



**SUSPENSION MAXX**  
**MAXX LINK**  
**HEAVY DUTY SWAY BAR LINKS**

\*Use suffix "L" after part number to indicate extended length for lifted applications

**SMX-1224S** Straight Non-Tapered Stock Length Only  
MAXX Link Maintenance Free Sway Bar Link PATENT PENDING  
Replaces MOOG K7299  
Dodge Ram 4x4 1994-03-1995 R 1500/2500/3500  
Chrysler # (52037915)

**SMX-1224, SMX-1224L\*** ( Leveled, lifted up to 3 inches )  
MAXX Link Maintenance Free Sway Bar Link PATENT PENDING  
Replaces MOOG K7280  
Dodge Ram 4x4 03-1995 - 1999 R 1500/2500/3500  
Chrysler # (52038665)

**SMX-1225 SMX-1225L\*** ( Leveled, lifted up to 3 inches )  
MAXX Link Maintenance Free Sway Bar Link PATENT PENDING  
Replaces MOOG K7453  
Dodge Ram 4x4 2000-2001 R 1500 2000-2002 R 2500/3500  
Chrysler # (52106481AA)

**SMX-1226 SMX-1226L\*** (Leveled, lifted up to 3 inches)  
MAXX Link Maintenance Free Sway Bar Link PATENT PENDING  
Replaces MOOG K80468  
Dodge Ram 4x4 2003-2005 (Excluding MEGA Cab) R 2500/3500  
Chrysler # 5093111AA (10mm Lower Thread)

**SMX-1227, SMX-1227L\*** ( Leveled, lifted up to 3 inches )  
MAXX Link Maintenance Free Sway Bar Link PATENT PENDING  
2006 - 2010 MEGA Cab & 2007-2009 Dodge Ram 2500-3500 4x4  
Excluding Power Wagon  
Dodge 68001734AB Link Stabilizer (14mm Lower Thread)

**SMX-1229** (Stock Length Only)  
MAXX Link Maintenance Free Sway Bar Link PATENT PENDING  
2003 - 2012 Ram 2500/3500 2WD w/ Coil On Control Arm IFS  
Chrysler # (5072 934AE)

**SMX-1300** (Stock Length Only)  
MAXX Link Maintenance Free Sway Bar Link PATENT PENDING  
2006 - 2012 Ram 1500 4x4 non-MEGA Cab w/ Coil On Control Arm IFS  
Chrysler # ( 5170 290AC)

**SMX-1311, SMX-1311L\*** ( Leveled, lifted up to 3 inches )  
MAXX Link Maintenance Free Sway Bar Link PATENT PENDING  
2011 - 2012 Dodge Ram 2500-3500 4x4 including MEGA Cab  
Excluding Power Wagon  
Dodge 68055439AA & 68020464AB (14mm Lower Thread)

**Thank you, and enjoy your Performance Components**

**For Advanced Leveling Systems visit [www.SuspensionMAXX.com](http://www.SuspensionMAXX.com)**

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# SUSPENSION **MAXX**

PERFORMANCE COMPONENTS

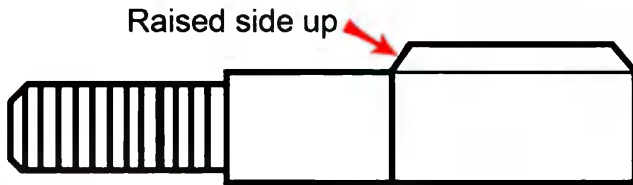
## Installation Instructions

Please read all instructions prior to starting installation.

The enclosed suspension components are designed to replace worn, non-serviceable parts on the vehicle they were intended to fit. Remove worn / damaged link. Use caution when separating taper. Inspect for evidence of unseated taper, repair or replace as needed. (Note: Assemble and install **MAXX Link** on both sides of the vehicle before final tightening this allows self aligning of bushings) (Note: Equalize the vertical angle on each **MAXX Link** by loosening sway bar frame bushing dampers and repositioning bar side to side as needed)

Insert **MAXX Link** through axle or sway bar taper. Install supplied lock washer and start retaining nut. Continue on opposing side. Install upper sway bar bushing, washer and nut. Tighten to lightly compress bushings (tighten so approximately 1/2" - 3/4" threads exposed). View **MAXX Link** and rotate as needed to center lower concave /convex bushings. Hold **MAXX Link** in place and torque retaining nut to 60 ft. lbs. (Tighten SMX-1226 to 40 ft. lbs.). Recheck sway bar link alignment. (Note: Equalize the vertical angle on each **MAXX Link** by loosening sway bar frame bushing dampers and repositioning bar side to side as needed). Retighten all fasteners to factory specifications.

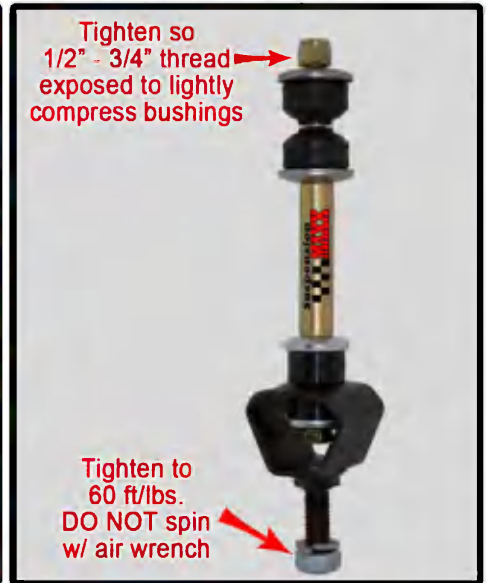
**CORRECT PLACEMENT**      **INCORRECT PLACEMENT**



SMX-1224S/1224/1224L

SMX-1225/1226/1227/1311 including "L" versions

SMX-1229 and SMX-1300



**Caution:** Proper service and repair procedures are necessary for the safe installation of chassis parts. Specially designed tools and required experience are needed to complete the installation properly. These parts should only be installed by a qualified technician; otherwise an unsafe vehicle and/or personal injury may result. Consult manufactures service manual for proper torque specifications and procedures.

**Warning:** Inspect vehicle and related oomponents for excessive wear, damage, rust and corrosion. Attaching locations need to be free of rust or contamination. All fasteners replaced during the repair procedure must meet vehicle manufactures specifications.

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