Installation Manual

10656 KIT

1" Leveling Kit Chevrolet Colorado/GMC Canyon (2WD/4WD)* *Including ZR2*

***Will not fit** Chevy Trail Boss or GMC AT4 suspension packages.*

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.

* *See application guide for proper fitment.*

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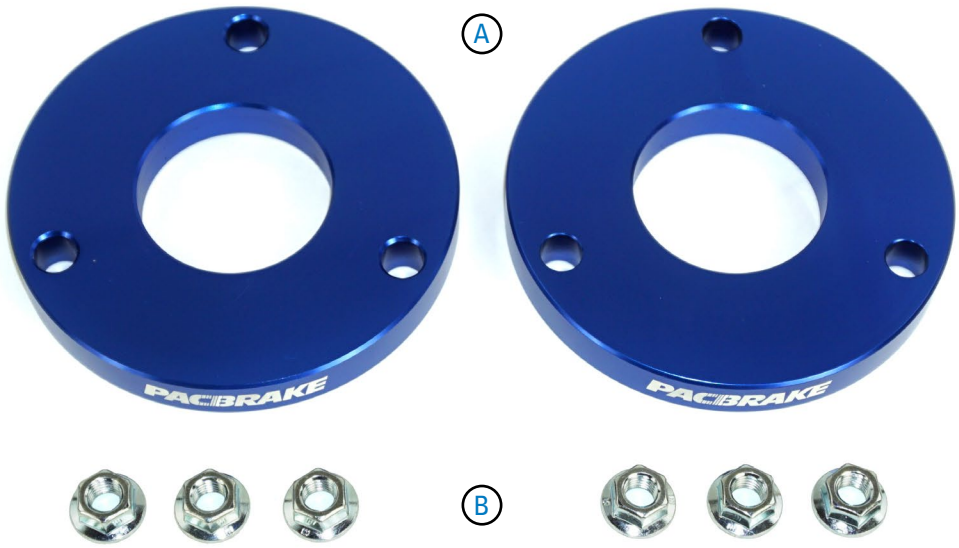
Thank you and congratulations on the purchase of a Leveling Kit. Please read the entire manual prior to starting the installation to ensure you can complete it once started.

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.

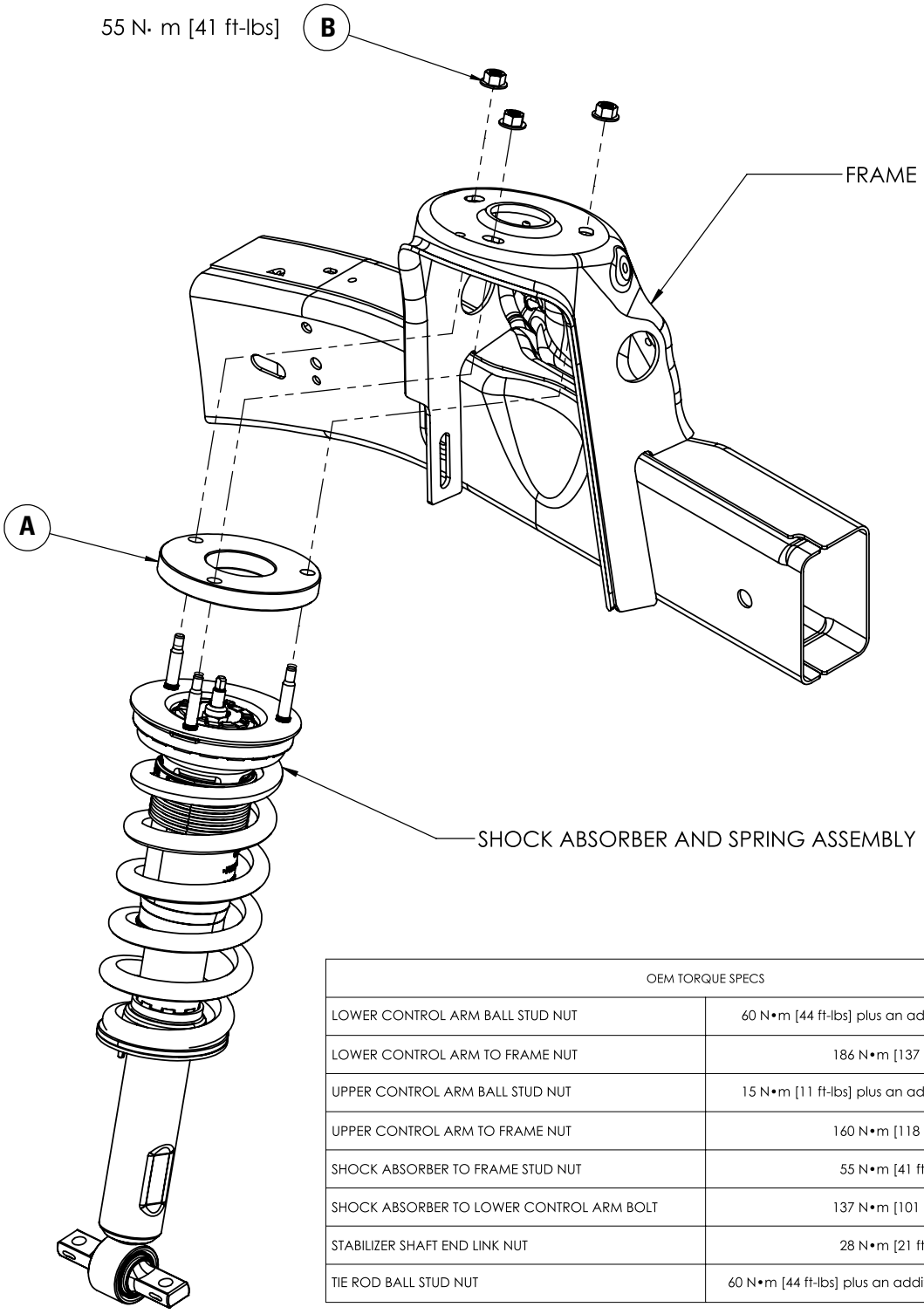
KIT CONTENTS		QTY	PART #
A	1" Spacer	2	HP2025
B	M10 x 1.5mm Flange Nut	6	HP1457

REQUIRED TOOLS

- 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

Please make sure all the items shown in this explosion diagram and in the kit contents on the previous page, are provided in your kit before starting the installation.

DRIVER SIDE ASSEMBLY SHOWN:



OEM TORQUE SPECS	
LOWER CONTROL ARM BALL STUD NUT	60 N•m [44 ft-lbs] plus an additional 45 Degrees
LOWER CONTROL ARM TO FRAME NUT	186 N•m [137 ft-lbs]
UPPER CONTROL ARM BALL STUD NUT	15 N•m [11 ft-lbs] plus an additional 45 Degrees
UPPER CONTROL ARM TO FRAME NUT	160 N•m [118 ft-lbs]
SHOCK ABSORBER TO FRAME STUD NUT	55 N•m [41 ft-lbs]
SHOCK ABSORBER TO LOWER CONTROL ARM BOLT	137 N•m [101 ft-lbs]
STABILIZER SHAFT END LINK NUT	28 N•m [21 ft-lbs]
TIE ROD BALL STUD NUT	60 N•m [44 ft-lbs] plus an additional 45 - 60 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.

SENSOR RECALIBRATION REQUIRED FOR ADAS

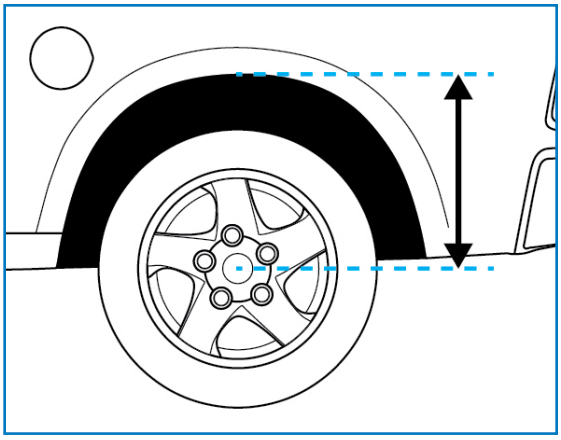
Manufacturer sensor recalibration procedure is required for vehicles equipped with Advanced Driver Assistance System (ADAS). ADAS may not operate as intended if calibration is not performed.

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.

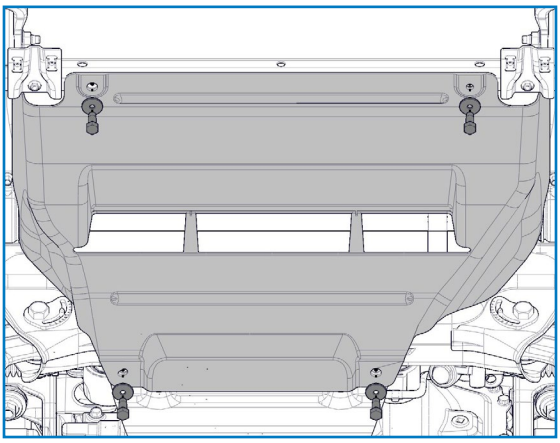
Place two jack stands under the vehicle's frame. Lower the vehicle until the frame is supported by the jack stands.

Remove front wheels.

3 REMOVE SKID PLATE

If equipped with a skid plate, remove the four skid plate mounting bolts. (See Figure 3 for reference)

Set skid plate aside for reassembly later.



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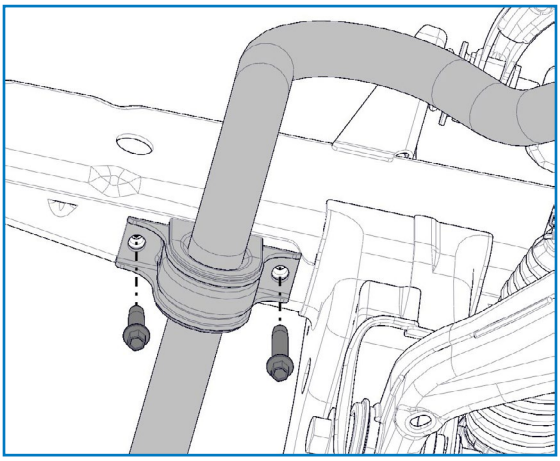
4 DETTACH SWAY BAR MOUNTS

Remove the two sway bar mounting bolts on each side of the vehicle (as shown in Figure 4).

Allow the sway bar to hang freely.



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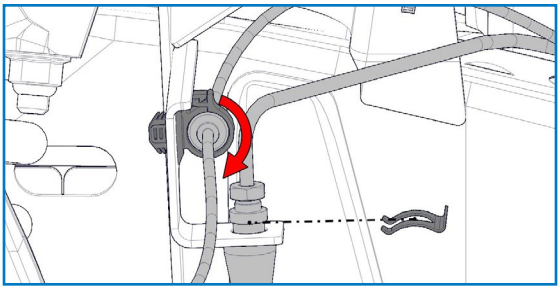
5 SUPPORT LOWER CONTROL ARM

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

Jack it up to slightly to compress the suspension.

6 UNCLIP ABS WIRE & BRAKE LINE

Unclip the ABS wire and remove the retaining clip from the brake line (as shown in Figure 6).



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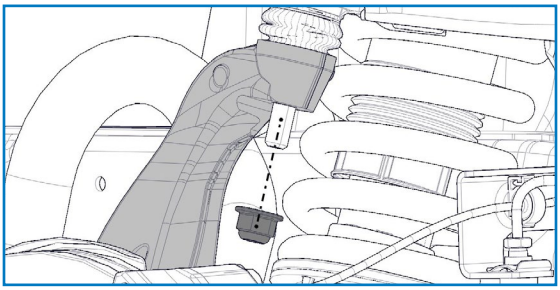
7 REMOVE UPPER BALL JOINT NUT

Using a 6mm hex key to stop the ball joint from spinning, remove the upper ball joint nut (as shown in Figure 7).

Strike upright to dislodge ball joint.

Once the nut is removed, lower the upright by lowering jack.



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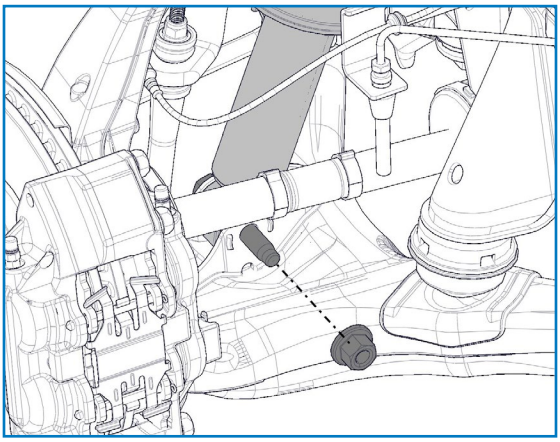
8 REMOVE LOWER STRUT MOUNT NUT

Remove the nut securing the lower strut mount to the lower control arm (as shown in Figure 8).

Leave the bolt in place.



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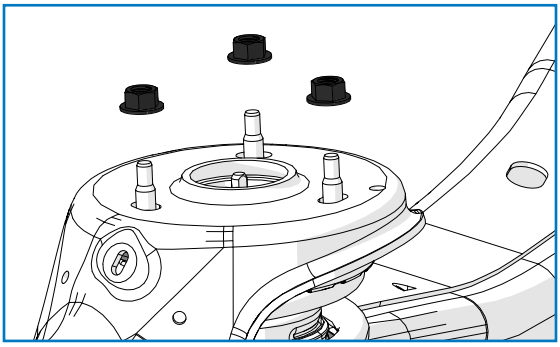
9 REMOVE UPPER STRUT MOUNT NUTS

Remove the three nuts securing the upper strut mount to the frame (as shown in Figure 9) and discard nuts as they will not be used for reinstalltion.

10 REMOVE STRUT ASSEMBLY

Remove the lower strut mount bolt.

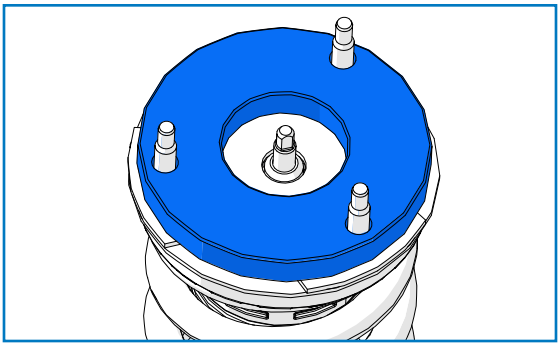
Then remove the strut assembly from the vehicle.



9

11 INSTALL BILLET STRUT SPACER

Place the billet strut spacer on top of the strut top mount (as shown in Figure 11).



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12 REINSTALL STRUT ASSEMBLY

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

Tighten the nuts **hand-tight only** at this time.

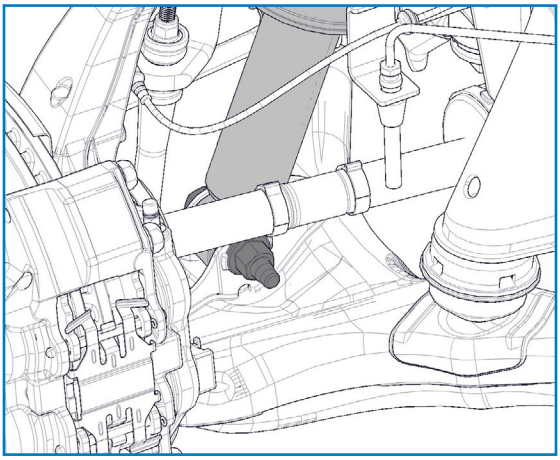
13 REINSTALL LOWER STRUT MOUNT BOLT

Reinstall the factory lower strut mount bolt and nut.(See Figure 13)

Snug nut – but do not torque at this time.

⚠ ***PLEASE 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 55 N•m (41 ft.-lbs).



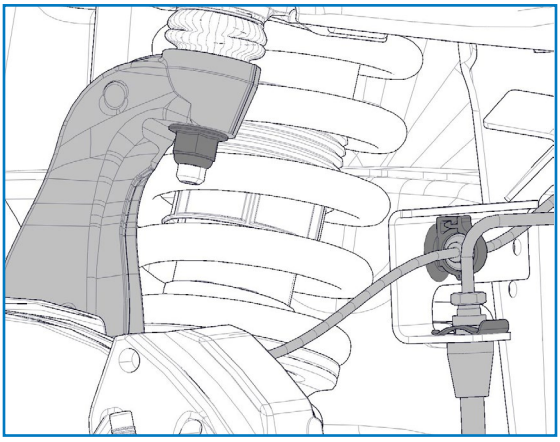
13

14 CONNECT UPPER BALL JOINT

Insert the upper ball joint into the upright and thread on the factory nut by hand. (See Figure 14)

First torque the nut to 15 N•m (11 ft.-lbs).

Then mark the nut and rotate an additional 45 degrees.



14

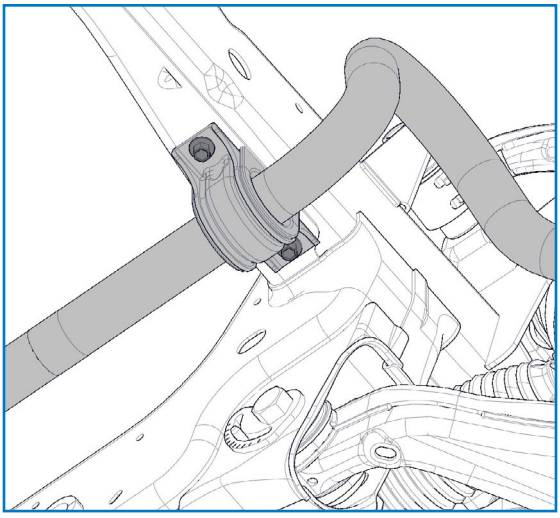
15 REATTACH ABS WIRE & BRAKE LINE

Reinstall the clips to secure the ABS wire and brake line.

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 (as shown in Figure 16) – but **do not torque**.



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17 REINSTALL WHEELS

Install the wheels and torque them to the factory specification.

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

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

18 FULLY TIGHTEN LOWER STRUT MOUNT BOLTS & SWAY BAR FASTENERS

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

Torque the lower strut mount bolt on each side of vehicle, first to 60 N•m (44 ft.-lbs), then mark the nut and rotate an additional 45 degrees.

Torque the four sway bar mounting nuts to 28 N•m (21 ft.-lbs).

19 REINSTALL SKID PLATE

If previously removed in Step 3, reinstall the four skid plate mounting bolts and tighten till secured.

Congratulations! You have completed the installation

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.

SENSOR RECALIBRATION REQUIRED FOR ADAS

Manufacturer sensor recalibration procedure is required for vehicles equipped with Advanced Driver Assistance System (ADAS). ADAS may not operate as intended if calibration is not performed.

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.