

PRO RYDE SUSPENSION SYSTEMS

PRO RYDE

EXACTLY THE WAY YOU WANT IT.™

PRO RYDE ADJUSTABLE FRONT LIFT KIT INSTALLATION

2007-2018 & (2019 Classic) CHEV/GMC 1500 2WD/4WD
GMT900 & K2XX

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) 3-Piece Patented Upper Strut Kits
- (6) M10-1.5 Nylock Nuts
- (2) 1-1/4" -12 Large Adjustment Locking Jam Nuts
- (2) 1-1/8" Snap Rings
- (2) Tear-Resistant Nylon Bearings

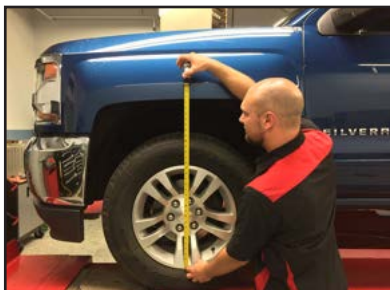


ALWAYS WEAR PROPER EYE PROTECTION & USE TOOLS SPECIFIC TO THE JOB!

THIS PRODUCT HAS BEEN FACTORY PRE-TREATED WITH MARINE GRADE ANTI-SIEZE COMPOUND. NO LUBRICATION OF THE LARGE ADJUSTER THREAD 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.

Suspend front wheels, lifting by the frame. Secure with jack stands & wheel chocks. Be sure engine is turned OFF and vehicle is in PARK.



STEP 3: Remove front wheels. Support lower control arm & spindle assemblies with jack or jack stand.



STEP 4: Disconnect ABS/vacuum line brackets from upper control arm to allow slack.

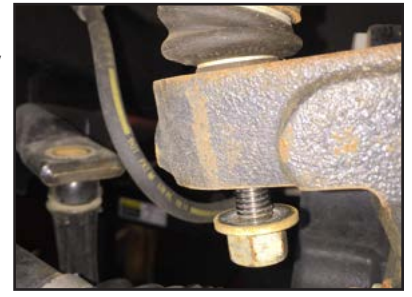


74-1500G-1020

STEP 5: Disconnect sway bar links at the lower control arm.



STEP 6: Loosen, but don't completely remove, upper ball joint & outer tie rod nuts. Leave both nuts finger tight.



*****BE SURE BRAKE LINES HAVE ADEQUATE SLACK, AND TO PROPERLY SUPPORT BRAKE & SPINDLE ASSEMBLY!*****

STEP 7: With stud nuts still installed, separate upper ball joints & outer tie rods from their tapers, using a hammer as shown.



STEP 8: Using a pry bar put pressure on upper control arm by inserting pry bar end under spring. Push down and remove ball joint nut. **SLOWLY** release pressure on pry bar until upper control arm is free.



STEP 9: Disconnect & remove lower strut mounting bolts.



STEP 10: Supporting the strut assembly, remove the three upper strut mounting fasteners.



STEP 11: The Strut/Spring assembly is heavy and can cause injury to technician or damage to other components if released too quickly. Remove the OE strut assembly.



STEP 12: Install supplied tear-resistant Nylon Bearing to top of each Inner Adjustment Screw.



STEP 13: ***IMPORTANT*** Make sure Lift Machine turns freely before tightening nuts.



STEP 14: Install new adjustable Lift Machine spacer to upper strut & tighten using supplied Nylock nuts.



STEP 15: IMPORTANT! Be sure the Threaded Adjustment Screw Rotates **FREELY** after securing kit to the OEM strut. If not, slightly loosen the three upper stud nuts and reposition the Threaded Adjustment Screw slight **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 16: Trim OE studs flush with top of each Nylock nut.



STEP 17: Install the Top Connection Plate **ONLY**, with studs directed **UPWARD** into position in the strut tower, and secure with the OEM stud nuts. Torque stud nuts to OEM specifications.



STEP 18: Install strut assembly. The Threaded Inner Adjustment Screw should be threaded down in the most compact position for easiest reinstallation. TIP: The use of a pry bar between the upper control arm and spring will help with install.



STEP 19: Install Large 1-1/4-12 Adjustment Locking Jam Nut included with this kit and tighten until snug to Top Connection Plate. Install Snap ring included with this kit.



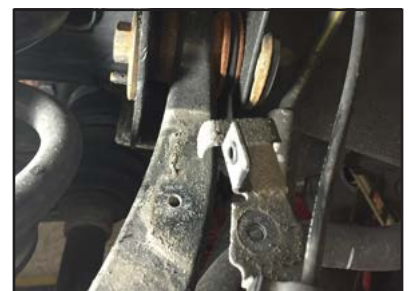
STEP 20: Install lower strut bolts and torque to manufacturer's specifications.



STEP 21: Install upper ball joint, outer tierod & sway bar nuts. TIP: Using a bottle jack may assist in reassembly of the ball joint to the knuckle. Torque to manufacturer's specifications.



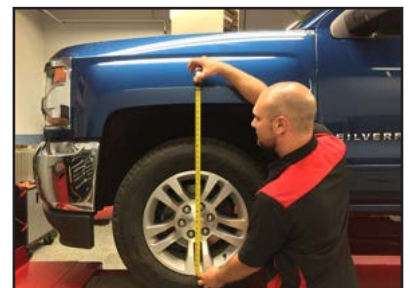
STEP 22: Reconnect ABS/Vacuum line brackets that were disconnected in Step 4.



STEP 23: Reinstall tire/wheel assemblies, and check **ALL** suspension components and lug nuts have been properly torqued to manufacturer's specifications.



STEP 24: 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 25: 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 Adjustment Locking Jam Nut** several complete turns.
 - 3) Using a standard 1/2" ratchet or 24MM wrench, engage the Threaded Adjuster at the TOP of the new 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.
- IMPORTANT! RETIGHTEN THE LARGE 1-1/4"-12 TOP JAM NUT AFTER FINAL ADJUSTMENTS ARE MADE.**
- 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.



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.

STEP 26: Perform a complete wheel alignment, utilizing a Certified Alignment Technician with experience working on lifted vehicles.



STEP 27: ADJUST HEADLIGHTS to accommodate new front ride height position

Before:



After:



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



IMPORTANT VEHICLE OWNER'S INFORMATION

Cadillac Escalade/EXT/ESV

Chevrolet Avalanche 1500

GM Silverado/Sierra 1500

GM Suburban/Tahoe/Yukon 1500

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 wrench, engage the 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.

2007-2013 GMT900 MODELS

Minimum Ride Height Change: 2.0" (at wheel well)

Maximum Ride Height Change: 3.0" (at wheel well)

2014-2018 (2019 CLASSIC) K2XX MODELS

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

Maximum Ride Height Change: 3.0" (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.

Learn more about performance suspension parts we have.