

PRO RYDE SUSPENSION SYSTEMS

PRO RYDE

EXACTLY THE WAY YOU WANT IT.™

PRO RYDE ADJUSTABLE FRONT LIFT KIT INSTALLATION

2019 and up CHEVROLET/GMC 1500

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) 0.5" Steel Upper Strut Spacers
- (1) 2-Piece LH Aluminum Lower Strut Spacers
- (1) 2-Piece RH Aluminum Lower Strut Spacers
- (4) 90mm 10.9 Grade Replacement Bolts & Hdwr.
- (6) M10-1.5 Nylock Upper Strut Replacement Nuts and Washers



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

STEP 1: Position vehicle on a stable, flat surface or automotive lift. Be sure engine is turned OFF and vehicle is in PARK. Secure vehicle with wheel chocks.



STEP 2: On a flat, level surface, MEASURE preinstallation ride height, FRONT & REAR, and write down measurements.

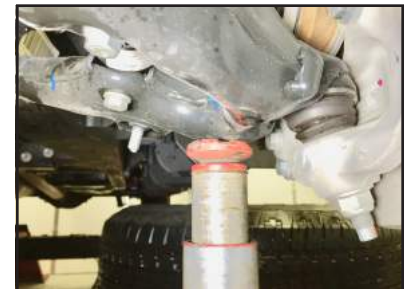
Front (L) _____
Front (R) _____
Rear (L) _____
Rear (R) _____



STEP 3: Suspend front wheels lifting by frame or front crossmember. Secure with jackstands. After vehicle is secure, remove wheel.



STEP 4: Support lower control arm and knuckle assembly with jack or jack stand.



STEP 5: Determine amount of lift.

0.75" LIFT: Install thin Aluminum Lower Strut Spacer.



1.00" LIFT: Install Upper Strut Spacer.



1.50" LIFT: Install thick Aluminum Lower Strut Spacer.



1.75" LIFT: Install Upper Strut Spacer and thin Aluminum Lower Strut Spacer.



2.00" LIFT: Install Both Interlocking Aluminum Lower Strut Spacers together.



2.50" LIFT: Install Upper Strut Spacer and thick Aluminum Lower Strut Spacer.



3.00" LIFT: Install Both Upper Strut Spacer and Both Interlocking Aluminum Lower Spacers together.



STEP 6: Disconnect ABS/vacuum line brackets, if equipped to allow slack.



STEP 7: Disconnect sway bar end link from sway bar on both sides of vehicle.



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

STEP 8: Loosen tie rod nut. With stud nuts still installed, separate outer tie rods from their tapers, using a hammer as shown.



STEP 9: Loosen ball joint nut. With stud nut still installed, strike with a hammer on knuckle outside of the ball joint taper.



STEP 10: 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 11: Supporting the strut assembly, remove the three upper strut mounting fasteners.



STEP 12: Disconnect & remove lower strut mounting bolts. If only installing black upper spacer (1.00" lift) skip **STEP 13.**



STEP 13: If installing Aluminum Lower Strut Spacers remove both clips from bottom of strut. Discard clips and OEM bolts.



STEP 14: Remove the OEM strut assembly.



STEP 15: Install new steel Upper Strut Spacers over OEM upper strut mount studs. Secure strut to the upper strut tower using new low-profile M10-1.5 Nylock nuts and washers included with this kit. Torque to OEM specifications.



STEP 16: Install Aluminum Lower Strut Spacer(s). Make sure the 'L' goes on Drivers side and 'R' goes on Passenger side. Also make sure slotted hole is placed under axle shaft.



STEP 17: Using bolts and nuts provided with the kit, insert bolts down and torque nuts to OEM specifications. **NOTE:** If only installing black upper spacer (1.00" lift), reuse OEM hardware here.



STEP 18: Reconnect upper ball joint nut & outer tie rod nut. Use a pry bar to put pressure on upper control arm. If necessary raise jack below lower control arm.



STEP 19: Reconnect sway bar link and torque to OEM specifications.



STEP 20: Reconnect ABS/Vacuum line brackets that were disconnected in Step 6. Torque to OEM specifications.



STEP 21: Reinstall tire/wheel assemblies, and check **ALL** suspension components and lug nuts have been properly torqued to OEM specifications.



STEP 22: 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 23: Reinstall tire/wheel assemblies, and check **ALL** suspension components and lug nuts have been properly torqued to OEM specifications.



STEP 24: 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 upper ball joint stud nut, without completely removing. Break taper between ball joint and knuckle.
- 3) Loosen Outer Tie Rod End nut, without completely removing, then break taper.
- 4) Disconnect Sway Bar Link from lower control arm.
- 5) **LOOSEN Lower Shock bolt on SLOTTED end of U-shaped Lower Strut Spacer & REMOVE Lower Shock bolt on the NON-SLOTTED end. This will allow adjustments without moving CV driveshaft assembly and other suspension components.**
- 6) Install or remove U-shaped Lower Strut Spacers to achieve desired right height changes.
- 7) Tighten Lower Shock Bolts to OEM specifications.
- 8) Reconnect Upper Ball Joint-to-knuckle, Outer Tie Rod End & Sway Bar Links.



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



STEP 26: 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

2019 and up CHEVY/GMC 1500

PATENTED

Adjusting Lift/Leveling kit after installation

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!

- 1) Loosen upper ball joint stud nut, without completely removing. Break taper between ball joint and knuckle.
- 2) Loosen Outer Tie Rod End nut, without completely removing, then break taper.
- 3) Disconnect Sway Bar Link from lower control arm.
- 4) LOOSEN Lower Shock bolt on SLOTTED end of U-shaped Lower Strut Spacer & REMOVE Lower Shock bolt on the NON-SLOTTED end. This will allow adjustments without moving CV driveshaft assembly and other suspension components.**
- 5) Install or remove U-shaped Lower Strut Spacers to achieve desired ride height changes.
- 6) Tighten Lower Shock Bolts to OEM specifications.
- 7) Reconnect Upper Ball Joint-to-knuckle, Outer Tie Rod End & Sway Bar Links.

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 SPECIFICATIONS!**

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.

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.