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Latest Revision:
4.3.15



off-road driven!™

PRO COMP SUSPENSION

63162K

**2015 Chevrolet Colorado 4WD Leveling Kit
w/ 1" Rear Lift Kit**

This document contains very important information that includes warranty information and instructions for resolving problems you may encounter. Please keep it in the vehicle as a permanent record.

Part #	Description	Qty.
61-40149	UPPER STRUT SPACER	2
61-40148	PRELOAD SPACER	2
90-6638	HARDWARE PACK	1
	10MM - 1.5 10.9 METRIC FLANGE NUTS	6
94-10299	INNER FENDER BRACKET : Drvr	1
94-10300	INNER FENDER BRACKET: Pass	1
13-90125E	U-BOLT: 9/16" x 2.525" x 8.625"	4
95-100F	1" LIFT BLOCK	2
20-65303	HARDWARE PACK: Hi Nuts	1

Introduction:

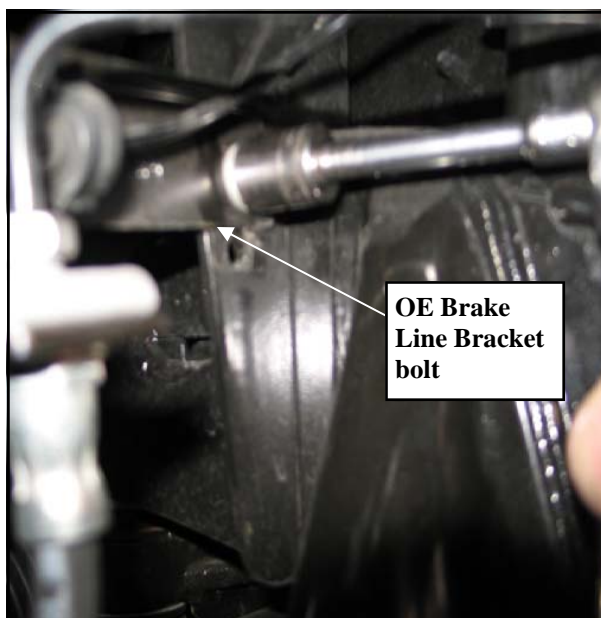
- ◆ This installation requires a professional mechanic!
- ◆ We recommend that you have access to a factory service manual for your vehicle to assist in the disassembly and reassembly of your vehicle. It contains a wealth of detailed information.
- ◆ Prior to installation, carefully inspect the vehicle's steering and driveline systems paying close attention to the tie rod ends, ball joints, wheel bearing preload, pitman and idler arm. Additionally, check steering-to-frame and suspension-to-frame attaching points for stress cracks. The overall vehicle must be in excellent working condition. Repair or replace all worn or damaged parts!
- ◆ Read the instructions carefully and study the illustrations before attempting installation! You may save yourself a lot of extra work.
- ◆ Check the parts and hardware against the parts list to assure that your kit is complete. Separating parts according to the areas where they will be used and placing the hardware with the brackets before you begin will save installation time.
- ◆ Check the special equipment list and ensure the availability of these tools.
- ◆ Secure and properly block vehicle prior to beginning installation.
- ◆ ALWAYS wear safety glasses when using power tools or working under the vehicle!
- ◆ Use caution when cutting is required under the vehicle. The factory undercoating is flammable. Take appropriate precautions. Have a fire extinguisher close at hand.
- ◆ Foot pound torque readings are listed on the Torque Specifications chart at the end of the instructions. These are to be used unless specifically directed otherwise. Apply thread lock retaining compound where specified.
- ◆ **Please note that while every effort is made to ensure that the installation of your Pro Comp lift kit is a positive experience, variations in construction and assembly in the vehicle manufacturing process will virtually ensure that some parts may seem difficult to install. Additionally, the current trend in manufacturing of vehicles results in a frame that is highly flexible and may shift slightly on disassembly prior to installation. The use of pry bars and tapered punches for alignment is considered normal and usually does not indicate a faulty product. However, if you are uncertain about some aspect of the installation process, please feel free to call our tech support department at the number listed on the cover page. We do not recommend that you modify the Pro Comp parts in any way as this will void any warranty expressed or implied by the Pro Comp Suspension company.**

1. Position your vehicle on a smooth, flat, hard surface (i.e. concrete or asphalt). Block the rear tires and set the emergency brake.
2. Measure and record the distance from the center of each wheel to the top of its fender opening. Record below.

LF: _____ RF: _____

LR: _____ RR: _____

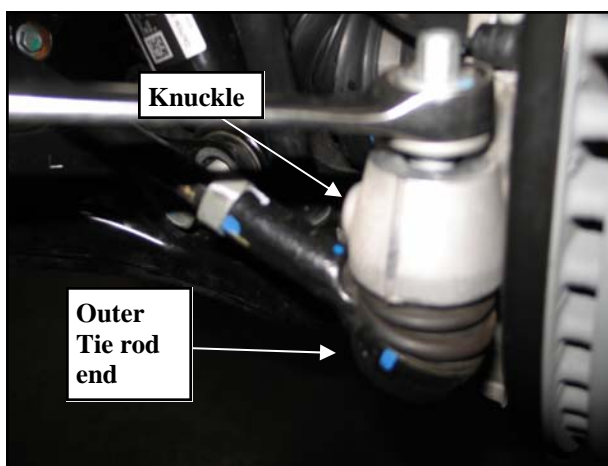
3. Place the vehicle in neutral. Place your floor jack under the front crossmember and raise the vehicle. Place jack stands under the frame rails and lower the frame onto the stands. Remove the jack and place the vehicle back in gear, set the emergency brake, and place blocks both in front and behind the rear wheels. Remove the front wheels.
4. Unbolt the front brake line bracket from the frame and ABS wire from the knuckle. Save OE hardware for reinstallation.



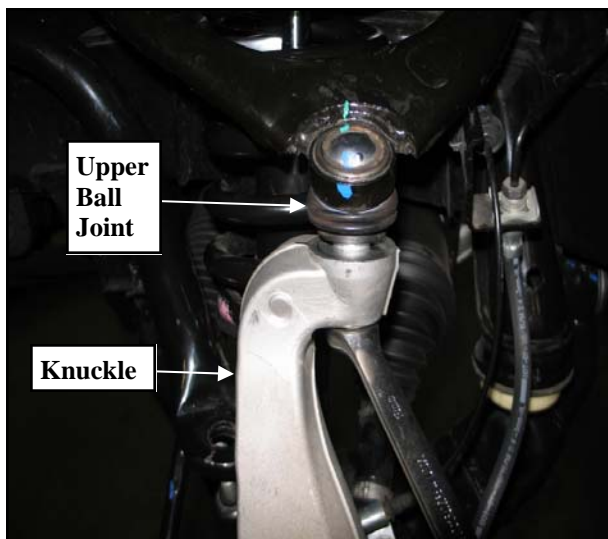
5. Unbolt and remove the sway bar end links from the vehicle. Save OE hardware for reinstallation.



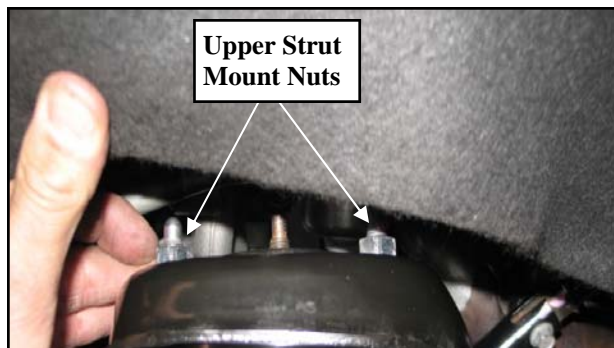
6. Using the proper tool carefully separate the outer tie rod end from the knuckle. Remove the retaining nut and remove the outer tie rod end from the knuckle.



7. Using the proper tool carefully separate the upper ball joint from the knuckle. Loosen but ***DO NOT*** remove the retaining nut from the upper ball joint.



- Support the lower control arm with a jack and unbolt the lower strut mounting bolts from the lower control arm mount.
- Unbolt the (3) OE nuts on the upper strut mounting studs. Carefully remove the strut from the vehicle.



- Scribe an index mark on the top of the OE coil spring to the upper strut mount.
- Mark the orientation of the lower mount.

CAUTION: The coil is under extreme pressure and severe bodily injury may occur if the coil spring is disassembled without using a coil spring compressor.

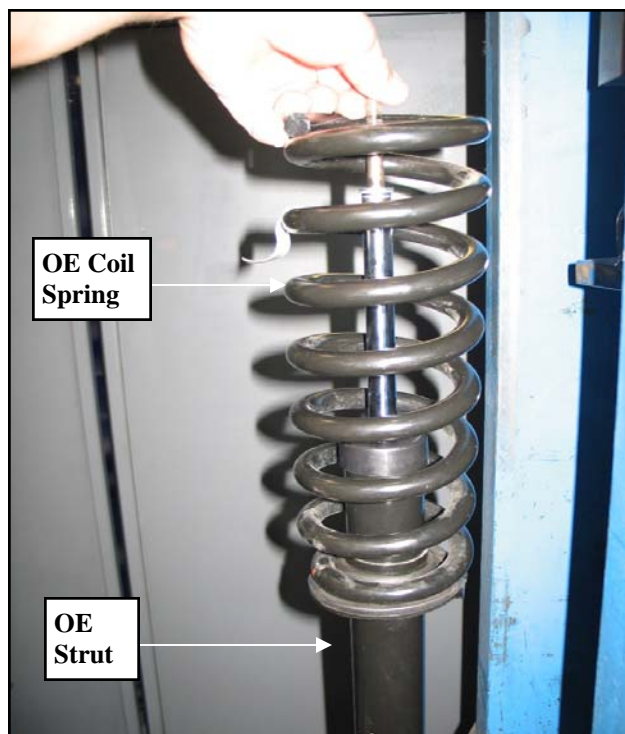
- Compress the coil spring on the strut assembly with a suitable coil spring compressor so that the coil spring has about 3/8" play in the strut and remove the upper strut mount retaining nut.

NOTE: Do not use an impact gun to remove the retaining nut. It will damage the strut shaft.

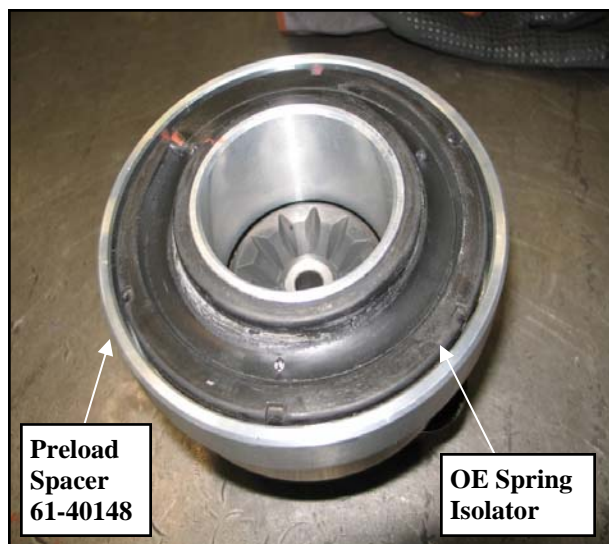
- Remove the OE coil spring isolator from the upper strut mount. Save the isolator for reuse.

NOTE: Inspect the front shock assembly for any damage or fluid leakage. Replace if necessary.

- Carefully remove the coil spring from the strut.



- Remove the protective boot from the strut. The boot will not be reused.
- Insert the OE spring isolator into the supplied preload spacer (61-40148).



- Reinstall the compressed coil spring onto the strut assembly using the reference marks as a guide.
- Install the preload spacer (61-40148) assembly and upper strut mount using the OE retaining nut.



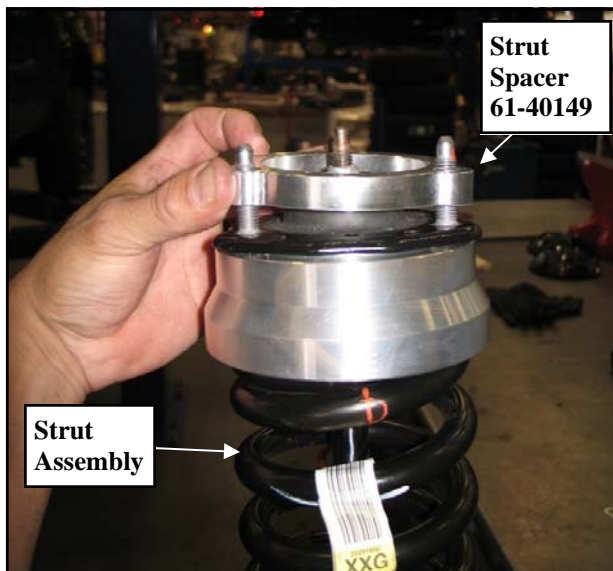
19. Torque the upper strut mounting plate retaining nut to **20** ft./lbs.

NOTE: Failure to properly tighten the upper strut mounting nut will result in suspension noise.

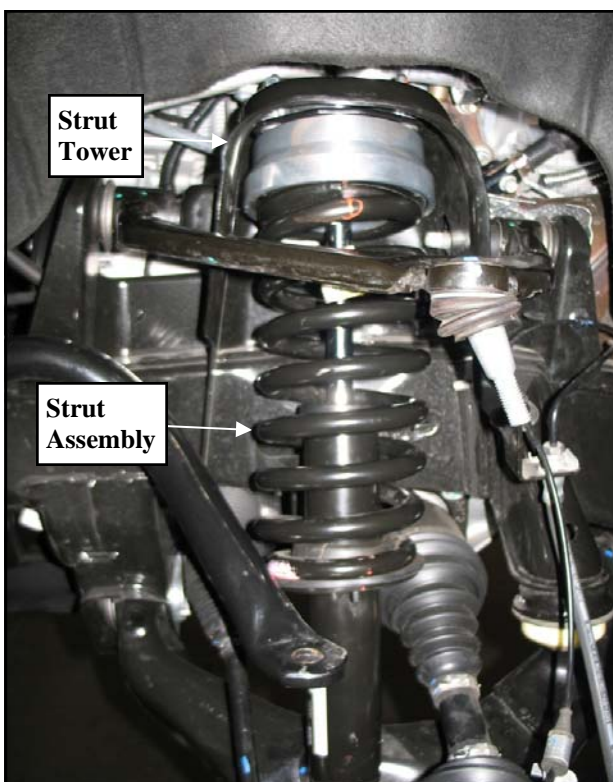
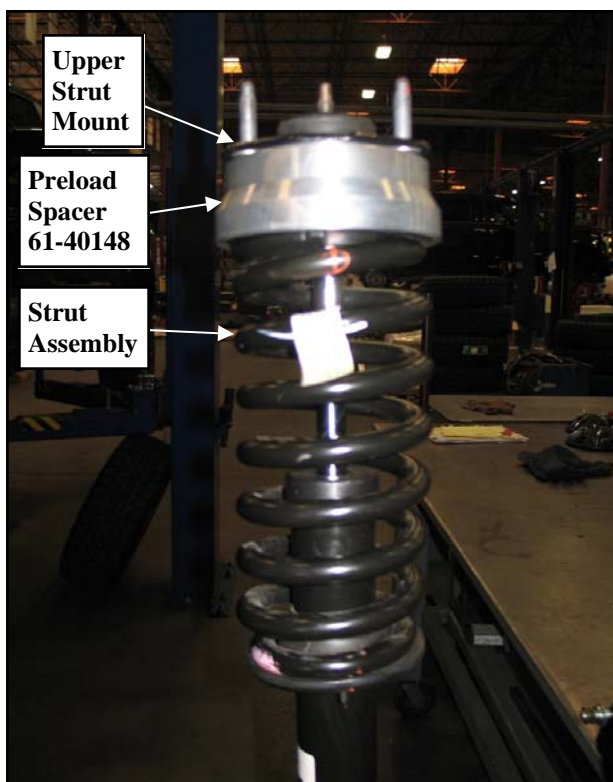
20. Decompress the coil spring on the strut assembly. Make sure that the spring is seated correctly into the strut assembly and aligned with the previously scribed index mark on the upper strut mounting plate.

21. Install the upper strut spacer (**61-40149**) onto the **OE** studs on the strut.

NOTE: Because this kit retains the use of the OE studs the vehicle can easily be returned to it's stock form.

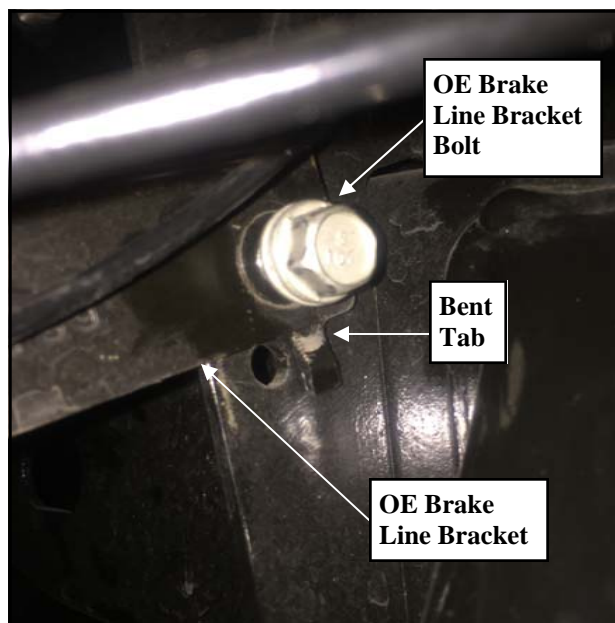


22. Install the strut assembly into the strut tower and secure using the supplied **10mm** flange nuts. Leave the bolts hand tight only at this point.



23. Reinstall the lower strut mount onto the lower control arm mount and secure using the previously removed **OE** hardware.
 24. Torque the upper and lower strut mounting hardware to manufacturers specifications.
 25. Reinstall the knuckle to the upper ball joint. Torque the upper ball joint nut to manufacturers specifications.
- NOTE: It may be necessary to pry the upper control arm down, using a pry bar inserted into the coil spring, to force the ball joint stem into the spindle.***
26. Reinstall the outer tie rod end to the knuckle. Torque the outer tie rod end nut to manufacturers specifications.
 27. Reinstall the sway bar end link to the lower control arm and secure top the sway bar. Torque according to manufacturers specifications.
 28. Reinstall the front brake line bracket to the frame using the previously removed **OE** hardware.

NOTE: Bend the tab on the front brake line bracket to allow the bracket to be mounted in it's lowered position.



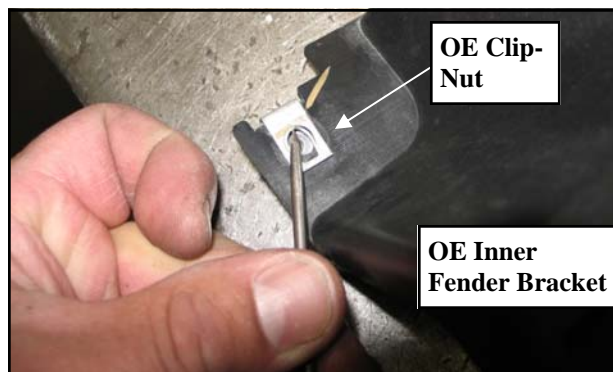
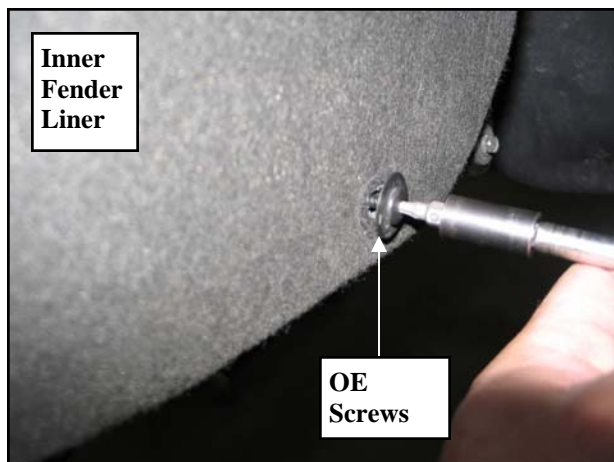
29. Reinstall the ABS wire onto the knuckle.
30. Repeat the steps **5** Through **29** On the remaining side of the vehicle.
31. Install the front tires/wheels and lower the vehicle onto the ground.
32. Torque all bolts to factory specifications. Re-torque all bolts after 500 miles.

IMPORTANT! BE SURE TO BRING THE VEHICLE IMMEDIATELY TO A REPUTABLE ALIGNMENT SHOP TO BE ALIGNED!

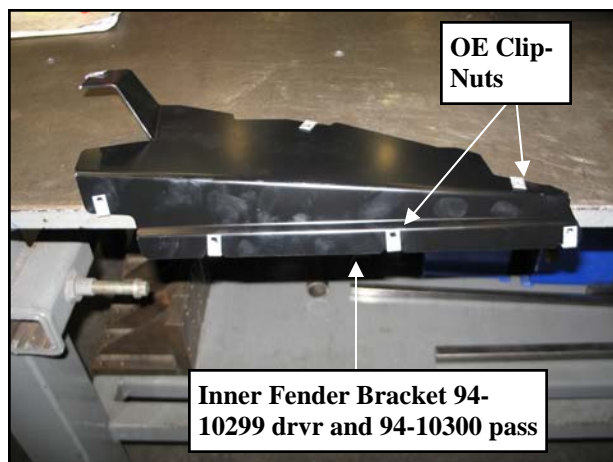
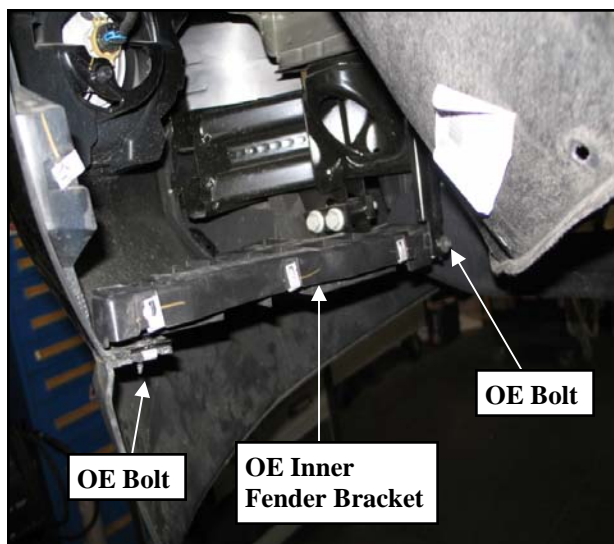


Fender Modification for clearance of 275/65/R18 Tires.

1. Position truck on a flat surface and lift vehicle by the frame so that the front wheels are off the ground using a floor jack and jack stands or a (2) two post lift if available.
2. Remove **OE** screws located on the bottom, front of the of the front inner fender liner.



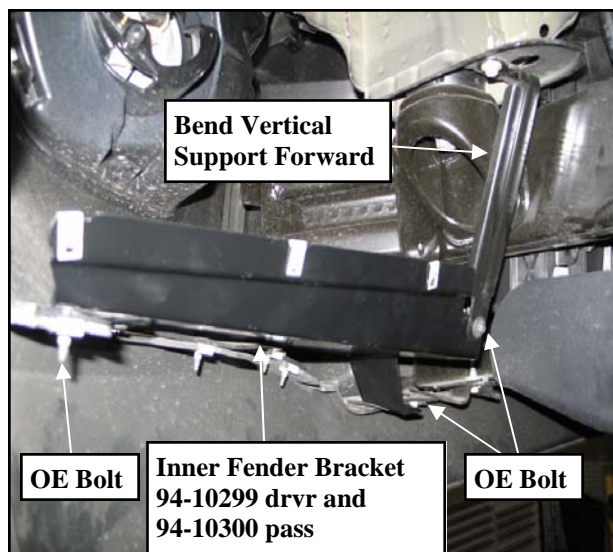
3. Remove the (3) bolts and remove the **OE** inner fender bracket from the vehicle. Save the **OE** bolts for reinstallation.



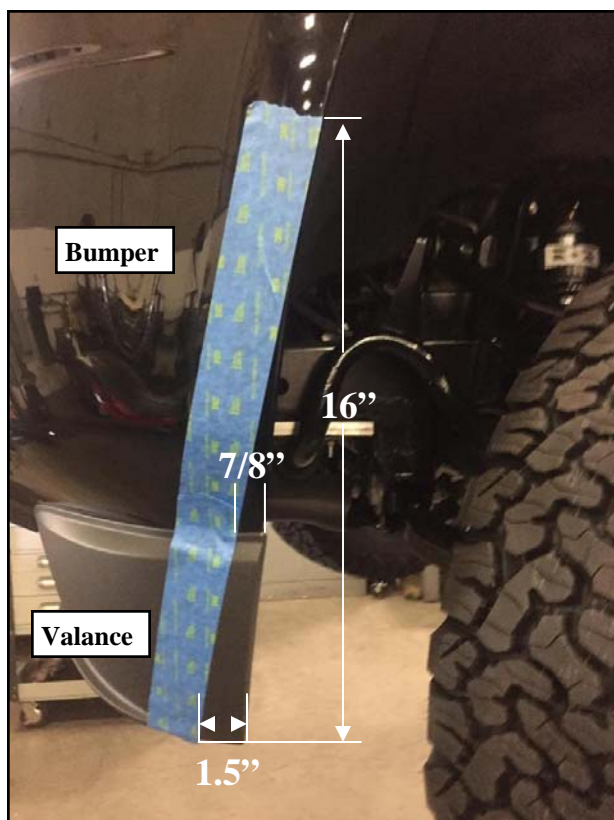
5. Install the new inner fender bracket (94-10299 drvr and 94-10300 pass) to the OE mounting location and secure using the previously removed (3) OE bolts.

NOTE: The vertical support must be carefully bent forward to accommodate the new inner fender bracket.

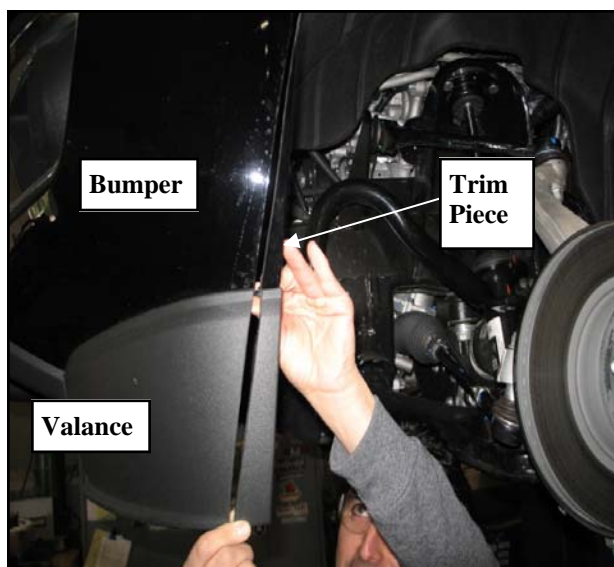
4. Remove the (7) **OE** nut-clips from the from the **OE** inner fender bracket and install them onto the new inner fender bracket (94-10299 drvr and 94-10300 pass).



6. Mark the front bumper and valance for trimming using masking tape. Follow the contour of the inner fender starting approximately 16" up from the bottom of the valance, 7/8" in from the bottom of the bumper, and 1.5" in from the edge of the lower valance.

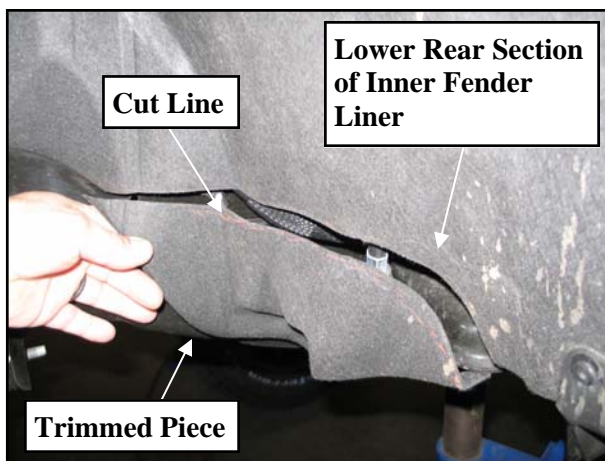


7. Using a suitable cutting tool, trim the front bumper and valance along the cut line.

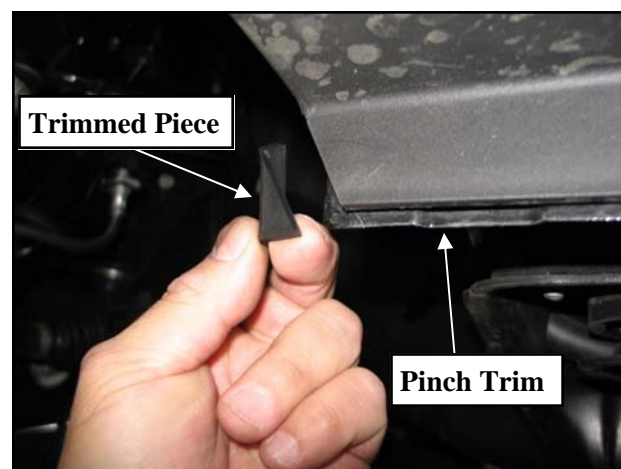


8. Trim the lower rear section of the inner fender liner to provide tire clearance. Use the dotted line as a guide line for trimming.

NOTE: The dotted line is only to be used as a guide line and the fenders may require additional trimming.



5. Trim the plastic pinch trim.



6. Reinstall the plastic inner fender liner back onto the new inner fender bracket (94-10299 drv and 94-10300 pass) using the previously removed OE screws.

REAR INSTALLATION:

1. Block the front tires and raise the rear of the vehicle. Support the frame with jack stands forward of the rear springs.
2. Remove the rear wheels.
3. Unbolt the lower shock mount bolts on both sides of the vehicle. It may be necessary that you slightly raise the axle to unload the shocks for removal.
4. Work on one side of the vehicle at a time.
5. Support the rear axle with a floor jack and remove the **U-bolts** on the driver side. Loosen the **U-bolts** on the passenger side and carefully lower the rear axle.

NOTE: Be sure not to over extend the rear brake line and rear axle vent line.

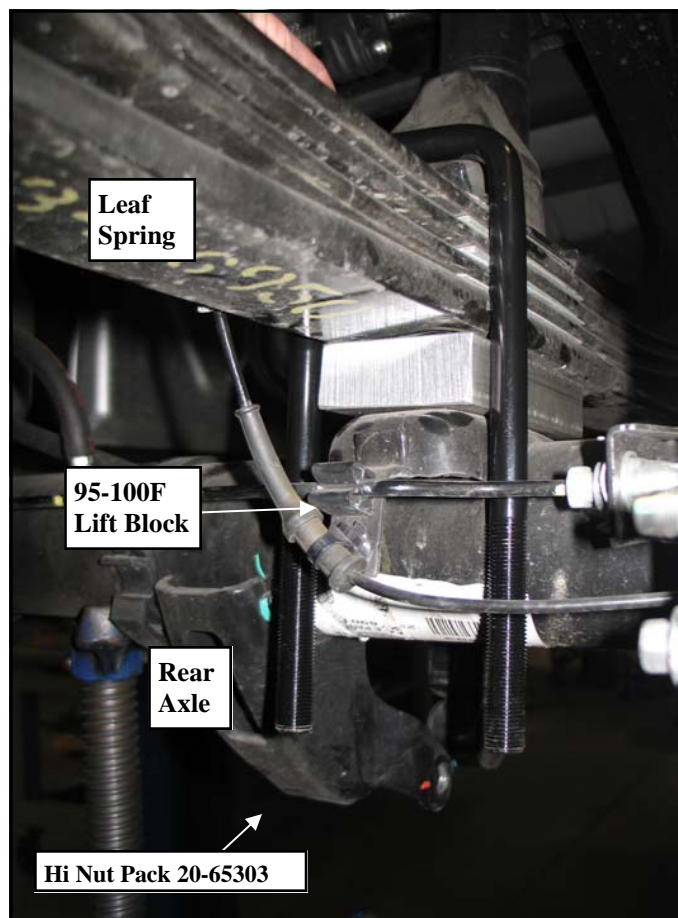
6. Install the lift block (**95-100F**) making sure the pin are fitted into the hole on the spring perch. Use your floor jack to raise the axle to the spring making sure the pin on the leaf spring fit into the holes on the new lift block.
7. Secure the assembly with the **U-bolts (13-90125E)** and new hi-nuts and washers from hardware pack (**20-65303**). Do not torque the **U-bolts** at this time.

NOTE: Make sure the block sits flush on the axle perch.

8. Repeat the installation on the other side of the vehicle.
9. When the installation of the remaining side is complete, torque the **U-bolts** to **120 ft./lbs.**
10. Reinstall the lower shock mounts using the previously removed **OE** lower bolts. Torque per **OE** specifications.
11. Now would be a good time to inspect the shocks for damage or fluid leakage. Replace if necessary.
12. Check all hardware at this time to ensure

that everything is tight. Check for adequate clearance on all repositioned brake lines and emergency brake cables. Make sure you check with the suspension fully extended, and compressed.

13. Reinstall the wheels and lower the vehicle to the ground. Torque the lug nuts according to the wheel manufacturers recommendations.
14. Torque all bolts to factory specifications. Re-torque all bolts after 500 miles.



Revision Page:

Use this only as a guide for hardware without a called out torque specification in the instruction manual.

Bolt Torque and ID						
Decimal System			Metric System			
All Torques in Ft. Lbs. Maximums						
Bolt Size	Grade 5	Grade 8	Bolt Size	Class 9.8	Class 10.9	Class 12.9
5/16	15	20	M6	5	9	12
3/8	30	45	M8	18	23	27
7/16	45	60	M10	32	45	50
1/2	65	90	M12	55	75	90
9/16	95	130	M14	85	120	145
5/8	135	175	M16	130	165	210
3/4	185	280	M18	170	240	290

<p>1/2-13x 1.75 HHCS</p> <div style="display: flex; justify-content: space-around;"> <div style="border: 1px solid black; padding: 2px;">D</div> <div style="border: 1px solid black; padding: 2px;">T</div> <div style="border: 1px solid black; padding: 2px;">L</div> <div style="border: 1px solid black; padding: 2px;">X</div> </div>	<p>Grade 5 Grade 8 (No. of Marks + 2)</p>	<p>M12-1.25x50 HHCS</p> <div style="display: flex; justify-content: space-around;"> <div style="border: 1px solid black; padding: 2px;">D</div> <div style="border: 1px solid black; padding: 2px;">T</div> <div style="border: 1px solid black; padding: 2px;">L</div> <div style="border: 1px solid black; padding: 2px;">X</div> </div>

<p>G = Grade (Bolt Strength) D = Nominal Diameter (Inches) T = Thread Count (Threads per Inch) L = Length (Inches) X = Description (Hex Head Cap Screw)</p>	<p>P = Property Class (Bolt Strength) D = Nominal Diameter (Millimeters) T = Thread Pitch (Thread Width, mm) L = Length (Millimeters) X = Description (Hex Head Cap Screw)</p>
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The PRO COMP PROMISE WARRANTY

At Pro Comp, we know you have many choices when selecting products to personalize your vehicle. You should demand nothing but the highest quality available and have total confidence that the products you selected are the best in the industry. It is for these reasons that Pro Comp Suspension products are backed by the best warranty in the industry...the Pro Comp Promise!

Pro Comp promises that its products will last a lifetime or we will replace it free of charge. It's that simple! Because of our commitment to quality and manufacturing excellence, we are able to stand behind our products. FOREVER.

It is Pro Comp's Promise that if one of our suspension products breaks not due to misuse, neglect or vandalism, we will replace it. Whether you are the original purchaser or not, you can be assured that we will make it right. The Pro Comp Promise covers all suspension products including shocks and steering stabilizers. Buy Pro Comp Suspension today and enjoy it for the rest of your life!

That's our Pro Comp Promise!

Notice to Owner, Operator, Dealer and Installer:

Vehicles that have been enhanced for off-road performance often have unique handling characteristics due to the higher center of gravity and larger tires. This vehicle may handle, react and stop differently than many passenger cars or unmodified vehicles, both on and off-road. You must drive your vehicle safely! Extreme care should always be taken to prevent vehicle rollover or loss of control, which can result in serious injury or even death. Always avoid sudden sharp turns or abrupt maneuvers and allow more time and distance for braking! Pro Comp reminds you to fasten your seat belts at all times and reduce speed! We will gladly answer any questions concerning the design, function, maintenance and correct use of our products.

Please make sure that the Dealer / Installer explains and delivers all warning notices, warranty forms and instruction sheets included with Pro Comp product.

Warranty and Return Policy:

Pro Comp warrants its full line of products to be free from defects in workmanship and materials for the life of the product. Pro Comp's obligation under this warranty is limited to repair or replacement, at Pro Comp's option, of the defective product. Any and all costs of removal, installation, freight or incidental or consequential damages are expressly excluded from this warranty. Pro Comp is not responsible for damages and / or warranty of other vehicle parts related or non-related to the installation of Pro Comp product. A consumer who makes the decision to modify his vehicle with aftermarket components of any kind will assume all risk and responsibility for potential damages incurred as a result of their chosen modifications. Warranty coverage does not include consumer opinions regarding ride comfort, fitment and design. Warranty claims can be made directly with Pro Comp or at any factory authorized Pro Comp dealer.

IMPORTANT! To validate the warranty on this purchase please be sure to mail in the warranty card.

Claims not covered under warranty

* Parts subject to normal wear; this includes bushings, bump stops, ball joints, tie rod ends and heim joints.

* Finish after 90 days.

* Damage caused as a result of not following recommendations or requirements called out in the installation manuals.

Pro Comp MX Series coil-over shocks are considered a serviceable shock with a one-year warranty against leakage only.

Rebuild service and replacement parts will be available and sold separately by Pro Comp. Contact Pro Comp for specific service charges. Pro Comp accepts no responsibility for any altered product, improper installation, lack of or improper maintenance or improper use of our products.

E-Mail: info@procompusa.com
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Fax: (310) 747-3912
Ph: 1-800-776-0767

PLACE
WARRANTY REGISTRATION
NUMBER
HERE: _____