



2015-2022 Colorado/Canyon 1in. Front Differential Drop Kit

Tools Required:

- 10mm socket and ratchet
- 13mm socket and ratchet
- 15mm socket and ratchet
- 16mm socket and ratchet
- 18mm socket and ratchet
- 21mm socket and ratchet
- 22mm socket and ratchet
- 27mm socket and ratchet
- 36mm socket and ratchet
- 15mm wrench
- 18mm wrench
- 22mm wrench
- T30 Torx bit
- Pry bar

Included in the kit:

- 2) Differential Drop Brackets
- 4) Poly Bushing Halves
- 2) Bushing Sleeves
- 8) 16mm head Flange Bolts

Important Notes:

To reuse your factory Oil pan skid plate, a spacer will be required to lower the skid plate. The spacers need to be roughly a ½ inch thick.

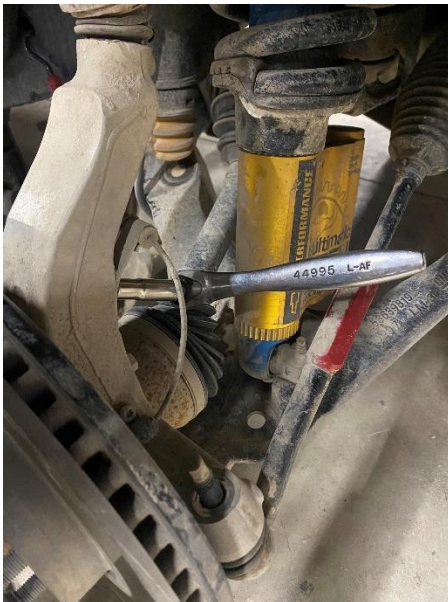
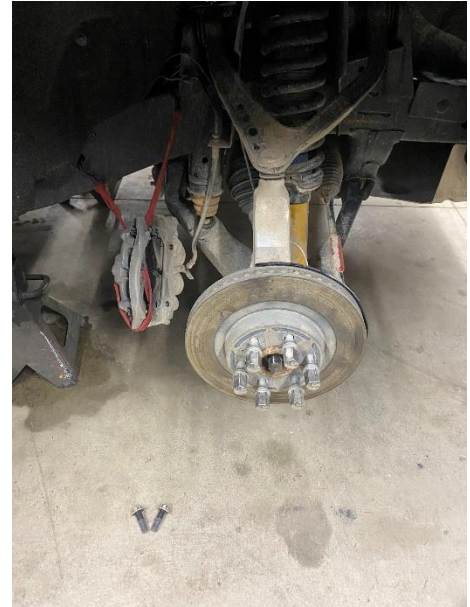
Instructions are written for ZR2 models. If you don't have a ZR2, the install is the same, but some tool sizes will be different.

Step 1: Jack the front of the vehicle up and support the vehicle using proper Jack Stands.

Step 2: With the vehicle supported on Jack Stand, remove the front wheels and place out of the way.

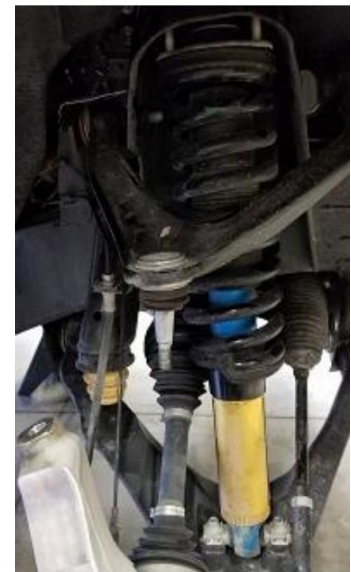
Step 3: Starting on the passenger side. Remove the two lower strut bolts from the lower arm with a 15mm socket and ratchet. Using a 13mm socket and 15mm wrench, remove sway bar links.

Step 4: Using an 18mm socket and ratchet, remove the brake caliper from steering knuckle. Be sure to tie up the caliper off to the side to prevent damage to the brake line.



Step 5: Remove the T30 torx screw from the wheel speed sensor, along with the 10mm head bolt holding the wheel speed sensor wire. The speed sensor can be gently removed from the steering knuckle and moved out of the way. Also remove the outer tie rod end using the 21mm socket and ratchet.

Step 6: Remove the nut attaching the upper arm to the knuckle with an 18mm socket and ratchet. **The upper arm is under some tension and may suddenly spring up when the nut is removed. Be cautious when removing the nut.**





Step 7: With the upper control arm removed from the steering knuckle, you can now remove the 36mm axle nut and washer. Next remove the lower ball joint nut using the 26mm socket and ratchet. A few light taps on the steering knuckle should release it from the lower ball joint. You can know slide it off the spines of the CV axle and place to the side.

Step 8: Using the 15mm wrench you can remove the three nuts at the top of the shock and slide the shock out and place out of the way. **(You do not need to remove the shock, but it does offer some more room to work)**

Step 9: Using the pry bar, place the tip between inner CV Axle joint and the differential housing. Apply steady pressure on the CV axle while simultaneously pulling outward on the axle assembly. This should release the C-clip on the axle assembly inside the differential. Place the axle assembly out of the way, using caution to not damage the threads or splines.



Step 10: Repeat steps 3-9 on the driver's side.

Step 11: Using the 15mm socket and ratchet, remove the oil pan skid plate so you can access the differential. Place a floor jack under the differential so the jack just touches the bottom.



Step 12: With the differential supported by the jack, you can now remove the front differential brackets on each side using the 21mm socket and 15mm socket. You will reuse the 21mm head bolts, however, the 15mm head bolts along with the factory brackets won't be reused.

Step 13: Locate the supplied differential brackets and bushings. Lightly grease the bushings and install them into the new brackets. Using the supplied Flange head bolts and the factory 21mm head bolts, loosely install the new brackets on to the differential and frame. With both brackets loosely installed, you can now tighten them down starting with the 16mm Flange head bolts.





Step 14: Now that the new diff drop brackets are installed and all the fasteners are tight, you can begin reassembling the suspension. Follow Steps 3-11 in reverse order. When reinstalling the CV axle assemblies, make sure the splines that go inside the differential are clean before installing. To install the axle assemblies, insert the splines into the differential, rotating the axle back and forth as you slide it in will ensure the splines align. Once the splines are aligned you can firmly push the axle assembly inward. You will hear a clunk and feel the axle pop into position.

Important:

After reassembly, make sure you pump the brake pedal several times before putting the vehicle in gear. Since the calipers were removed, you need to push the pads back up to rotor. Not doing this can cause momentary loss of brakes.

Always torque fasteners to OEM specifications.