



**Chevy Colorado and GMC Canyon Dual Battery Tray, ARB Dual Compressor and Redarc BCDC1225 Charger Mount - 2015-current 3.6L V6 and 2.8L Diesel**



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QTY	PART	TOOLS
1	Battery Tray Base	10mm deep socket
1	Battery Hold-down Strap	7/16 deep socket
1	Radiator Tank Relocation Bracket (bent)	Ratchet
1	Radiator Tank Relocation Bracket (straight)	Long Socket Extension
1	Compressor/Charger Bracket Base	Short Socket Extension
1	Compressor/Charger Bracket Upright	Razor Knife
1	3/8" Bolt	File
1	3/8" Flat Washer	
1	3/8" Nyloc Nut	<b>OTHER ITEMS</b>
10	1/4" Nuts	ARB Dual Compressor
10	1/4" Lock Washers	ARB 90* Elbow
5	Rubber Washers	ARB Manifold Kit
2	M6 Nyloc Nuts	Redarc BCDC1225 Charger
2	Adhesive Backed Rubber Bumpers	AGM Battery

Colorado & Canyon Enthusiasts tries to provide extremely comprehensive instructions for all products. In certain circumstances inconsistencies between vehicles is present that may cause variation in fitment and installation. If you encounter such inconsistencies, please notify us so we may make design changes.

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The parts in this kit are CNC laser cut and TIG welded for accuracy and strength. With CNC laser cutting, *edges of parts can be extremely sharp*. Take caution to ensure you do not cut yourself or damage your vehicle. Using a file on edges can help to prevent this.

The battery tray in this kit is designed to fit an AGM battery that is non-spillable and can be mounted on its side. It is also designed to fit an ARB Dual Compressor, but a single compressor can be installed if so desired. With a dual compressor, a 90 elbow and manifold kit are highly recommended. Other airline options exist depending on your needs.

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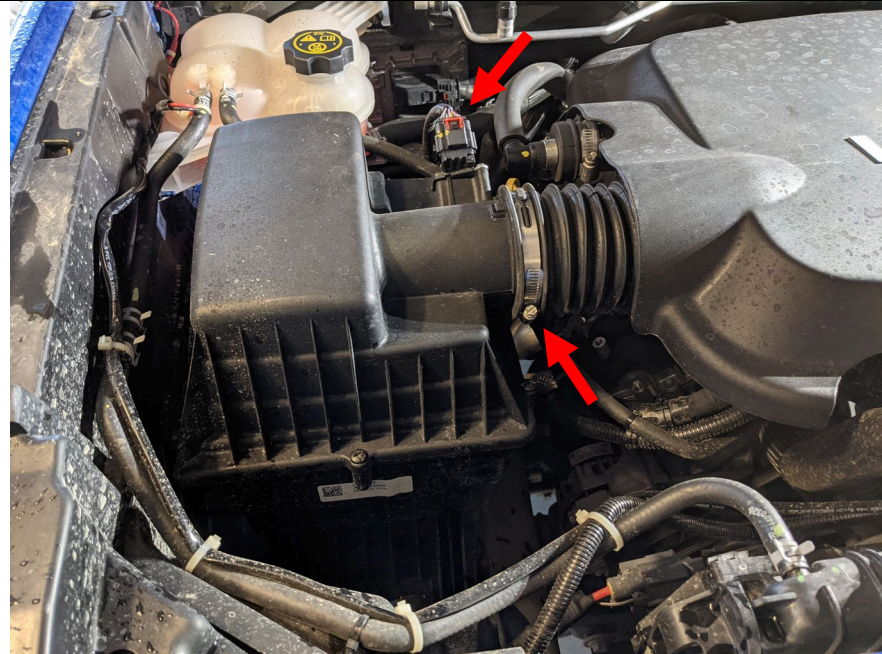
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Obtain all parts listed in these instructions and verify all pieces are present. Gather tools and find a clean and dry workspace.

\*\*If you elected to purchase the plain steel version, be sure to prime and paint all the pieces before installation to prevent corrosion. Allow adequate time to dry.

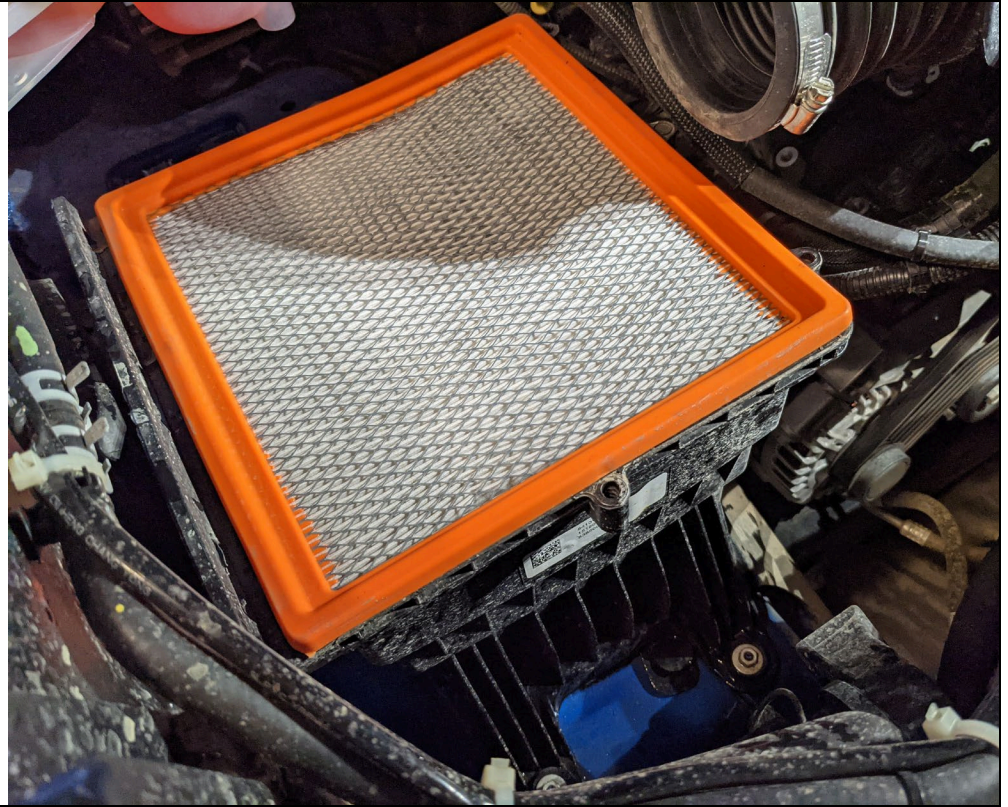
\*\*After painting, install rubber bumpers as seen.

1. Starting on the passenger's side of the vehicle, remove the top of the airbox via the hold down screws. Loosen the band clamp, and release the red tab on the MAF sensor to disconnect the plug.

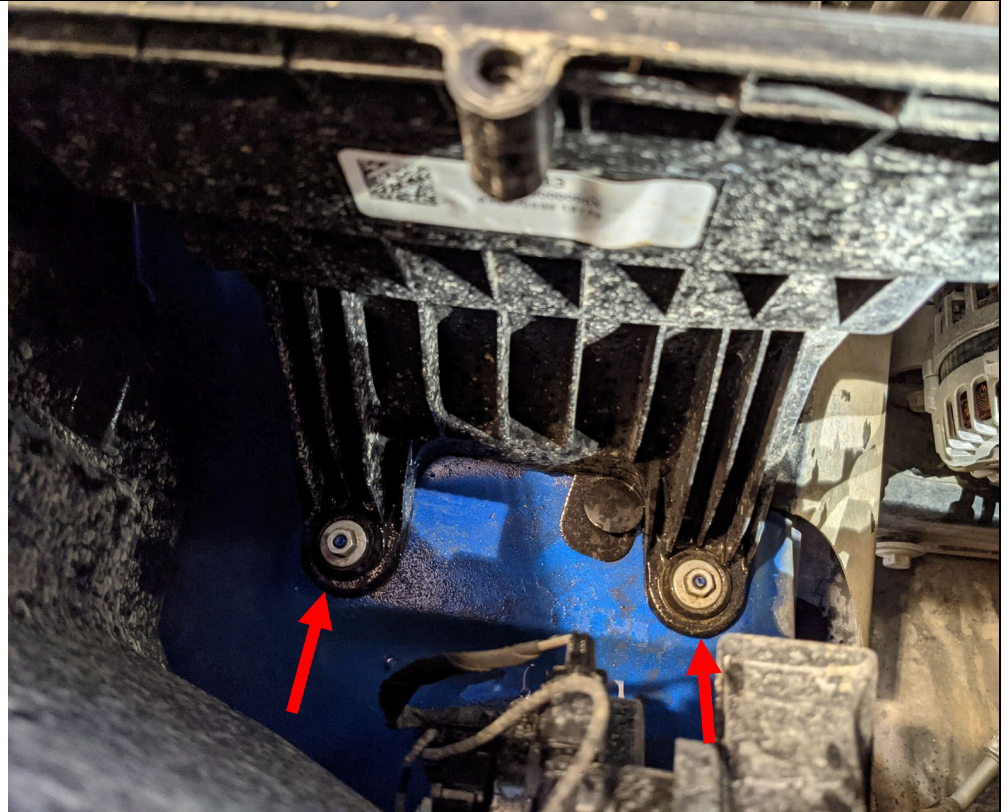




2. Remove the air filter and set it aside to prevent damage



3. Remove the two nuts on the front of the airbox using a 10mm socket and extension.



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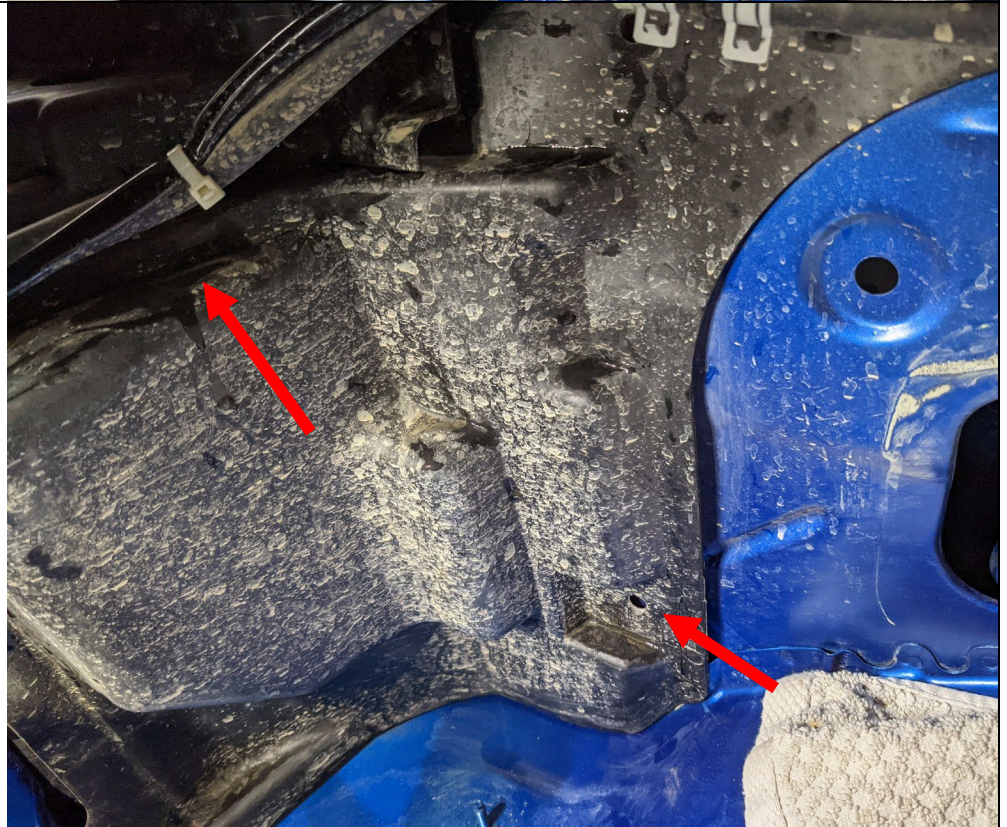
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4. Using a 10mm socket remove the factory horn bolt and disconnect the horn. There is another red lock tab that needs to be released from the connector. Set the horn aside. Also release the cable mount that is closest to the horn. It will be relocated to the new bracket.



5. Remove the black rubber/plastic fender filler panel that is behind the headlight. There are plastic clips on the top of the fender that hold it in place.



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6. Using a razor or scissors, trim the OEM fender filler panel as seen here. Keep the portion that mounts to the fender, discarding the rest.

Also trim along the red line as seen in this photo and discard.

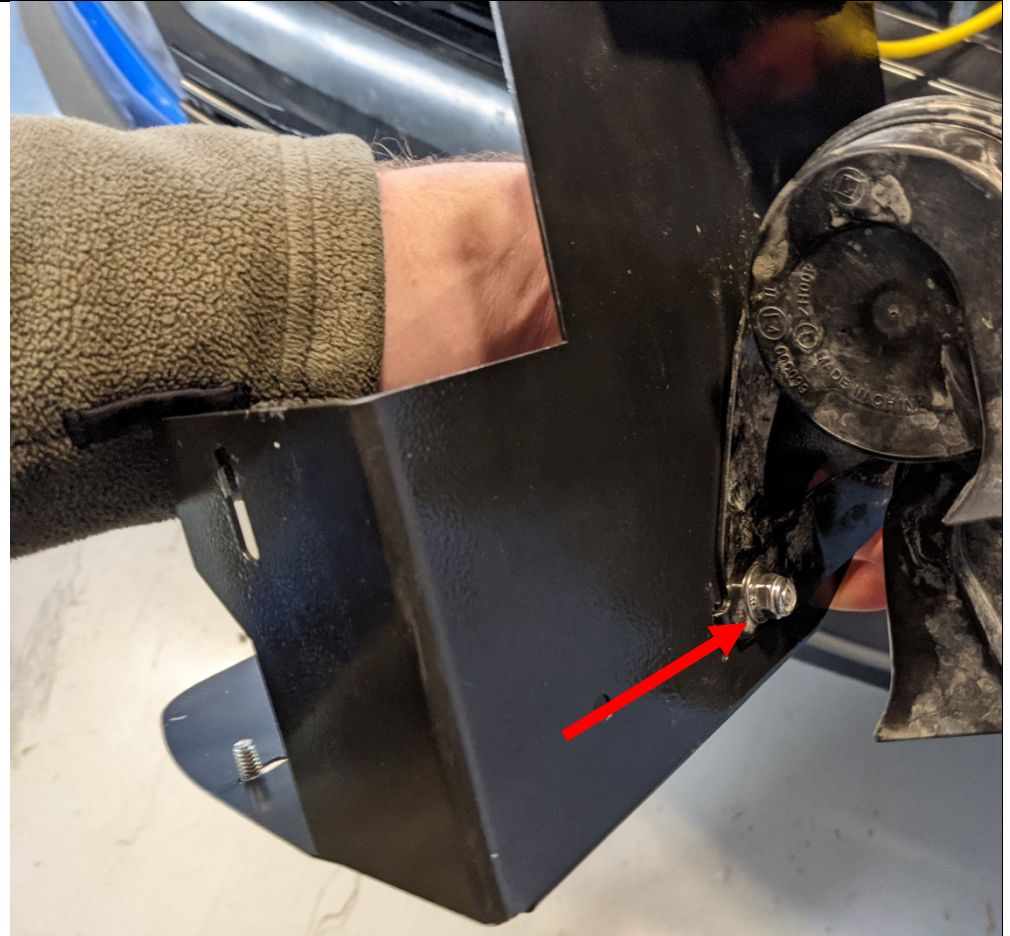
If you ever need to replace this piece, the OEM part number is 84420769



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7. Install the horn onto the installed base bracket using the slot and stud that are in place. There is also a hole for the wire mount to be relocated to from step 4.



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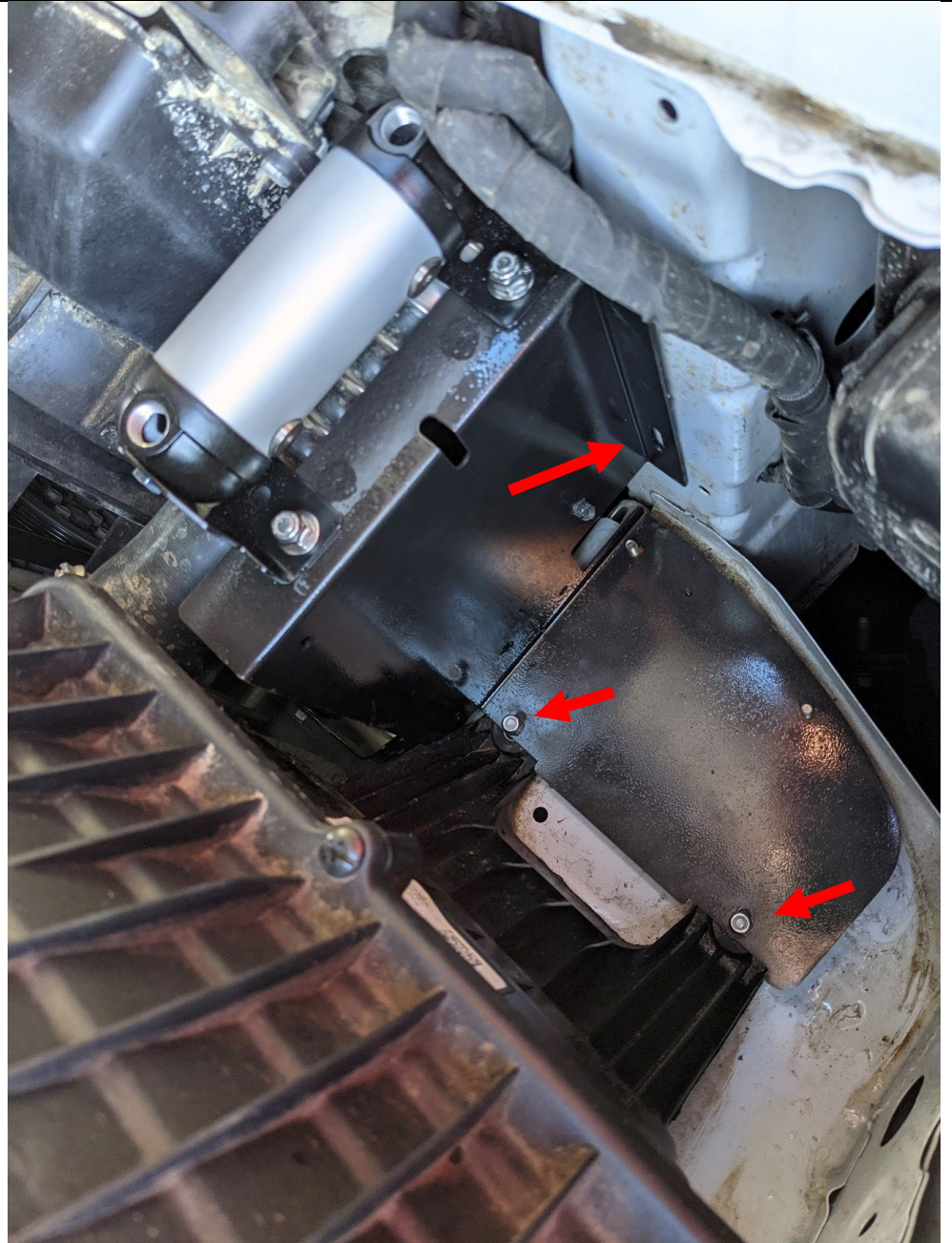


8. Carefully lower the compressor/charger bracket base down in front of the airbox and onto the factory studs. Using the (2) supplied M6 nuts, attach it to the factory studs.

Washers are not installed here due to the low height of the factory studs. You may have to press down firmly on the metal around the studs to get the nuts start.

Install the factory horn bolt back into the original location.

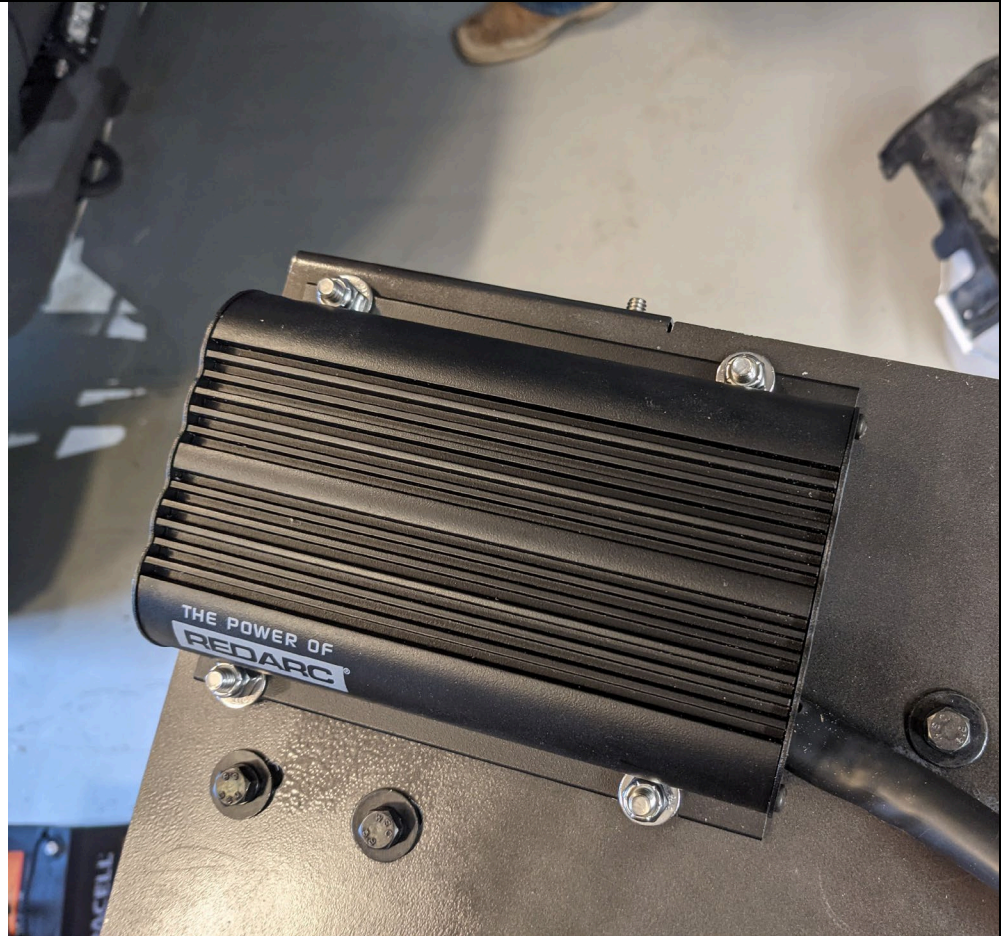
If using a manifold, such as the CCE manifold, this is a good time to install it.



9. Using (4) ¼" nyloc nuts and washers, install the Redarc charger onto the compressor/charger bracket upright outside the vehicle on the side with the 4 studs.

Now is a good time to wire the charger. Follow the manufacturer's instructions, and be sure to secure all wires.

**If you elected to purchase a CCE battery cable kit, see the instructions as now is a good time to install.**

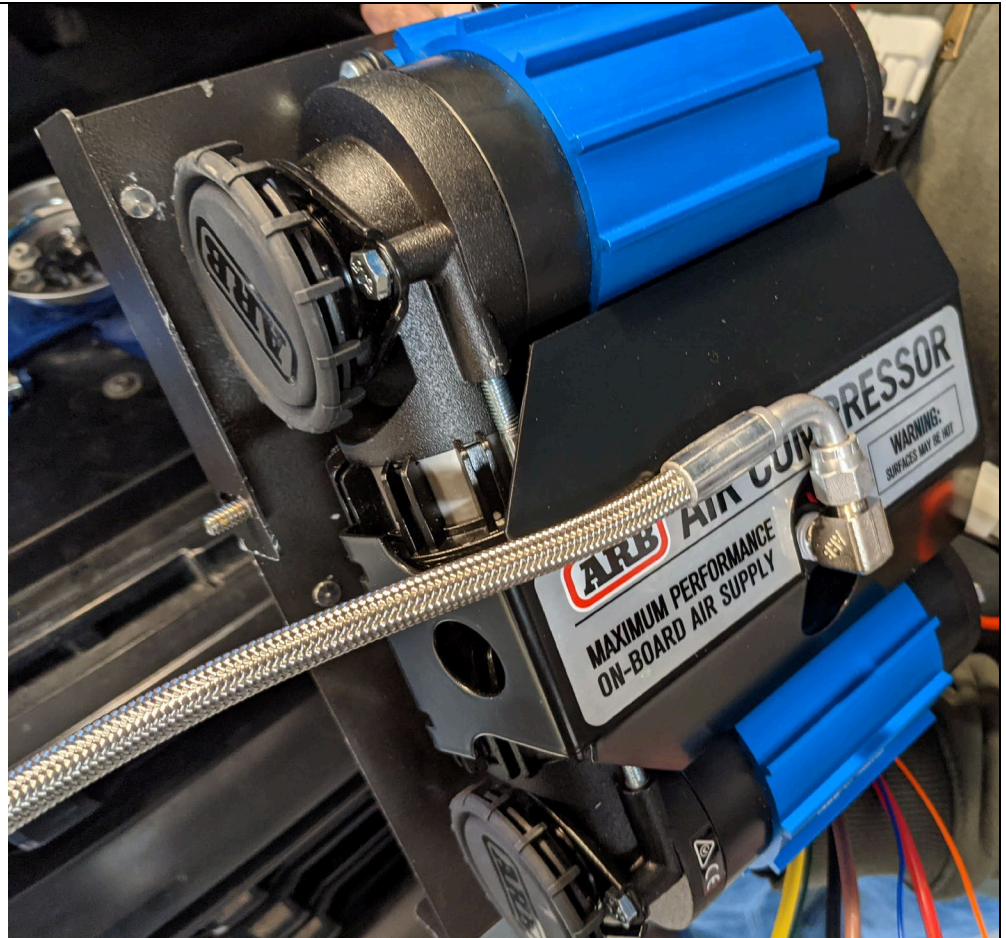




10. On the other side of the bracket, install the ARB Dual Compressor using the bolts and washers that came with the compressor.

The ARB elbow and manifold kit line are also installed here if you are using them.

You can mount the compressor in either orientation.



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11. Carefully lower the entire compressor/charger bracket assembly down onto the base plate that was installed in step 7. The studs pointing up in the base plate should line up with the holes in the "foot" of the upright bracket.



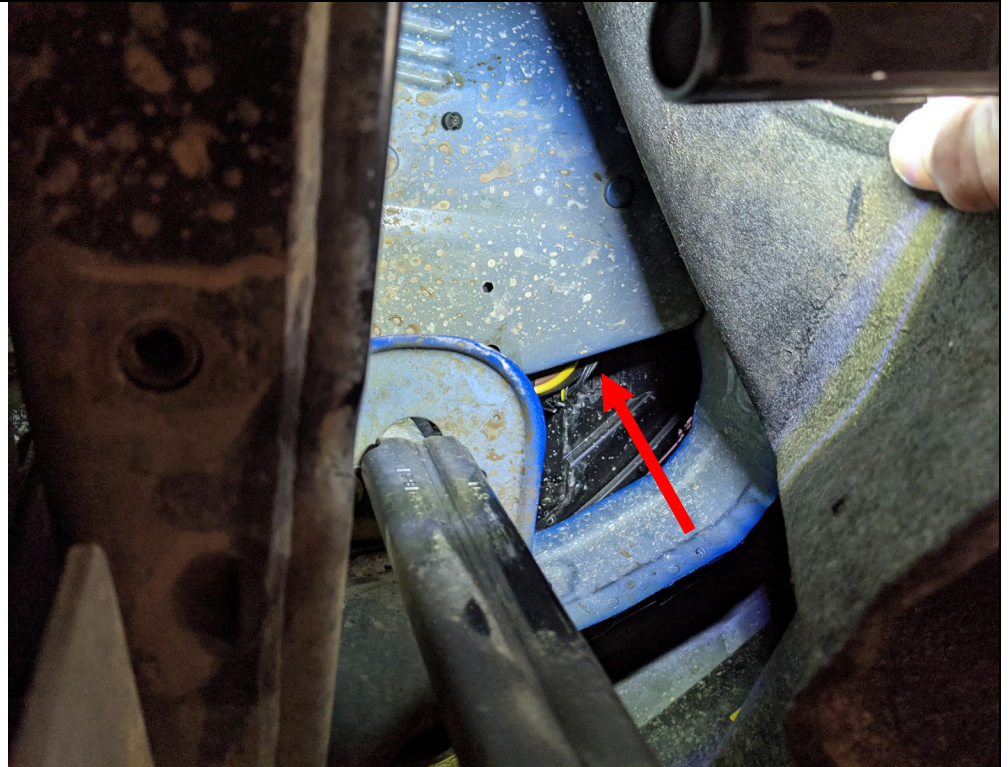
12. Using three more of the supplied 1/4" nuts and lock washers, secure the upright bracket to the base via the 3 studs. There are two vertical studs on the bottom and one horizontal stud near the top. Starting the nuts on the studs is addressed in the next steps.



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13. The nut for the stud towards the outside (passenger) of the vehicle is best accessed from below. Using a flashlight, reach up and over this "shelf" where the base bracket is while flexing the front of the fender liner out of the way. You can typically do this without jacking up the vehicle. Thread a lock washer and ¼" nut, tighten from above with a long extension, 7/16 socket and ratchet.



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14. The last ¼" nut and lock washer for the charger bracket can be installed from above via this little "window" from the radiator side.

Use a long socket extension and 7/16 socket to tighten the nut on the stud from above.



15. Reconnect the horn, and reinstall the trimmed fender filler panel. There is a hole for the OEM wire mount provided on the bracket.

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16. Next, remove the coolant tank by removing the two nuts holding it in place with a 10mm socket.



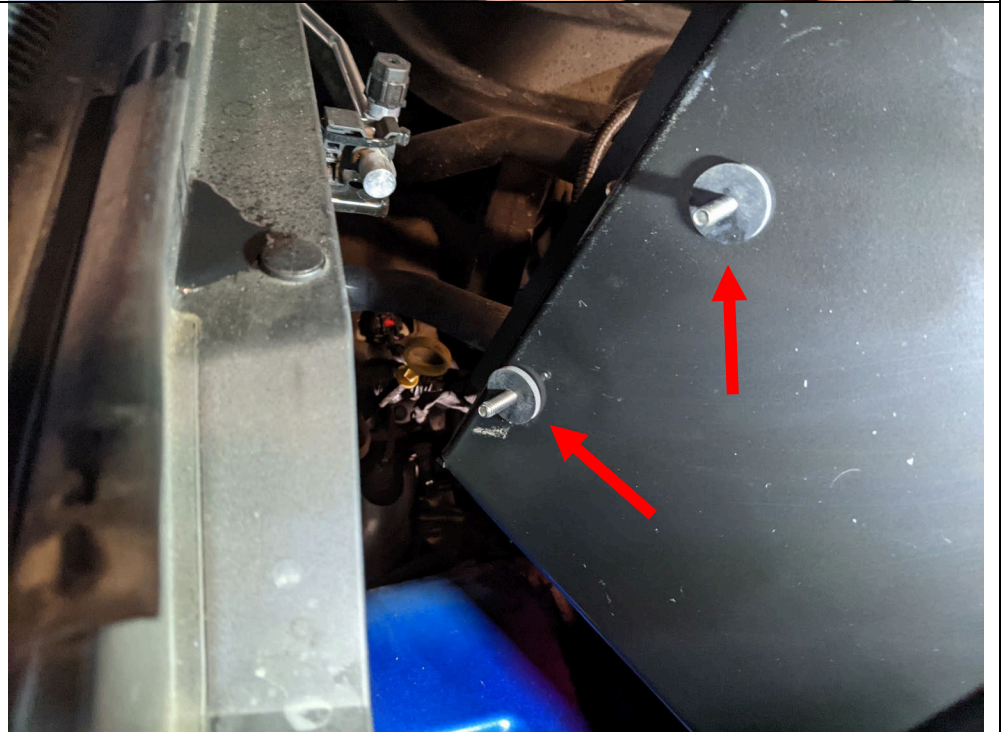
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17. Install **one** rubber washers on the stud on the right side of the tray.



18. Put one rubber washer on each of the other studs on the tray, including the two on the bottom of the battery tray.



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19. Install a rubber washer on the factory coolant tank stud on the fender wall.

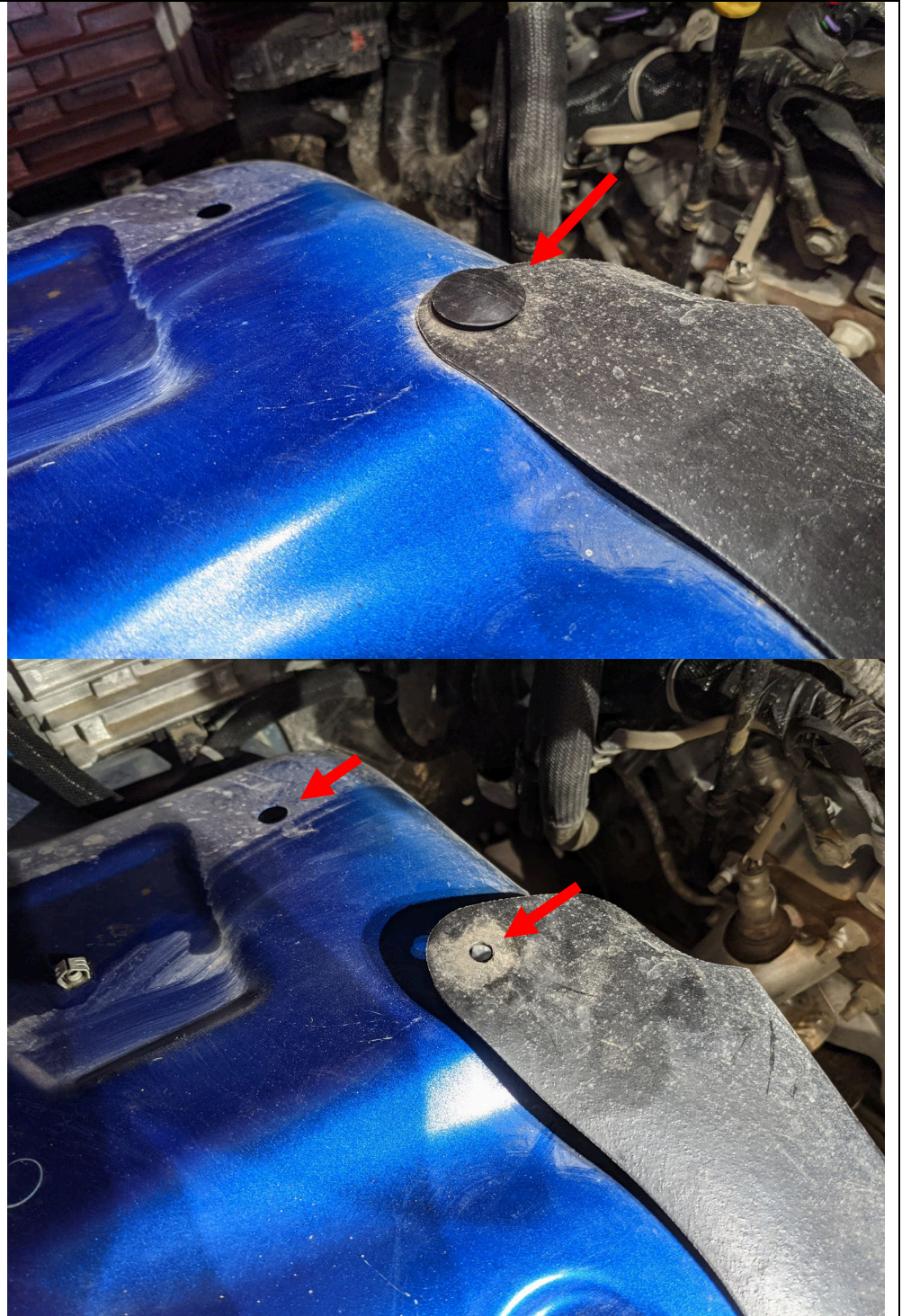


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20. Under the coolant tank location is a plastic push tab that needs to be removed.

\*\*Keep the holes lined up, the bottom studs of the battery tray go through the two holes marked in the photo.



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21. Carefully lift the tank out of the way, and lower the battery tray into place.

The photo shows the easiest way to maneuver into place past the radiator tank.



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22. Seat the battery tray, lining up the studs with the factory holes as seen in these photos.

The bottom studs go into the factory holes on the fender. Pushing the tray bottom towards the fender can help align the studs and holes.

Install a ¼" lock washer, flat washer, and nut onto the stud. Using a ¼-drive ratchet and socket works well to tighten the nut via the small opening in front of the computer.

The room in this area is tight, so take your time.





23. The two studs on the bottom of the tray protrude into the area above the fender liner felt.

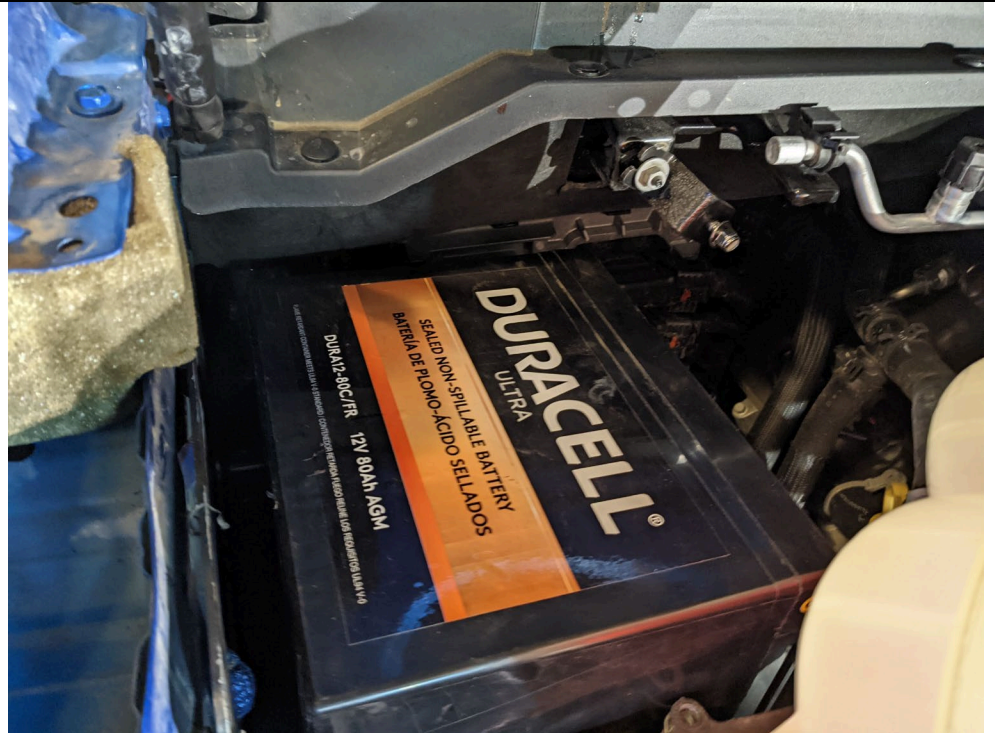
By pulling back on the liner you can gain access to the studs. You should not have to remove the liner, but removing this screw can make it easier.

Install a 1/4" washer, lock washer, and nut on each, and tighten with a deep socket and extension.



24. Being sure the terminals will end up above the metal bracket, very carefully lower your battery into place on the tray. **Make sure the battery terminals do not contact the metal tray.**

**\*\*Failure to correctly orient the battery with the terminals up may cause contact on the battery tray, which can damage your battery, vehicle, or you.**





25. Install the metal hold down strap as seen.



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26. Install the 3/8" bolt, washer, and nyloc to secure the battery strap to the battery tray.

Now is also a good time to run your wiring to the battery from your RedArc Charger.

See cable instructions if you bought a CCE battery cable kit.



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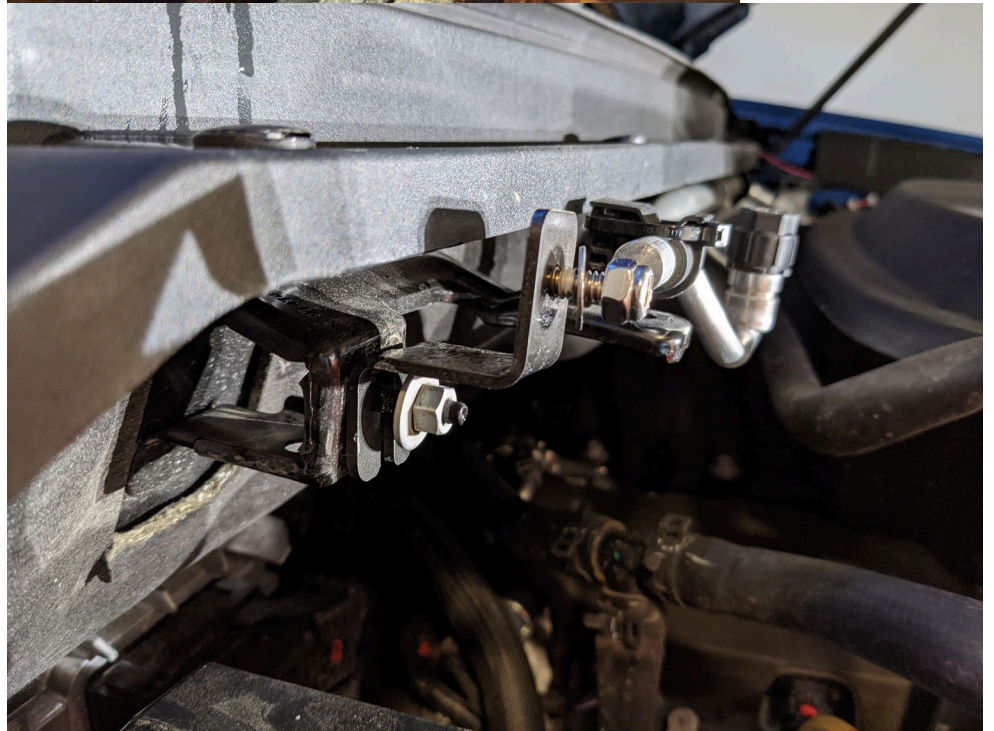
27. There are two tabs included with the kit to space the coolant tank up appx 1" from the original location.

Install a ¼" washer, lock washer, and nut on each.

Install them on the factory studs as seen in the photos.

Mount the coolant tank to the studs on the slotted brackets, and snug the nuts slightly so there is still enough slack to adjust the coolant tank.

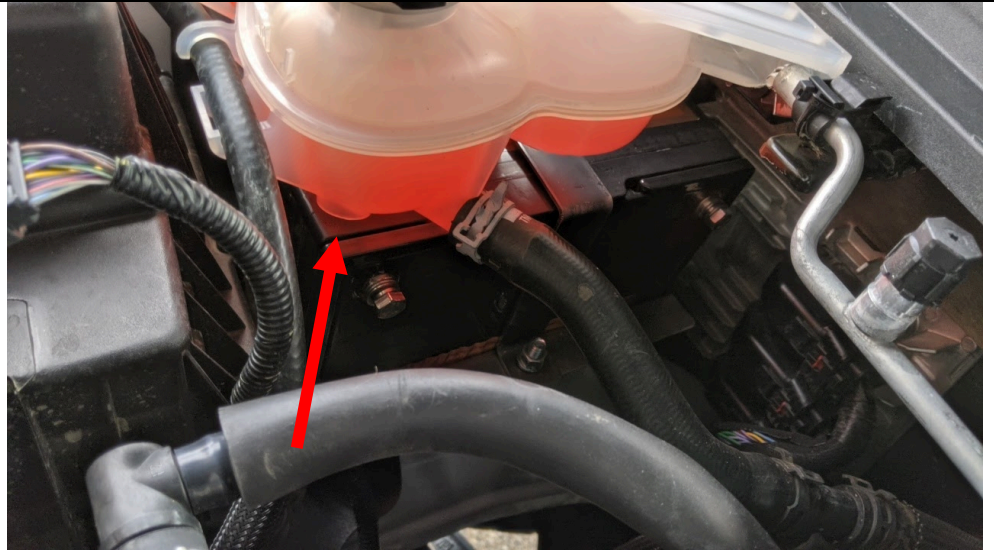
The lower stud on the fender side can be used as a ground for the secondary battery.



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28. Later 2019 & 2020+ tanks are taller than the previous years. On the bottom of the tank under the cap the overflow port may need to be shortened. Using a razor knife and/or a file, remove material to match the contour of the tank and reduce the height. Typically, ¼” is adequate.



29. The final step of the install takes some trial and adjusting to find the “sweet spot” where the coolant tank doesn’t contact the hood.

Use a flashlight and lower the hood slowly, watching for contact on the painted part of the hood.

The clearances are very close between the tank and the hood.

Light contact with the hood felt liner is acceptable.

The slotted brackets allow adjustment up and down on each side.

30. Adjust the tank as needed and finish tightening the nuts on the tank brackets.

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31. The install of your dual battery compressor/charger tray is complete.

Wire the rest of the secondary battery and charger, following the instructions in the Redarc manual. Use the harness included with the ARB compressor and follow the manual to complete the installation.



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