



*Performance Accessories*



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**INSTALLATION  
INSTRUCTIONS  
PACL220PA**



**2007-15 Chevy/GM 1500  
2" Leveling Kit**

## Introduction

**Daystar Products** is your number one source for Made-in-the-USA quality vehicle accessories, now backed with our exclusive GO EVERYWHERE® Lifetime Limited Warranty.

To ensure your safety and proper installation of this product, read all instructions and product safety information BEFORE installing your **Daystar** product. If you have technical questions after reading these instructions we are here to help.

## Product Safety Information

Throughout these instructions, important safety information is preceded by one of the three signal words indicating the relative risk of injury. The signal words are as follows:

**!WARNING** A hazardous situation which, if not avoided, could result in serious injury or death. You can be seriously injured or killed if you don't follow instructions.

**!CAUTION** A hazardous situation which, if not avoided, could result in minor or moderate injury. You can be moderately injured and also may suffer property damage if you don't follow instructions.

**NOTICE** Careful attention is required to this instruction or operation but this does not generally relate to personal injury. Damage to your product or other property may result if you don't follow instructions.

**!Warning:** Read and understand all vehicle manufacturer and **Daystar** warnings, instructions, and limited warranties. Also, be aware that many states/countries have laws governing on-road vehicle modifications. You are responsible for ensuring the safety and legality of your vehicle.

41. Reinstall driver and passenger tires and wheels.

**Tools:** 22mm socket & ratchet.

42. Remove jack stands and lower the truck back on the ground.

Remove all jacks and jack stands from under vehicle.

43. Torque the lug nuts to 85 ft.-lbs. using an X pattern.

**Tools:** 22m socket, & Torque wrench.

44. Reattach battery cables

45. Reinstall passenger side fender brace.

46. Align the Truck

**!Caution: Have an alignment professional check and adjust the alignment to factory specifications.**

47. With the vehicle on the ground cycle the steering wheel side to side and inspect suspension components, brake lines and tires to ensure there are not any clearance issues. Jounce the suspension to assure front suspension operates freely, brake lines retain proper slack at full extension and that they remain clear of springs or other obstructions.

48. Install “**Warning to Driver**” decal on the vehicle’s sun visor or dash. The decal must be placed in a conspicuous location. Anyone that operates the vehicle must be aware of the changes made.

49. After 25 miles of driving re-torque the lug nuts to 85 ft.-lbs.

50. After 500 miles of driving re-torque all of the hardware associated with the leveling spacer installation to factory specifications. Repeat torqueing procedure as required.

**IMPORTANT NOTE:** The advertised amount of lift that this kit provides and the thickness of the spacers supplied will not be the same! For example, a 2-1/2” lift may only have 1-1/2” thick spacers. The reason for the difference between the spacer thickness and the amount of lift has to do with suspension geometry. There is a ratio involved, and it is this ratio that determines the thickness of the spacers. Rest assured, installing the spacer supplied will result in the proper amount of lift out at the wheel.

## Tools Needed

Quantity	Description
2	Jack Stands
1	Floor Jack
1	10mm Socket
1	15mm Socket
1	18mm Socket
1	21mm Socket
1	5/8” open end
1	Ratchet
1	Torque Wrench
1	Dead Blow Hammer
1	Tape Measure
1	Torque wrench
2	Wheel Chocks

## Bill of Materials

Quantity	Part Number	Description
2	M21351-BK	Front Leveling Spacer
4	S21425	Lower Stud Spacers
6	S10292	M10-1.5 Locknut
6	S10010	3/8” USS Flat Washer
1	P21138	Daystar Decal
1	P10474	Warning Decal

## Installation Instructions

**!Warning:** Always work with appropriate personal safety gear including safety glasses, gloves and hearing protection if using air powered tools.

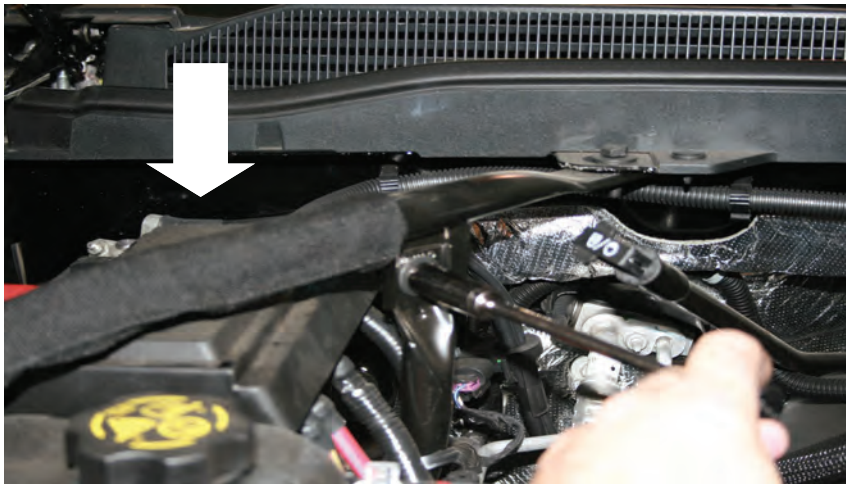
Begin by inspecting the components & hardware for damage. Then compare components & hardware to the bill of materials for completeness. If anything is missing/damaged, do not proceed with the installation. Please, call Daystar Products and we will send you the missing or damaged components free of charge.

**!Caution:** Vehicle front end must be raised to install leveling kit. Using a hydraulic chassis lift will greatly ease installation. If another jack is used, assure vehicle is level on a firm surface, in park (1st gear), rear wheels chocked and jack stands in place to support vehicle in case jack or vehicle shifts.

Instructions must be followed as written. Failure to do so may result in a misalignment of the electronic steering system.

1. Remove key from ignition.
2. Turn the steering wheel until it locks.
3. Remove the Passenger side fender brace

**Tools:** 13mm socket, Ratchet.



4. Disconnect positive battery terminal. Replace cover once positive terminal is removed.

**Tools:** 10mm socket, 6" extension, & ratchet.

39. Reinstall the tie rod ends into the steering knuckles and torque them to 85 ft. lbs. On both the Driver and Passenger sides.

**Tools:** 21mm open end wrench, & 10mm open end wrench.

**Tip:** Make sure you do not pull or push on the tie rods during this step.



40. Inspect your work to ensure that all components have been installed correctly and torqued to the provided specifications.



30. Jack up the lower control arm until the upper strut studs come through the strut bucket. Place one washer of each stud and thread on a new locking nut from the hardware package.  
**Parts:** Three (3) flat washers & three (3) locking nuts.
31. Tighten the upper strut nuts to show two threads past the top of the nylock nut. **Tools:** 17mm open end wrench.
32. Tighten the lower strut bolts and torque to 45 ft. lbs.  
**Tools:** 15mm socket, ratchet, and Torque wrench
33. Reinstall the upper A-arm ball joint into the steering knuckle.  
**Tip:** It may be helpful to jack up the lower control arm a bit, be careful not to raise the truck off of the fame stands. If additional assistance is required use a ratchet strap to pull the controll arms together. **Make sure the ABS line and brake lines are re-routed above the upper A-arm.**
34. Tighten the upper ball joint nut and torque to 75 ft. lbs.  
**Tools:** 18mm open end wrench, 6mm hex & a ratchet.



35. Reattach ABS & Brake line brackets to the steering knuckle and upper A-arm.  
**Tools:** 10mm socket, & ratchet.
36. Repeat steps 14 thru 35 on the Passenger side of the vehicle.
37. Remove floor jack from underneath the vehicle and position it out of the way.
38. Reattach the sway bar links. Torque to 25 ft. lbs.  
**Tools:** 15mm socket, & 15mm open end wrench.  
**Tip:** Make sure both sway bar links are installed with the hardware loose before tightening anything down.



5. Disconnect negative battery cable.  
**Tools:** 10mm socket, 6" extension, ratchet.  
**Tip:** Wrap the positive and negative terminals in rags to ensure accidental contact does not occur.
6. Depress the brake pedal for one (1) minute, this will remove any power left in the system.  
**!Caution** Before proceeding all power must be drained from the vehicles electrical system.
7. Chock the rear wheels and set the parking brake so the truck will not move during the lifting process.  
**Tools:** Wheel chocks.
8. With the truck on a hard level surface use a floor or bumper jack to raise the front of the vehicle.  
**Tools:** Floor Jack.
9. Securely support the truck with two (2) frame jacks.  
**Tip:** You will want to have the vehicle high enough off the ground to allow the front suspension to drop out completely.
10. Remove the Driver and Passenger side tires and wheels.  
**Tools:** 22mm socket, & ratchet.
11. Disconnect the Driver and Passenger side tie rods from the steering knuckles.  
**Tools:** 21mm Socket, ratchet, and a hammer.



12. Strike the outside edge of the steering knuckle near the tie rod end to loosen the taper. It may take several strikes.

**Tools:** Hammer.

13. Once the tie rods are free from the steering knuckles let them hang out of the way.

**Tip:** Make sure that the tie rod ends are not pushed or pulled at any time.

14. Disconnect the front Driver's and Passenger's side sway bar end links and remove.

**Tools:** 15mm open end, 15mm socket and ratchet.

15. With a floor jack support the Driver side of the lower A-arm, and compress it slightly.

**Warning:** Make sure that during the compression process the frame does not come off the frame jacks.

**Tools:** Floor jack.



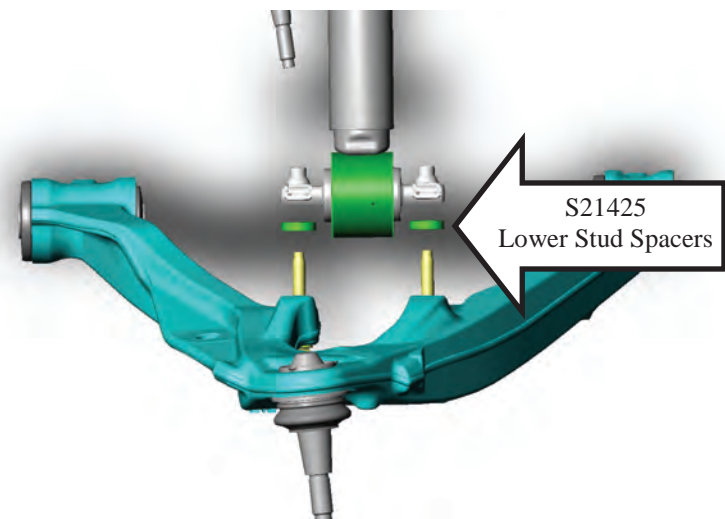
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27. Lower the jack supporting the lower A-arm a couple of more inches to accommodate the increased length of the strut assembly.

28. Reinstall the strut assembly, by locating the struts top studs into corresponding holes in the spring bucket.



29. Install the lower control arm spacers and reinstall the factory lower strut bolts. At this time leave them loose.

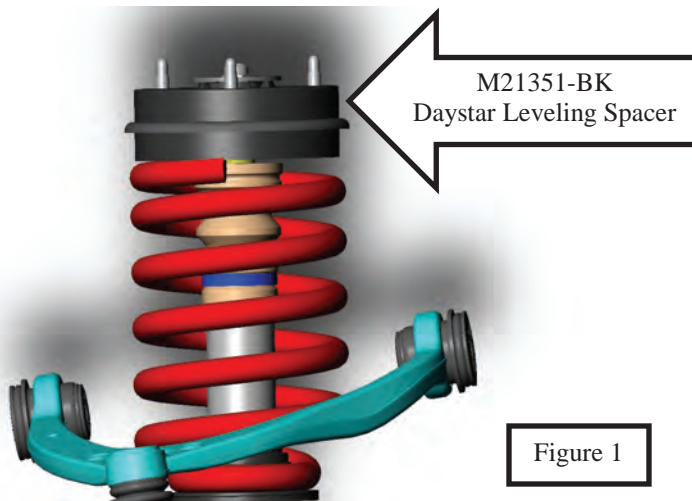


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24. Remove the strut assembly, from the vehicle.
25. The Daystar No-Trim leveling kit, is a two part system of spacers on the top and bottom of the strut. A Daystar Polyurethane spacer is placed on top of the strut assembly, while stud spacers are used between the strut and lower control arm, to achieve the desired amount of lift.



26. Place the Daystar Polyurethane spacer on top of the strut assembly. Use the factory studs to locate and hold the spacer in place (Figure 1).



16. Disconnect the ABS line from the driver's side steering knuckle and upper control arm.

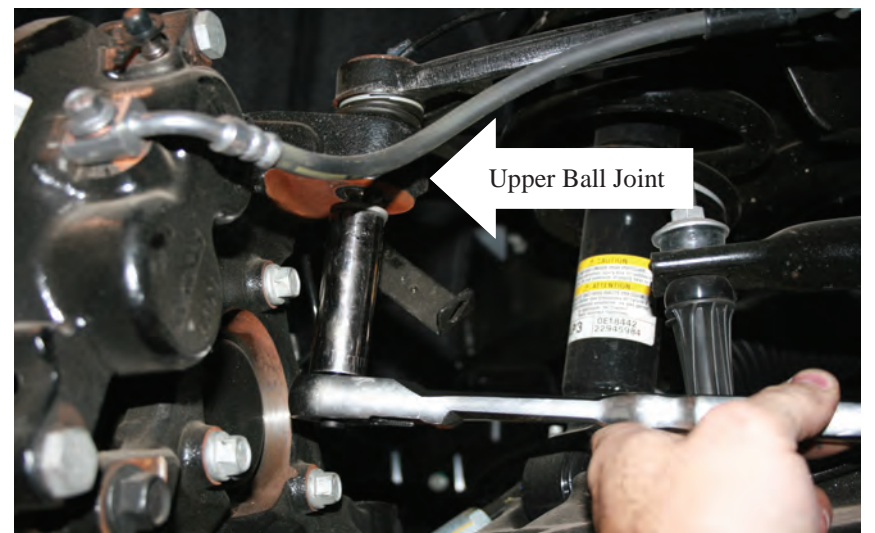
**Tools:** 10mm socket & ratchet.

**!Caution:** Make sure the Brake & ABS lines are not over extended at any time.



17. Loosen but do not remove the upper ball joint nut.

**Tools:** 21mm socket & ratchet.





18. Strike the outside edge of the steering arm near the upper ball joint to loosen the taper. It may take several strikes.

**Tools:** Hammer.

**!Caution:** Once the upper ball joint is loose the steering knuckle will pivot on the lower ball joint. Keep your fingers clear of the steering knuckle and upper arm.

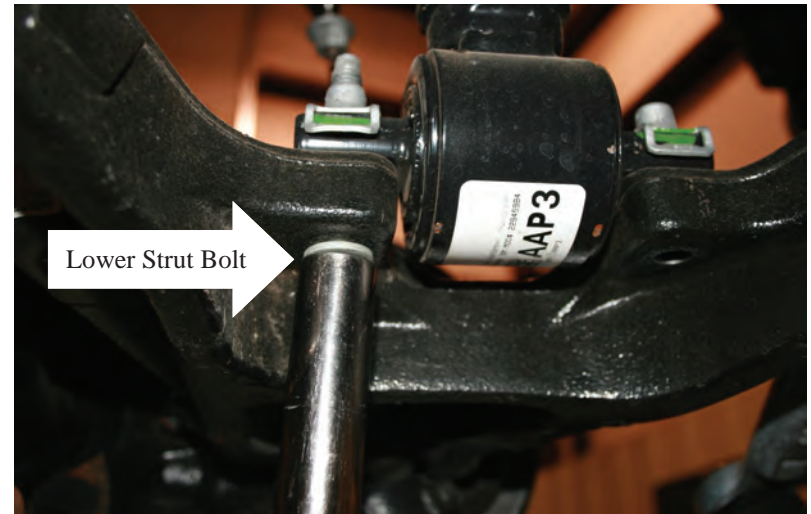
19. Once the ball joint is loose remove the ball joint nut and pivot the steering knuckle out of the way.

**!Caution:** Make sure the ABS & Brake lines are not stretched when pivoting the steering knuckle out of the way.



20. Remove the two (2) lower strut bolts.

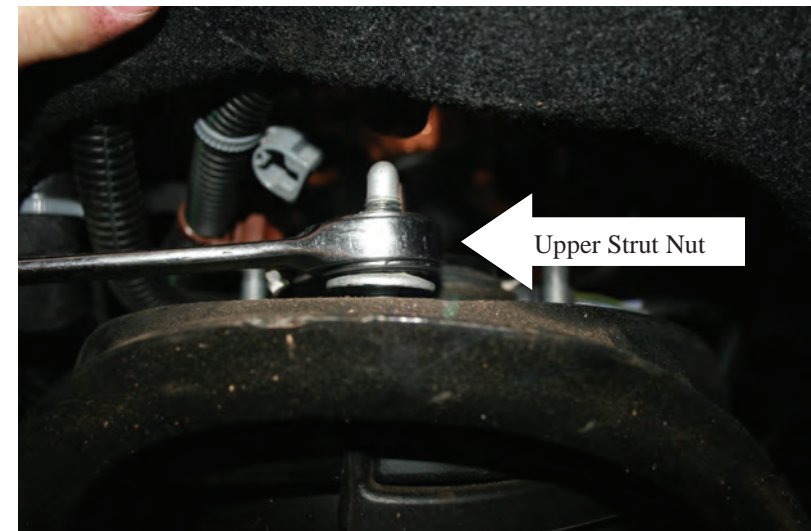
**Tools:** 15mm socket, & ratchet.



21. Remove wire loom hold downs from upper strut threads.

22. Remove upper strut nuts.

**Tools:** 18mm open end wrench.



23. Lower the floor jack supporting the lower control arm, until the strut drops out.

**!Caution:** During this step the steering knuckle and strut will shift. Keep hands clear!