



Chevy Colorado and GMC Canyon Hardliner System (with or without CCE Manifold) - 2015-current 3.6L V6 and 2.8L Diesel



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QTY	PART	TOOLS
1	Blue Manifold and Bracket (if selected at checkout)	Drill
2	ARB 90 Elbows (if selected at checkout)	¼" Drill Bit for metal
5	Brass 90 Elbows	Allen bits & box wrenches
2	Rolls of 3/8 Pneumatic Tubing	Razor Knife
2	Front Fenderwell Brackets & Hardware	
2	Rear Fenderwell Brackets	
4	Brass NPT to Shraeder Valves	
8	Haltec Air Chucks	
1	Hand Slide Valve and ball valve	OTHER ITEMS
2	Push Connect Tees	Teflon tape or equivalent
8	Male NPT to Pneumatic Push Connectors	Zip Ties (not included)
4	Female NPT to Pneumatic Push Connectors	
2	Male NPT to 90 Pneumatic Push Connector	
1	Pressure Gauge	
4	Filling Whips, preassembled	

Colorado & Canyon Enthusiasts (CCE) 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 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 Colorado & Canyon Enthusiasts (CCE) Hardliner kit was designed around the Colorado & Canyon Enthusiasts (CCE) compressor bracket and an ARB

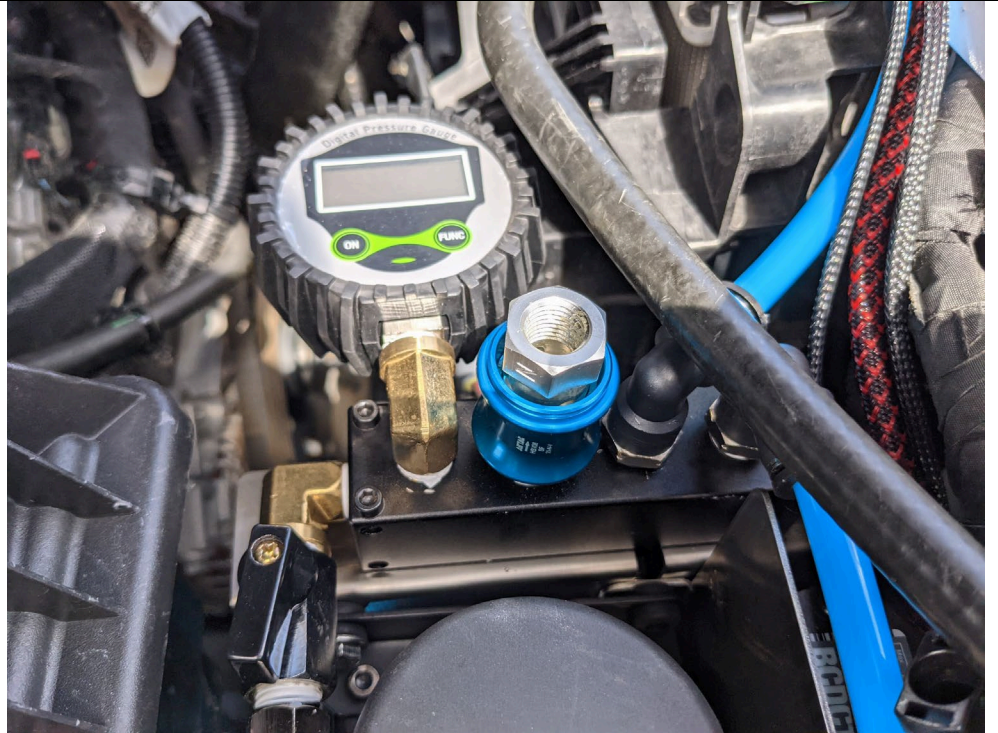
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Compressor. It can be used with other compressors and can be mounted in a different location, but no instructions or fitment guarantees can be made.

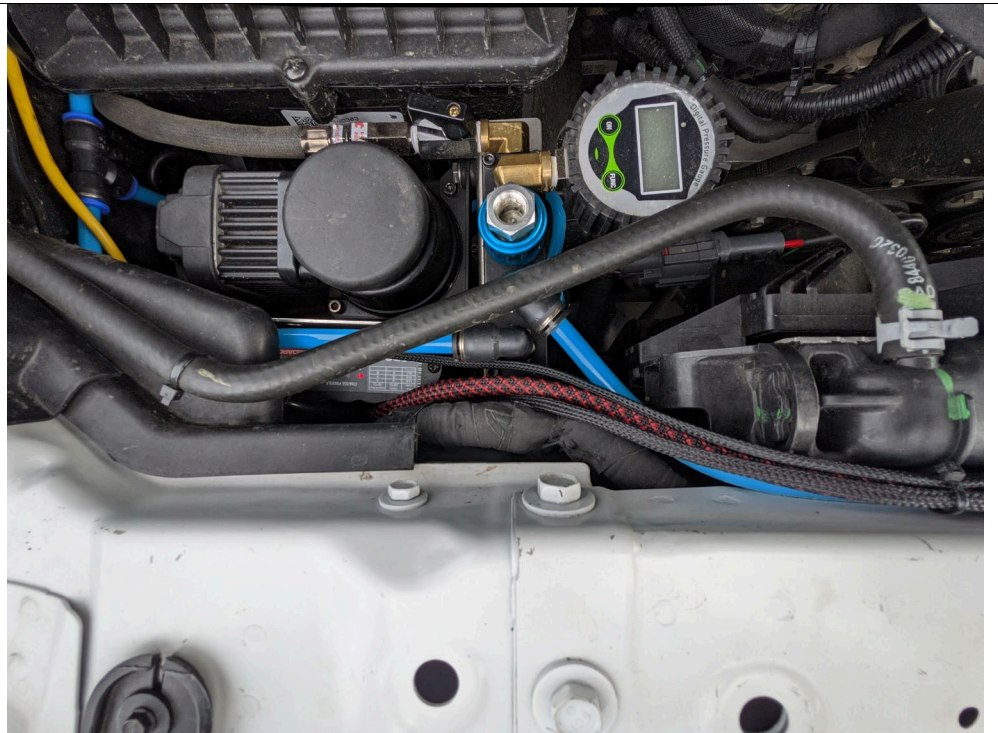
Obtain all parts listed in these instructions and verify all pieces are present.	Gather tools and find a clean and dry workspace.
1. Mount the air manifold bracket onto the compressor bracket using supplied hardware.	
2. Mount the air manifold inside the bracket using a plug at one end and a 90 elbow on the other. Make sure to seal the threads with Teflon tape or sealant.	

3. Install the 90's, the hand slide valve, and pressure gauge as shown. You can order/orient them to your liking. The manifold block seen is black
The ball valve (bottom left) gets installed inline to shut off flow from the air compressor so that pressure can be seen when filling. Seal fittings with Teflon tape or sealant.



4. Route the air lines along the left and right sides of the truck, assuring that they are kept away from hot exhaust, moving parts/pulleys, and sharp edges.

Install a Tee inline near the front tires to allow for a line to be run to the front air outlets.



5. Install the front air outlet tabs by drilling holes using a ¼" drill bit suitable for metal. Use spray paint over the bare metal portions to prevent corrosion. Install the tabs using the supplied hardware.



6. The front air outlets are assembled as seen here. Seal with Teflon tape or sealant.

If needed, one of the supplied washers can be used to take up the extra thread between the brass fittings.



7. The rear outlets are assembled as seen here.

If needed, one of the supplied washers can be used to take up the extra thread between the brass fittings.



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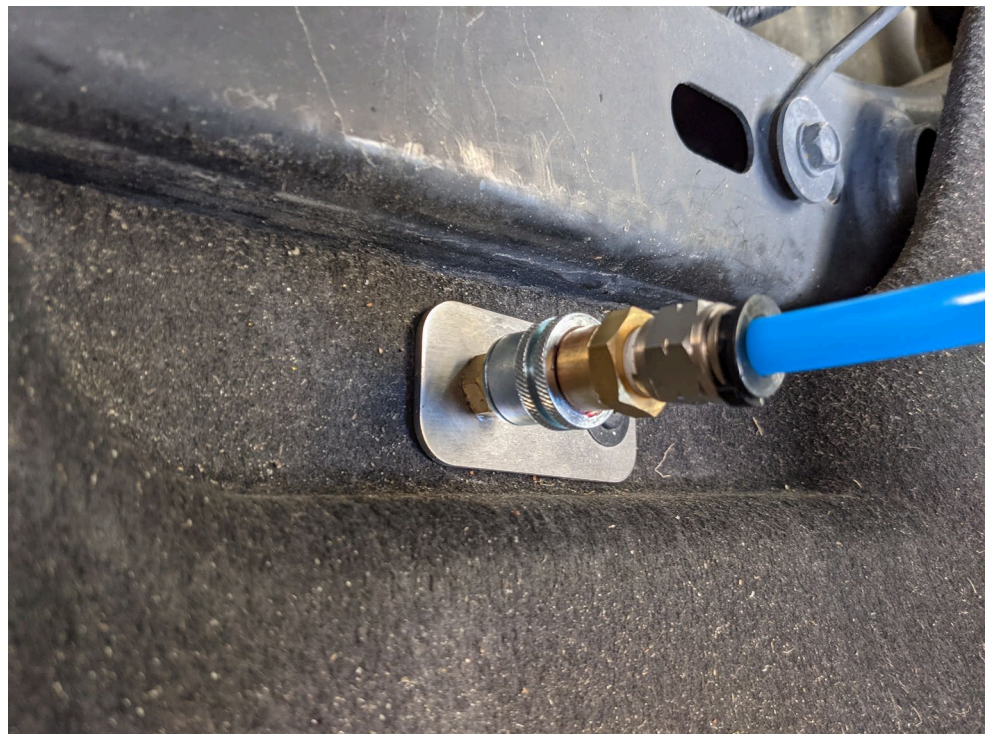
8. Continue to route the lines to the rear and install the rear air outlets.

The front factory screws for the felt fender liners are utilized to mount the tabs as seen.



9. Ensure all your lines are secure, using zip ties to mount the lines up along the frame so as not to get caught by branches or other debris.

10. To use the hardliner system, hook all 4 whips to each corner outlet and to the valve stems on each tire.



11. Open the hand slide valve with all four corners connected and let

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<p>air out to the desired pressure level. Stop the flow using the hand slide valve and check the pressure with the air pressure gauge.</p>	
<p>12. To refill the tires, keep the slide valve closed, and open the ball valve to the compressor to allow air to flow into the system. Close the ball valve and check the pressure.</p>	
<p>13. By inflating and deflating all four tires at once, the pressure levels will be equal between all four tires.</p>	

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