2017+ Chevrolet Colorado ZR2 Gas and Diesel
Front Coilover Conversion

Parts List:

- (2) 14” Long, 3.0” ID Springs
- (2) Threaded Adjuster Assemblies
- (2) Threaded Perches
- (2) Delrin Spring Isolators
- (2) Upper Spring Mounts
- (2) Lower Stem Washers
- (2) Stem Sleeves
- (4) Upper Spring Mount Bushings
- (1) Spring Perch Adjuster Wrench
- (1) Base Adjuster Wrench

Tools Needed:

- 5mm allen
- 6mm wrench
- 10mm wrench
- 10mm socket
- 15mm wrench
- 15mm deep socket
- 18mm wrench
- 18mm deep socket
- 18mm ratcheting wrench
- 21mm wrench
- Spring Compressor
- Hammer and ballpeen hammer

Approximate Install Time: 3-6 Hours depending on skill and tools

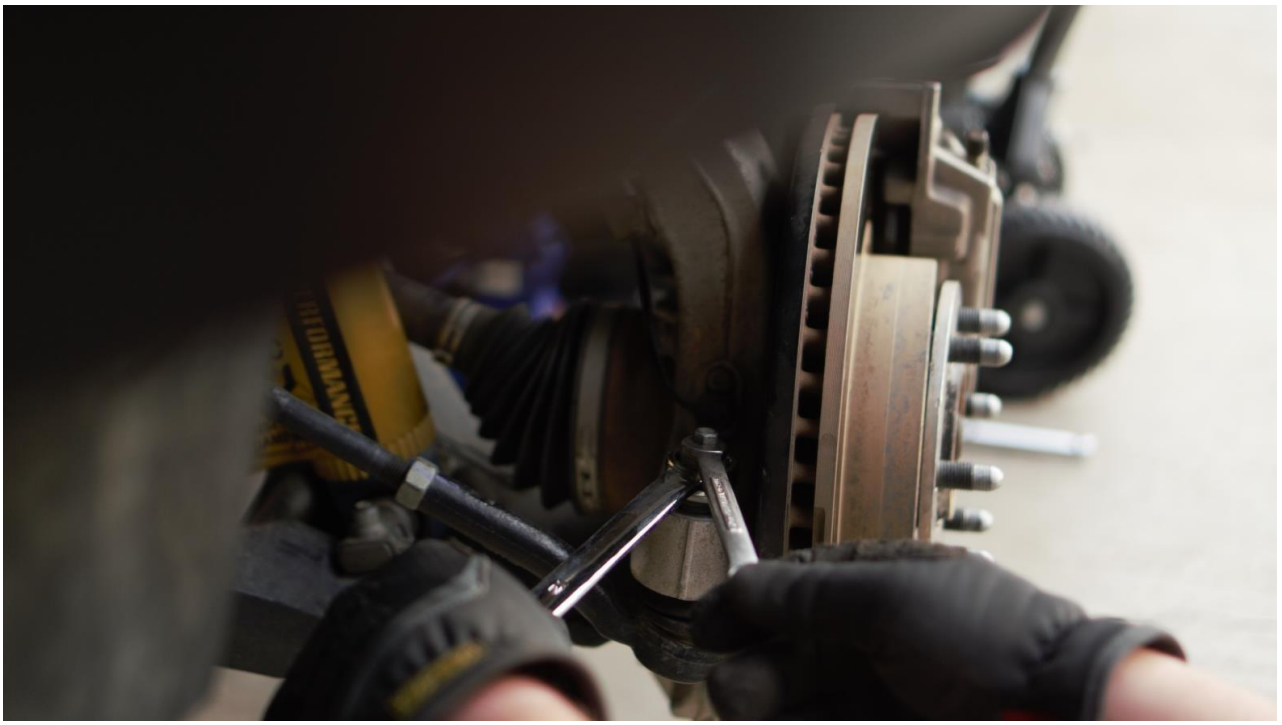
Notes:

- Only qualified mechanics experienced in the installation and removal of suspension components should perform this installation.
- Use of a hoist is highly recommended and will substantially reduce installation time.
- Never work on or under a vehicle unless it is properly supported by safety stands and wheels are blocked.
- Never use impact wrenches or impact guns to install or remove shock absorber piston components, shafts and piston rod nuts

Installation:

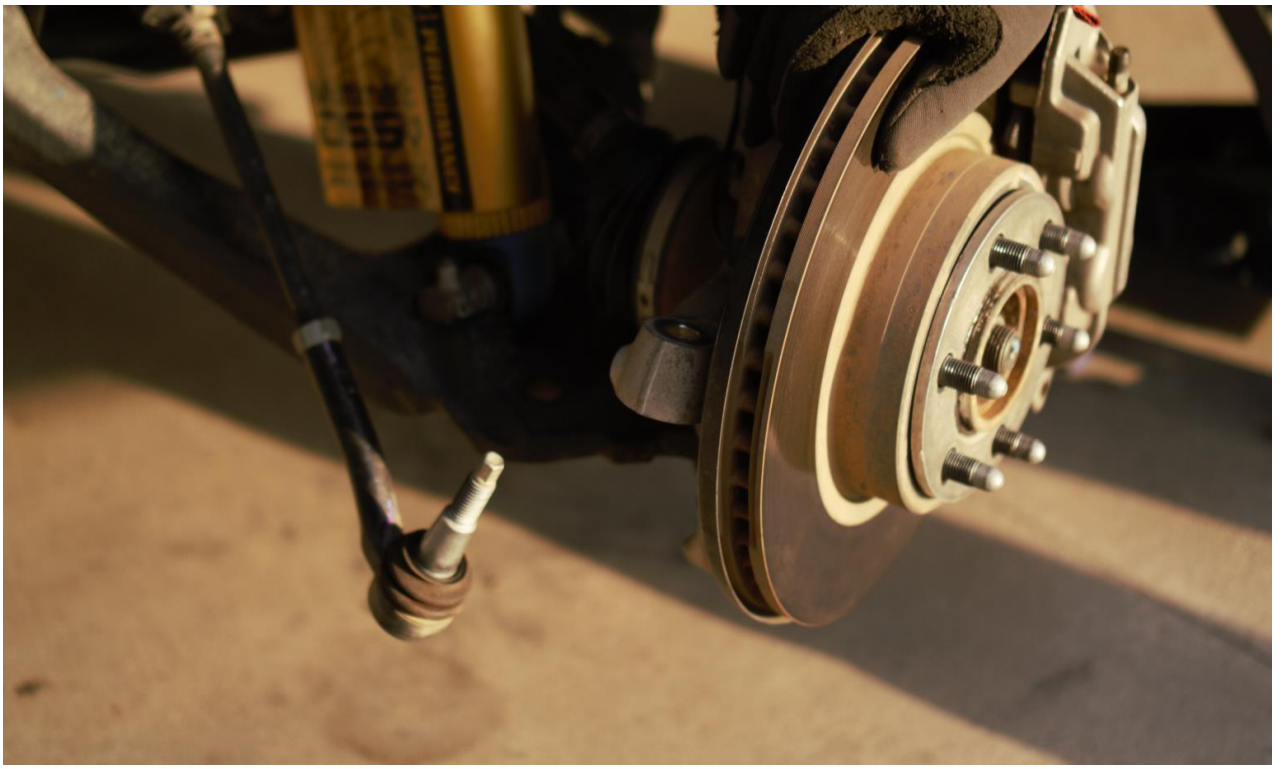
1) Block the rear wheels, lift the front of the vehicle, and place on jack stands or use automotive lift
2) Remove front wheels
3) Remove front endlinks using 13mm socket/wrench and 15mm socket/wrench

4) Using 10mm wrench to hold hex and 21mm wrench, loosen tie rod but do not remove nut all the way



5) Using ballpeen and weighted hammer lightly tap tie rod are to break taper loose if necessary

6) Remove Tie Rod From Knuckle



7) Using 10mm socket, unbolt wheel speed sensor, located on back of knuckle

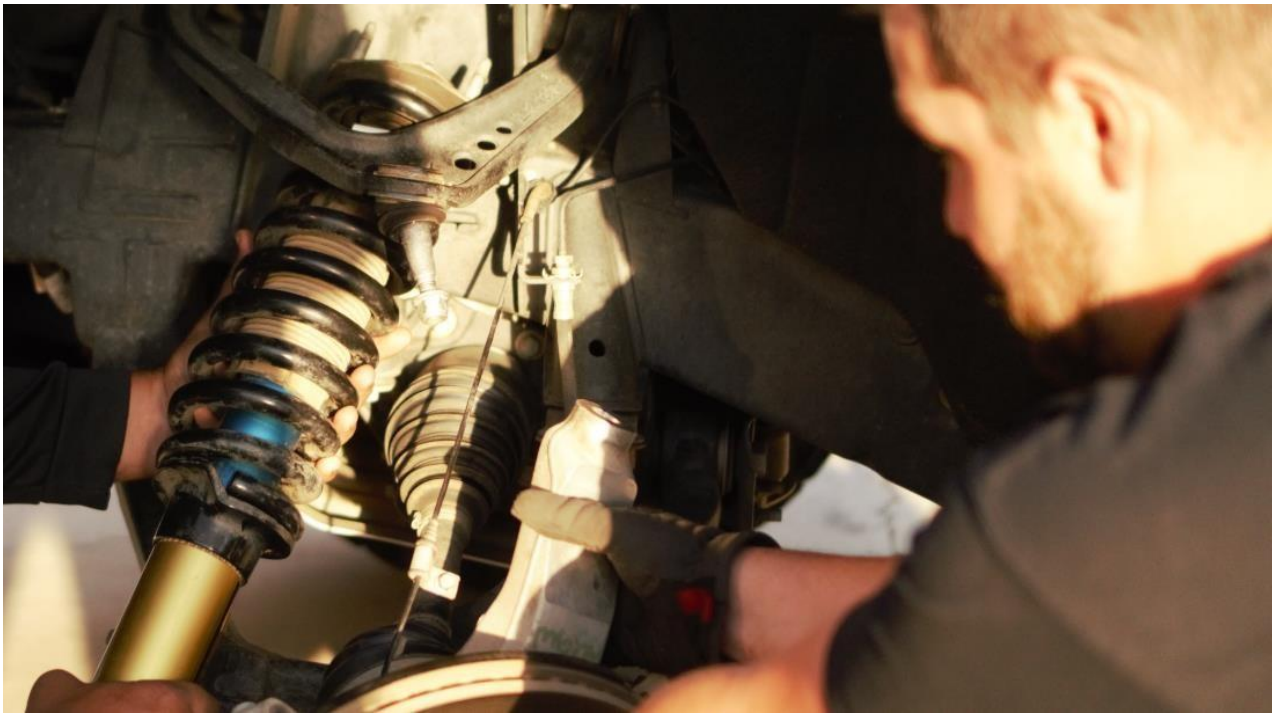
8) Using 18mm ratcheting box wrench, loosen all three top mount bolts, starting with the back one will be easiest

9) Use a 15mm deep socket to loosen the two bottom shock bolts

10) Loosen upper control arm ball joint using 18mm deep socket, you may need to use 18mm wrench and 5mm allen to avoid spinning the ball joint, DO NOT REMOVE all the way

11) Using a jack (or buddy) support the lower control arm and loosen the last few turns on the upper ball joint nut being careful not to let the knuckle hang on the brake line

12) The shock assembly can now be removed from the assembly



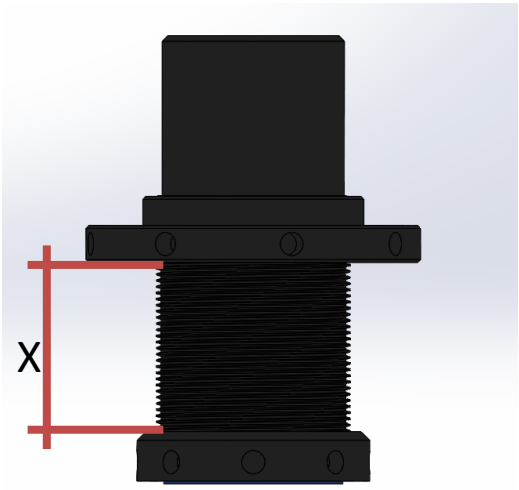
13) Replace nut on upper ball joint to hold knuckle while working on the shock off the truck

14) Place shock in appropriate spring compressor, DO NOT USE a spring compressor that is not rated for a spring of this rate

15) Once the spring is compressed, use a 15mm and 6mm wrench to loosen the top nut and remove the shock from the spring. Be sure to hang onto the nut and washer these will be resused later.

Notes before install:

- The threaded sleeve is difficult to adjust once on the truck
- Spring seat should be as close to desired height as possible before sliding onto the shock
- Full high below will yield 2.25” of lift with 550 lb/in on stock weight gas
- Full high below will yield 2.25” of lift with 600 lb/in on weighted gas
- Full high below will yield 2.25” of lift with 650 lb/in on stock weight diesel
- Full high below will yield 2.25” of lift with 700 lb/in on weighted diesel
- Moving the collar down 0.75” will lower the truck approx. 1” at the wheel
- There are 12 threads per inch, moving the collar down 9 threads will lower 1” at the wheel
- Lifting the vehicle more than 2.25” will result in rough ride, this is possible on the heavier rates if the vehicle is not running enough weight. A weighted truck is considered steel bumper and winch, not aluminum bumper even with winch
- Shocks ARE SIDE SPECIFIC the reservoirs are clocked slightly different to allow ample clearance to the CV boot when installed DO NOT MIX UP THE SIDES this will result immediate boot failures



16) Remove dust boot and discard, remove OEM spring seat and discard

17) Slide threaded body and adjuster over shock body as shown, be sure to preset your threaded collar height, full low will leave the truck at stock height while full high will result in about 2.25” of lift depending on setup and load

18) Place large metal washer (not pictured) onto the spring seat and provided flat washer onto shock shaft

19) Place provided bushing on top of washer, on shock shaft

20) Slide sleeve over shock shaft as shown

21) Place new spring and top hat into spring compressor as shown

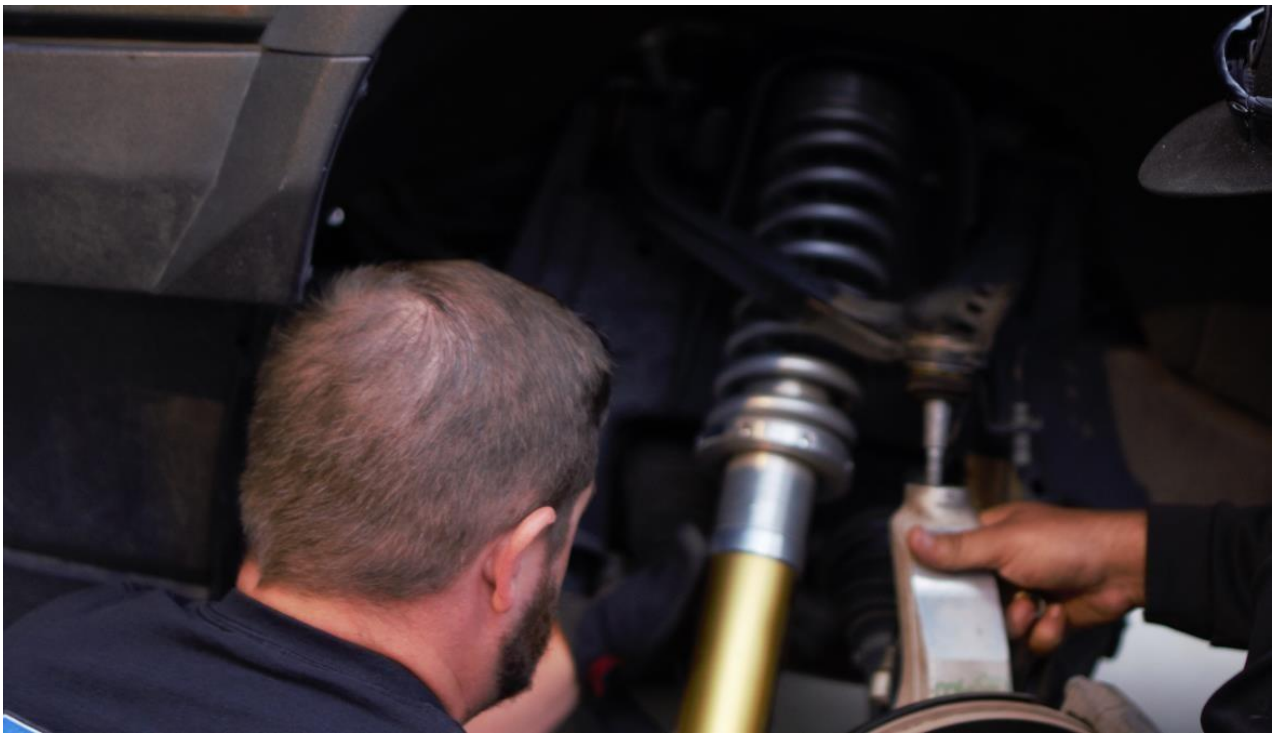
22) Place bushing onto top hat as shown

23) Place OEM washer onto bushing as shown

24) Compress spring and slide shock with washer, bushing, and sleeve installed into spring and top mount. Be sure single bolt on top mount is oriented in same direction as DSSV Reservoir as shown. The closer these are lined up the easier reinstall will be

25) Tighten nut using 15mm and 6mm wrenches

26) Remove upper control arm ball joint nut and install shock assembly back into truck



27) Reinstall the upper ball joint into the knuckle and tighten with 18mm wrench and 5mm allen

28) Reinstall and tighten lower shock bolts using 15mm socket

29) Install provided nuts onto upper shock mounts and tighten using 15mm ratcheting box wrench

30) Reinstall mount for wheel speed sensor using 10mm wrench or socket

31) Reinstall and tighten tie rod ball joint using 10mm and 21mm wrenches

32)Reinstall front endlinks and tighten using 13mm socket/wrench and 15mm socket/wrench

33) Reinstall wheels

34) Recheck all bolts after 100 miles of driving

Enjoy!

Notes on adjustment:

- Adjustment should be done with the threads clean and clear of dirt, debris etc.
- Adjustment should only be done with the front of the vehicle jacked up
- Tools are provided but often a properly sized punch works great as well

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