

2023+ Chevrolet Colorado ZR2 Gas and Diesel Front Coilover Conversion



Parts List:

- (2) Springs
- (2) Threaded Adjuster Assemblies
- (2) Threaded Perches
- (2) Metal Spring Isolators/Washers
- (2) Upper Mount Adapter
- (2) Adjuster Punches

Tools Needed:

- 10mm wrench
- 15mm ratcheting wrench
- 15mm deep socket
- 18mm wrench
- 18mm ratcheting wrench
- 21mm wrench
- Spring Compressor
- Hammer and ballpeen hammer

Approximate Install Time: 3-6 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

Installation:

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

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



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



6) Remove Tie Rod From Knuckle



7) Remove wheel speed sensor wire from upper control arm



8) Using 21mm and 10mm wrench loosen the endlink



9) Remove the endlink from the knuckle



10) Using a 15mm ratcheting wrench remove the 3 upper shock nuts



11) Using an 18mm wrench loosen the upper control arm ball joint nut and remove the ball joint from the knuckle



12) The shock assembly can now be removed from the vehicle

13) With the shock in a spring compressor, undo the upper mount nut and then disassemble the shock

14) Remove the upper mount and boot



15) Remove the boot, being sure to leave the bump stop and properly put the upper mount adapter into place, making sure it sits flat



16) Remove the spring, bump stop cap and the lower spring seat

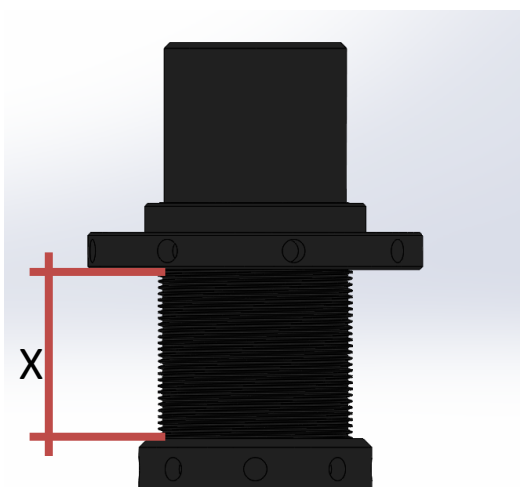


17) Next install the threaded sleeve, springs seat, washer and reinstall the bump stop cap as shown below



Notes before install:

- The threaded sleeve is difficult to adjust once on the truck
- Spring seat should be as close to desired height as possible before sliding onto the shock
- Full high below will yield 2.00" of lift when paired with the upper spacer (1.00" without)
- Moving the collar down 0.75" will lower the truck approx. 1" at the wheel
- There are 12 threads per inch, moving the collar down 9 threads will lower 1" at the wheel
- Lifting the vehicle more than 2.00" will result in rough ride, this is possible on the heavier rates if the vehicle is not running enough weight. A weighted truck is considered steel bumper and winch, not aluminum bumper even with winch
- Shocks ARE SIDE SPECIFIC the reservoirs are clocked slightly different to allow ample clearance to the CV boot when installed DO NOT MIX UP THE SIDES this will result immediate boot failures



18) Place the shock, spring, and upper mount back in the spring compressor and reassemble



19) Pay close attention to the orientation of the upper mount with respect to the lower mount



20) Reinstall in the reverse order and repeat on the other side



21) Reinstall wheels

22) Recheck all bolts after 100 miles of driving

Enjoy!

Notes on adjustment:

- Adjustment should be done with the threads clean and clear of dirt, debris etc.
- Adjustment should only be done with the front of the vehicle jacked up
- Tools are provided but often a properly sized punch works great as well

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