off-road driven!™

PRO COMP SUSPENSION

Part # 63162
2015 Chevrolet Colorado 4WD Leveling Kit

This document contains very important information that includes warranty information and instructions for resolving problems you may encounter. Please keep it in the vehicle as a permanent record.

Part #	Description	Qty.
61-40149	**UPPER STRUT SPACER**	**2**
61-40148	**PRELOAD SPACER**	**2**
90-6638m	**HARDWARE PACK**	**1**
	10MM - 1.5 10.9 METRIC FLANGE NUTS	6
94-10299	**INNER FENDER BRACKET : Drvr**	**1**
94-10300	**INNER FENDER BRACKET: Pass**	**1**

Introduction:

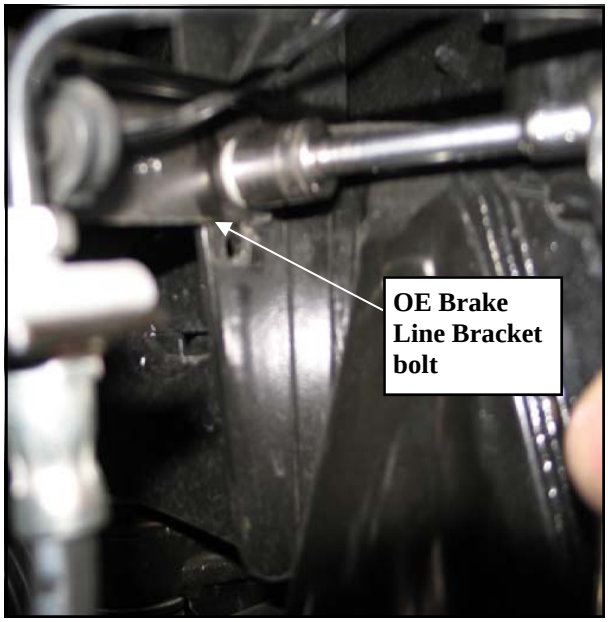
- This installation requires a professional mechanic!
- We recommend that you have access to a factory service manual for your vehicle to assist in the disassembly and reassembly of your vehicle. It contains a wealth of detailed information.
- Prior to installation, carefully inspect the vehicle's steering and driveline systems paying close attention to the tie rod ends, ball joints, wheel bearing preload, pitman and idler arm. Additionally, check steering-to-frame and suspension-to-frame attaching points for stress cracks. The overall vehicle must be in excellent working condition. Repair or replace all worn or damaged parts!
- Read the instructions carefully and study the illustrations before attempting installation! You may save yourself a lot of extra work.
- Check the parts and hardware against the parts list to assure that your kit is complete. Separating parts according to the areas where they will be used and placing the hardware with the brackets before you begin will save installation time.
- Check the special equipment list and ensure the availability of these tools.
- Secure and properly block vehicle prior to beginning installation.
- ALWAYS wear safety glasses when using power tools or working under the vehicle!
- Use caution when cutting is required under the vehicle. The factory undercoating is flammable. Take appropriate precautions. Have a fire extinguisher close at hand.
- Foot pound torque readings are listed on the Torque Specifications chart at the end of the instructions. These are to be used unless specifically directed otherwise. Apply thread lock retaining compound where specified.
- **Please note that while every effort is made to ensure that the installation of your Pro Comp lift kit is a positive experience, variations in construction and assembly in the vehicle manufacturing process will virtually ensure that some parts may seem difficult to install. Additionally, the current trend in manufacturing of vehicles results in a frame that is highly flexible and may shift slightly on disassembly prior to installation. The use of pry bars and tapered punches for alignment is considered normal and usually does not indicate a faulty product. However, if you are uncertain about some aspect of the installation process, please feel free to call our tech support department at the number listed on the cover page. We do not recommend that you modify the Pro Comp parts in any way as this will void any warranty expressed or implied by the Pro Comp Suspension company.**

1. Position your vehicle on a smooth, flat, hard surface (i.e. concrete or asphalt). Block the rear tires and set the emergency brake.
2. Measure and record the distance from the center of each wheel to the top of its fender opening. Record below.

LF: _____ **RF**: _____

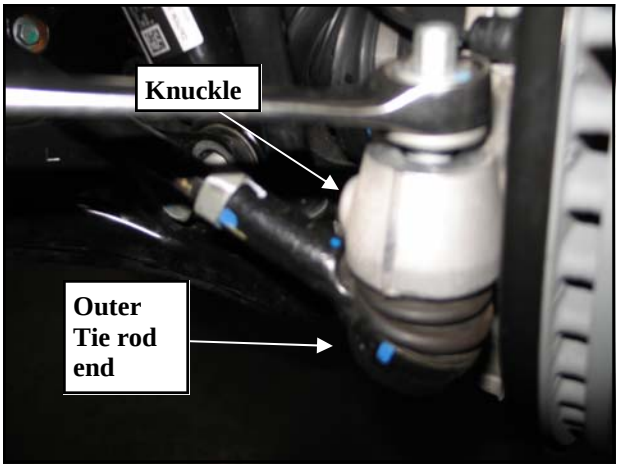
LR: _____ **RR**: _____

3. Place the vehicle in neutral. Place your floor jack under the front crossmember and raise the vehicle. Place jack stands under the frame rails and lower the frame onto the stands. Remove the jack and place the vehicle back in gear, set the emergency brake, and place blocks both in front and behind the rear wheels. Remove the front wheels
4. Unbolt the front brake line bracket from the frame and ABS wire from the knuckle. Save **OE** hardware for reinstallation.

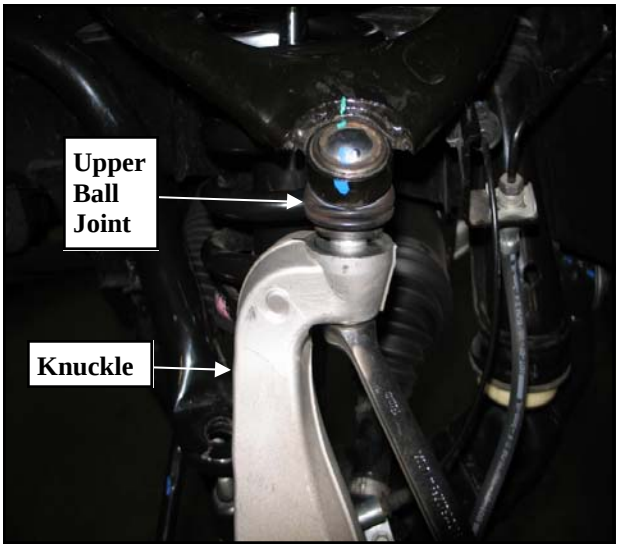


5. Unbolt and remove the sway bar end links from the vehicle. Save **OE** hardware for reinstallation.

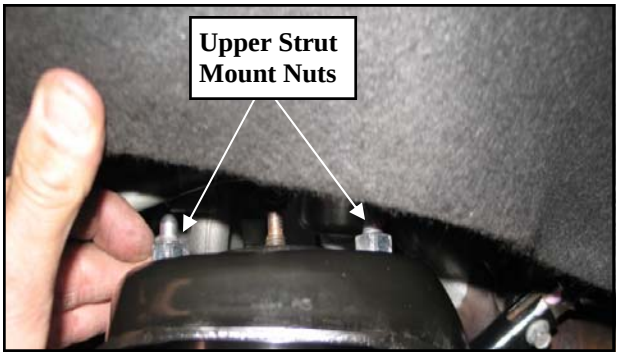
6. Using the proper tool carefully separate the outer tie rod end from the knuckle. Remove the retaining nut and remove the outer tie rod end from the knuckle.



7. Using the proper tool carefully separate the upper ball joint from the knuckle. Loosen but ***DO NOT*** remove the retaining nut from the upper ball joint.



8. Support the lower control arm with a jack and unbolt the lower strut mounting bolts from the lower control arm mount.
9. Unbolt the **(3) OE** nuts on the upper strut mounting studs. Carefully remove the strut from the vehicle.



10. Scribe an index mark on the top of the **OE** coil spring to the upper strut mount.
11. Mark the orientation of the lower mount.

CAUTION: The coil is under extreme pressure and severe bodily injury may occur if the coil spring is disassembled without using a coil spring compressor.

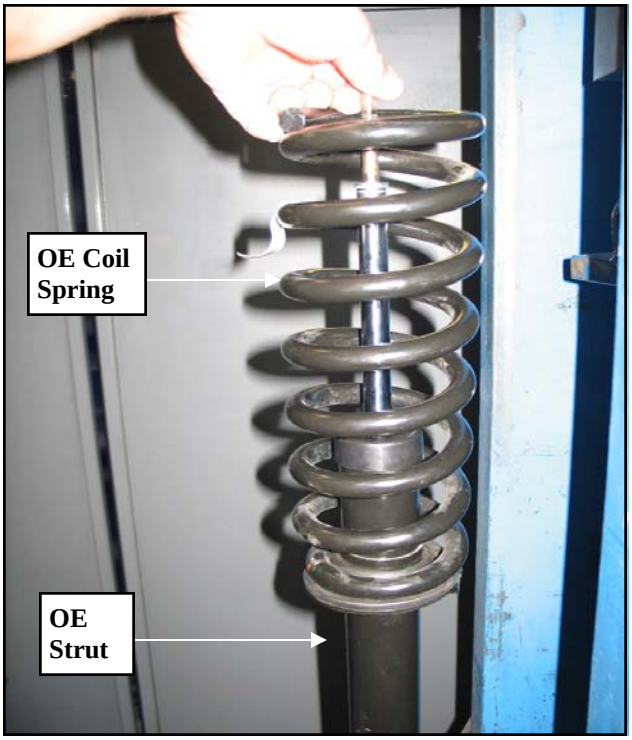
12. Compress the coil spring on the strut assembly with a suitable coil spring compressor so that the coil spring has about **3/8”** play in the strut and remove the upper strut mount retaining nut.

NOTE: Do not use an impact gun to remove the retaining nut. It will damage the strut shaft.

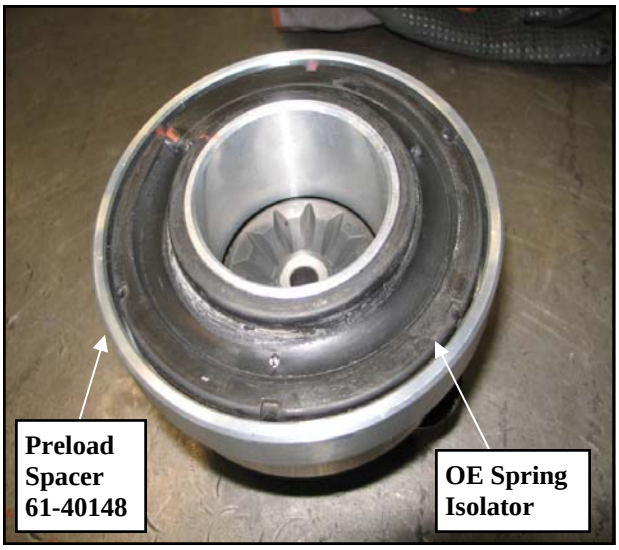
13. Remove the **OE** coil spring isolator from the upper strut mount. Save the isolator for reuse.

NOTE: Inspect the front shock assembly for any damage or fluid leakage. Replace if necessary.

14. Carefully remove the coil spring from the strut.



15. Remove the protective boot from the strut. The boot will not be reused.
16. Insert the **OE** spring isolator into the supplied preload spacer **(61-40148).**



17. Reinstall the compressed coil spring onto the strut assembly using the reference marks as a guide.
18. Install the preload spacer **(61-40148)** assembly and upper strut mount using the **OE** retaining nut.

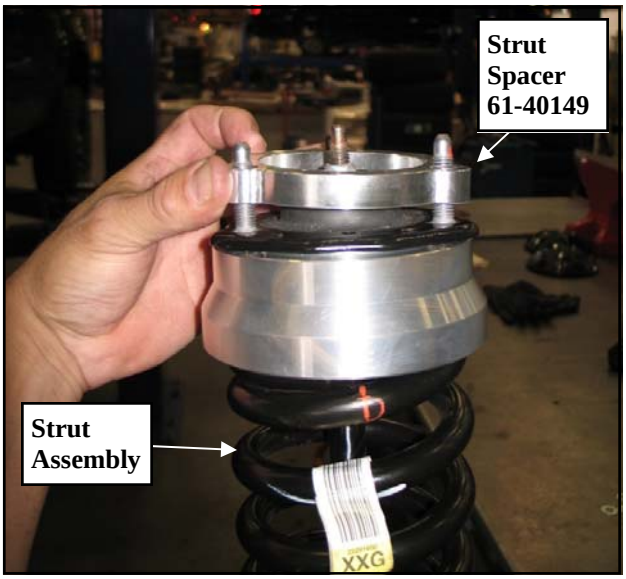
19. Torque the upper strut mounting plate retaining nut to 20 ft./lbs.

    NOTE: Failure to properly tighten the upper strut mounting nut will result in suspension noise.

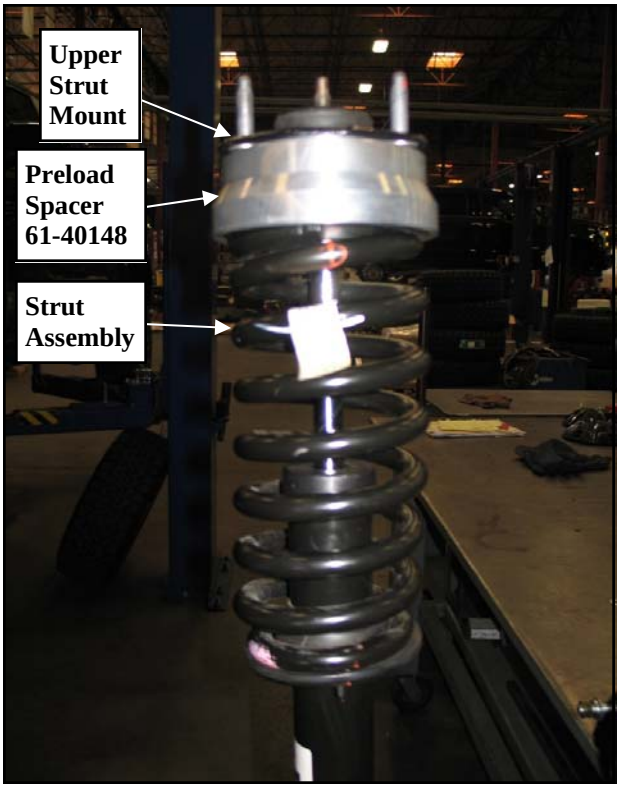
20. Decompress the coil spring on the strut assembly. Make sure that the spring is seated correctly into the strut assembly and aligned with the previously scribed index mark on the upper strut mounting plate.

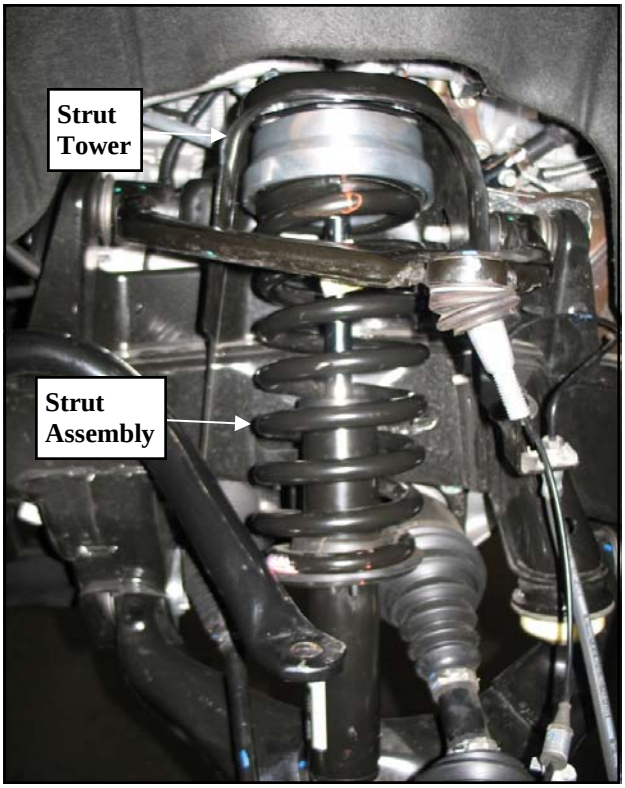
21. Install the upper strut spacer **(61-40149)** onto the **OE** studs on the strut.

    NOTE: Because this kit retains the use of the OE studs the vehicle can easily be returned to it's stock form.



22. Install the strut assembly into the strut tower and secure using the supplied **10mm** flange nuts. Leave the bolts hand tight only at this point.

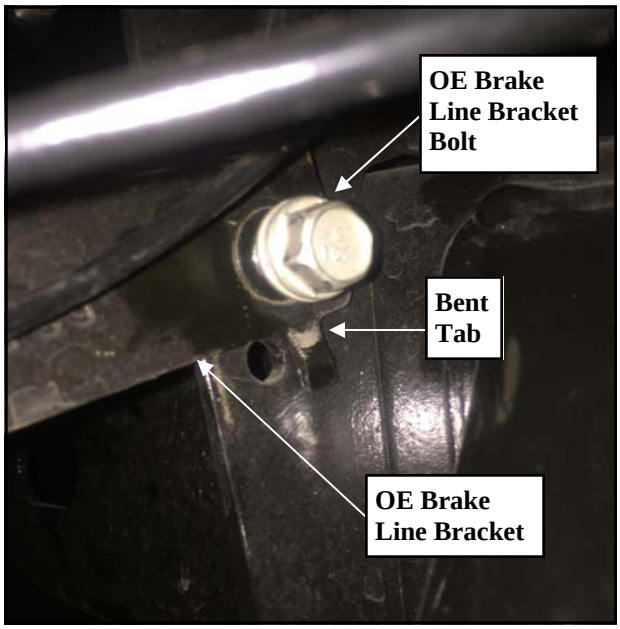




23. Reinstall the lower strut mount onto the lower control arm mount and secure using the previously removed **OE** hardware.
24. Torque the upper and lower strut mounting hardware to manufacturers specifications.
25. Reinstall the knuckle to the upper ball joint. Torque the upper ball joint nut to manufacturers specifications.

    NOTE: It may be necessary to pry the upper control arm down, using a pry bar inserted into the coil spring, to force the ball joint stem into the spindle.
26. Reinstall the outer tie rod end to the knuckle. Torque the outer tie rod end nut to manufacturers specifications.
27. Reinstall the sway bar end link to the lower control arm and secure top the sway bar. Torque according to manufacturers specifications.
28. Reinstall the front brake line bracket to the frame using the previously removed **OE** hardware.

    NOTE: Bend the tab on the front brake line bracket to allow the bracket to be mounted in it's lowered position.

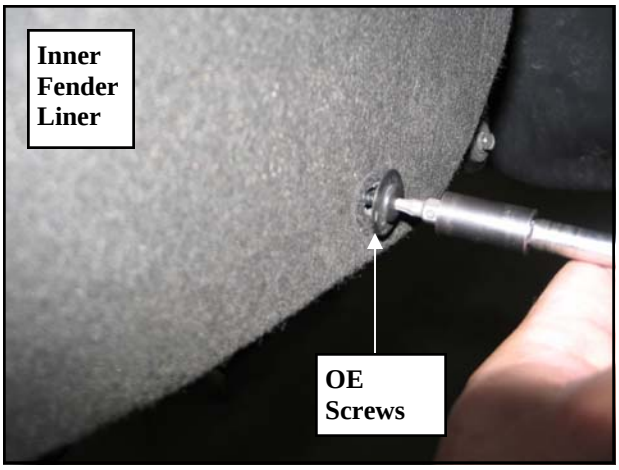


29. Reinstall the ABS wire onto the knuckle.
30. Repeat the steps 5 Through 29 On the remaining side of the vehicle.
31. Install the front tires/wheels and lower the vehicle onto the ground.
32. Torque all bolts to factory specifications. Re-torque all bolts after 500 miles.

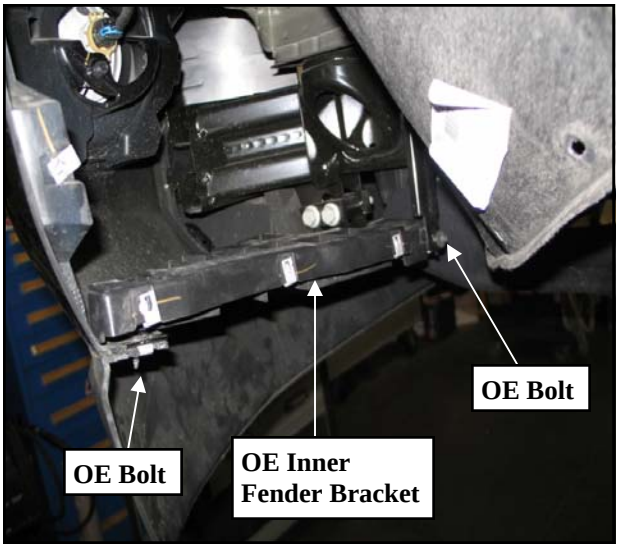
IMPORTANT! BE SURE TO BRING THE VEHICLE IMMEDIATELY TO A REPUTABLE ALIGNMENT SHOP TO BE ALIGNED!

Fender Modification for clearance of 275/65/R18 Tires.

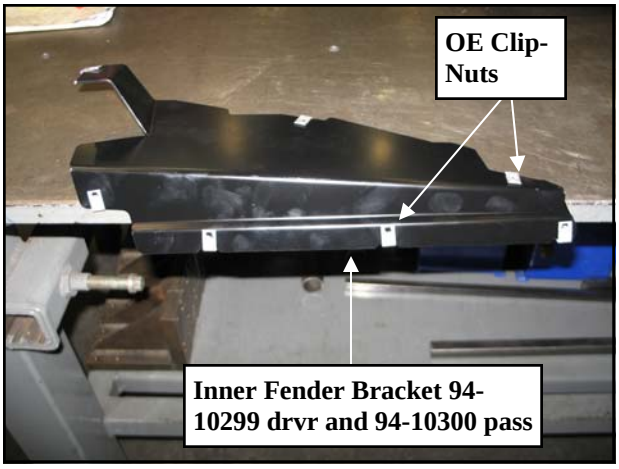
1. Position truck on a flat surface and lift vehicle by the frame so that the front wheels are off the ground using a floor jack and jack stands or a **(2)** two post lift if available.
2. Remove **OE** screws located on the bottom, front of the of the front inner fender liner.



3. Remove the **(3)** bolts and remove the **OE** inner fender bracket from the vehicle. Save the **OE** bolts for reinstallation.

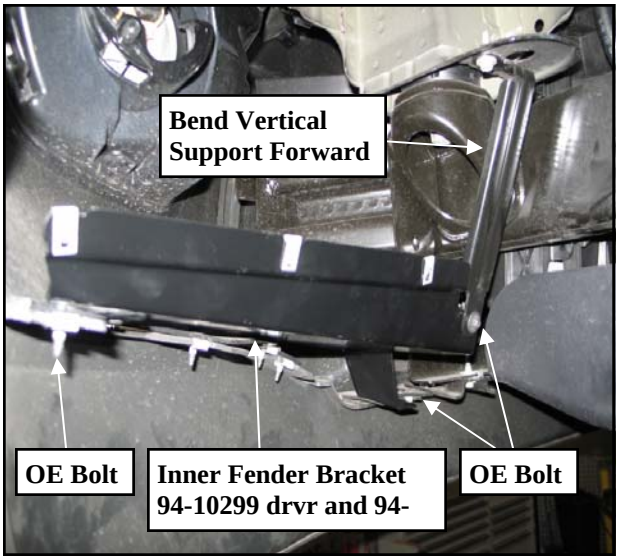


4. Remove the **(7) OE** nut-clips from the from the **OE** inner fender bracket and install them onto the new inner fender bracket **(94-10299 drvr and 94-10300 pass).**

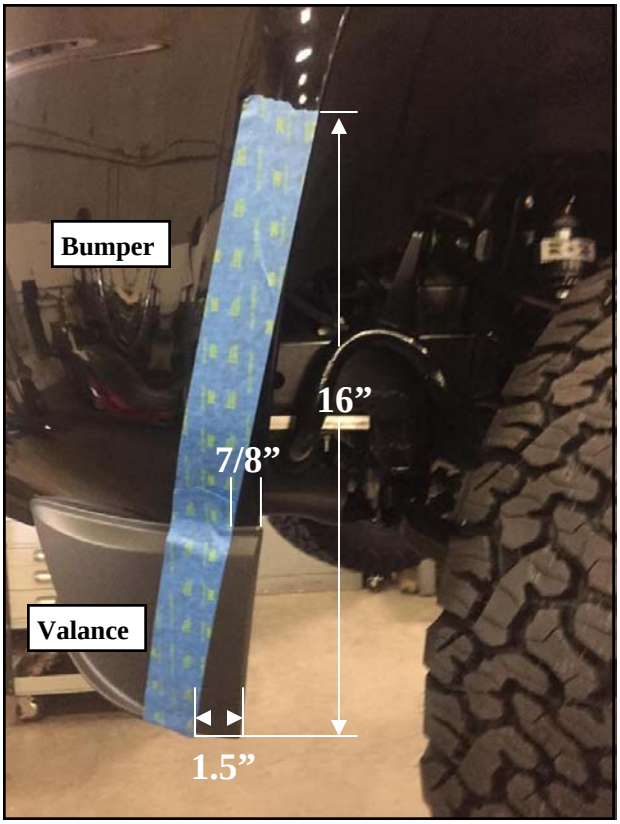


5. Install the new inner fender bracket **(94-10299 drvr** and **94-10300 pass)** to the **OE** mounting location and secure using the previously removed **(3) OE** bolts.

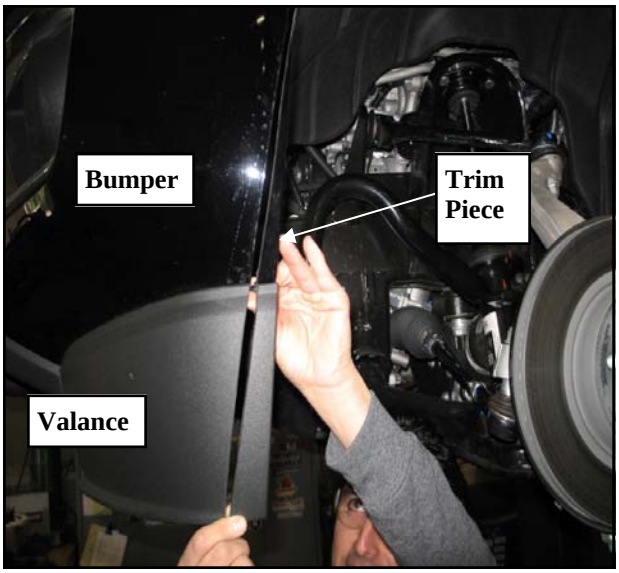
NOTE: The vertical support must be carefully bent forward to accommodate the new inner fender bracket.



6. Mark the front bumper and valance for trimming using masking tape. Follow the contour of the inner fender starting approximately **16”** up from the bottom of the valance, **7/8”** in from the bottom of the bumper, and **1.5”** in from the edge of the lower valance.

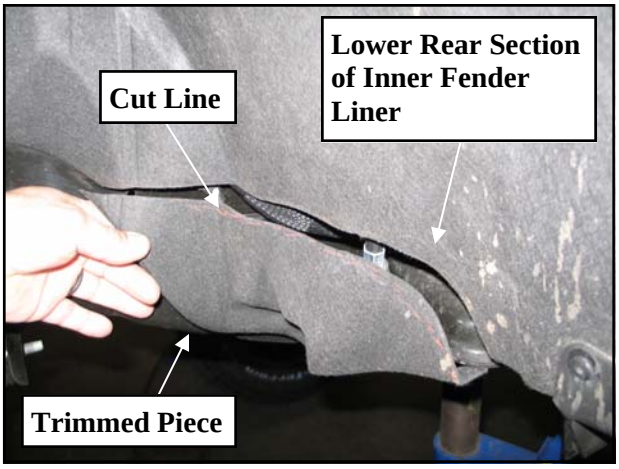


7. Using a suitable cutting tool, trim the front bumper and valance along the cut line.

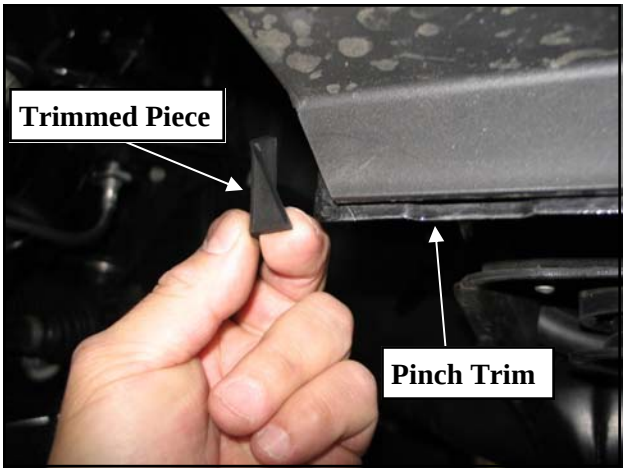


8. Trim the lower rear section of the inner fender liner to provide tire clearance. Use the dotted line as a guide line for trimming.

NOTE: The dotted line is only to be used as a guide line and the fenders may require additional trimming.



5. Trim the plastic pinch trim.



6. Reinstall the plastic inner fender liner back onto the new inner fender bracket **(94-10299 drvr** and **94-10300 pass)** using the previously removed **OE** screws.

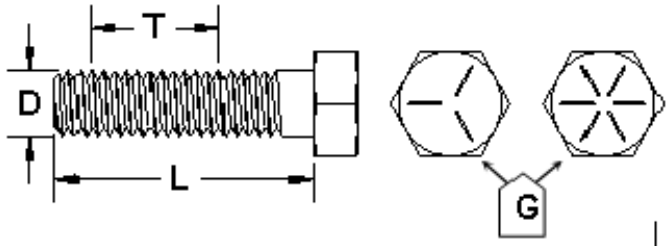
Use this only as a guide for hardware without a called out torque specification in the instruction manual.

Bolt Torque and ID

Decimal System / Metric System

All Torques in Ft. Lbs. Maximums

Bolt Size	Grade 5	Grade8	Bolt Size	Class 9.8	Class 10.9	Class 12.9
5/16	15	20	M6	5	9	12
3/8	30	45	M8	18	23	27
7/16	45	60	M10	32	45	50
1/2	65	90	M12	55	75	90
9/16	95	130	M14	85	120	145
5/8	135	175	M16	130	165	210
3/4	185	280	M18	170	240	290



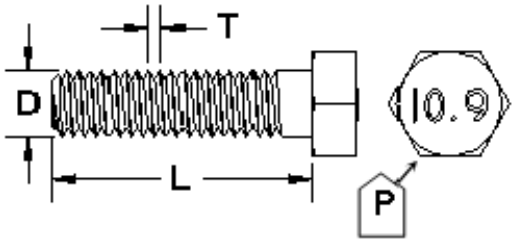
1/2-13x1.75 HHCS

D T L X

Grade 5 **Grade 8**

(No. of Marks + 2)

G = Grade (Bolt Strength)
D = Nominal Diameter (Inches)
T = Thread Count (Threads per Inch)
L = Length (Inches)
X = Description (Hex Head Cap Screw)



M12-1.25x50 HHCS

D T L X

P = Property Class (Bolt Strength)
D = Nominal Diameter (Millimeters)
T = Thread Pitch (Thread Width, mm)
L = Length (Millimeters)
X = Description (Hex Head Cap Screw)