



**SUPERLIFT® Level-It for 2015 GM COLORADO / CANYON
INSTALLATION INSTRUCTIONS**

INTRODUCTION

Installation requires a professional mechanic. The overall vehicle must be in excellent working condition; repair or replace all worn parts.

Read instructions several times before starting. Be sure you have all needed parts and know where they install. Read each step completely as you go.

NOTES:

- Prior to beginning the installation, check all parts and hardware in the box with the parts list below. If you find a packaging error, contact Superlift® directly. Do not contact the dealer where the system was originally purchased. You will need the control number from each box when calling; this number is located at the bottom of the part number label and to the right of the bar code.
- Front end alignment is necessary.
- A foot-pound torque reading is given in parenthesis () after each appropriate fastener.
- Prior to attaching components, be sure all mating surfaces are free of grit, grease, excessive undercoating, etc.
- A factory service manual should be on hand for reference.
- Use the check-off box “” found at each step to help you keep your place. Two “” denotes that one check-off box is for the driver side and one is for the passenger side. Unless otherwise noted, always start with the driver side.

Step	Component	Qty.	Component Description	Qty.	New Attaching Hardware	Hardware Bag Number
4	55-01-40028	2	upper strut spacer	6	10mm flange nut	77-40028
3	55-02-40028	2	lower preload ring			

Kit Part Number 40028		
Component	Qty	Component Description
55-01-40028	2	upper strut spacer
55-02-40028	2	lower preload ring
77-40028	1	hardware bag
88-40028	1	instruction bag
Kit Part Number 77-40028		
Component	Qty	Component Description
10MFN	6	10mm flange nut
Kit Part Number 88-40028		
Component	Qty	Component Description
FORM#40028	1	instruction sheet
0034	1	dome badge
00461	1	warning to driver decal
00467	1	U.S.A. flag decal

INSTALLATION

NOTE: Save all factory components and hardware for reuse, unless noted.

1) PREPARE VEHICLE...

Place vehicle in neutral. Raise front of vehicle with a jack and secure a jack stand beneath each frame rail, behind the lower control arms. Ease the frame down onto the stands, place transmission in low gear or “park”, and chock rear tires. Remove front tires.

Steps 2 through 4 are performed one side at a time.

2) STRUT REMOVAL...

IMPORTANT: Eccentric cam bolts connect the upper control arm-to-frame, and are also used for front end alignment. In later steps the eccentrics must be restored to their pre-lift position for alignment to be “in the ball park” prior to final alignment. Prior to loosening, scribe a line on each eccentric washer, and the flanges they contact, for later reference.

Loosen, do not remove, all four control arm-to-frame bolts (both upper and lower control arms). Rotate the upper cam bolts so the upper control arm is as far to the outside of the vehicle as possible. This will aid in removing the strut.

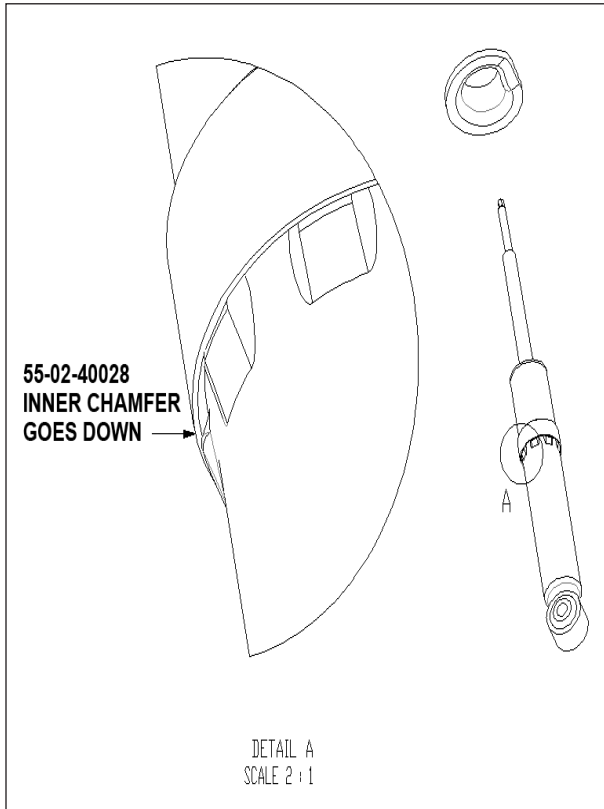
Mark the location of each strut assembly (driver and passenger side), as well as the outermost stud of each strut, for reference during reassembly.

Remove the bolt securing the strut-to-lower control arm, followed by the three nuts securing the strut-to-frame. Remove the strut assembly.

3) PRELOAD RING INSTALLATION...

WARNING: Extreme care must be taken during the following steps. The struts have a tremendous amount of energy stored in them and can cause serious injury or even death if an attempt is made

Illustration 1



to work on them without the proper tools. Disassembly / assembly of the struts can only be performed by a qualified professional with the special equipment designed for this task. If necessary, the struts can be taken to a shop with the proper equipment to have the necessary work performed.

NOTE: A factory service manual should be on hand for reference. Perform the strut assembly and installation one side at a time.

□□ Make careful note of the order and orientation of all the factory pieces for proper re-assembly, including the position of the upper studs in relation the large bar pin at the bottom of the strut. Place the strut assembly in a heavy-duty strut compressor and compress the coil spring enough to unload the strut cylinder. Remove the retaining nut on the upper shock mount and carefully remove the strut cylinder. Gently tap the lower spring seat off with a hammer. The shock cap should come off with the lower spring seat.

Illustration 2

□□ [Illustration 1 and 2] Slide the new lower strut preload (#55-02-40028), with the inner chamfer facing down towards the shock's lower mount, onto the strut body making sure it is seated properly. Slide the new strut assembly into the coil spring and be sure all of the strut pieces are in the same orientation as they were originally (refer to the factory service manual). Torque the 10mm retaining nut (37) and carefully unload the strut.

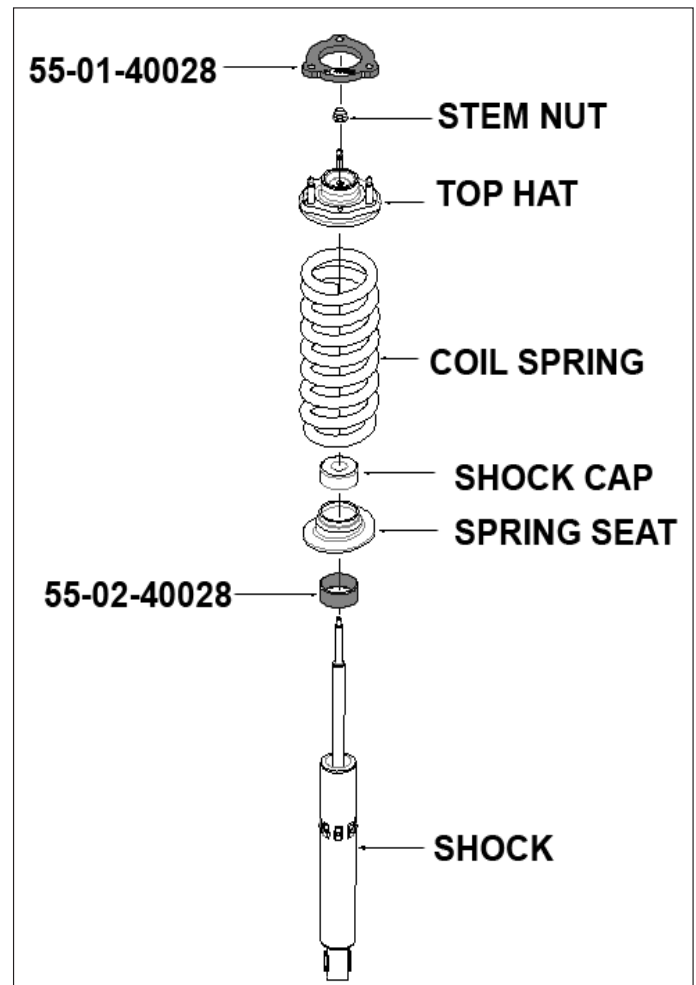
4) STRUT SPACER INSTALLATION...

□□ [Illustration 2] Place the new strut spacer (#55-01-40028) onto the strut.

□□ Slide the strut assembly through the lower control arm and rotate it to match the marks made during removal. Secure the upper end of the strut using the supplied 10mm nuts. Do not tighten at this time.

□□ Attach the lower end of the strut to the lower control arm using the factory hardware.

□□ Tighten the supplied nuts at the top (45) and the factory hardware at the bottom of the strut.



Perform steps 2 through 4 on opposite side.

5) TIRES / WHEELS...

[Illustration 3] Tighten lug nuts (140) in the sequence shown. **WARNING:** When the tires / wheels are installed, always check for and remove any corrosion, dirt, or foreign material on the wheel mounting surface, or anything that contacts the wheel mounting surface (hub, rotor, etc.). Installing wheels without the proper metal-to-metal contact at the wheel mounting surfaces can cause the lug nuts to loosen and the wheel to come off while the vehicle is in motion.

WARNING: Retighten lug nuts at 500 miles after any wheel change, or anytime the lug nuts are loosened. Failure to do so could cause wheels to come off while vehicle is in motion.

6) INITIAL CLEARANCE CHECK...

With the vehicles frame rails still on jack stands, and the suspension “hanging” at full extension travel, cycle steering lock-to-lock and check all components for proper operation and clearances. Pay special attention to the clearance between the tires / wheels and brake hoses, wiring, etc.

7) CONTROL ARMS...

Lower vehicle to the floor. The suspension is now supporting vehicle weight. Prior to tightening the upper control arm eccentric cam bolts, align the scribe marks made in step 2 (140).

Tighten lower control arm bolts (129).

8) FINAL CLEARANCE and TORQUE CHECK...

With vehicle on floor, cycle steering lock-to-lock and inspect the tires / wheels, and the steering, suspension, and brake systems for proper operation, tightness, and adequate clearance.

9) HEADLIGHTS...

Readjust headlights to proper setting.

10) SUPERLIFT WARNING DECAL...

Install the “WARNING TO DRIVER” decal on the inside of the windshield, or on the dash, within driver’s view.

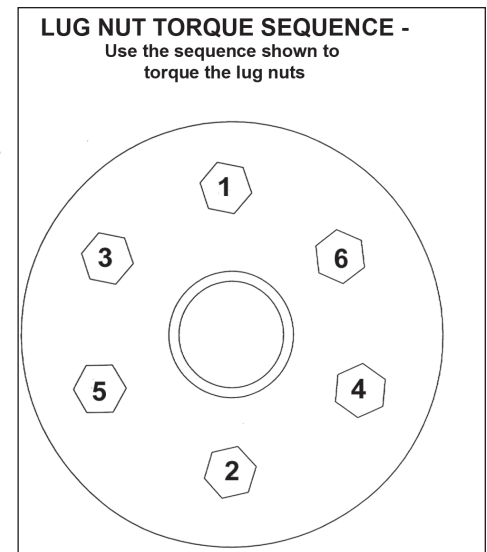
11) SUPERLIFT BADGES...

This kit is packaged with a small Superlift badge for a location of your choosing. Prior to installation, use the supplied alcohol pad to eliminate all soap and or other non-adhering residues that may impair adhesion, thoroughly clean the entire area of placement.

Remove the adhesive back and place in the desired location. The adhesive on our badges is pressure sensitive and must be applied using pressure on all areas of the graphic. Like any PSA (pressure sensitive adhesive), it can take up to 72 hours for the adhesive to fully cure. Once the badge is in place do not peel it up, this will diminish the adhesive properties and could result in damaging the badge itself.

To keep your Superlift badge in “like new” appearance keep the badge free/clear of solvents and

Illustration 3



chemicals that could cause the adhesive to dry or dissolve. This includes gasoline, diesel fuel, paint thinner, and alcohol. Soap and water is all that is needed for cleaning. Degreasers can be used sparingly and hand wiped / applied if needed, although not suggested.

Superlift, LLC, Limited Lifetime Warranty

What is covered? Subject to the terms below, Superlift® will repair or replace its products found defective in materials or workmanship for so long as the original purchaser owns the vehicle on which the product was originally installed. Your warrantor is Superlift, LLC, doing business as Superlift® Suspension Systems (“Superlift®”).

What is not covered? Your Superlift® Limited Warranty does not cover products Superlift® determines to have been damaged by or subjected to:

- Alteration, modification or failure to maintain.
- Normal wear and tear (bushings, rod ends, etc.). Scratches or defects in product finishes (powder coating, plating, etc.).
- Damage to, or resulting from, the vehicle’s electronic stability system, related components or other vehicle systems.
- Racing or other vehicle competitions or contests. Accidents, impact by rocks, trees, obstacles or other aspects of the environment.
- Theft, vandalism or other intentional damage.

Remedy Limited to Repair or Replacement. The exclusive remedy provided hereunder shall, upon Superlift’s inspection and at Superlift’s option, be either repair or replacement of the product covered under this Limited Warranty. Customers requesting warranty consideration should contact Superlift® by phone to obtain a Returned Goods Authorization number. All removal, shipping and installation costs are customer’s responsibility.

If a replacement part is needed before the Superlift® part in question can be returned, you must first purchase the replacement part. Then, if the part in question is deemed warrantable, you will be credited / refunded.

Other Limitations - Exclusion of Damages - Your Rights Under State Law

- Neither Superlift® nor your independent Superlift® dealer are responsible for any time loss, rental costs, or for any incidental, consequential or other damages you may have.
- This Limited Warranty gives you specific rights, and this is the only warranty Superlift® makes in connection with your product purchase. You may also have other rights that vary from state to state. For example, while all implied warranties are disclaimed herein, any implied warranty required by law is limited to the terms of our Limited Lifetime Warranty as described above. Some states do not allow limitations of how long an implied warranty lasts and / or do not allow the exclusion or limitation of incidental or consequential damages, so the limitations and exclusions herein may not apply to you. Superlift® neither assumes nor authorizes any retailer or other person or entity to assume for it any other obligation or liability in connection with this product or Limited Warranty.

Superlift, LLC, Satisfaction Guarantee

We want you to purchase our product with confidence and be 100% satisfied with the end result. If you have any legitimate issue, and Superlift® cannot rectify it to your satisfaction, Superlift® will take back the Superlift® brand product and refund the customer 100% of the product purchase price.

The details:

- Offer valid to the original retail consumer for six months after product purchase.
- May require a Superlift® dealer's participation in order to assist in "troubleshooting" the issue.
- Any costs related to labor, freight, incidental or consequential are not refunded.
- Refund will not exceed Superlift's® published retail price.

Important Product Use and Safety Information / Warnings

As a general rule, the taller a vehicle is, the easier it will roll over. Offset, as much as possible, what is lost in rollover resistance by increasing tire track width. In other words, go "wide" as you go "tall"; always use as wide a tire and wheel combination as feasible to enhance vehicle stability. We strongly recommend, because of rollover possibility, that the vehicle be equipped with a functional roll bar and cage system. Seat belts and shoulder harnesses should be worn at all times. Avoid situations where a side rollover may occur.

Generally, braking performance and capabilities are decreased when significantly larger / heavier tires and wheels are used. Take this into consideration while driving. Also, changing axle gear ratios or using tires that are taller or shorter than factory height will cause an erroneous speedometer reading. On vehicles equipped with an electronic speedometer, the speed signal impacts other important functions as well. Speedometer recalibration for both mechanical and electronic types is highly recommended.

Do not add, alter, or fabricate any factory or aftermarket parts to increase vehicle height over the intended height of the Superlift® product purchased. Mixing component brands is not recommended.