

PRO RYDE SUSPENSION SYSTEMS

EXACTLY THE WAY YOU WANT IT.™

PRO RYDE ADJUSTABLE UPPER STRUT FRONT LIFT KIT INSTALLATION CHEVROLET COLORADO / GMC CANYON PATENTED

IMPORTANT!

Read ALL WARNINGS and information contained in these instructions PRIOR to installing this product. Vehicle Owner MUST be provided the IMPORTANT VEHICLE OWNER'S INFORMATION section of these instructions after installation of this product.

Bill of Materials

- (1) Installation Instructions & Warnings
- (2) 4-Piece Patented Upper Strut Kits
- (6) M10-1.5 Nylok Nuts
- (2) 1-1/4"-12 Large Adjustment Locking Jam Nuts
- (2) 1-1/8" Snap Rings
- (2) Tear-Resistant Nylon Bearings
- (2) Silver Top Connection Plate Spacers



ALWAYS WEAR PROPER EYE PROTECTION & USE TOOLS SPECIFIC TO THE JOB!

THIS PRODUCT HAS BEEN FACTORY PRE-TREATED WITH MARINE GRADE ANTI-SEIZE COMPOUND. NO LUBRICATION OF THE LARGE ADJUSTER THREADS IS NECESSARY PRIOR TO INSTALLATION.

STEP 1: On a flat, level surface, MEASURE pre-installation ride height, FRONT & REAR, and write down measurements.

Front (L) _____
 Front (R) _____
 Rear (L) _____
 Rear (R) _____



STEP 2: Position vehicle on a stable, flat surface or automotive lift. Secure with jack stands & wheel chocks. Be sure engine is turned OFF and vehicle is in PARK.



STEP 3: Suspend front wheels, lifting by the frame.



STEP 4: Remove front wheels. Support lower control arm & spindle assemblies with floor or bottle jack.



STEP 5: Disconnect ABS/ vacuum line brackets , loosen brake line clip to allow slack.



STEP 6: Disconnect sway bar links at the lower control arm.



STEP 7: Loosen, but don't completely remove, outer tie rod nuts and ball joint nuts.



STEP 8: With stud nuts still installed, separate upper ball joints & outer tie rod ends from their tapers.



STEP 9: Using a pry bar, put pressure on the upper control arm and completely remove ball joint nut. **SLOWLY** release pressure while holding knuckle. Make sure brake lines have adequate slack, and to properly support caliper & rotor.



STEP 10: Remove sway bar from frame. Allow sway bar assembly to hang freely or remove completely.



STEP 11: Remove lower strut bolt.



STEP 12: Remove upper strut nuts. These will be reused for kit install.



STEP 13: Remove strut assembly.



STEP 14: Secure new LIFTmachine kit to the strut assembly, using new M10-1.5 nylok nuts supplied. **Be sure the Threaded Adjustment Screw Rotates FREELY** after securing kit to the OEM strut.



STEP 15: Using a cutting wheel, trim OEM studs above the Nylok nuts.



STEP 16: IMPORTANT! Be sure the Threaded Adjustment Screw Rotates **FREELY** after securing kit to OEM strut. If not, slightly loosen the three upper stud nuts and reposition the Threaded Adjustment Screw slightly **UPWARD**. Re-torque upper stud nuts to manufacturer's specifications and recheck that the Threaded Adjustment Screw now rotates properly for adjustment after installation.

STEP 17: Install ONE tear-resistant Nylon Bearing to top of each inner adjustment screw, as shown, prior to installing Top Connection Plate.



STEP 18: Install Top Connection Plate. Then, install Silver Top Connection Spacer, large 1-1/4"-12 Jam Nut (finger-tight only) & snap ring, in this sequence.



STEP 19: Re-install strut assembly. The Threaded Inner Adjustment Screw should be threaded down in the most compact position for easiest install.



STEP 20: Using the OEM fasteners removed in Step 13, secure the Top Connection Plate to the OE strut tower, and torque to manufacturer's specs. Then reinstall lower strut bolt and torque to manufacturer's specs.



STEP 21: Using a pry bar, put pressure on upper control arm to reconnect upper ball joint nut.

TIP: The use of a bottle jack under the lower control arm will assist in the reassembly of the ball joint to the knuckle.



STEP 22: Reconnect tie rod end and torque to manufacturer's specs.



STEP 23: Reconnect sway bar to vehicle frame then reinstall sway bar link at lower control arm.



STEP 24: Reconnect ABS/Vacuum lines.



STEP 25: Reinstall tire/wheel assemblies, and check ALL suspension components and lug nuts have been properly torqued to manufacturer's specs.



STEP 26: Lower the vehicle, jounce suspension and measure ride height of Each Side of the vehicle. Measure from the bottom of the wheel/rim to the lip of the fender.



STEP 27: Perform a complete wheel alignment, utilizing a Certified Alignment Technician with experience working on lifted vehicles.



STEP 28: ADJUST HEADLIGHTS to accommodate new front ride height position

STEP 29: IMPORTANT! ADJUSTING FRONT RIDE HEIGHT AFTER INSTALLATION.

- 1) Lift vehicle by the frame, allowing wheels to hang freely. Secure using jack stands & wheel chocks.
- 2) Loosen the Large 1-1/4"-12 Top Jam Nut several complete turns.
- 3) Using a standard 1/2" ratchet or 24MM box end wrench, engage the 1/2"-24MM hex Threaded Adjuster at the TOP of the new lift kit.
- 4) Turn **Counter-Clockwise** to **INCREASE** ride height, and **Clockwise** to **DECREASE** ride height.
- 5) Each full turn of the Threaded Adjuster will result in approximately 1/4" of ride height change.
- 6) Each 1/2 turn of the Threaded Adjuster will result in approximately 1/8" of ride height change.



LOWER THE VEHICLE, JOUNCE SUSPENSION, AND MEASURE RIDE HEIGHT. BE SURE VEHICLE IS LEVEL FROM SIDE-TO-SIDE AND AT THE DESIRED RIDE HEIGHT, MAKING ADDITIONAL ADJUSTMENTS AS REQUIRED. RETORQUE ALL FASTENERS TO OEM SPECS.

IMPORTANT! RETIGHTEN THE LARGE 1-1/4"-12 TOP JAM NUT AFTER FINAL ADJUSTMENTS ARE MADE.

IMPORTANT! Check all fasteners for proper torque. Check to insure there is adequate clearance between all rotating, mobile, fixed and heated members. Check steering for interference and proper working order. Test brake system.

Before:



After:



Complete a full 4-corner lift and install a ProRYDE SuperBLOK ADJUSTABLE rear Lift Kit!



74-1150G-1016

IMPORTANT VEHICLE OWNER'S INFORMATION

CHEVROLET COLORADO / GMC CANYON

PATENTED

Adjusting Lift/Leveling kit after installation

(1) Always wear proper eye protection! Position vehicle on a stable, flat surface and SUSPEND FRONT WHEELS, lifting by the frame with a floor jack or lift jack. Secure frame with jack stands. Chock tires and turn engine OFF prior to adjustment!

(2) Loosen the Large Top Jam Nut at top of strut tower SEVERAL complete turns.

(3) Using a 1/2" ratchet or 24MM box end wrench, engage the 1/2" - 24MM hex Threaded Adjuster at the TOP of the Adjustable Upper Strut Kit. Turn **COUNTER-CLOCKWISE to INCREASE ride height, and CLOCKWISE to DECREASE ride height.**

(4) JOUNCE SUSPENSION and be sure vehicle is LEVEL from side-to-side and at the desired ride height, making adjustments as required. Re-torque all fasteners to OEM specifications and **retighten the Large Top Jam Nut** to the Top Connection Plate of the kit!

Under no circumstances should this product be altered to adjust ride height beyond its design limits.

Remember! Any change to ride height will affect vehicle's Wheel Alignment and Handling! Always realign the vehicle any time ride height is adjusted, and be sure to adjust headlights as necessary.

Minimum Ride Height Change: 1.5" (at wheel well)

Maximum Ride Height Change: 2.25" (at wheel well)

WARNING

This product should only be installed and adjusted by an ASE certified professional mechanic with proper tools and safety equipment.

Installation of this product modifies vehicle ride height. The driver of this vehicle should avoid unnecessary or abrupt maneuvers, sharp turns and other driving conditions that could lead to rollover or other serious accident. This product will affect vehicle center of gravity resulting in less than the original OE stability characteristics.

The manufacturer of this product releases itself from any liability or consequence, inclusive but not limited to personal injury, failure of components or damage to vehicle or person as a result of installing this product.

Warranties may be declined for any parts installed by any person other than an ASE certified professional. No warranty will be made for any other OEM or aftermarket components that may be affected by the installation of this product either in use or during installation. This kit is intended for use on stock suspensions WITHOUT any previous modifications whatsoever. Installation of this kit in conjunction with other aftermarket products will be done at vehicle owner's own risk, and voids any and all warranties.

Installation of this part MAY limit or void some vehicle manufacturer's warranties!

ALWAYS DRIVE SAFELY, REDUCE SPEED, AND WEAR YOUR SEAT BELT.