

Installation Manual

PACPRO



HP10343 KIT

Chevrolet Colorado/GMC Canyon 2WD/4WD Incl. ZR2
1" Leveling Kit*

KIT CONTENTS



KIT CONTENTS		QTY
A	Upper Strut Mount Spacer	2
B	M10 x 1.5 mm 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 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. 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. Pacbrake recommends the use of a 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.

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.

1 MEASURE STOCK RIDE HEIGHT

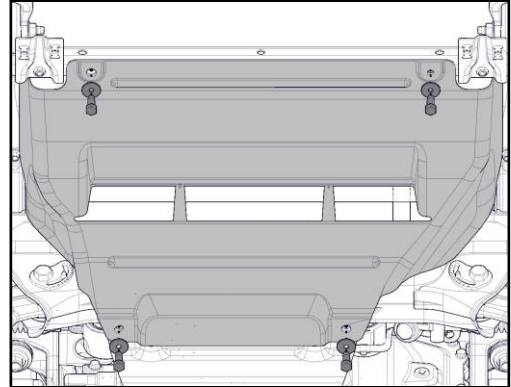
- Park vehicle on level surface.
- Using a measuring tape, measure distance between centre of the wheel hub and bottom of the fender well (this will give you your ride height).
- Note ride height for all four corners.

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 vehicles frame.
- Lower vehicle until the frame is supported by the jack stands.
- Remove front wheels (22 mm*). * indicates socket size for fastener

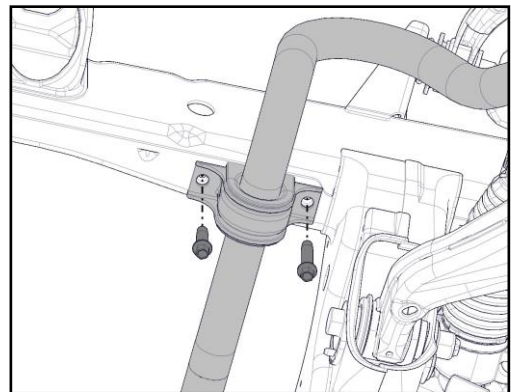
3 REMOVE SKID PLATE

- If equipped with a skid plate, remove (4) skid plate mounting bolts (15 mm*). Set skid plate aside.



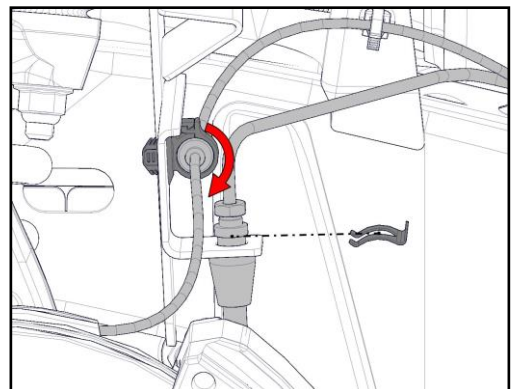
4 DETTACH SWAY BAR MOUNTS

- Remove (2) sway bar mounting bolts (10 mm*) on each side of vehicle. Allow sway bar to hang freely.



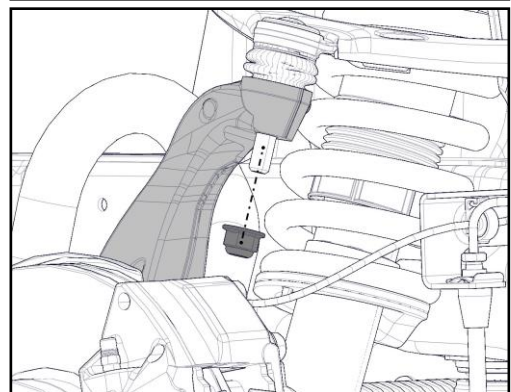
5 SUPPORT LOWER CONTROL ARM

- Place floor jack under lower control arm, near ball joint. Jack it up to slightly compress the suspension.



6 UNCLIP ABS WIRE & BRAKE LINE

- Unclip ABS wire and remove retaining clip from brake line.

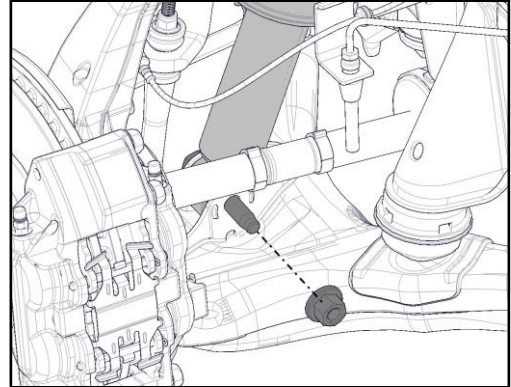


7 REMOVE UPPER BALL JOINT NUT

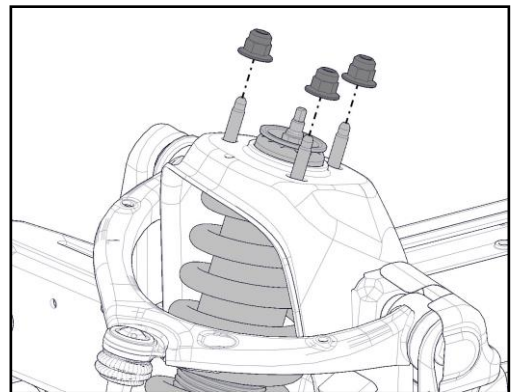
- Use 6 mm hex key to stop ball joint spinning, remove upper ball joint nut (18 mm*). Strike upright to dislodge ball joint.
- Once nut is removed, lower upright by lowering jack.

8 REMOVE LOWER STRUT MOUNT NUT

- Remove nut (21 mm*) securing lower strut mount to lower control arm. Leave bolt in place.

**9 REMOVE UPPER STRUT MOUNT NUTS**

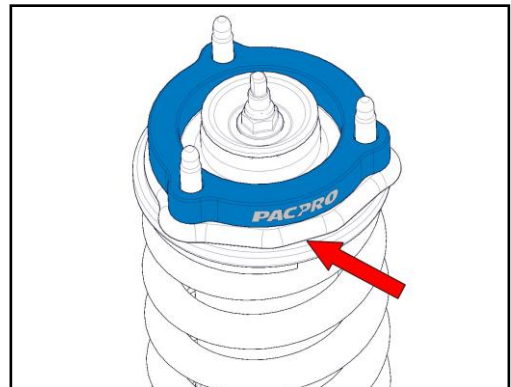
- Remove (3) nuts (18 mm*) securing upper strut mount to frame. Discard.

**10 REMOVE STRUT ASSEMBLY**

- Remove lower strut mount bolt.
- Remove strut assembly from vehicle.

11 INSTALL BILLET STRUT SPACER

- Place PacPro billet strut spacer (A) on strut top mount, ensuring flat edge of top mount aligns with the PacPro logo.

**12 REINSTALL STRUT ASSEMBLY**

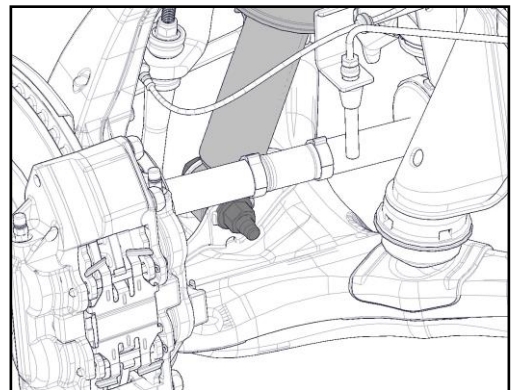
- Using (3) supplied M10 nuts (B), attach strut assembly (with billet spacer installed) to frame. Tighten nuts hand-tight. PacPro logo must face outward (toward wheel).

13 REINSTALL LOWER STRUT MOUNT BOLT

- Reinstall factory lower strut mount bolt and nut. Snug nut – do not torque.

⚠ 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 (3) upper strut mount nuts (14 mm*) to 43 ft.-lbs. (58 N-m).



14 CONNECT UPPER BALL JOINT

- Insert upper ball joint into upright and thread on factory nut by hand. First torque nut to 37 ft.-lbs. (50 N-m). Mark nut and rotate an additional 90-110 degrees.

15 REATTACH ABS WIRE & BRAKE LINE

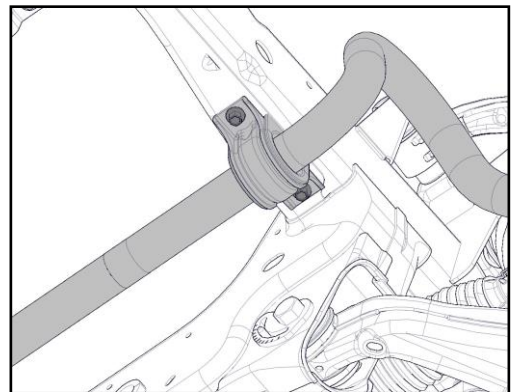
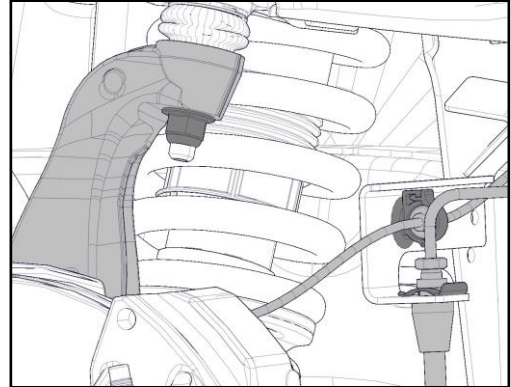
- Reinstall clips to secure ABS wire and brake line.

16 REPEAT FOR OPPOSITE SIDE

- Repeat steps 4 through 14 for opposite side.

17 RESINSTALL SWAY BAR MOUNTS

- Reinstall and snug (2) sway bar mounting bolts on each side of vehicle – do not torque.

**18 REINSTALL WHEELS**

- Install wheels and torque them to factory specification.
- Raise vehicle, remove jack stands from under frame and lower vehicle back to ground.
- Roll vehicle forward and backwards, and bounce the vehicle up and down several times to stabilize suspension.

19 FULLY TIGHTEN LOWER STRUT MOUNT BOLTS AND SWAY BAR FASTENERS

- With vehicle on ground, fasteners securing rubber bushings can be fully tightened to factory specifications.
- Torque lower strut mount bolt on each side of vehicle first to 74 ft.-lbs. (100 N-m). Mark nut and rotate an additional 25-35 degrees.
- Torque (4) sway bar mounting bolts to 37 ft.-lbs. (50 N-m).

20 REINSTALL SKID PLATE

- If equipped, reinstall (4) skid plate mounting bolts and torque to 37 ft.-lbs. (50 N-m).

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 AND 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.

VEHICLE RE-TORQUE AND 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).

The logo for PACBRAKE, featuring three vertical bars on the left, followed by the word "PACBRAKE" in a bold, sans-serif font. The "PAC" is in blue and "BRAKE" is in black.

ISO 9001
QMI-SAI Global

The PACBRAKE logo, identical to the one above, positioned at the bottom of the page.

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