

Installation Manual



10343 KIT

1" Leveling Kit

Chevrolet Colorado/GMC Canyon
(2WD/4WD)* *Including ZR2*

Levels the stance of your vehicle by raising the front end a fixed amount, increasing both the ground and wheel well clearance for the installation of larger wheels.

Thank you and congratulations on the purchase of a leveling kit. Please read the entire manual prior to starting the installation to ensure you can complete it once started.

KIT LAYOUT



KIT CONTENTS

Please make sure all the items shown in the above kit layout are provided in your kit before starting the installation.

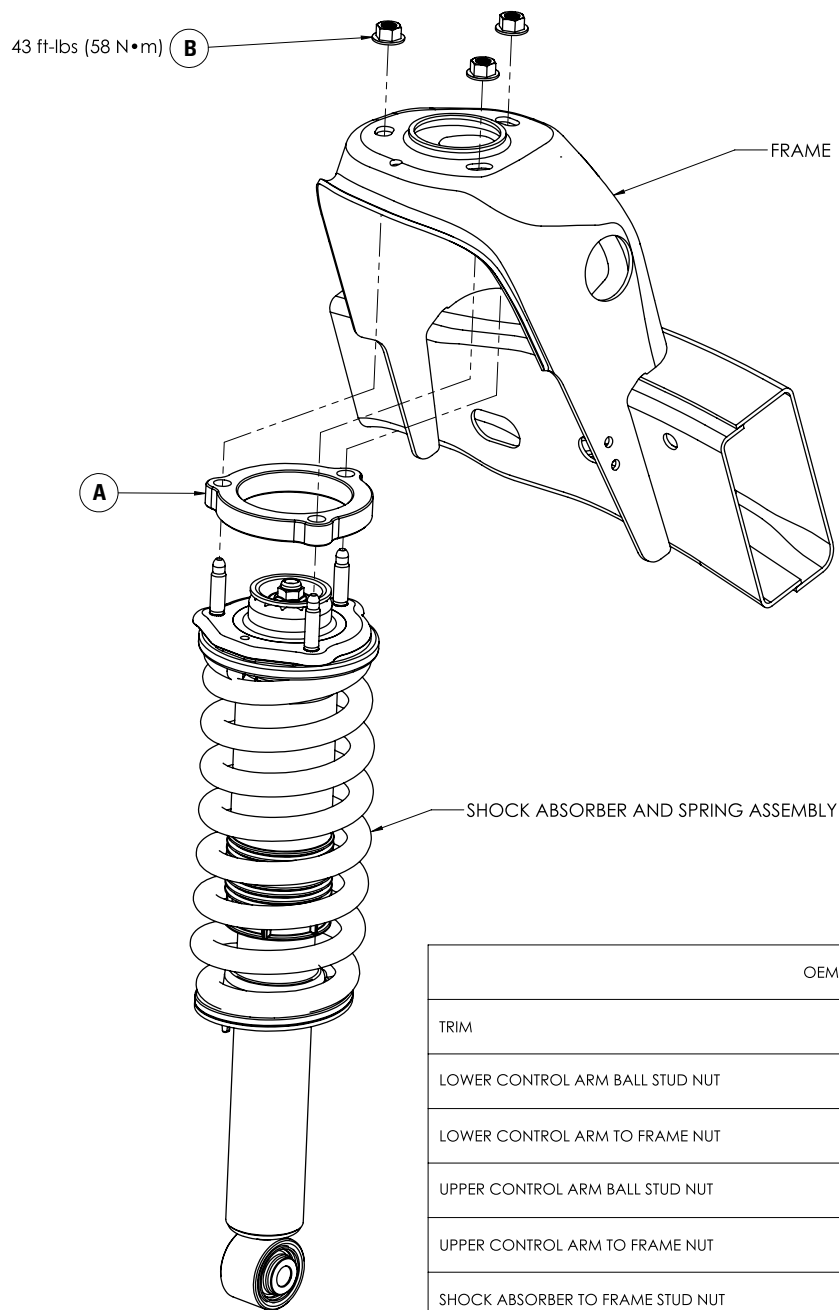
KIT CONTENTS			QTY	PART #	REQUIRED TOOLS
A	Upper Strut Mount Spacer	2	HP1565	<ul style="list-style-type: none"> • Hoist or Floor Jack • Safety Stands • Safety Glasses • Torque Wrench • Standard Combination Wrenches • 7/32" Hex Allen Wrench • 1-1/8" Wrench or Deep Socket • Metric & Standard • Sockets Ratchet 	
B	M10 x 1.5 mm Flange Nut	6	HP1457		



WARNING: This product can expose you to the chemical Hexavalent Chromate, which is known to the State of California to cause cancer and birth defects or other reproductive harm. *For more information go to www.P65Warnings.ca.gov*

Please make sure all the items shown in this explosion diagram are provided in your kit before starting the installation.

DRIVER SIDE ASSEMBLY SHOWN:



OEM TORQUE SPECIFICATIONS		
TRIM	ALL TRIMS EXCLUDING ZR2	ZR2 MODELS ONLY
LOWER CONTROL ARM BALL STUD NUT	48 ft-lbs (65 N•m) plus an additional 60-75 Degrees	55 ft-lbs (75 N•m) plus an additional 90-105 Degrees
LOWER CONTROL ARM TO FRAME NUT	192 ft-lbs (260 N•m)	
UPPER CONTROL ARM BALL STUD NUT	37 ft-lbs (50 N•m) plus an additional 90-110 Degrees	
UPPER CONTROL ARM TO FRAME NUT	118 ft-lbs (160 N•m)	
SHOCK ABSORBER TO FRAME STUD NUT	43 ft-lbs (58 N•m)	
SHOCK ABSORBER TO LOWER CONTROL ARM BOLT	74 ft-lbs (100 N•m) plus an additional 25-35 Degrees	37 ft-lbs (50 N•m)
STABILIZER SHAFT END LINK NUT	22 ft-lbs (30 N•m)	
STABILIZER SHAFT CLAMP BOLT	37 ft-lbs (50 N•m)	
TIE ROD BALL STUD NUT	26 ft-lbs (35 N•m) plus an additional 85-95 Degrees	

BEFORE STARTING THE INSTALLATION:

Safety Warning!

Altering the suspension system of your vehicle may cause it to handle differently than it did from the factory. Larger wheel and tire combinations may increase the leverage on the suspension and steering components. This changes the way your vehicles handles and responds to abrupt maneuvers. Operate your vehicle at reduced speeds in all conditions to prevent loss of control. Failure to do so may result in serious injury. It is not recommend to combine the use of suspension lifts, body lifts, or other lifting methods.

Installation Warning!

Use caution when disassembling and reassembling the vehicle. The proceeding instructions are guidelines only, the installer is responsible for ensuring that the vehicle is safe for use after performing the installation. It is recommended to use the factory service manual for the model/year of the vehicle when disassembling and assembling factory related components.

Suspension components that use rubber or urethane bushings should be tightened with the vehicle at normal ride height. This will prevent premature wear or failure of the bushing. Prevent the suspension components from overextension by supporting them with a jack.

PLEASE NOTE: Due to the suspension geometry and vehicle tolerances, the amount of lift is a base figure. **Spacer thickness does not equate to the amount of lift due to the suspension geometry.** For example: a 1" thick spacer may provide a 2" lift. Always measure the vehicle ride height at all 4 corners before and after installation to ensure the results are as expected.

WHEEL ALIGNMENT AND HEADLIGHT ADJUSTMENT

It is necessary to have a proper and professional wheel alignment performed by a certified alignment technician to align the vehicle to factory specifications. After the installation is complete, check to ensure that the vehicle's headlights are aimed properly. If not, a headlight alignment is required.

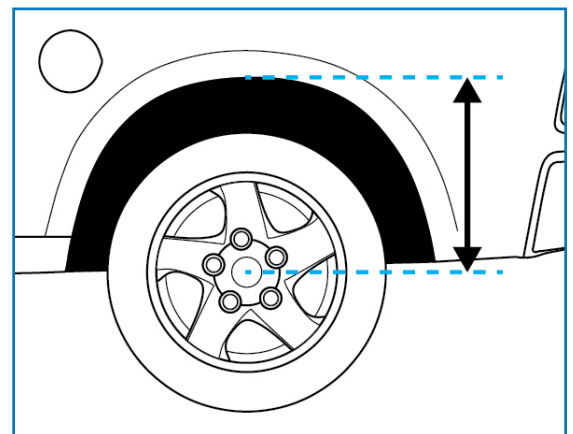


1 MEASURE STOCK RIDE HEIGHT

Park the vehicle on a level surface.

Using a measuring tape, measure the distance between the center of the wheel hub and the bottom of the fender well (as shown in Figure 1) this will give you your ride height.

Note the ride height for all four corners.



1

2 REMOVE FRONT WHEELS

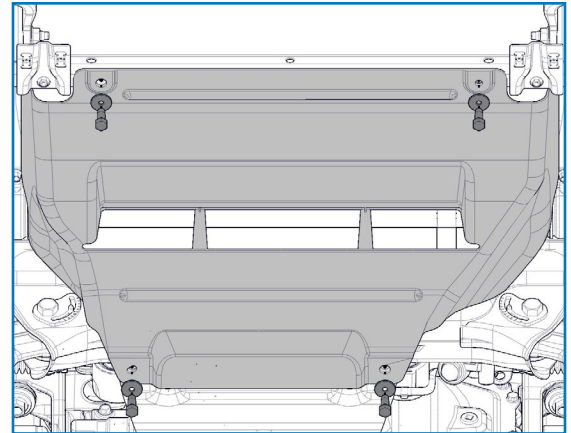
Place wheel chocks in front of and behind both rear wheels.

Raise front of the truck high enough to remove both wheels and attain a comfortable working height.

Place two jack stands under the vehicles frame.

Lower vehicle until the frame is supported by the jack stands.

Remove front wheels.

**3**

3 REMOVE SKID PLATE

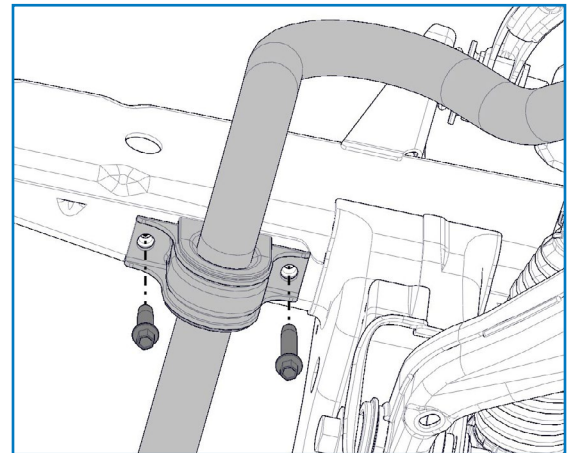
If equipped with a skid plate, remove the four skid plate mounting bolts.

Set skid plate aside.

4 DETTACH SWAY BAR MOUNTS

Remove the two sway bar mounting bolts on each side of vehicle.

Allow sway bar to hang freely.

**4**

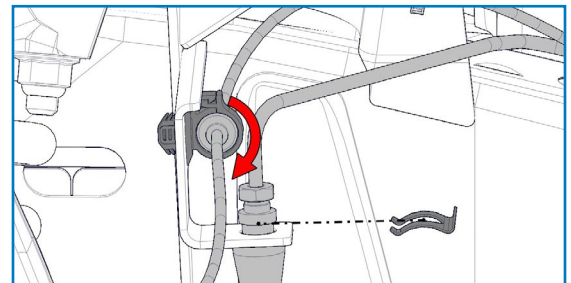
5 SUPPORT LOWER CONTROL ARM

Place floor jack under lower control arm, near ball joint.

Jack it up to slightly compress the suspension.

6 UNCLIP ABS WIRE & BRAKE LINE

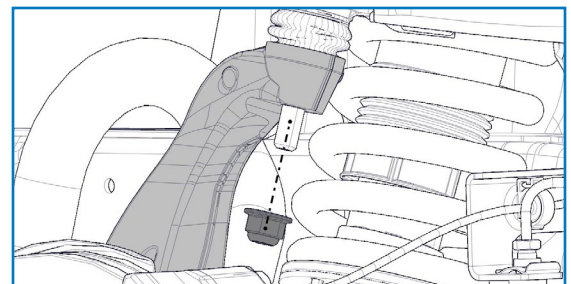
Unclip ABS wire and remove retaining clip from brake line.

**6**

7 REMOVE UPPER BALL JOINT NUT

Use a 6mm hex key to stop ball joint spinning, remove upper ball joint nut. Strike upright to dislodge ball joint.

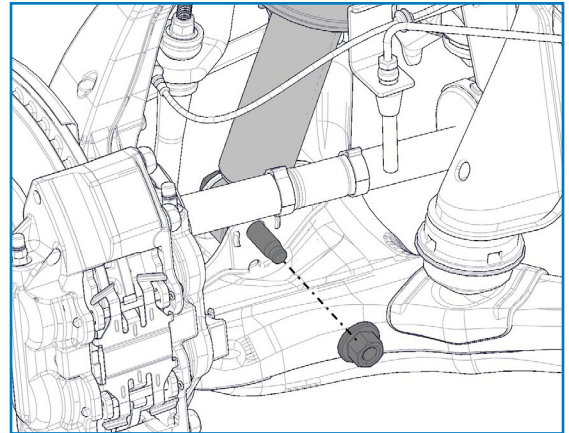
Once nut is removed, lower upright by lowering jack.

**7**

8 REMOVE LOWER STRUT MOUNT NUT

Remove nut securing lower strut mount to lower control arm.

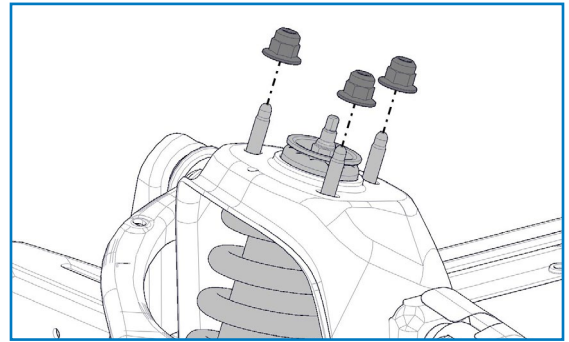
Leave bolt in place.



8

9 REMOVE UPPER STRUT MOUNT NUTS

Remove the three nuts securing upper strut mount to frame and discard.



9

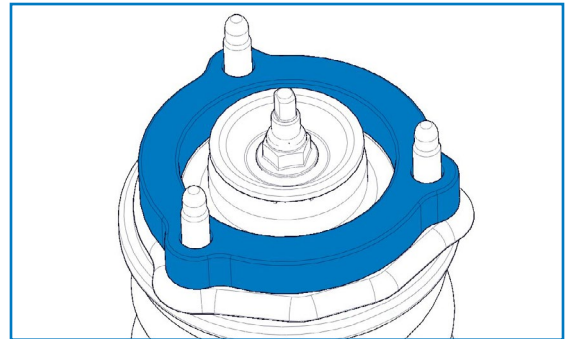
10 REMOVE STRUT ASSEMBLY

Remove lower strut mount bolt.

Remove strut assembly from vehicle.

11 INSTALL BILLET STRUT SPACER

Place the billet strut spacer on strut top mount.



11

12 REINSTALL STRUT ASSEMBLY

Using the three supplied M10 nuts, attach strut assembly (with billet spacer installed) to frame.

Tighten nuts hand-tight.

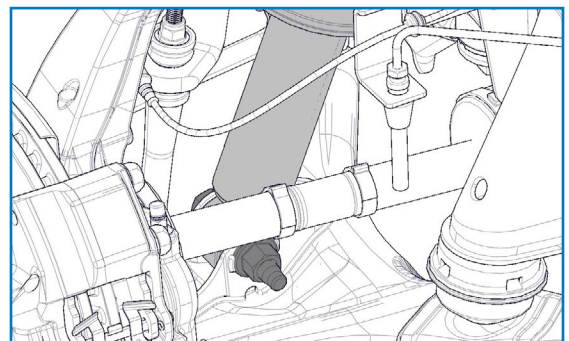
13 REINSTALL LOWER STRUT MOUNT BOLT

Reinstall factory lower strut mount bolt and nut.

Snug nut – do not torque.

⚠ NOTE: Suspension components that use rubber bushings should be tightened with the vehicle at normal ride height. This will prevent premature wear or failure of the bushing.

Torque the 3 upper strut mount nuts to 43 ft.-lbs. (58 N-m).



13

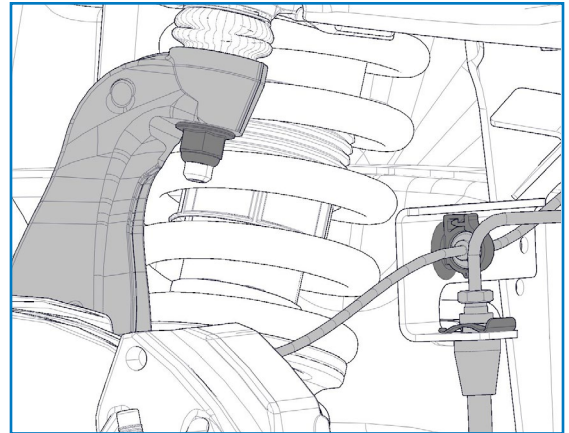
14 CONNECT UPPER BALL JOINT

Insert upper ball joint into upright and thread on factory nut by hand.

First torque nut to 37 ft.-lbs. (50 N-m). Mark nut and rotate an additional 90-110 degrees.

15 REATTACH ABS WIRE & BRAKE LINE

Reinstall clips to secure ABS wire and brake line.

**14**

Repeat Steps 4-14 on opposite side of the vehicle.

16 RESINSTALL SWAY BAR MOUNTS

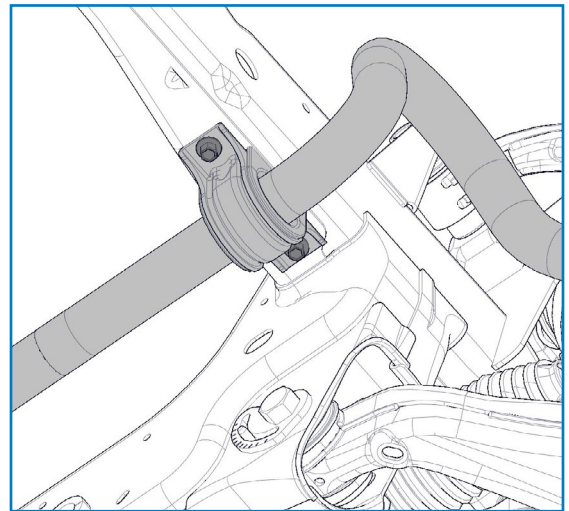
Reinstall and snug the two sway bar mounting bolts on each side of vehicle – do not torque.

17 REINSTALL WHEELS

Install wheels and torque them to factory specification.

Raise vehicle, remove jack stands from under frame and lower vehicle back to ground.

Roll vehicle forward and backwards, and bounce the vehicle up and down several times to stabilize suspension.

**16****18 FULLY TIGHTEN LOWER STRUT MOUNT BOLTS & SWAY BAR FASTENERS**

With vehicle on ground, fasteners securing rubber bushings can be fully tightened to factory specifications.

Torque lower strut mount bolt on each side of vehicle first to 74 ft.-lbs. (100 N-m). Mark nut and rotate an additional 25-35 degrees.

Torque the four sway bar mounting bolts to 37 ft.-lbs. (50 N-m).

REINSTALL SKID PLATE

If equipped, reinstall the four skid plate mounting bolts and torque to 37 ft.-lbs. (50 N-m).

Congratulations! You have completed the install

POST INSTALLATION WARNING

After the kit installation is complete and the vehicle is on the ground at its normal ride height, roll the vehicle backward and forward to settle the suspension. Tighten all components containing rubber bushings to the specified torque values. Verify adequate tire, wheel, brake line and ABS wire clearance by turning the front wheels completely to the left and then to the right. Ensure brake/ABS lines are not stretched when the suspension is at full droop. Test and inspect steering, brake and suspension components. Vehicle damage may result if the post installation checks are not performed.

VEHICLE HANDLING WARNING

Larger wheel and tire combinations may increase the leverage on the suspension and steering components. Increasing the height of your vehicle increases the likelihood of rollover or loss of control during abrupt manoeuvres, especially at high speeds. Operate your vehicle at reduced speeds in all conditions to prevent loss of control. Failure to do so may result in serious injury.

WHEEL ALIGNMENT & HEADLIGHT ADJUSTMENT

After the kit installation is complete, a professional wheel alignment must be performed by a certified alignment technician to re-align the vehicle to within factory specifications. Additionally, ensure that the vehicles headlights are aimed properly. If not, a headlight alignment is required as well. If not properly aligned it can cause increased tire and suspension component wear.

VEHICLE RE-TORQUE & SAFETY INSPECTION

After the kit installation and adjustments have been completed and within 50 miles of driving, perform a check over of all applicable fasteners and hardware to ensure they are adequately tightened to the specifications given (or as noted in the vehicle's factory service manual).

WARRANTY

To be eligible for warranty, the owner must submit their warranty card or register online within 30 days of the purchase date.

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