SUSPENSIONPRO®

SUSPENSION LIFT KIT

Assembly, Installation, Operation, and Maintenance Instructions

PART NUMBER	G30SL1
INSTALL TIME	2-3 HOURS

2019-2024 GM 1500 4WD/2WD NON-AT4 MODEL & NON-TRAIL BOSS MODEL

DEALER / INSTALLER	Provide a copy of these instructions to the end user of this product. These instructions provide important operating and safety information for proper usage of this product. Demonstrate the proper use of the product with the end user. Have the end user demonstrate that they understand the proper use of the product.
END USER	Read and follow all instructions included in this manual. Ask your Dealer/Installer for assistance if you do not understand the proper use of the product. Never remove any decals from the product. Failure to follow these instructions can result in injury or death.

TOOLS REQUIRED

BASIC HAND TOOLS
HYDRAULIC FLOOR JACK
JACK STANDS
METRIC & SAE SOCKET SET
COIL SPRING COMPRESSOR TOOL
WHEEL CHOCKS
1/2" DRIVE TORQUE WRENCH (CAPABLE OF 180 FT-LBS.)
DIE GRINDER W/CUT-OFF WHEEL
36mm AXLE NUT SOCKET
RUST INHIBITOR SPRAY

PACKAGE CONTENTS

ITEM	PART DESCRIPTION	QTY
1	CONTROL ARM ASSEMBLY-DRIVER SIDE	1
2	CONTROL ARM ASSEMBLY-PASSENGER SIDE	1
3	CONTROL ARM SPACERS	8
4	LOWER SPRING PERCH SPACERS	2
5	UPPER COILOVER SPACERS	2
6	REAR SHOCK EXTENSION BRACKETS	2
7	REAR 1.5" LIFT BLOCK-PINNED	2
8	SQUARE U-BOLT 9/16" GR8	4
9	9/16" FLAT WASHER GR8	8
10	9/16" NYLOCK NUT GR8	8
11	1/2"-13 X 3.5" HEX HEAD BOLT GR8	2
12	1/2" SAE FLAT WASHER GR8	4
13	1/2"-13 C-LOCK NUT GR8	2
14	7/16"-14 X 2.5" HEX HEAD BOLT GR8	4
15	7/16" SAE FLAT WASHER GR8	14
16	7/16"-14 C-LOCK NUT GR8	4
17	7/16"-14 NYLOCK NUT GR8	6
18	M14-2.0 X 100mm HEX HEAD BOLT CL10.9	4
19	M14 FLAT WASHER CL10	8
20	M14-2.0 C-LOCK NUT CL10	4
21	8" BLACK ZIP TIES	4
22	BALL JOINT COTTER PINS	2
23	2ML THREAD LOCKER COMPOUND	1
24	INSTALLATION INSTRUCTIONS	1
25	DRIVER WARNING DECAL	1

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WARNINGS/SAFETY PRECAUTIONS



For technical assistance call: 1-866-638-4870 or email: support@TrailFX.com

PRE-INSTALLATION NOTES:

Reading this section and following these suggestions will ensure the best installation results possible:

• Prior to beginning installation, be sure to verify that ALL contents of the kit are present and accounted for.

• Prior to beginning installation, be sure to read the installation instructions from start to finish. Not following the installation instructions correctly increases the likelihood of frame, driveline, and/or suspension damage to the vehicle.

• Prior to beginning installation, check for any city & state laws for legal issues regarding the installation of this suspension system on your vehicle.

• The installation of this suspension system should be executed by a professional mechanic.

• The thread locking compound provided must be used on ALL hardware.

• **WARNING:** Installation of this suspension system raises the center of gravity of the vehicle and may increase the likelihood of rollover.

• Prior to beginning the installation of this suspension system, a front-end alignment should be performed, and results should be recorded. Do not continue the installation of this suspension system if the vehicle is not within the factory alignment specifications. If the vehicle does not align to factory specifications or if frame\suspension damage exists installation of this suspension system should **NOT BE** carried out.

• Prior to beginning installation, verify the differential fluid levels are at factory recommended levels. This suspension system will reposition the differential which alters the position of the fill plug hole providing a false level reading when inspected. This could cause damage to the differential.

• **WARNING:** Vehicles with oversized wheels and tires are subjected to excessive wear and tear on the individual suspension components within THIS system. These vehicles should be regularly inspected every 2,500-5,000 miles for excessive component wear and these components should be replaced accordingly.

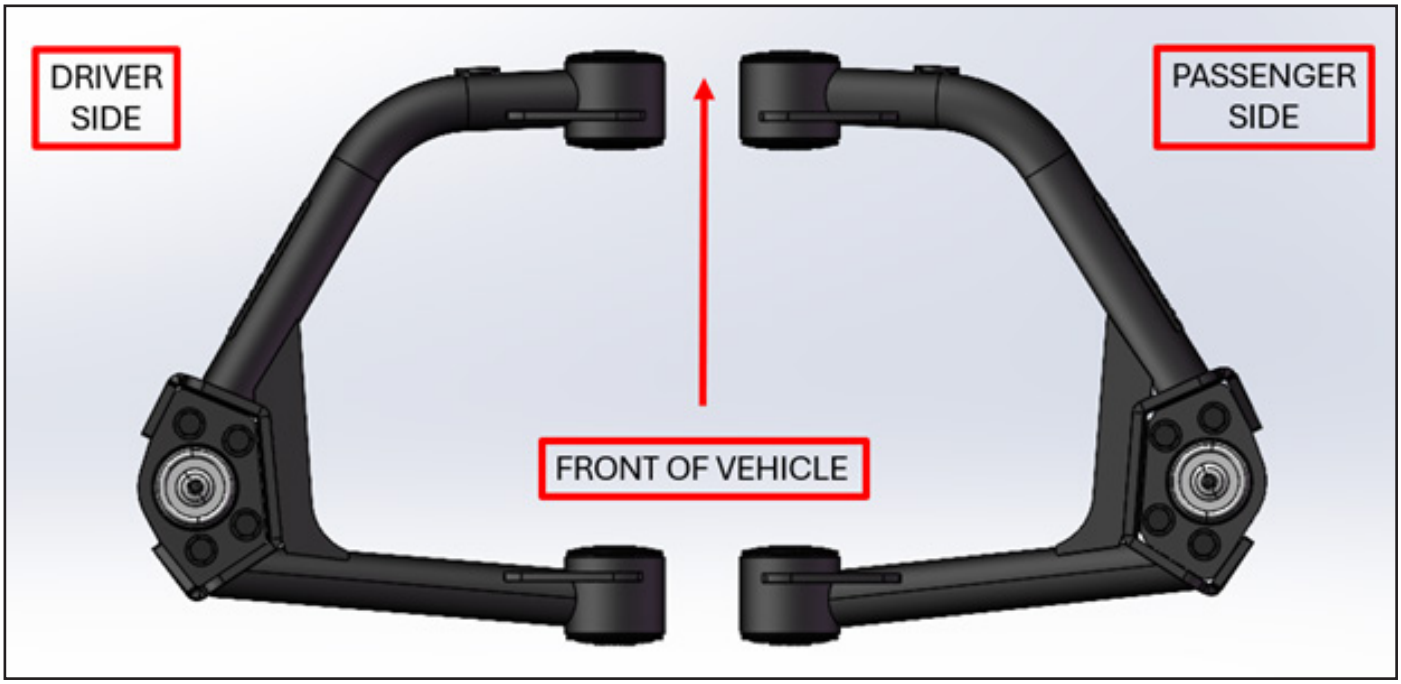
FOOTNOTES:

• Will **not fit** with OEM Wheel/Tire Combination.
• Will **not fit** Standard Cab models.
• Will **not fit** GMC AT4 or Chevy Trail Boss models.
• Will **not fit** 2019 Silverado LD or 2019 GMC Limited models.
• Will **not fit** aftermarket replacement struts with welded lower spring perch.
• Will **not fit** models equipped with composite rear leaf springs.
• Will **not fit** four-cylinder models.
• Will **not fit** models equipped with super cruise.

NOTE: This suspension lift kit comes with pre-assembled control arm assemblies which include the control arm for each side, one ball joint and associated hardware per side, and two pivot bushings per control arm. **IT IS CRUCIAL TO PROVIDE AMPLE GREASE TO THE BALL JOINT UPON INSTALLATION PRIOR TO TEST DRIVE AND ALIGNMENT.**

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INSTALLATION PROCEDURE



FRONT SUSPENSION DISASSEMBLY & REASSEMBLY

1. Disconnect the negative terminal on the battery. Safely raise up the front end of the vehicle and support the frame rails with jack stands. Remove the Front Wheel and Tires. **NOTE: NEVER WORK UNDER AN UNSUPPORTED VEHICLE! IMPORTANT:** At this time, using a paint pen, mark a line down the center of the coil over assembly marking the top cap, coil seat, and lower mount where the coilover attaches to the control arm. Mark the coilover assembly DS & PS respectively to return the coilover to the correct location on the vehicle. See **(FIGURE 1)**

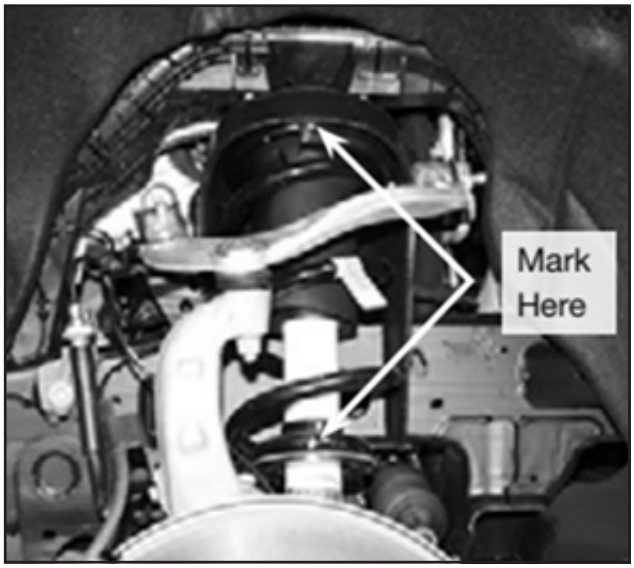


FIGURE 1

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INSTALLATION PROCEDURE (CONTINUED)

2. On both sides of the truck, disconnect the ABS wire bracket from the upper control arm along with the brake hose bracket from the steering knuckle. Save hardware for re-installation. See **(FIGURES 2 & 3)**.



FIGURE 2



FIGURE 3

3. On both sides of the truck, remove the factory tie rod from the steering knuckle. **NOTE:** Striking the knuckle with a hammer may be necessary to dislodge the tie rod end. Care should be taken to not strike other components of the vehicle. Save all hardware for re-installation. See **(FIGURES 4 & 5)**.

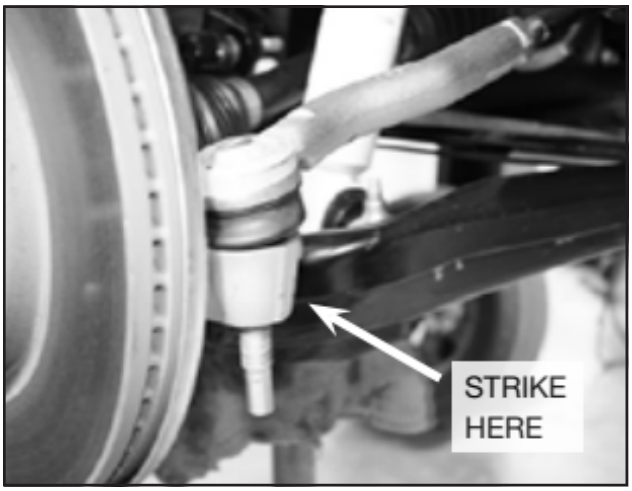


FIGURE 4

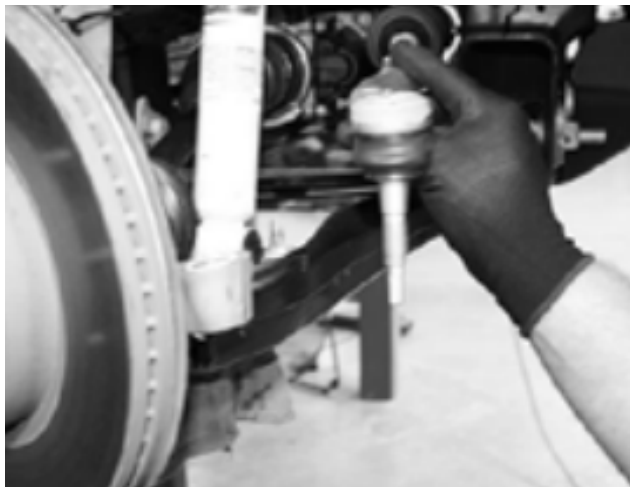


FIGURE 5

4. On both sides of the truck, use a 36MM Axle Nut Socket to remove the Axle Hub Nut. Save for re-installation. See **(FIGURE 6)**.



FIGURE 6

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INSTALLATION PROCEDURE (CONTINUED)

5. On both sides of the truck, remove the sway bar link from the underside of the control arm. Save for re-installation. See **(FIGURES 7a & 7b)**.

6. On both sides of the truck, remove the upper ball joint nut and remove upper ball joint from the steering knuckles. **NOTE:** Striking the knuckle with a hammer may be necessary to dislodge the upper ball joint. Care should be taken to not strike other components of the vehicle. Save all hardware for re-installation. Once knuckle is detached from upper ball joint, it can be pushed to the side and secured if needed.



FIGURE 7a



FIGURE 7b

7. Locating the wire harness channel above the Passenger side coil over mount, push the harness up and back away from the coil over mount gaining access to the three coil over assembly nuts. Remove the factory nuts and save for re-installation. Repeat nut removal process on the driver's side. See **(FIGURE 8)**.



FIGURE 8

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INSTALLATION PROCEDURE (CONTINUED)

8. On both sides of the truck, remove and discard the two lower bolts from the strut body as well as nut-clips attached to the lower mount. Both coilover assemblies will now be able to be removed from the vehicle. See **(FIGURES 9 & 10)**.



FIGURE 9

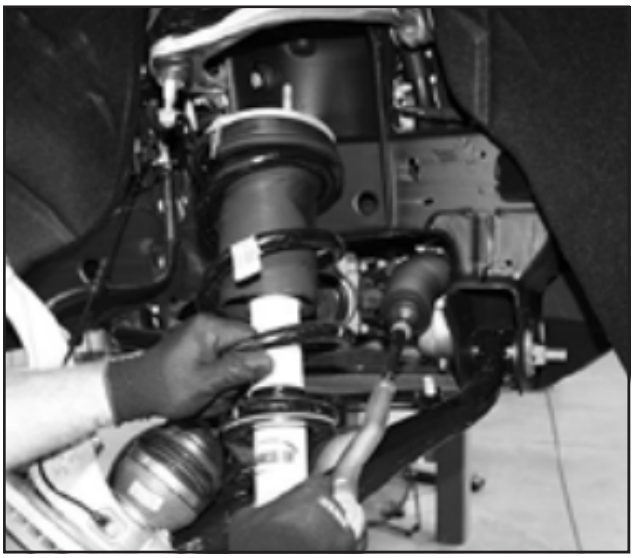


FIGURE 10

9. On both sides of the vehicle, remove the factory upper control arm and save the hardware.

10. Using a coil spring compressor tool, carefully compress the coil spring until there is no pressure on the upper top cap. Loosen and remove the top cap nut along with the top cap and dust boot. See **(FIGURES 11 & 12)**.

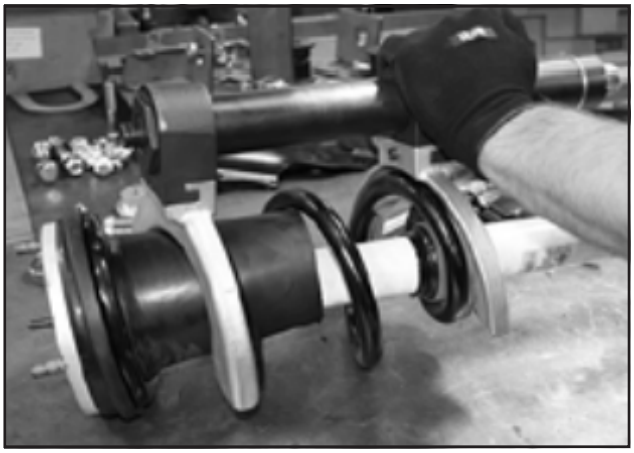


FIGURE 11



FIGURE 12

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INSTALLATION PROCEDURE (CONTINUED)

11. Remove the coil spring from the coil over assembly and set aside.

12. Remove the bump stop cap and save. Gently tap the lower coil spring perch off of the strut body and save. See **(FIGURES 13 - 15)**.

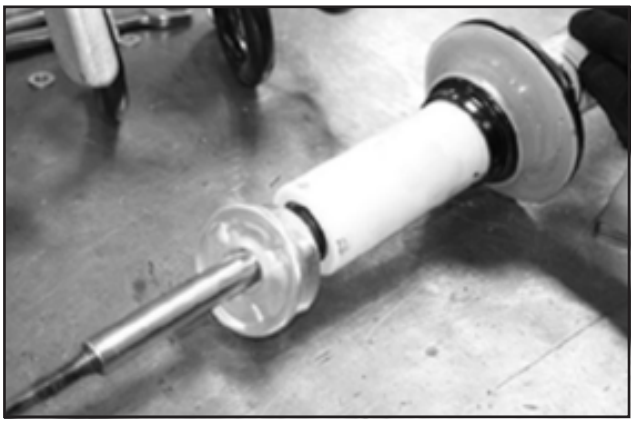


FIGURE 13

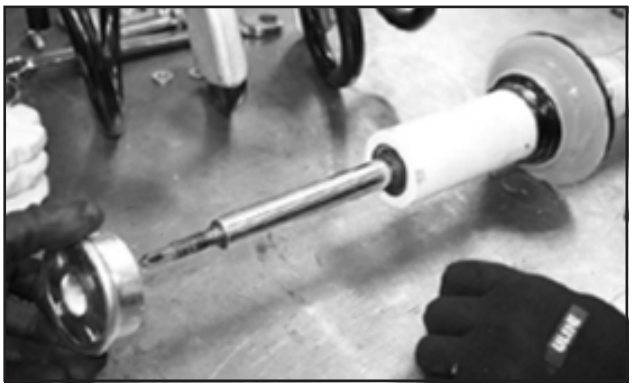


FIGURE 14

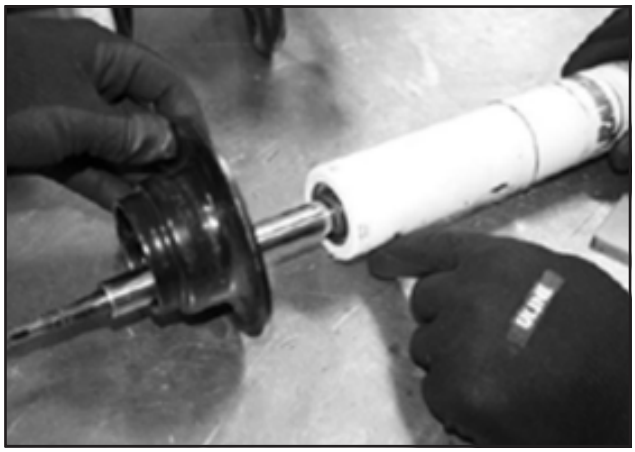


FIGURE 15

13. Install G30SL1 lower spring perch spacer onto the strut body with the inside machined groove positioned downward around the lip on the strut body. See **(FIGURES 16 & 17)**.

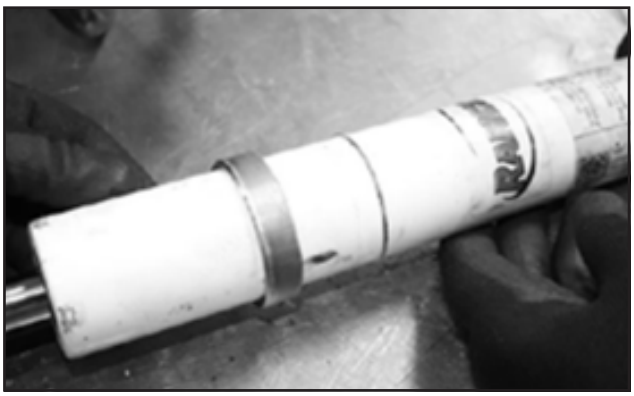


FIGURE 16



FIGURE 17

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INSTALLATION PROCEDURE (CONTINUED)

14. Re-install the factory lower spring perch onto the strut body. See **(FIGURE 18)**.

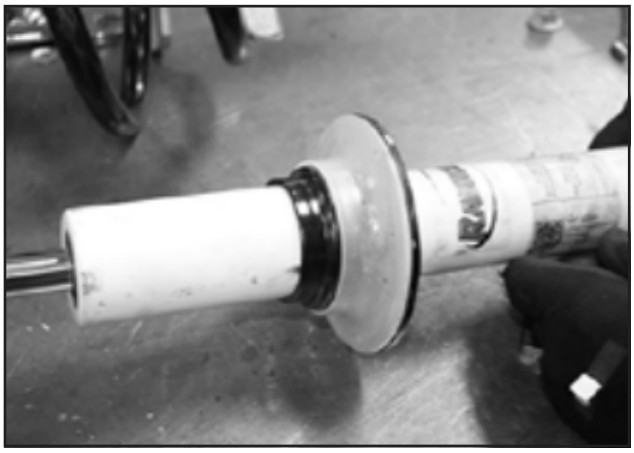


FIGURE 18

15. Re-install the bumpstop cap, the compressed coil spring, the top cap, & top cap nut. **NOTE:** Before pressure is removed from the coil spring be sure the paint pen marks are lined up on the top cap, lower spring perch, and lower strut body mount that were marked in step 1. Torque the top cap nut to 35 Ft.-Lbs.

16. Repeat steps 10-15 for both Driver Side & Passenger Side coilover assemblies. **NOTE:** Be sure not to mix Driver Side and Passenger Side components.

17. Locating the three factory studs on the factory top cap, measure and mark each of the three studs 1-1/8" from the base of the studs. Using a cut off wheel, cut the excess from the stud off. Repeat for both sides. See **(FIGURE 19)**.



FIGURE 19

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INSTALLATION PROCEDURE (CONTINUED)

18. Install top coilover spacer with the factory studs trimmed in STEP 17. Re-use factory hardware from STEP 7. Torque the three factory nuts to 68 Ft.-Lbs. Repeat for both sides. See **(FIGURE 20)**.



FIGURE 20

19. Locate the factory bumpstop tabs on the frame mount. Using a cutoff wheel, remove this tab completely from the mount and sand to a smooth finish. **NOTE:** The use of rust inhibitor should be used in these locations. See **(FIGURES 21 & 22)**.

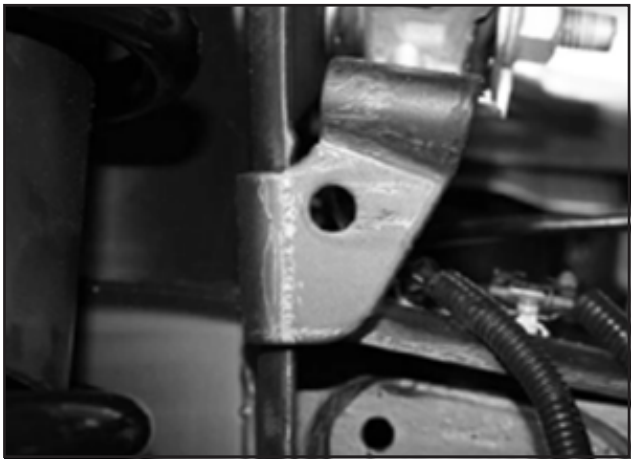


FIGURE 21



FIGURE 22

20. Install the Driver Side and Passenger Side control arms using the supplied M14 installation hardware with thread locking compound. Torque supplied M14 hardware to 160 Ft.-Lbs. NOTE: When installing the control arms, G30SL1 Control Arm Spacers will be used on both sides of each bushing.

21. Prior to installing the coilover assemblies back into the truck, remove and discard the factory nut clips on both of the struts lower mounts.

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INSTALLATION PROCEDURE (CONTINUED)

22. Install the coil overs back into the upper coil over mount using the supplied 7/16" Nylock Nuts and Flat Washers leaving loose at this time. See **(FIGURE 23)**.

23. Using the supplied 7/16"-14 X 2.5" Hex Head Bolts, C-Lock Nuts, and Flat Washers, install the lower bar pin mounts onto the lower control arm. Torque both the top and bottom hardware to 83 Ft.-Lbs. See **(FIGURE 24)**.



FIGURE 23



FIGURE 24

24. On both sides of the truck, reinstall the upper control arm to the steering knuckle at the upper ball joint. Reinstall the sway bar links to the lower control arms. Reinstall the Tie Rod Ends to the Steering Knuckle. Torque all to 35 Ft.-Lbs. **NOTE:** Once Upper Ball Joint Nut is torqued, be sure to install Upper Ball Joint Cotter Pin into the Ball Joint Stud.

25. On both sides of the truck, reinstall the axle hub nut and torque them to 156 Ft.-Lbs. Remove the bracket from the ABS sensor line and attach to the brake line hose using the supplied zip ties. Reinstall the brake line bracket to the steering knuckle using the factory hardware. Torque to 11 Ft.-Lbs. See **(FIGURE 25)**.



FIGURE 25

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INSTALLATION PROCEDURE (CONTINUED)

REAR SUSPENSION DISASSEMBLY & REASSEMBLY

26. Jack up the rear end of the truck, supporting the frame rails with jack stands. **NOTE: NEVER WORK UNDER AN UNSUPPORTED VEHICLE!** Remove the rear wheels and tires.

27. With the rear axle supported with a hydraulic jack, remove the lower shock bolts at the axle. Save hardware. Next, remove the factory U-bolts.

28. With axle lowered from leaf springs, install the supplied G30SL1 1.5" Rear Lift Blocks, U-Bolts, 9/16" Flat Washers, & 9/16" GR8 Nylock Nuts. Torque 9/16" Nylock Nuts to 93 Ft.-Lbs. NOTE: Lowering the axle one side at a time and installing the lift blocks one side at a time will make the installation easier. New u-bolts should be tightened evenly.

29. Install the G30SL1 Rear Shock Extension Brackets onto the factory shock bottoms using the supplied ½"-13 X 3.5" Hex Head Bolts, ½" Flat Washers, and ½"-13 C-Lock Nuts. Then install the G30SL1 Shock Extension Bracket to the rear axle mounts using the factory hardware saved in Step 27. Torque to 106 Ft.-Lbs.

30. Re-install wheels and tires on the vehicle torquing the lug nuts to the proper torque rating for the wheel's specifications.

31. Turn steering wheel all the way left and all the way right checking for appropriate clearances. **NOTE: Some oversized wheel & tire combinations may require trimming of the front bumper, valance, etc.**

32. Check front end alignment and set to factory specifications. If necessary, adjust your headlights for your new ride height.

33. Check over all bolts for proper torque rating.

34. Once the vehicle is on the ground again and the suspension is bearing the vehicle's weight, recheck for clearances around brake hoses, ABS wires, suspension parts, etc. for proper tire clearances while turning fully left or fully right.

35. Upon completion of the installation, install the driver's warning decal within sight of the driver in the door sill when the driver's door is opened.

VEHICLES THAT RECEIVE OVERSIZED WHEELS & TIRES SHOULD HAVE THE BALL JOINTS & STEERING COMPONENTS INSPECTED EVERY 2,500-5,000 MILES FOR EXCESSIVE WEAR AND BE REPLACED ACCORDINGLY.

RE-TORQUE ALL NUTS, BOLTS, AND LUGS AFTER 50 MILES OF USAGE AND PERIODICALLY THEREAFTER!

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WARRANTY INFORMATION

Limited Lifetime Warranty:

SuspensionPro and Keystone Automotive Operations Inc. make no guarantees or warranties for products not manufactured by Keystone Automotive Operations Inc. Such products are covered solely under any applicable warranty of the manufacturer. It is always recommended that the operating instructions and warranty instructions provided by the manufacturer are followed.

The Limited-Lifetime Warranty excludes the following SuspensionPro items: bushings, bump stops, ball joints, tie rod ends, limiting straps, cross shafts, heim joints and driveshafts. These parts are subject to wear and are not considered defective when worn. They are warranted for 60 days from the date of purchase for defects in workmanship.

Keystone Automotive Operations Inc. warrants its products to be free from manufacturing and material defects to the original purchaser for the length of warranty stated above from the date of retail purchase. If any products are found to have a manufacturing or material defect, the product will be replaced or repaired at the option of SuspensionPro and Keystone Automotive Operations Inc. with proof of purchase by the original purchaser. The original purchaser shall pay all transportation and shipping costs associated with the return of the defective product and the defective product shall become the property of Keystone Automotive Operations Inc.

This Warranty applies to Keystone Automotive Operations Inc. products used for individual and recreational purposes. Commercial usage of the Keystone Automotive Operations Inc. products limits the warranty to 90 days from the date of purchase.

This Warranty applies only to Keystone Automotive Operations Inc. products which are found to be defective in manufacturing or material. This warranty does not apply to normal wear and tear of the finish placed on Keystone Automotive Operations Inc. products.

SuspensionPro and Keystone Automotive Operations Inc. are not responsible for any labor costs incurred for removal or replacement of the defective product.

SuspensionPro and Keystone Automotive Operations Inc. are not responsible for repair or replacement of any product under the limited warranty where the product was improperly installed, misapplied, altered, abused, neglected, overloaded, misused, or damaged as a result of an accident, including any use of the product not in accordance with all products operating and safety instructions.

Without limiting the generality of the foregoing, SuspensionPro and Keystone Automotive Operations Inc. shall under no circumstances be liable for any incidental or consequential loss or damage whatsoever arising out of, or in any way relating to any such breach of warranty or claimed defect in, or non-performance of the products. Some states do not allow the exclusion or limitation of incidental or consequential damages, so the above exclusion or limitation may not apply to you.

This limited warranty gives you specific legal rights, and you may also have other rights that vary from state to state.

CONTACT US

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