



## 2015+ Chevrolet Colorado Gas and Diesel Heavy Duty CV Boot

### Parts List:

- (2) CV Boots
- (2) Large CV Boot Clamp
- (2) Small CV Boot Clamp
- (2) Grease Pouches

### Tools Needed:

- T30 Torx
- Punch
- Snapping Pliers
- Torque Wrench (3/8" & 1/2")
- Axle boot clamp crimping pliers
- Hammer and ballpeen hammer

### Tools Needed:

- 5mm allen
- 6mm wrench
- 10mm wrench
- 10mm socket
- 15mm wrench
- 15mm deep socket
- 18mm wrench
- 18mm deep socket
- 18mm ratcheting wrench
- 21mm wrench
- 27mm socket
- 36mm socket

Approximate Install Time: ~ 2 Hours depending on skill and tools

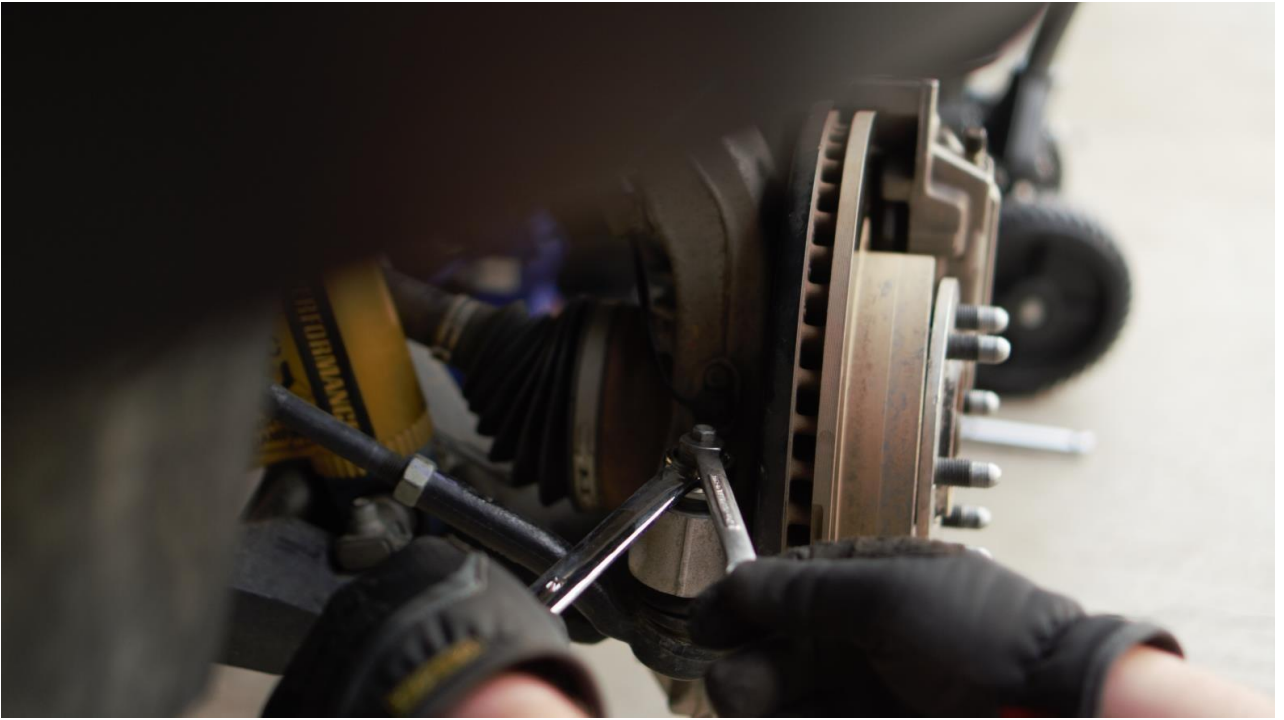
### Notes:

- Only qualified mechanics experienced in the installation and removal of suspension components should perform this installation.
- Use of a hoist is highly recommended and will substantially reduce installation time.
- Never work on or under a vehicle unless it is properly supported by safety stands and wheels are blocked.
- Never use impact wrenches or impact guns to install or remove shock absorber piston components, shafts and piston rod nuts
- Always thoroughly clean out the CV joint before repacking with grease. Use warm soapy water and dry thoroughly **DO NOT USE GASOLINE, PARTS CLEANER, OR SIMILAR SOLVENTS.** These are incompatible with the grease and can cause breakdown leading to premature wear
- **DO NOT MIX THE GREASE included in this kit with other greases,** this can cause breakdown leading to premature wear

### Installation:

- 1) Block the rear wheels, lift the front of the vehicle, and place on jack stands or use automotive lift
- 2) Remove front wheels

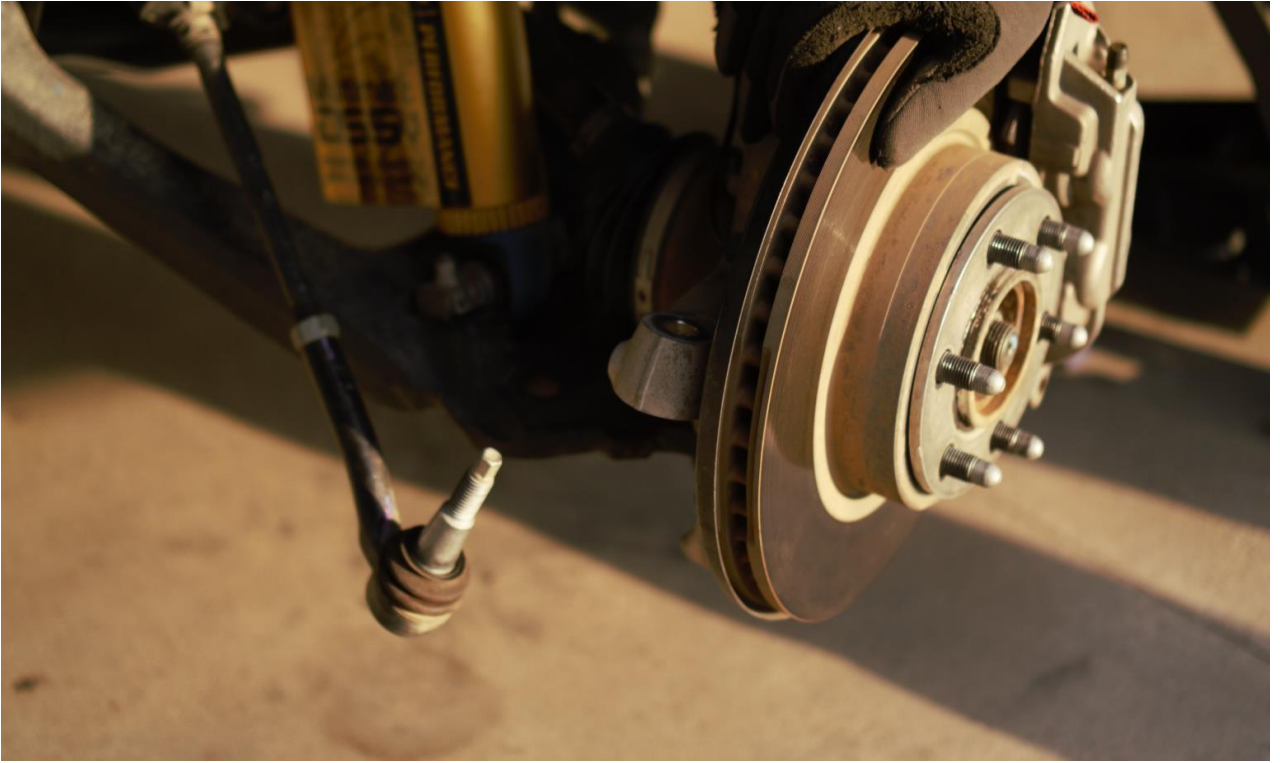
3) Using 10mm wrench to hold hex and 21mm wrench, loosen tie rod but do not remove nut all the way



4) Using ballpeen and weighted hammer lightly tap tie rod are to break taper loose if necessary



5) Remove Tie Rod From knuckle



6) Using 10mm socket, unbolt wheel speed sensor wire keeper, located on back of knuckle



7) Using T30 torx loosen and remove the wheel speed sensor from the side of the knuckle



8) Use an 18mm deep socket to loosen the two brake caliper bolts, remove the caliper and hang it using strap (coat hanger/zip tie work also) being sure not to stretch the brake line



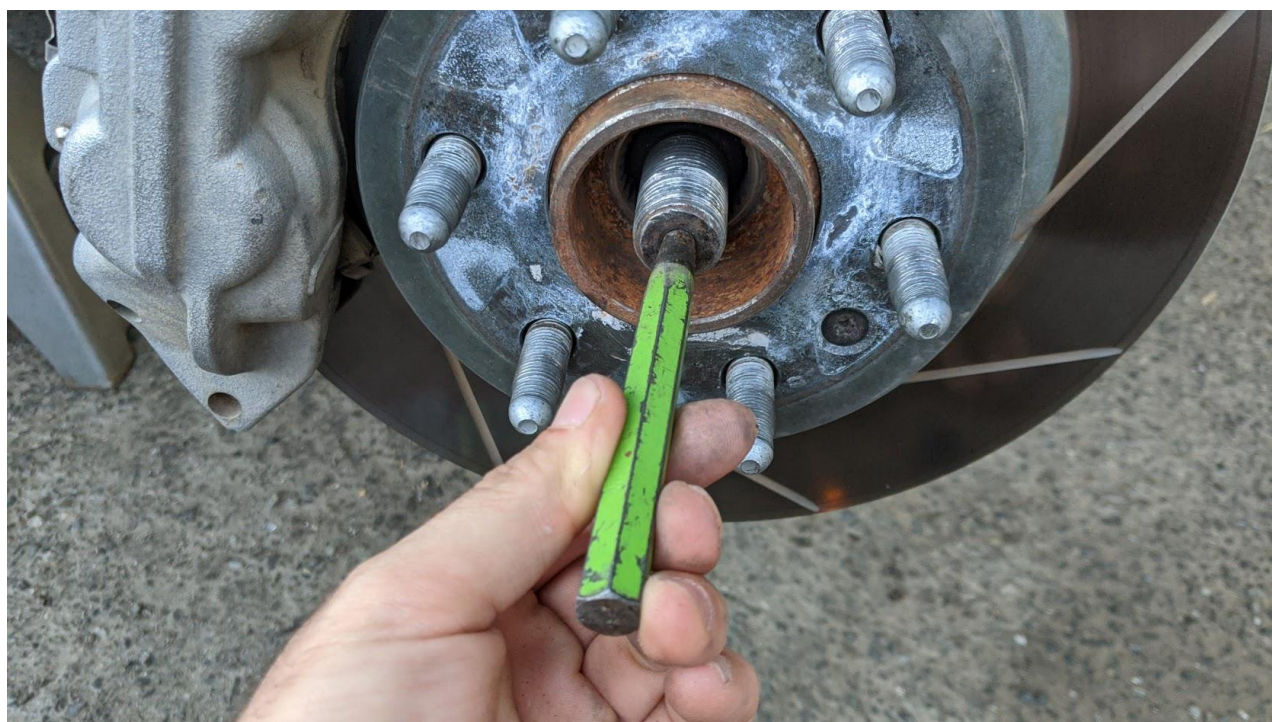
9) Using 36mm socket and impact break loose and remove the axle nut



10) Remove the washer behind the axle nut



11) If necessary use a punch and hammer to shock the axle out of the splines a small amount as it is a tight fit and there may be corrosion on the splines, this step will make it easier to remove the axle later



12) Use a 15mm deep socket to loosen the two bottom shock bolts



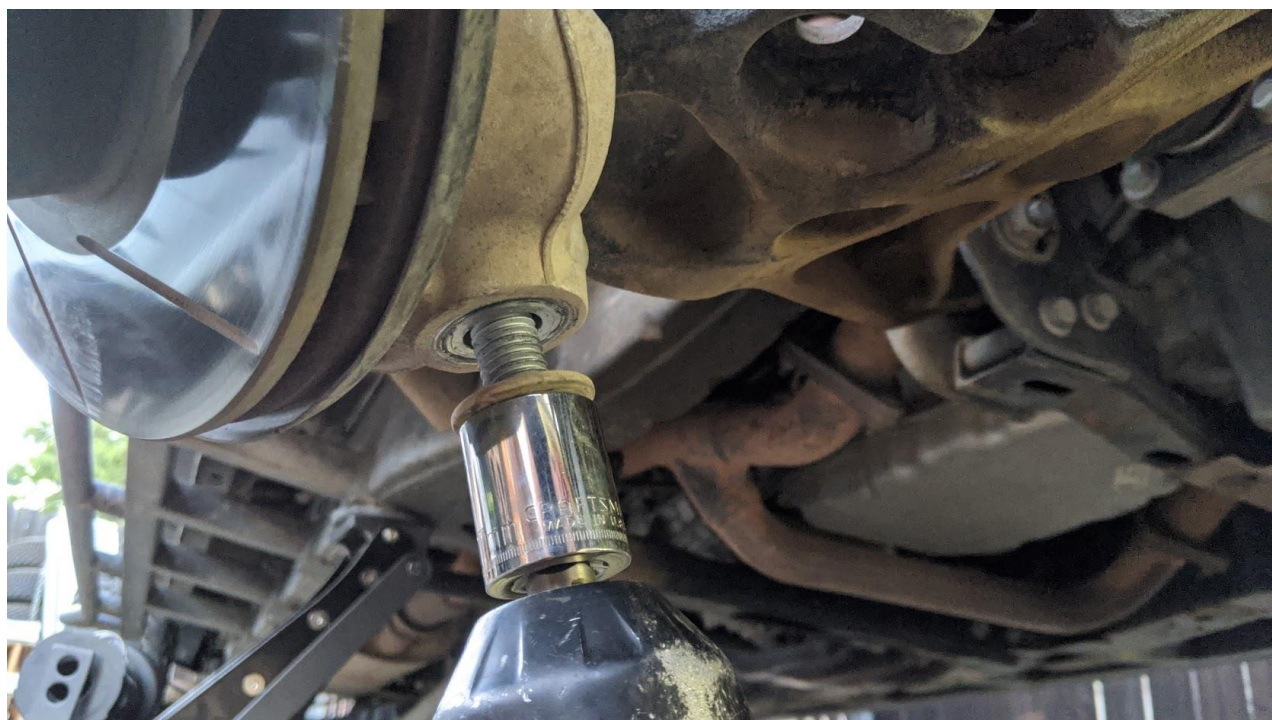
13) Loosen upper control arm ball joint using 18mm deep socket, you may need to use 18mm wrench and 5mm allen to avoid spinning the ball joint, DO NOT REMOVE all the way



14) Using a jack (or buddy) support the lower control arm and loosen the last few turns on the upper ball joint nut use two ballpeen hammers to break taper if necessary

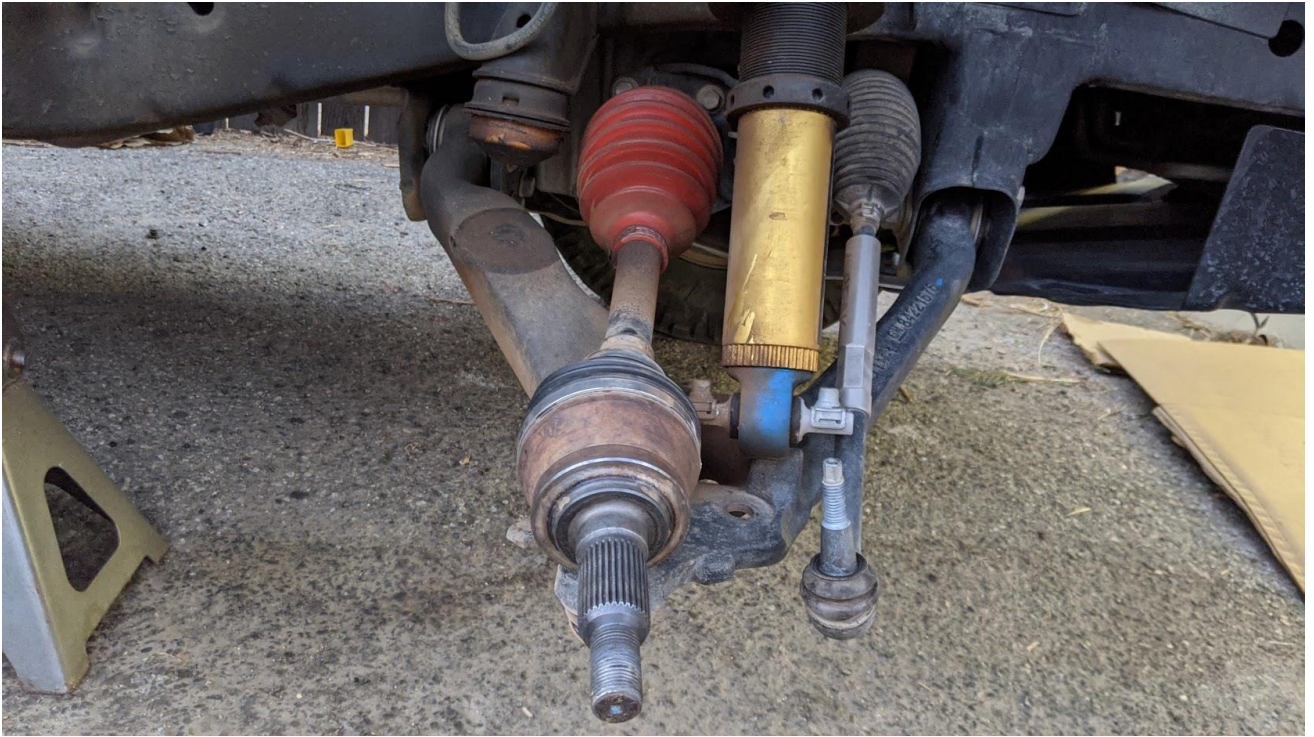


15) Use a 27mm socket and impact to loosen and remove the lower balljoint nut on the bottom the knuckle





16) Now remove the entire knuckle from the vehicle, you will have to guide the lower ball joint and the axle splines out at the same time, this is easier with two people



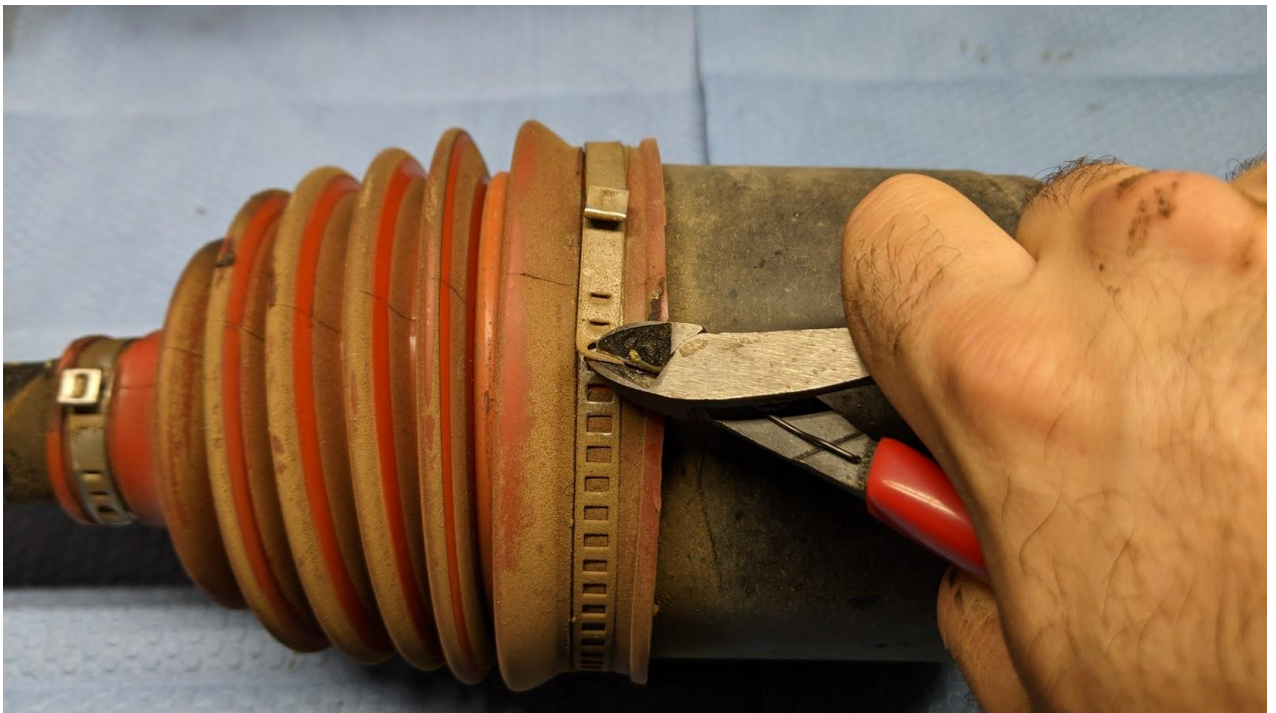
17) Next fully support the axle. Using a small prying device between the axle and the differential carefully pry the splines past the c-clip groove internally, remove the axle BE SURE TO NOT DRAG THE AXLE ACROSS THE SEAL



18) Now find a clean (for now) area to work on the axle outside of the vehicle



19) Begin by prying or cutting all of the existing clamps off of the axle



20) Remove the clamps



21) Slide the boot back



22) Using a pick or small screw driver, remove the snap ring from the inside of the cv joint



23) You can now slide the cv joint out of the outer housing



24) Clean the inside of the housing and set it aside



25) Remove the balls from the inside of the cage and clean them



26) Push the cage back away from the open end



27) Locate and remove the c-clip from the end of the axle shaft



28) Slide the inner part of the CV off the end of the shaft



29) When removing note the orientation of the inner part, the side with the boss goes on first

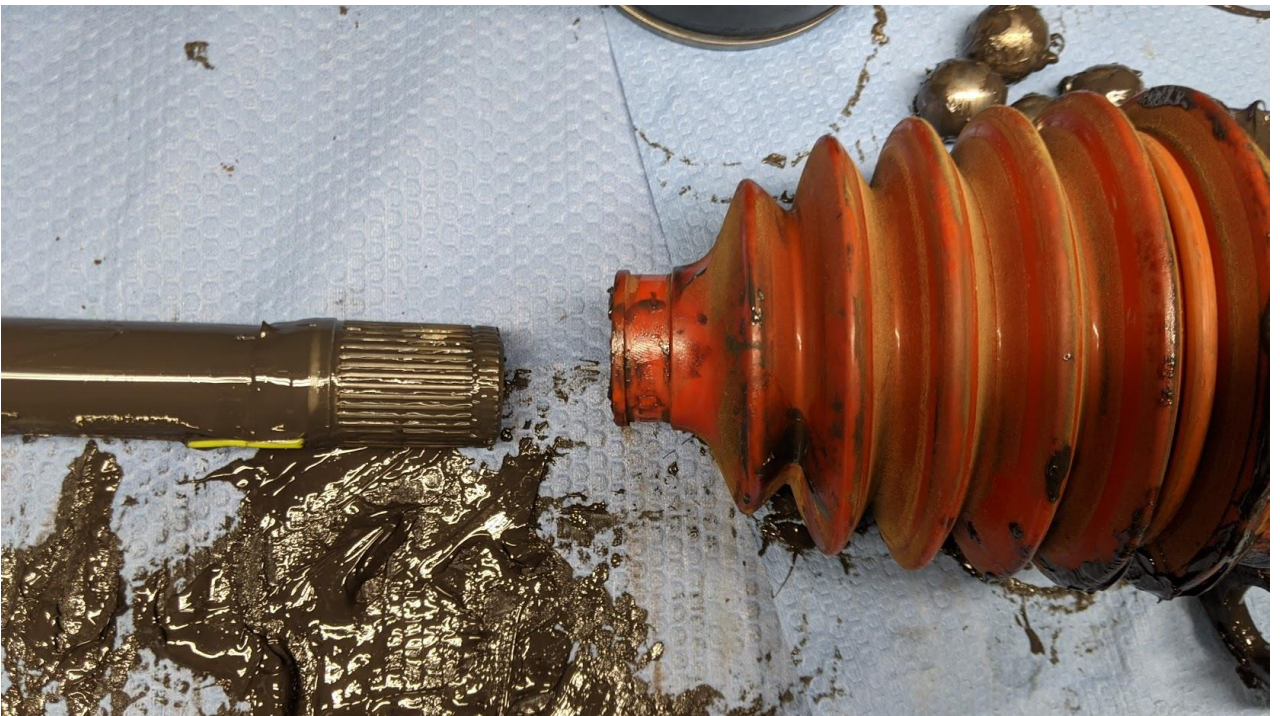




30) Slide the cage off



31) Slide the old boot off



31) Move to the other side of the axle



32) Slide the boot off



32) Thoroughly clean the inside and components on both ends of the cv and slide the new boot on



33) Be sure to line up the small end of the boot with the line on the axle shaft



34) Place the small clamp on the axle and crimp using the correct tool



35) Pull the boot back and squeeze one of the packets into the cv and boot, thoroughly work the grease into the CV joint being sure it is well packed, failure to do so can cause premature wear



36) Place the large clamp on the axle and crimp using the correct tool, be sure to let out any excess air so the boot remains in a relaxed state



37) Slide the other boot over the open end of the axle



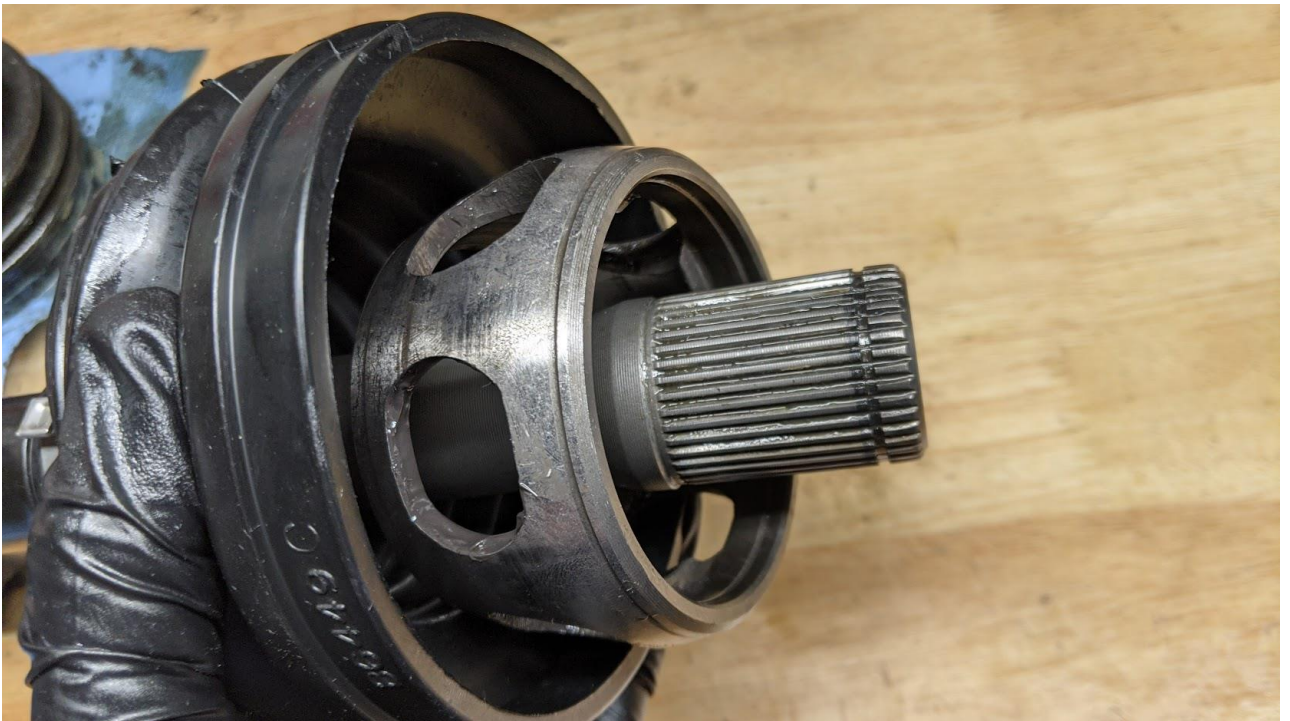
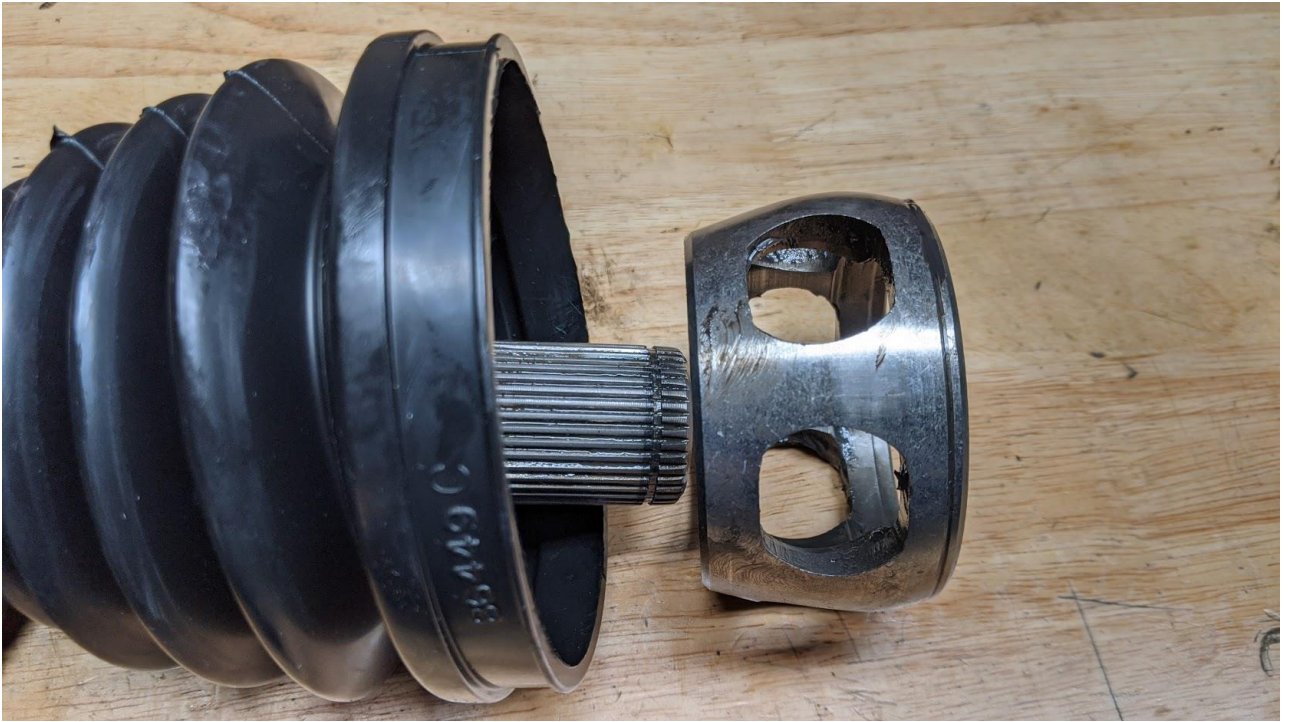
38) Make sure to line up the boot with the line on the axle shaft



39) Install the small clamp and crimp using the correct tool



40) Install the CV cage, small end towards the shaft



41) Install the CV inner onto the splines with the boss towards the shaft as shown

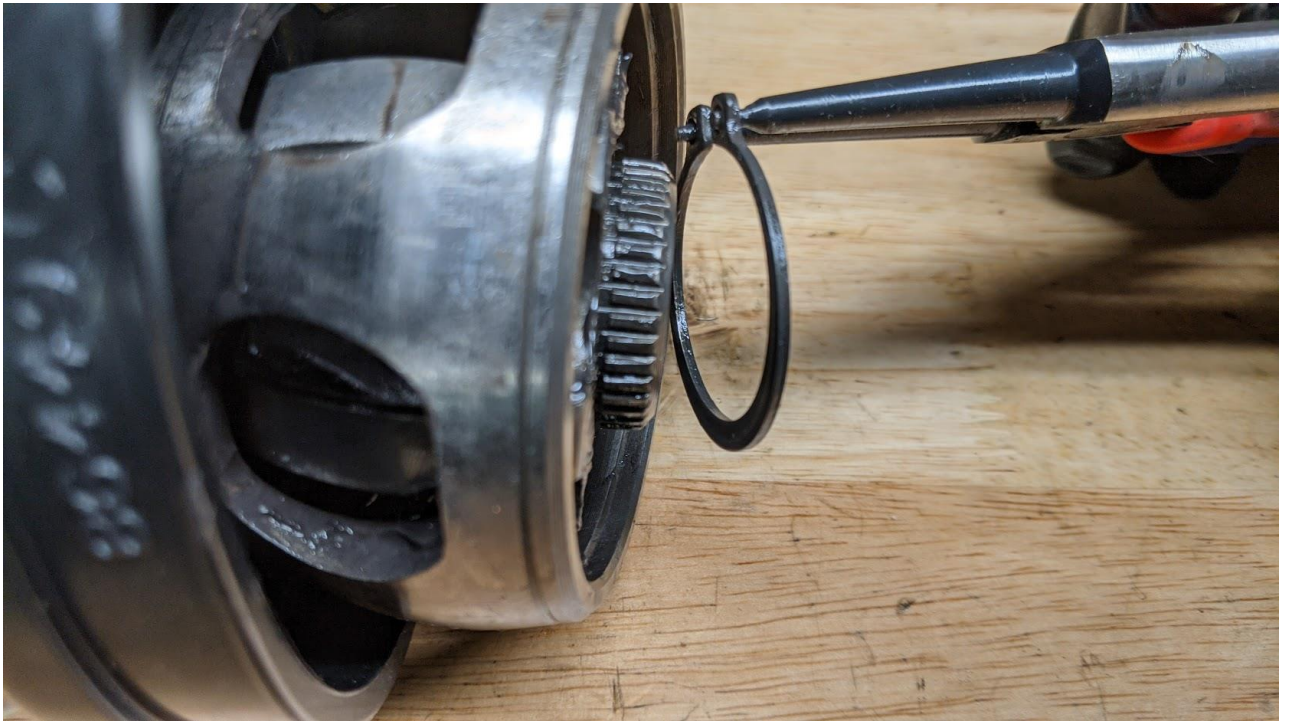


42) Slide the outer cage back over the inner





43) Reinstall the C clip making sure it is fully seated



44) Install the balls, you may need to use some of the new grease to hold them into place



45) With the balls in place, slide the outer housing over the balls and cage



46) Reinstall the c-clip making sure it is fully seated in the groove, with the boot peeled back empty the the rest of the second grease pack into the CV. You will need to pack the grease into the cage and balls making sure it is fully distributed. Failure to do so will cause premature wear.



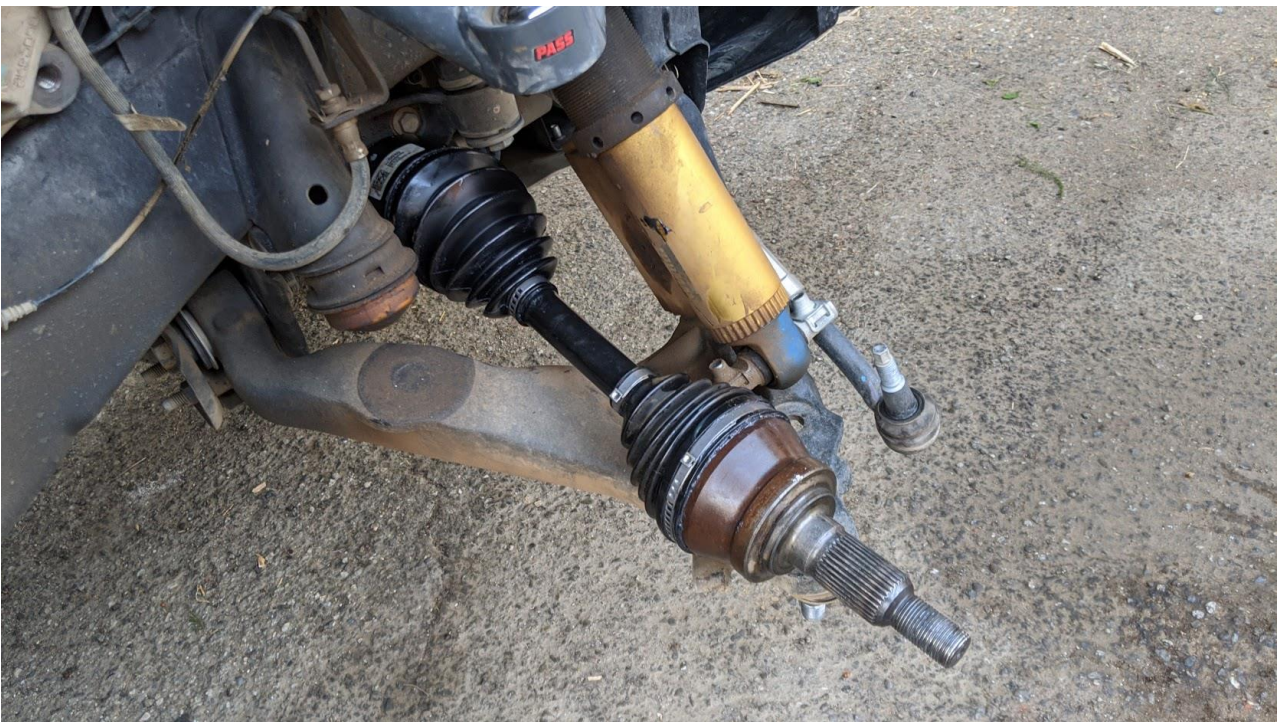
47) Install and crimp the large clamp onto the outside of the CV , be sure to let out any excess air so the boot remains in a relaxed state



48) Carefully reinstall the CV being sure not to scratch the axle seal



49) With the splines inserted, use the axle's weight carefully knock the clip past the groove. Make sure the axle is straight when doing so.



50) Reinstall the knuckle onto the lower arm while guiding the axle into the wheel bearing, it may be helpful to have people for this



51) Tighten the 27mm nut on the lower balljoint and torque to 55 lb-ft and then 90-105 degrees



52) Reinstall the lower shock bolts and torque to 37 lb-ft



53) Reinstall the upper ball joint into the knuckle and tighten with 18mm wrench and 5mm allen, torque to 37 lb-ft then 90-110 degrees



54) Reinstall the brake caliper, tighten with 18mm socket to 59 lb-ft and then 30-45 degrees



55) Reinstall wheel speed sensor and line holder



56) With someone holding the brake pedal down, reinstall the axle nut and washer and torque to 185 lb-ft



57) Reinstall and torque wheels

58) Recheck all bolts after 100 miles of driving

Enjoy!



## RELEASE OF LIABILITY

I, the customer, do hereby release and forever discharge Level Up Suspension, their agents, employees, successors and assigns, and their respective heirs, personal representatives, affiliates, successors and assigns, and any and all persons, firms or corporations liable or who might be claimed to be liable, whether or not herein named, from any and all claims, demands, damages, actions, causes of action or suits of any kind or nature whatsoever, whether known or unknown, fixed or contingent, which I now have or may hereafter have or claim to have, as a result of or in any way relating to the following: Parts sold & installed by Level Up Suspension or parts sold & installed by end-user; any parts sold online, any parts sold online or installed by a re-seller, any parts installed by an installation shop.

It is understood and agreed that this payment is made and received in full and complete settlement and satisfaction of the aforesaid actions, causes of action, claims and demands; that this Release contains the entire agreement between the parties; and that the terms of this Agreement are contractual and not merely a recital.

Furthermore, this Release shall be binding upon the undersigned, and his respective heirs, executors, administrators, personal representatives, successors and assigns. This Release shall be subject to and governed by the laws of the State of California.

**PRODUCT SAFETY WARNING:** Level Up Suspension strongly recommends the installation of products be done by a certified mechanic. If this does not occur, be certain the person(s) installing the product read, understand and follow all instructions and warnings pertaining to the application before installation. Do not add, alter, or fabricate any factory or aftermarket parts to increase vehicle height over the intended height of the Level Up Suspension product purchased. Mixing component brands is not recommended.

Installation of suspension lift kits or any other lifting kits or devices will raise the center of gravity. For this reason, Level Up Suspension urges that extreme caution be used when encountering driving conditions which may cause vehicle imbalance. Furthermore, the driver's field of vision and judgment will not be as good due to the height of the vehicle. Due to the installation of larger tires, the speedometer will read slower than the actual speed being traveled and more distance will be required to stop the vehicle. It is the owner's responsibility to caution and warn any potential driver of the vehicle about these driving and handling conditions. Level Up Suspension will not be held liable or responsible for damages or personal injuries resulting from the use of lifting devices and or related products. The tires and rims should be changed to sufficiently increase the vehicle's total overall width and stability to help accommodate lifting devices.

Level Up Suspension aftermarket suspension products and accessories modify a vehicle for uses which exceed conditions anticipated by the vehicle manufacturer. The uses include the high performance demands required during off-road. These conditions vary in the degree of extremity and cannot be controlled by the vehicle or product manufacturer. If the components within the suspension system or accessories become worn due to frequent and/or extreme use, the safety and reliability of the vehicle is at risk. The maintenance of aftermarket equipment to ensure the vehicle occupants safety is entirely your responsibility. Do not purchase Level Up Suspension products unless you are willing to accept this responsibility. Do not install any Level Up Suspension products or accessories unless you feel competent at installing the product without causing present or future injury to yourself or other vehicle occupants; seek an authorized installation center.

Most states have some type of law limiting vehicle height. The amount of lift allowed, and how the lift can be achieved, varies greatly. Several states offer exemptions for farm and commercial registered vehicles. It is the vehicle owner's responsibility to check state and local laws to ensure that their vehicle will be in compliance. Level Up Suspension reserves the right to make changes in design, materials and specifications as deemed necessary without prior notice and without assuming obligation to modify any product previously manufactured. Obligation or liabilities will not be assumed with respect to similar products previously advertised.

This Release of Liability and Product Safety Warning has been read and fully understood by the undersigned and has been explained to me.