SUSPENSION SYSTEMS
PRORYDE
EXACTLY THE WAY YOU WANT IT.

PRORYDE ADJUSTABLE FRONT LIFT KIT INSTALLATION

2014 CHEV/GMC 1500

2007-Up W/JL4 Electronic Suspension

Patent Pending

IMPORTANT!

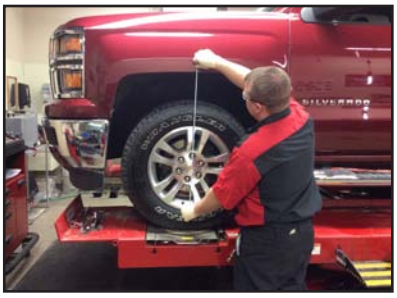
Read ALL WARNINGS and information contained in these instructions PRIOR to installing this product. Vehicle Owner MUST be provided the IMPORTANT VEHICLE OWNER'S INFORMATION section of these instructions after installation of this product.

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 Alumimum Lower Strut Spacers
(4) 90mm 10.9 Grade Replacement Bolts & Hdwr.
(6) M10-1.5 Nylok Upper Strut Replacement Nuts

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

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: Support lower control arm & spindle assemblies, then remove front wheels.

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

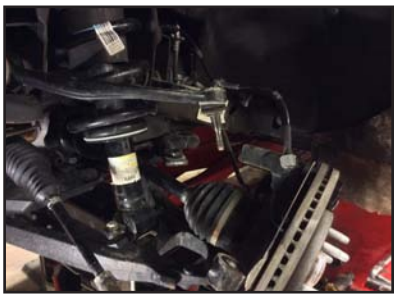
STEP 5: Disconnect sway bar links at the lower control arm.

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

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

STEP 8: Supporting the spindle & brake assembly, completely remove upper ball joint & tie rod end nuts. Then, move assembly & driveshaft away from strut.

Be sure brake lines have adequate slack, and to properly support brake & spindle assembly.



STEP 9: Disconnect & remove lower strut mounting bolts.

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

STEP 11: Remove the OE strut assembly.

STEP 12: Install new steel upper strut spacers over OEM upper strut mount studs.
NOTE:
Installing the top spacers alone without installing any lower strut spacers will result in a **3/4"** front lift.

STEP 13:
Reinstall Strut Assembly.

STEP 14:
Secure strut to the upper strut tower using new low-profile M10-1.5 Nylok nuts included with this kit. Torque to manufacturer's specifications.

IMPORTANT! Be sure to properly install spacers in the following steps according to "L" (driver's side) and "R" (pass. side) and with the **SLOT** located **NEAREST** the CV driveshaft.

STEP 15: Installing the smaller 1/2" aluminum lower strut spacer will produce a **1.625"** total front lift, when installed with the 1/2" upper strut spacer. (0.875" front lift if 1/2" upper strut spacer is NOT installed.)

STEP 16: Installing the larger 3/4" aluminum lower strut spacers will produce a **2.0"** total front lift, when installed with the 1/2" upper strut spacer. (1.25" front lift if 1/2" upper strut spacer is NOT installed.)

STEP 17: Installing both aluminum lower strut spacers together will combine for a **2.5"** total front lift, when installed with the 1/2" upper strut spacer. (1.75" front lift if 1/2" upper strut spacer is NOT installed.)

STEP 18: Tighten lower shock bolts to OEM specifications. DO NOT OVER-TIGHTEN.

STEP 19: Reconnect upper ball joint nut & outer tie rod nuts. **HINT**: The use of a bottle jack and/or pry bar will assist in the reassembly of the ball joint to the knuckle. **BE SURE TO CHECK YOUR WORK**, and that all fasteners have been properly torqued to manufacturer's specs.

STEP 20: Reconnect sway bar link to lower control arm and torque to manufacturer's specifications.

STEP 21: Reconnect ABS/Vacuum line brackets, disconnected in Step 4.

STEP 22: Reinstall tire/wheel assemblies, and check that ALL suspension components and lug nuts have been properly torqued to manufacturer's specs.

STEP 23: 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 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. **RETORQUE ALL FASTENERS TO OEM SPECS**.

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!

Check out the collection of performance suspension parts we offer.