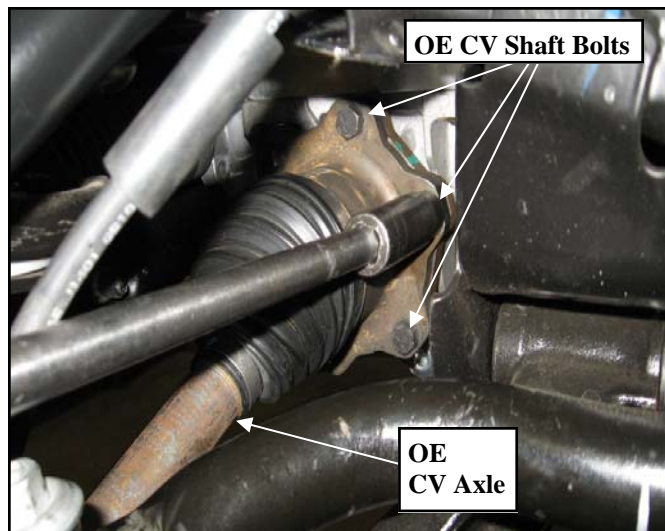


15. Secure the **OE** lower strut cross pin to the

lower A-arm using the supplied (2 per side) 10mm X 55mm bolts and hardware. Torque the bolts to 45 ft./lbs.



16. Reinstall the OE CV axle to the differential using the previously removed OE bolts. Be sure to apply thread locker to the bolts. Leave the bolts loose at this time



17. Install the new upper control arm ball joint into the OE knuckle. Start the supplied castle nut. Torque to 40 ft./lbs. and install a new supplied cotter pin.

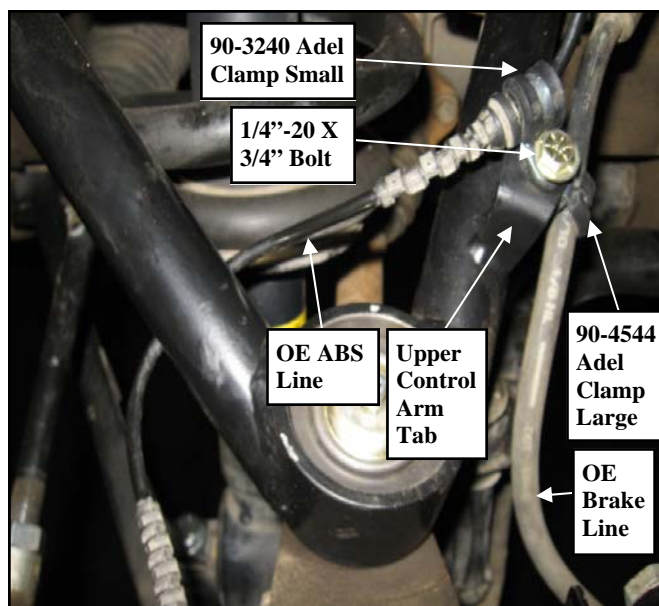
NOTE: Using a pry bar to gain leverage will aid in installation.

IMPORTANT!: If the new cotter pin cannot be installed due to hole alignment, **DO NOT** loosen the castle nut. Tighten the castle nut until the holes are properly aligned.

18. Torque the OE CV bolts to 45 ft./lbs.

19. Reconnect the ABS wiring clips. Secure the brake lines to the tab on the upper control arm. Secure the ABS line using the smaller Adel clamp (90-3240), the rubber brake line using the larger Adel clamp (90-4554) and the 1/4"-20 X 3/4" bolt and hardware.

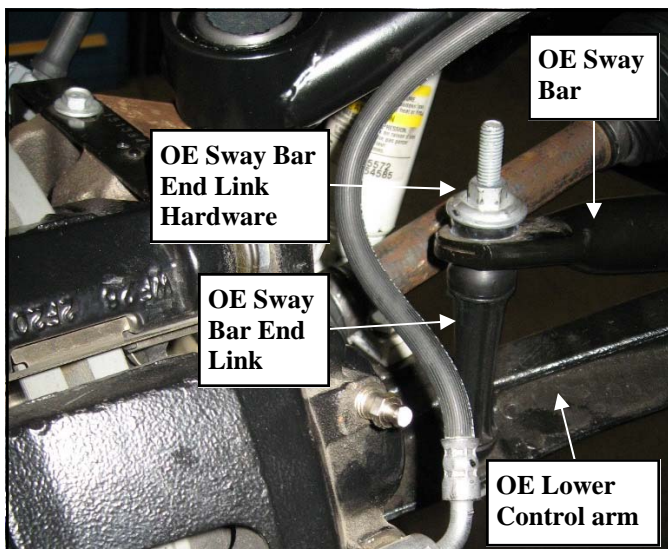
IMPORTANT!: The ABS line must be routed under the control arm to avoid contact with the wheel. Be sure to secure the brake line and ABS line away from any moving parts. Be sure that the lines do not rub or contact anything.



20. On both sides of the vehicle, check the routing of the brake lines and the ABS wire harnesses. There must be no pinching, rubbing, or stretching of either component. Use zip ties to secure these items to the steering components. At full droop, cycle the steering from lock to lock while observing the reaction of these components. Reposition them if needed.

21. Reinstall the tie rod end stud to the knuckle and torque to 95 ft./lbs. Be sure to clean the threads and use thread locking compound on the tie rod end OE nut.

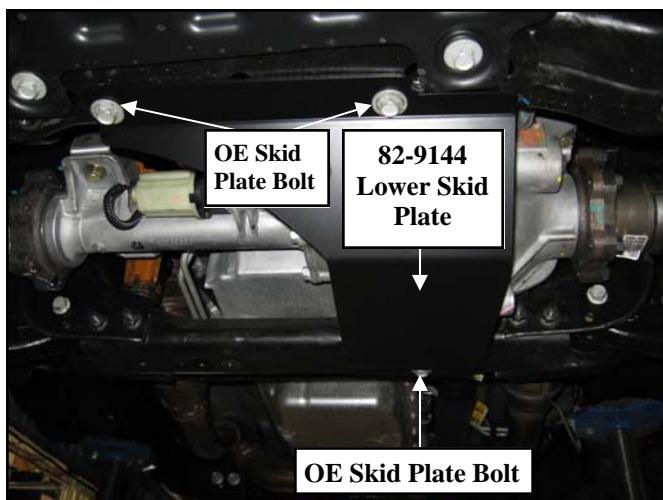
22. Install the previously removed OE sway bar end links into their original location and secure using the previously removed OE hardware.



28. Recheck all hardware for proper installation and torque at this time.

IMPORTANT! BE SURE TO BRING THE VEHICLE IMMEDIATELY TO A REPUTABLE ALIGNMENT SHOP TO BE ALIGNED!

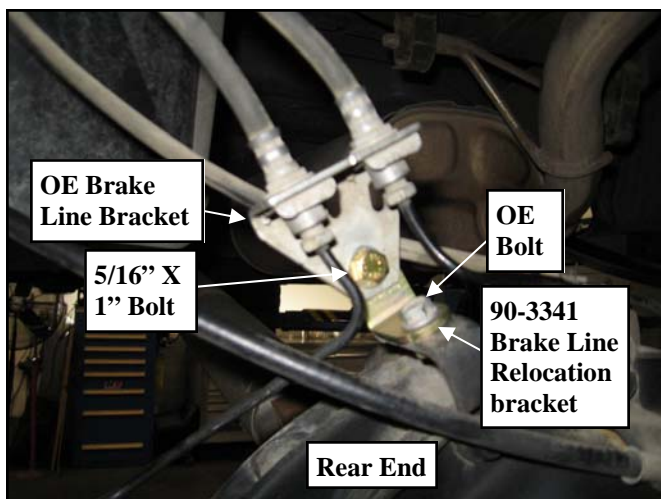
23. Be sure to use thread locker and torque the sway bar hardware according to manufacturers specifications.
24. Repeat steps on the remaining side of the vehicle.
25. Install the new skid plate (82-9144) to the front and rear crossmember using the (3) **10mm X 30mm** bolts and hardware. Be sure to use thread locker and torque to **45** ft./lbs.



26. Grease the upper control arm ball joints.
NOTE: It's a good idea to grease the ball joints every time you change the oil.
27. Install the front wheels and lower the vehicle to the ground. Torque the lug nuts according to the wheel manufacturers recommendations.

Prepare to Install Rear Suspension

1. Block the front tires and raise the rear of the vehicle. Support the frame with jack stands forward of the rear springs.
2. Remove the rear wheels.
3. Unclip the ABS line from the frame rails. Remove the plastic clip and discard.
4. Carefully remove the **OE** shock absorbers. It may be necessary to raise the differential housing slightly to facilitate their removal.

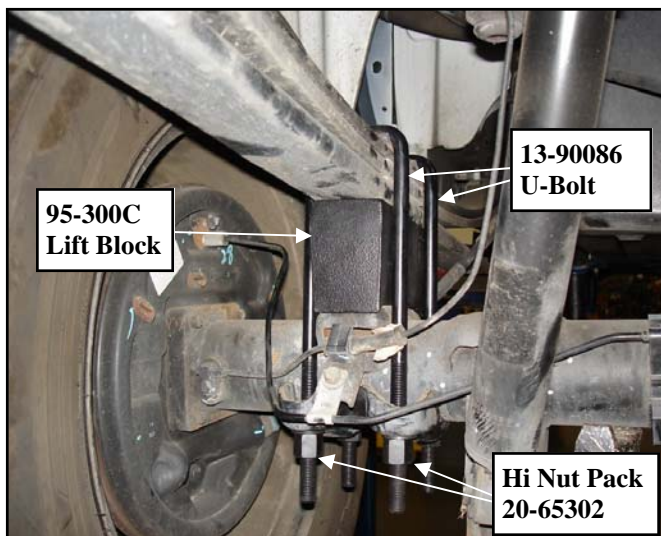


5. Unbolt the rear brake line bracket from the tab on the rear end.
6. Install the rear brake line relocation bracket (**90-3341**) to the rear end using the previously removed **OE** bolt. Secure the rear brake line to the new relocation bracket (**90-3341**) using the supplied **5/16" X 1"** bolt and hardware.
7. Work on one side of the vehicle at a time.
8. Support the rear axle with a floor jack and remove the **U-bolts** on the driver side. Loosen the **U-bolts** on the passenger side and carefully lower the rear axle.

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

Install Rear Suspension

9. Install the lift block (**95-300C**) making sure the pin are fitted into the hole on the spring perch. Use your floor jack to raise the axle to the spring making sure the pin on the leaf spring fit into the holes on the new lift block.



10. Install the new U-bolts (**13-90086**) over the leaf spring assembly and using the new washers and nuts (**20-65302**) supplied along with the existing spring plates.
11. Use the zip ties from pack (**90-6319**) and secure the ABS line to the **OE** bump stop bracket.
12. Repeat the installation on the other side of the vehicle.
13. When the installation of the remaining side is complete, torque the **U-bolts** to **120 ft./lbs.**
NOTE: You may trim the excess threads off of the newly installed U-bolts.
14. Install the new Trail Master shocks (**TM75800W**) using the previously removed **OE** bolts. Be sure to use thread locker and torque the hardware to **85 ft./lbs.**
15. Check for adequate clearance on all repositioned brake lines and emergency brake cables. Make sure you check with the suspension fully extended, and compressed.

14. Reinstall the wheels and lower the vehicle to the ground. Torque the lug nuts according to the wheel manufacturers recommendations.
15. After installation is complete, double check that all nuts and bolts are tight. Refer to the chart at the end of this document for torque specifications. (Do not retighten nuts and bolts where thread locking compound was used).

NOTE

All warranty information, instruction sheets, and other documents regarding the installation of this product must be retained by the vehicle owner. Information contained in the instructions and on the warranty card will be required for any warranty claims. The vehicle owner needs to understand the modifications made to the vehicle and how they affect vehicle handling and performance. Failure to provide the customer with this information can result in damage to the vehicle and severe personal injury.

Dynamic Vehicle Check

1. Check steering and suspension in all positions to ensure that there is no bind and adequate clearance between all moving, fixed, and heated members. Check operation of clutch, brake system, and parking brake. Check operation of transmission and transfer case. Ensure there is full engagement in all gears and 4WD ranges. Check battery connections and electrical component operations. Test-drive vehicle.

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.

WARNING

Re-torque all fasteners after 500 miles and after off road use. All suspension lift components should be visually inspected and fasteners re-torqued during routine vehicle servicing.

Caution:

Larger wheel and tire combinations increase stress and wear on steering and suspension components, which leads to increased maintenance and higher risk for component failure. Larger wheel and tire combinations also alter speedometer calibration, braking effectiveness, center of gravity, and handling characteristics. Consult an experienced local off road shop to find what wheel and tire combinations work best with your vehicle.

Kit Parts List:

Box TM102N-1

82-8272	STRUT SPACER	2
82-9144	LOWER SKID PLATE	1
90-4518	DIFF MOUNT: Drvr- 4WD only	1
90-4519	DIFF MOUNT: Pass- 4WD only	1
82-8274	UPPER CONTROL ARM: Drvr	1
82-8277	UPPER CONTROL ARM: Pass	1
95-300C	CAST IRON LIFT BLOCK	2
13-90086	U-BOLT: 9/16" X 2.650" X 11.50"	4
20-65302	HARDWARE PACK: Rear U-Bolts	1
13-30330	9/16" FLAT WASHER	8
13-10423	9/16" HIGH NUT	8
90-3341	REAR BRAKE LINE RELOCATION BRACKET	1
90-6299	HARDWARE PACK: Rear Brake Line	1
	5/16" X 1" HEX BOLT Gr. 8	1
	5/16" FLAT WASHER	2
	5/16" NYLOCK NUT	1
90-6899	HARDWARE PACK: Diff Mount Drvr - 4WD only	1
	10mm X 30mm HEX BOLT	3
	12mm-1.75 X 35mm ALLEN HEAD BOLT	1
	12mm-1.75 X 45mm ALLEN HEAD BOLT	1
	12mm-1.75 X 70mm ALLEN HEAD BOLT	1
	12mm-1.75 X 80mm ALLEN HEAD BOLT	1
	12mm SERRATED FLANGE NUT	2
	12mm X 35mm HEX BOLT	4
	12mm FLAT WASHER	2
	12mm FENDER WASHER	2
	12mm SPLIT-LOCK WASHER	4
90-6900	HARDWARE PACK: Diff Mount Drvr - 4WD only	1
	10mm X 55mm HEX BOLT	4
	10mm STOVER NUT	4
	10mm FLAT WASHER	8

90-4544	ADEL CLAMP: Large: Front Brake Line	2
90-3240	ADEL CLAMP: Small: Front ABS Line	2
90-6902	HARDWARE PACK: ABS Line	1
25C75HCS8Y	1/4"-20 X 3/4" HEX BOLT Gr. 8	2
25NWHDY/SAE	1/4" HARDENED FLAT WASHER	4
25CNNE8Y	1/4"-20 NYLOCK NUT Gr. 8	2
90-6317	HARDWARE PACK: Strut Spacer	1
72-043200810	7/16"-20 HEX NUT Gr. 8	6
73-04300830	7/16" SAE FLAT WASHER	6
73-04300836	7/16" SPLIT LOCK WASHER	6
90-6623	HARDWARE PACK: Upper Ball Joint Cotter Pin	1
15N200PCOZ	5/32" x 2" COTTER PIN	4
12N150PCOZ	1/8" X 1 1/2" COTTER PIN	4
90-6319	HARDWARE PACK: Zip Ties	1
10999	ZIP TIE, 11", BLACK	12
TM75800W	REAR SHOCKS	2

Notice to Owner Operator, Dealer and Installer:

Vehicles that have been enhanced for off-road performance often have unique handling characteristics due to the higher center of gravity and larger tires. This vehicle may handle, react and stop differently than many passenger cars or unmodified vehicles, both on and off-road. You must drive your vehicle safely! Extreme care should always be taken to prevent vehicle rollover or loss of control, which can result in serious injury or even death. Always avoid sudden sharp turns or abrupt maneuvers and allow more time and distance for braking! **Trail Master Suspension** reminds you to fasten your seat belts at all times and reduce speed! We will gladly answer any questions concerning the design, function, maintenance and correct use of our products.

Please make sure your Dealer/Installer explains and delivers all warning notices, warranty forms and instruction sheets included with Trail Master Suspension product.

Application listings in this catalog have been carefully fit checked for each model and year denoted. However, **Trail Master Suspension** reserves the right to update as necessary, without notice, and will not be held responsible for misprints, changes or variations made by vehicle manufacturers. Please call when in question regarding new model year, vehicles not listed by specific body or chassis styles or vehicles not originally distributed in the USA.

Please note that certain mechanical aspects of any suspension lift product may accelerate ordinary wear of original equipment components. Further, installation of certain **Trail Master Suspension** products may void the vehicle's factory warranty as it pertains to certain covered parts; it is the consumer's responsibility to check with their local dealer for warranty coverage before installation of the lift.

Warranty and Return policy:

Trail Master Suspension warrants its full line of products to be free from defects in workmanship and materials. **Trail Master Suspension's** obligation under this warranty is limited to repair or replacement, at **Trail Master Suspension's** option, of the defective product. Any and all costs of removal, installation, freight or incidental or consequential damages are expressly excluded from this warranty. **Trail Master Suspension** is not responsible for damages and / or warranty of other vehicle parts related or non-related to the installation of **Trail Master Suspension** product. A consumer who makes the decision to modify his vehicle with aftermarket components of any kind will assume all risk and responsibility for potential damages incurred as a result of their chosen modifications. Warranty coverage does not include consumer opinions regarding ride comfort, fitment and design. Warranty claims can be made directly with **Trail Master Suspension** or at any factory authorized **Trail Master Suspension** dealer.

IMPORTANT! To validate the warranty on this purchase please be sure to mail in the warranty card.

Claims not covered under warranty-

- Parts subject to normal wear; this includes bushings, bump stops, ball joints, tie rod ends and heim joints
- Discontinued products at **Trail Master Suspension's** discretion
- Bent or dented product
- Finish after 90 days
- Leaf or coil springs used without proper bump stops
- Products with evident damage caused by abrasion or contact with other items
- Damage caused as a result of not following recommendations or requirements called out in the installation manuals
- Products used in applications other than listed in **Trail Master Suspension's** catalog
- Components or accessories used in conjunction with other manufacturer's systems
- Warranty claims without "Proof of Purchase"
- **Trail Master Suspension** accepts no responsibility for any altered product, improper installation, lack of or improper maintenance, or improper use of our products.

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