



#C1204 Installation Instructions 2011 Chevy K2500/3500 HD(4wd) 2" Front Lift

Read and understand all instructions and warnings prior to installation of product and operation of vehicle.

Zone Offroad Products recommends this system be installed by a professional technician. In addition to these instructions, professional knowledge of disassembly/ reassembly procedures and post installation checks must be known. Minimum tool requirements include the following: Assorted metric and standard wrenches, hammer, hydraulic floor jack and a set of jack stands. See the "Special Tools Required" section for additional tools needed to complete this installation properly and safely.

» **PRODUCT SAFETY WARNING**

Certain Zone Suspension Products are intended to improve off-road performance. Modifying your vehicle for off-road use may result in the vehicle handling differently than a factory equipped vehicle. Extreme care must be used to prevent loss of control or vehicle rollover. Failure to drive your modified vehicle safely may result in serious injury or death. Zone Offroad Products does not recommend the combined use of suspension lifts, body lifts, or other lifting devices.

You should never operate your modified vehicle under the influence of alcohol or drugs. Always drive your modified vehicle at reduced speeds to ensure your ability to control your vehicle under all driving conditions. Always wear your seat belt.

Difficulty Level

easy 1 2 **3** 4 5 difficult

Estimated installation: 1-2 hours

Special Tools Required

Torsion bar unloading tool Kent Moore #CH48809 or equivalent

Tire/Wheel Fitment

35x12.50 on stock wheel or equiv.

» **PRE-INSTALLATION NOTES**

1. Special literature required: OE Service Manual for model/year of vehicle. Refer to manual for proper disassembly/reassembly procedures of OE and related components.
2. Adhere to recommendations when replacement fasteners, retainers and keepers are called out in the OE manual.
3. Larger rim and tire combinations may increase leverage on suspension, steering, and related components. When selecting combinations larger than OE, consider the additional stress you could be inducing on the OE and related components.
4. Post suspension system vehicles may experience drive line vibrations. Angles may require tuning, slider on shaft may require replacement, shafts may need to be lengthened or trued, and U-joints may need to be replaced.
5. Secure and properly block vehicle prior to installation of Zone Offroad Products. Always wear safety glasses when using power tools.
6. If installation is to be performed without a hoist, Zone Offroad Products recommends rear alterations first.
7. Due to payload options and initial ride height variances, the amount of lift is a base figure. Final ride height dimensions may vary in accordance to original vehicle attitude. Always measure the attitude prior to beginning installation.

Kit Contents

Qty	Part
2	Chevy HD Torsion Key

Optional Kit C5202

Qty	Part
4	Upper Shock Spacer
4	12mm nut
8	1/2" SAE washer

Important—measure before starting!

Measure from the center of the wheel up to the bottom edge of the wheel opening

LF _____ RF _____

LR _____ RR _____

Important—measure before starting!

Measure from the exposed length of the torsion bar adjusters before starting:

Drv _____ Pass _____

Caution: There is an extreme amount of energy stored in the torsion bars. Use extreme care with the proper tools to avoid serious injury or death.

PRE-INSTALLATION NOTES

1. Installation of these torsion keys requires a modified length shock. This can be accomplished using the Zone shock extension kit #C5202 or with an extended length shock. Zone Offroad is currently working on an extended length shock and should have them available by early 2011.
2. The torsion bars are under extreme pressure and require the use of a Kent Moore #CH48809 torsion bar tool or equivalent for proper unloading/loading. Follow tool manufacturer instructions.

INSTALLATION INSTRUCTIONS

1. Park vehicle on clean, flat, and level surface. Block the rear wheels for safety.
2. Measure the ride height of the vehicle and record - see side box.
3. Raise the front of the vehicle with a hydraulic jack. Support the frame rails with jackstands.
4. Measure the length of the torsion bar adjuster bolts (top of the adjuster bolt head to adjuster) and record - see side box.
5. Remove the adjuster bolts, keep driver's and pass side bolts separate.
6. Use the torsion bar removal tool to remove the threaded adjuster assembly. Release the pressure from torsion bar with the unloading tool. **Caution: There is an extreme amount of energy stored in the torsion bars. Use extreme care with the proper tools to avoid serious injury or death.**
7. Slide the torsion bars forward to allow the factory keys to be removed. On older vehicles, it may be necessary to use an air hammer to get the bars to break free.
8. Apply a small amount of grease to the hex on each end of the torsion bar. Install the new torsion keys. When installed the keys should be nearly horizontal and pointing toward each other. Because of slight differences in hex shape, the factory and Zone keys will appear to have very similar indexing.

Shock Extension/New Shock Installation

9. Remove the upper shock nuts and lower shock bolt. Remove shocks from vehicle. If installing longer aftermarket replacement shocks, do so now with the factory/provided hardware.
10. If using optional shock extension kit #C5202, install the provided shock extension sleeves over the factory bar pin studs. Reinstall the shock in the vehicle with provided 12mm nuts and 1/2" SAE washers. Leave hardware loose.
11. Reattach the lower shock mount with factory bolt and nut. Tighten to 95 ft-lbs. Torque the upper hardware to 60 ft-lbs.

Torsion Key Installation

12. Install the torsion bar adjuster assembly with torsion bar tool.
13. Set the overall length of the exposed thread and bolt head to the original measurement. The minimum recommended length is 3/4". This may need to be adjusted if heavy accessories are added to the front of the vehicle.
14. Lower the front end to the ground, roll the vehicle forward and back to settle the suspension.
15. Check the final ride height measurement. This should not be more than 27". If it is greater than this, the adjusters need to be lowered. For vehicles with aftermarket fenders refer to the 'Z' height measurement steps below.
16. A front end alignment must now be performed.
17. Check hardware after 500 miles. Adjust headlights.

'Z' HEIGHT INSTRUCTIONS

1. It is very common for the particular vehicle model to have widely varying starting suspension heights. In order to give a more precise suspension height setting we have provided a Z-height reference. Refer to Figure A

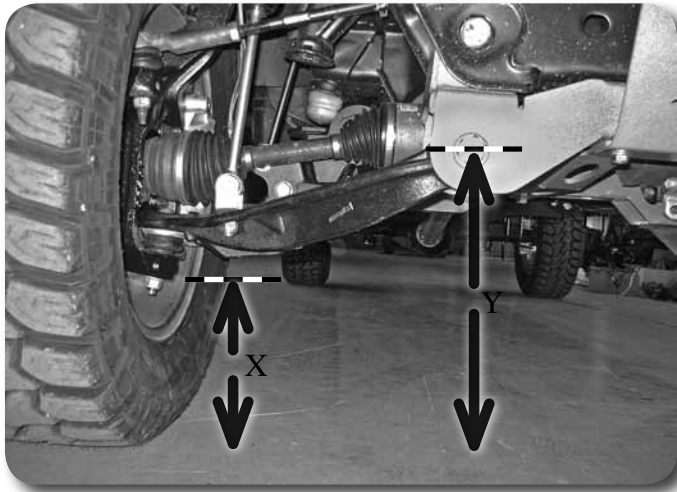


Fig. A

2. Roll the vehicle forward and back to settle the front suspension. With the vehicle on flat, level ground measure the distance from the floor to the center of the front lower control arm bolt. This is distance 'Y'. Record here: _____
3. Measure from the floor up to the lowest point on the new steering knuckle, near the ball joint. (Fig B). This is distance 'X'. Record here: _____



Fig. B

4. To determine the Z-height use the following equation: $Y-X=Z$. For the intended 6.5" of lift the value for Z should be approximately 7-1/4". If your value for 'Z' is less than 7-1/4" the torsion bars need to be adjusted up (tightened). If your value for 'Z' is more than 7-1/4" the torsion bars need to be adjusted down (loosened). The 'Z' height should not exceed 7-1/4". However, this system can be run at a lower ride height down to a minimum of 5" of lift. At 5" the 'Z' height is 5-3/4". The 'Z' height should not be run below 5-3/4".

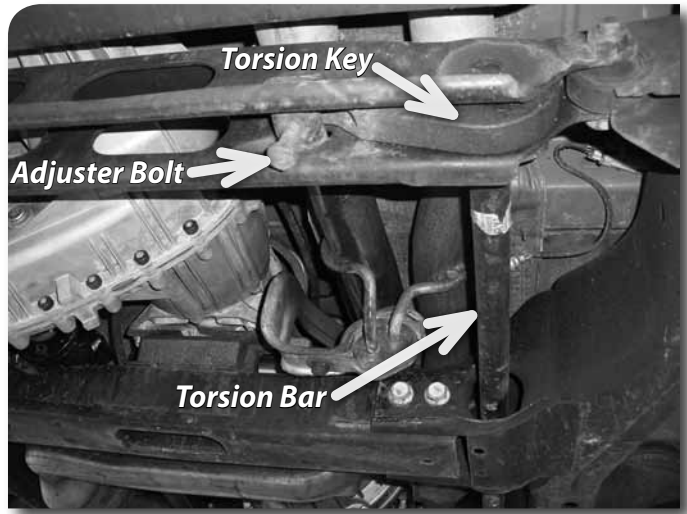


Figure 1