2015-2022 Colorado/Canyon

Alignment Lockers

Tools Required:

- 22mm socket and ratchet
- 22mm Wrench
- 21mm socket to remove lug nuts
- Hammer and punch
- Drill
- 9/16 socket and ratchet
- 9/16 Wrench
- Press

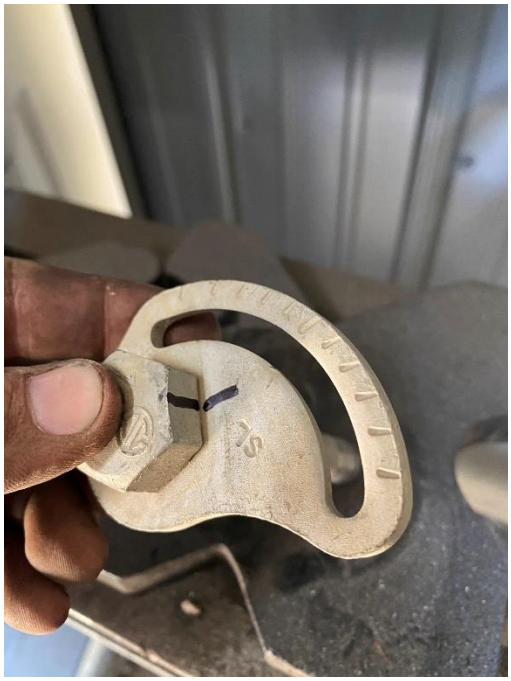
Included in the kit:

- 4) Round hole Alignment Locker Cams
- 4) Notched hold Alignment Locker Cams
- 1) 8.6mm Drill Bit
- 8) 3/8-16 Thread Forming Bolts
- 8) 3/8 Lock Washers

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 tires.

Step 3: **We recommend you do one side of the vehicle at a time.** Starting on the passenger side. Locate the alignment cams on the lower control arm mounts. Using a marker, trace around the alignment cams.



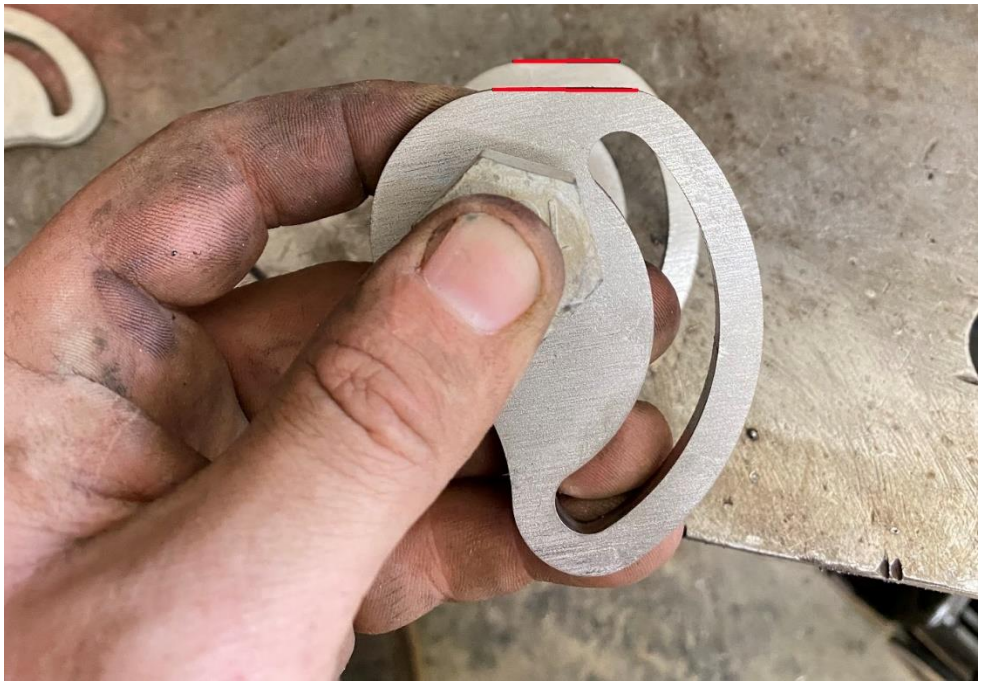
Step 4: Loosen and remove the passenger side lower control arm bolts and remove from the vehicle.

Step 5: Before you press the alignment cam off the factory bolt, be sure to make a mark across from the bolt head to the alignment. This mark is used as a reference later.

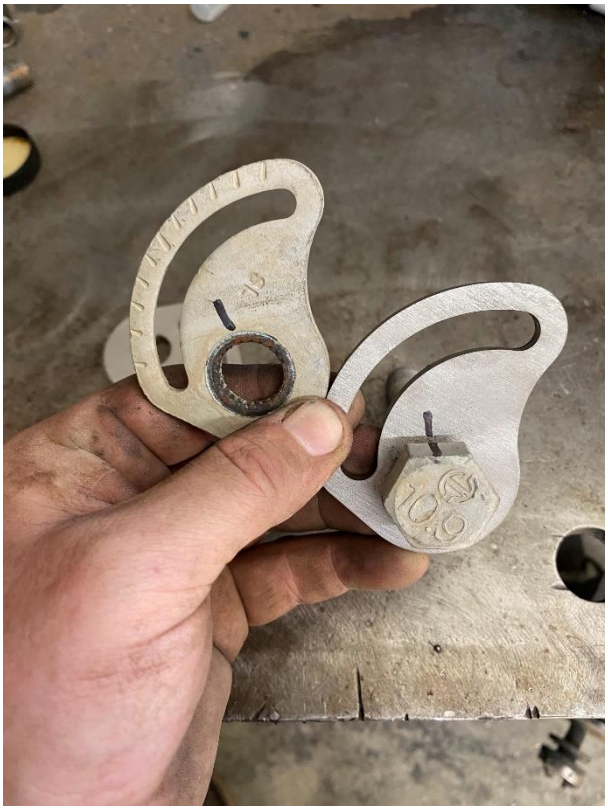
Step 6: Using a shop press, press the alignment cam off the factory bolt.

Step 7: Locate the new Alignment Locker Cam with the round center hole and slide it on the bolt in the same orientation as the factory cam that was removed. Now, located the Alignment Locker Cam with the notched center hole. The notched center will slide on the threaded portion of the bolt, in the same orientation as the round hole cam.

Step 8: With both new cams loosely on the bolt, rotate the round hole cam so that it aligns with the notched hole cam. They have a flat side that can both be placed on a flat surface to help with alignment. When both cams are aligned, you can make a reference mark on the cam following the mark already on the bolt head.



Step 9: With the round hole cam alignment with the reference mark, you can now press the bolt into the alignment cam. Be sure to support the cam closely to bolt shank, when pressing, to avoid any warping on the cam.



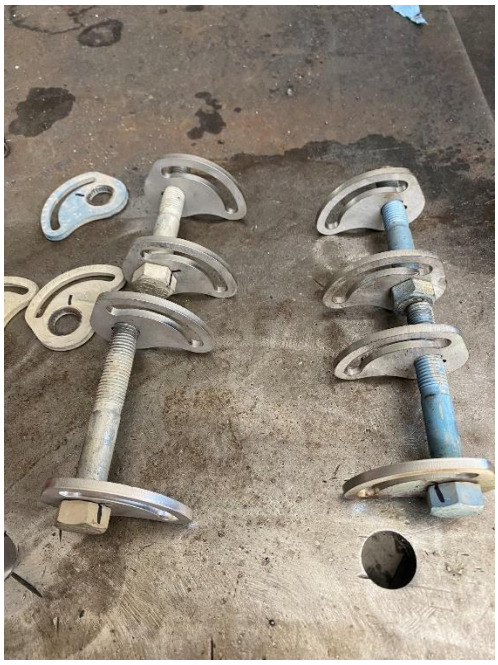
Step 10: Now that the new alignment locker cams have been installed on the bolts, you can remove the factory alignment pins on the cross member. These pins can be knocked out using a hammer and punch. If you can't hit the pin straight on with the hammer and punch, you can try tapping the pins from the side to break them loose.

Step 11: After removing the pins, drill out the pin holes with the supplied drill bit. The drill bit is long enough to reach the inner hole once you drill out the first hole.

Step 12: You can now reinstall the bolts and Alignment Locker Cams through the crossmember and lower control arm bushings. With the slot in the Alignment Locker Cams aligned with the pin holes, loosely install the supplied 9/16 head bolts and lock washers. ***Note: The supplied bolts are Thread Forming bolts and will form their own threads as you install them.**

Step 13: Rotate the lower control bolts so the Alignment Locker Cams line up with the reference marks made in step 3, and tighten the 9/16 head bolts. With those tight, you can now tighten the 22mm head lower control arm bolts.

Step 14: Repeat steps 3 – 9 for each lower control arm bolt. ****Please Note**: The alignment cams orientation from left to right are opposing. If you make 4 identical bolts/cam assemblies, they won't work in all four locations. Torque the 22mm head lower control arm bolts to 192 lb/ft.**



Step 15: Reinstall the wheels/tires and torque the lug nuts to 140 lb/ft.

***We always recommend an alignment anytime after suspension components have been removed and reinstall.**