

Installation Manual

PACPRO[®]
PERFORMANCE PARTS by PACBRAKE

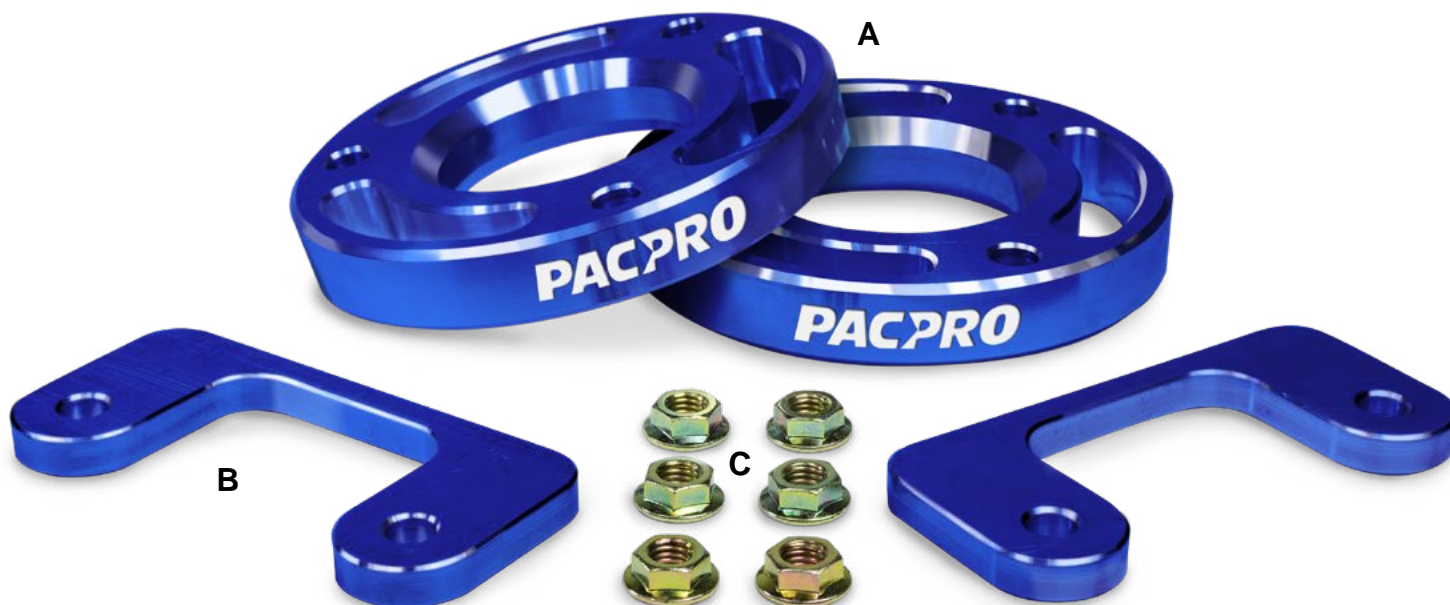


HP10251 KIT

*Chevrolet Silverado 1500 2WD/4WD**
*GMC Sierra 1500 2WD/4WD**
1.5"/2.25" Leveling Kit

*See PacPro Application Guide for proper fitment

KIT CONTENT



KIT CONTENTS

- A** Upper Strut Spacer (2)
- B** Lower Strut Spacer (2)
- C** M10 x 1.5 Flange Nut (6)

Make sure all the items shown in the photo are provided in your kit before starting the installation.

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

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 vehicle 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. Pacbrake does not recommend the combined 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.

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.

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.

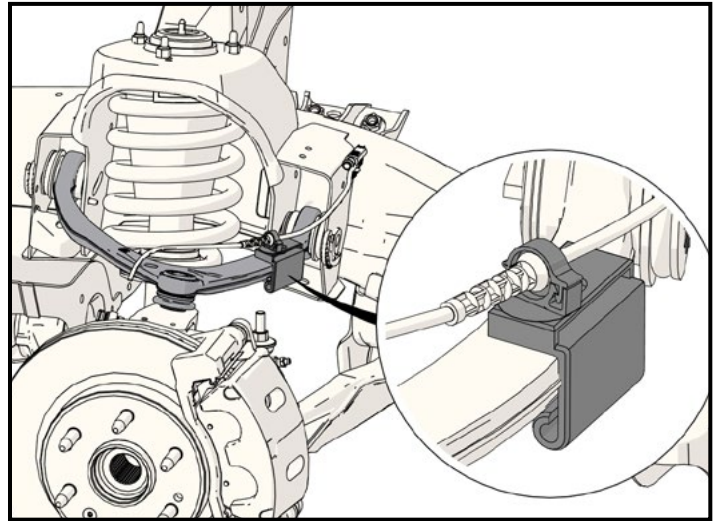
WHEEL ALIGNMENT AND HEADLIGHT ADJUSTMENT

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 vehicles head lamps are aimed properly. If not, a head light alignment is required.

1 RAISE THE FRONT AXLE

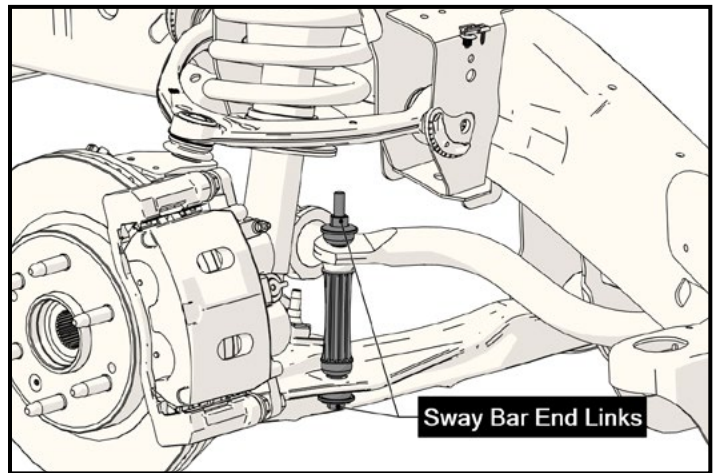
- Park the vehicle on a level surface.
- Place wheel chocks in front and behind both rear wheels.
- Raise the front of the truck high enough to remove both wheels and attain a comfortable working height.
- Place two jack stands under the frame.
- Lower the floor jack until the vehicle frame is supported by the jack stands.
- Once the front of the vehicle is raised correctly, remove the front wheels.

2 The ABS sensor wire and brake line share a support bracket on the upper control arm. Use a 10mm socket to unbolt the bracket. (See figure 2)



2

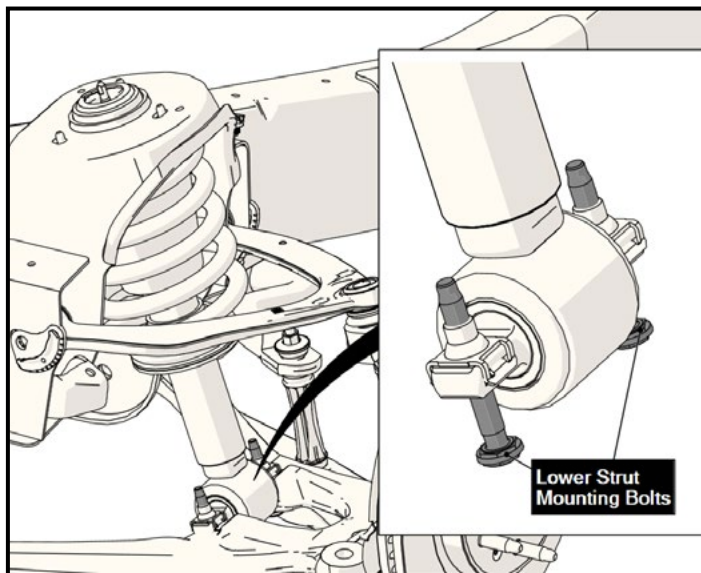
3 Disconnect the lower sway bar end link by removing the nut, securing it in place. (See figure 3)



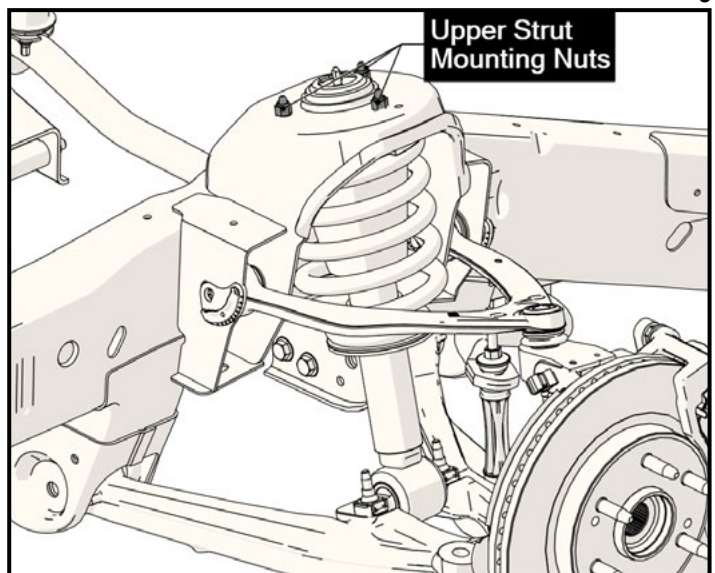
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4 Use a 15mm socket to remove the lower strut mounting bolts. (See figure 4)

5 Pry up the ABS retaining clips from the upper strut mounting nuts. Remove the upper strut mounting nuts that secure the strut to the strut tower. (See figure 5)

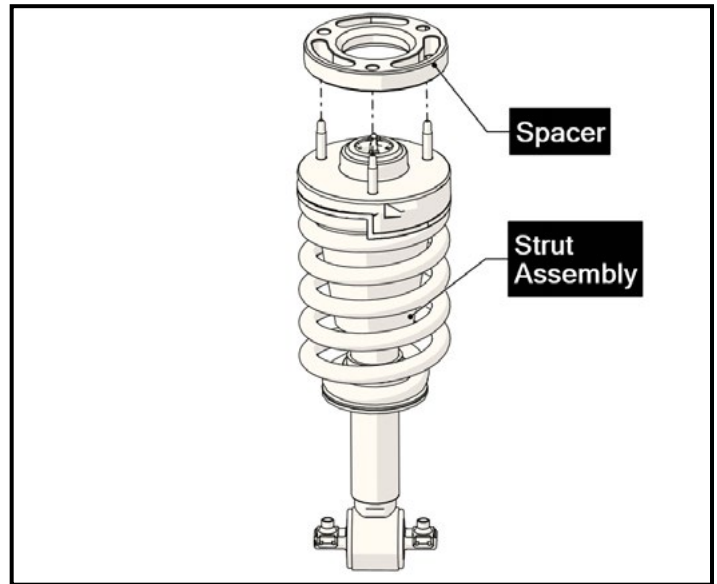


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5

- 6** Remove the entire strut assembly out from the vehicle. (See figure 6)
- 7** Place the Pacbrake Spacer on top of the strut assembly as shown in figure 6
- NOTE: The studs on the strut are not equally spaced. Rotate or flip the spacer until the holes in the spacer align with the studs on the strut.**

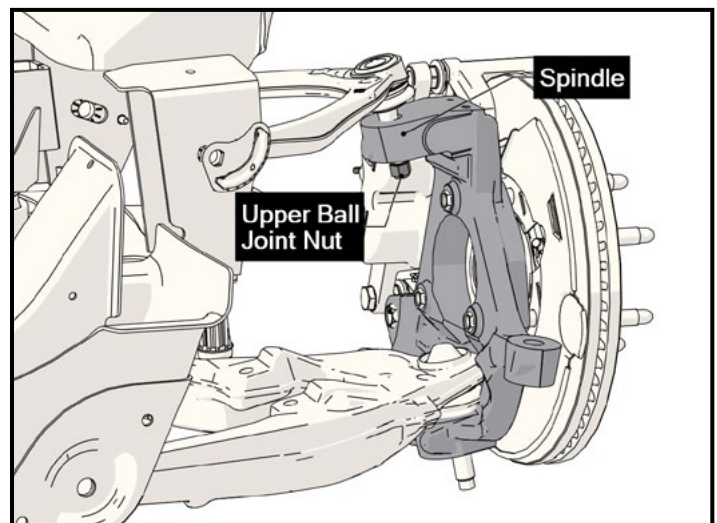


6

- 8**
- If only a 1.5" lift is desired, finish the installation by completing step 9.
 - If a 2.25" lift is desired, Skip step 9 and complete steps 10-15.

- 9**
- Reinstall the strut assembly into the vehicle.
 - Use the provided M10 flange nuts to secure the upper strut to the strut tower. (See figure 5)
 - Use the OEM bolts that were removed in step 4 to reattach the lower strut to the lower control arm. (See figure 4)
 - Reinstall the sway bar end links. (See figure 3)
 - Reinstall the ABS/brake line bracket. (See figure 2)
 - Reinstall the ABS retaining clips that were removed in step 5 and reattach the ABS line to it. **NOTE: If there are not enough threads remaining on the studs to reinstall the ABS retaining clips, use zip ties to secure the ABS line to the surrounding harness.**
 - Torque all fasteners according to the manufacturer's specifications.

- 10** Loosen the upper ball joint nut. The nut should remain on the ball joint stem. Then carefully strike the spindle with a mallet to release the ball joint seating. (See figure 10)

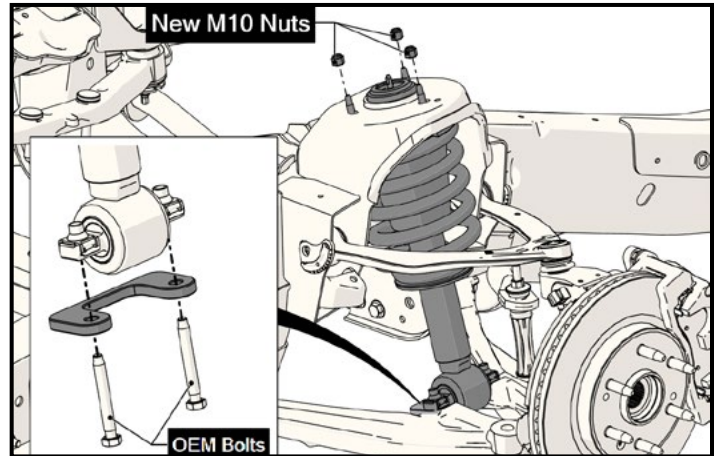


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- 11** Use a jack to support the lower control arm and remove the upper ball joint nut.
- 12** Slightly lower the lower control arm and reinstall the strut assembly along with the lower spacer. Use the new nuts that are provided in the kit to secure the top portion of the strut assembly, and use the OEM bolts to secure the bottom portion of the strut assembly to the lower control arm. (See figure 12)

Torque all the hardware according to the manufacturer's specifications. Reinstall the ABS retaining clips to the studs on the strut assembly and secure the ABS line to it.

NOTE: Due to the added thickness of the spacer, there may not be enough threads to reinstall the ABS retaining clips to the studs on the upper strut. Instead use zip ties to secure the ABS line to the surrounding harness.

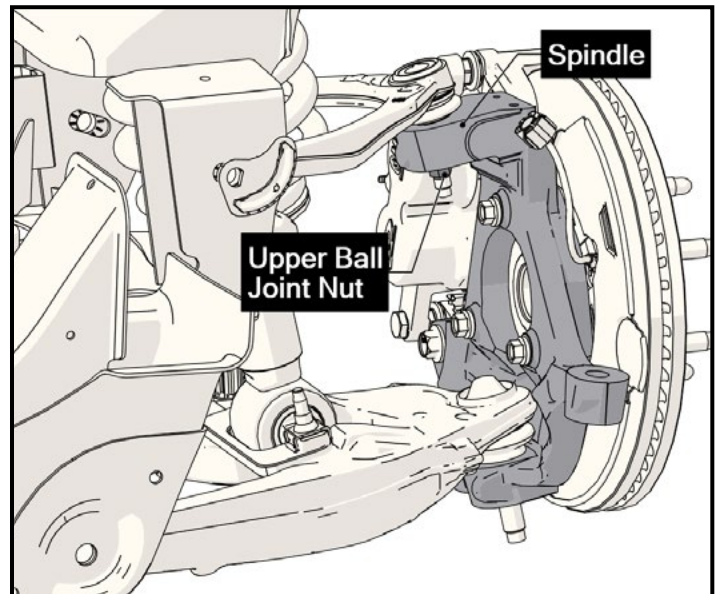


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- 13** Reattach the upper ball joint to the spindle and **tighten the upper ball joint nut to the manufacturer's specifications.** (See figure 13)

NOTE: You may need to insert a pry bar through the coil spring and over the upper control arm. Pry downwards to force the control arm downwards.

NOTE: You may need to hold the ball joint stud with a hex key to prevent it from rotating while tightening the upper ball joint nut.



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- 14** Reattach the ABS/brake line bracket and sway bar end links. **Tighten the sway bar end links according to the manufacturer's specifications.**

- 15** The installation for this side is complete. Reinstall the wheel and torque it to the manufacturer's specifications.

Complete steps 2-15 for the other side.

POST INSTALLATION WARNING

Once the installation is complete and the vehicle is lowered to the ground, check all parts which have rubber or urethane components to ensure proper torque. Move the vehicle backwards and forwards a short distance to allow suspension components to adjust. Turn the front wheels completely left then right and verify adequate tire, wheel, brake line, and ABS wire clearance. Test and inspect steering, brake and suspension components. Inspect brake/ABS lines for adequate slack at full extension. Failure to perform the post installation checks may result in vehicle damage.

VEHICLE HANDLING WARNINGS

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 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 vehicles head lamps are aimed properly. If not, a head light alignment is required.

VEHICLE RE-TORQUE AND SAFETY INSPECTION

Upon completion of all services and adjustments performed on your vehicle, and within 50 miles of driving, check to ensure all fasteners and hardware are properly torqued to specification as noted in the vehicles 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.