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'05-'06 GM Colorado / Canyon 4WD / 2WD 4" Suspension Lift

REQUIRED TOOL LIST:

- * Assorted Drill Bits
- * Brake Fluid
- * Metric and Standard wrenches and sockets
- * Floor Jack
- * Jack Stands
- * Measuring Tape
- * Torque Wrench
- * Transmission Jack
- * Ball Joint Service Kit
- * 3/8" tap



Before beginning the installation, read these instructions and the enclosed driver's WARNING NOTICE thoroughly and completely. Also affix the WARNING decal in passenger compartment in clear view of all occupants. If any of these items are missing from this instruction packet, do not proceed with installation, but call SKYJACKER® to obtain needed items. If you have any questions or reservations about installing this lift kit, call SKYJACKER® at 318-388-0816 for Technical Assistance or Customer Service departments.

Make sure you park the vehicle on a level concrete or asphalt surface. Many times a vehicle is uneven (side-to-side) from the factory, but usually not noticed until a lift kit has been installed which makes the difference more visible. Using a measuring tape, measure the front and rear (both sides) from the ground up to the center of the fender opening above the axle. Record below for future reference.

Driver Side Front: _____

Passenger Side Front: _____

Driver Side Rear: _____

Passenger Side Rear: _____

IMPORTANT NOTES:

- **Important! Factory wheels must be replaced. Lift requires wheels with 4.75" Back Spacing.**
- **Please be aware that some 4 cylinder models with need to modify the sway bar relocation bracket.(re-drill endlink mounting hole)**
- Please refer to Parts List to insure that all parts and hardware are received prior to disassembly of vehicle. If any parts are found to be missing, contact your dealer as soon as possible.
- If larger tires (10% more than stock) are installed, speedometer recalibration is necessary.
- This lift is determined from the front while only lifting the rear to a position level with the front.

Kit Box Breakdown:

CC401:

<u>ITEM#</u>	<u>DESCRIPTION</u>	<u>QTY</u>
CC40L	STEERING KNUCKLE, LEFT	1
CC40R	STEERING KNUCKLE,RIGHT	1
CC40FCM-S	COLORADO,FRONT CROSS-MEMBER	1
CC40RCM-S	4"COLORADO,REAR CROSS-MEMBER	1
CC40DDS-S	4"COLORADO,DRIVER DIFF BRKT	1
CC40DPS-S	4"COLORADO,PASSENGER DIFF BRKT	1
CC40DVS-S	4"COLORADO,DRIVESHAFT SPACER	1
CC40TBD-L	4"COLO,TORSION BRKT, DRIVER	1
CC40TBD-R	4"COLO,TORSION BRKT,PASSENGER	1
CC40RCMB-S	4"COLO,REAR CROSS-MEMBER BUSHING	2
BSE40-S	BUMP STOP, 4" COLORADO	2
FBL48	FRONT BRAKE LINES	1
HB-CC40FCM	HDWR BAG:CC40 FRONT CROSS-MEMBER	1
HB-CC40RCM	HDWR BAG:CC40 REAR CROSS-MEMBER	1
HB-CC40DB	HDWR BAG: CC40 DIFF BRACKETS	1
HB-CC40TBB	HDWR BAG:CC40 TORSION BRACKETS	1
HB-CC40SBLR	HDWR BAG:CC40 SWAY BAR LINKS	1
HB-CC40BSSD	HDWR BAG:CC40 BUMP STOP/KNUCKLES	1
HB-CC40RBLU	HDWR BAG:BRAKE LINE/U-BOLTS	1

Note: 2WD kits will consist of the same parts except for the differential brackets and front driveshaft spacer.

Hardware Bag Breakdown:

HB-CC40FCM

Front Cross Member

<u>ITEM#</u>	<u>DESCRIPTION</u>	<u>QTY</u>
58X512FTB	5/8 X 5 1/2 FINE THREAD BOLT	2
CFXS300-S	FRT CROSS-MEMBER SLEEVE,1"OD,3"LG	2
CC40-WASH	CROSS-MEMBER WASHER	4
58FTN	5/8-18 NYLON INSERT LOCKNUT	2
58SAEW	5/8 SAE WASHERS	4

HB-CC40RCM

Rear Cross Member

<u>ITEM#</u>	<u>DESCRIPTION</u>	<u>QTY</u>
58X4FTB	5/8 X 4 FINE THD BOLT/GR 8	2
CRXS3375-S	COLO REAR XMEM SLEVE,3.375"	2
SP3684	REAR XMEMBER BUSHG,COLORADO	4
58FTN	5/8-18 NYLON INSERT LOCKNUT	2
58SAEW	5/8 SAE WASHERS	4
ZF316	ZERK FITTING ALEMITE, 3/16"	2

HB-CC40DB	Differential Brackets	
<u>ITEM#</u>	<u>DESCRIPTION</u>	<u>QTY</u>
14X50MMB	14MM X 50 METRIC BOLT/ 10.9	4
14X80MMB	14MM X 80 METRIC BOLT/ 10.9	4
14MMN	14MM NYLON INSERT LOCK NUT	4
916SAEW	9/16 SAE WASHERS	12
HB-CC40TBB	Torsion Bar Brackets	
<u>ITEM#</u>	<u>DESCRIPTION</u>	<u>QTY</u>
12X30MMB	12MM X 30 METRIC BOLT/ 10.9	2
12X40MMB	12 X 40 METRIC BOLT/10.9	4
TS250	STEEL SLEEVE .250" LONG	6
12MMN	12 MM NUT (METRIC)	6
12SAEW	1/2 SAE WASHER	12
HB-CC40SBLR	Sway Bar Links	
<u>ITEM#</u>	<u>DESCRIPTION</u>	<u>QTY</u>
CC40SBB-L	4"COLO,SWAY BAR BRKT,DRIVER	1
CC40SBB-R	4"COLO,SWAY BAR BRKT,PASSENER	1
38X1FTB	3/8 X 1 FINE THREAD BOLT	2
38SAEW	3/8 SAE WASHER	4
38FTN	3/8-24 FINE N/I LOCK NUT	2
HB-CC40BSSD	Bump Stops / Steering Knuckles	
<u>ITEM#</u>	<u>DESCRIPTION</u>	<u>QTY</u>
38X4BHB	3/8 X 4 BUTTON HEAD BOLT	2
10X40MMB	10 X 40 METRIC BOLT/10.9	4
5MMX12SHB	5MM X 12MM.80 KNUCKLE BOLTS	4
38HDCC-S	3/8 HEAVY DUTY CABLE CLAMP	4
LT100	NUTS N' BOLTS 427 1 ML TUBE	1
HB-CC40RBLU	Rear Brakeline / U-Bolts	
<u>ITEM#</u>	<u>DESCRIPTION</u>	<u>QTY</u>
8X60MMB	8MM X 60MM BOLT / 10.9	1
TS1125	STEEL SLEEVE 1.125" LONG	1
916FTN	9/16-18 NYLON INSERT LOCKNU	8
HB-CC421	2WD Models Only	
<u>ITEM#</u>	<u>DESCRIPTION</u>	<u>QTY</u>
CC421-TS	1/2" TRANSMISSION SPACER	2
10STVMMN	10MM STOVER NUT	1
5163S-RCC	5/16 X 3 TIE BOLT	2
516TBN	5/16" TIE BOLT NUT	2
WS325-516	WS325 SHIMS, DRILLED 5/16"	2

Front Installation:

1. Park the vehicle on level ground, set the emergency brake, and block the rear tires. Raise the front of vehicle and support frame rails using jack stands.
2. Remove torsion bar adjusting bolt using 27mm socket. Be sure to measure the installed length of the adjuster bolt before removal. After lift installation, it will be re-installed to this length. (See Photo #1)
3. Remove torsion bar from vehicle. Be sure to mark as left and right.
4. Remove front wheels using 19mm socket. Disconnect upper brakeline and ABS retaining clips. (See Photo #2)
5. Remove ouster tie rod end using 21mm. (See Photo #3) Remove front shocks using 18mm and 15mm.
6. Remove brake caliper using 21mm socket. Wire caliper out of the way. Brakeline will be removed and replaced later.
7. Remove sway bar end links using 15mm socket. (See Photo #4
2WD models skip to step #9.
8. Remove C.V. Axle retaining nut using 1 7/16" socket.
9. Disconnect upper and lower A-Arm ball joints from steering knuckle using 1 1/16" and 21mm. Remove steering knuckle. (See Photo #5)
10. Remove lower a-arm retaining bolts using a 24mm and 18mm. (See Photo #6). Remove front drive shaft using 11mm wrench. 2WD models skip to step #12.
11. Support front differential using a transmission jack. Disconnect driver and passenger side of differential mounts using 18mm socket. (See Photo #7). Lower differential out of the way.
12. To allow for installation of Skyjacker kit, the rear ward A-Arm bushing in the frame must be removed. A new Aluminum bushing will be re-installed. Remove rearward A-Arm frame bushings using a ball joint service kit. (See Photo #8)

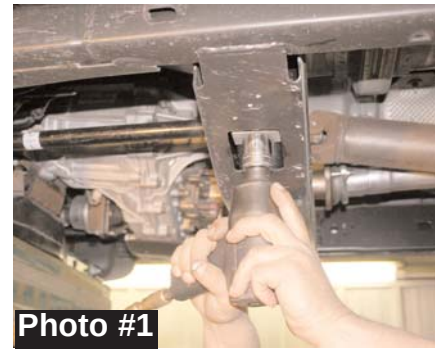


Photo #1



Photo #2

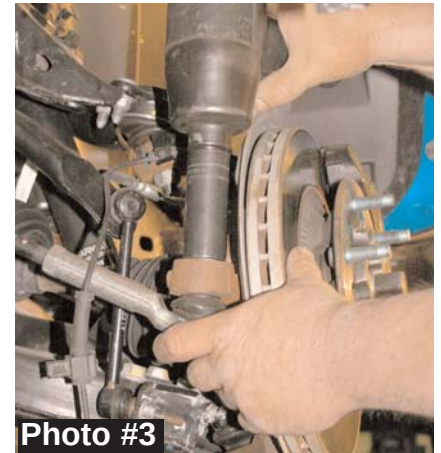


Photo #3

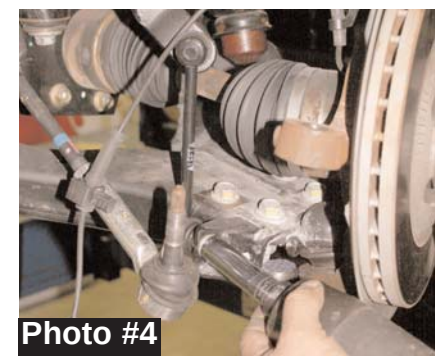


Photo #4

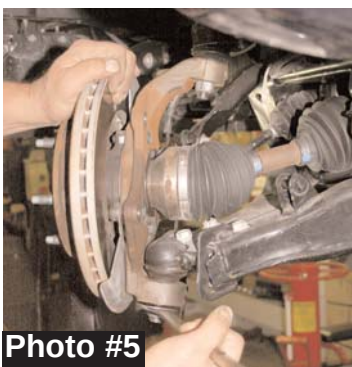


Photo #5



Photo #6

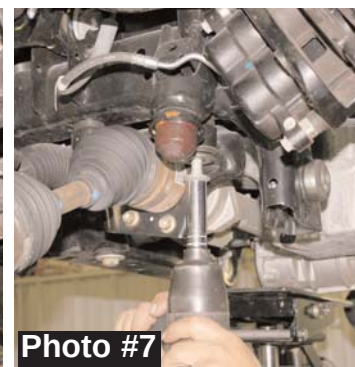


Photo #7

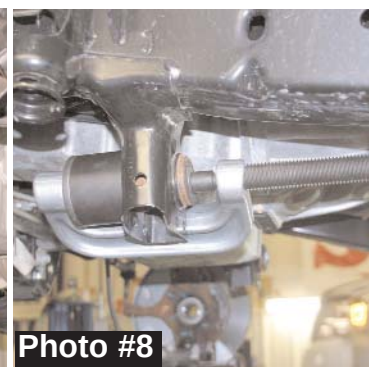


Photo #8

13. Install new Aluminum bushing into frame. Bushing will install from the front to rear. Be sure bushing is seated flush when installed. (See Photo #9)
2WD models skip to step #15.
14. Install new driver and passenger differential bracket using the 14x50mm bolt and washers. Bolts will thread from the inside of bracket into the frame. (See Photo # 10) Attach differential to the new brackets using the 14x80mm bolts, washers, and nuts.
15. Install new front cross member using the 5/8 x 5 1/2" bolts, washers, and nuts. Be sure to install tapered washers between the new cross member and the factory mount. See Arrows in Photo # 11. Be sure to use crush sleeve inside factory mount.
16. Locate new rear cross member. Install new 3/16" zirc fittings into each end of cross member by tapping in using a 1/4" socket. Grease and install new bushings and sleeves.
17. Install new rear cross member using the 5/8 x 4" bolts, washers and nuts. (See Photo #12)
18. The inside of the factory lower A-Arms must be ground to allow for clearance of the new cross member. Photo #13 shows the inside of A-Arm. There are 2 layers of metal. The lower layer must be ground flush with the upper layer. (See Arrows in Photo #13). Measure back 4 1/4" and mark the lower layer with a paint pen.
19. With area marked, grind down the lower layer flush with the upper layer using a grinder. (See Photo #14). After grinding, check to make sure the A-Arm will fit the new Cross-Member.
20. Remove factory torsion bar bracket from the rear of the lower A-Arm using a 18mm and T55 torx. (See Photo #15)



Photo #9



Photo #10

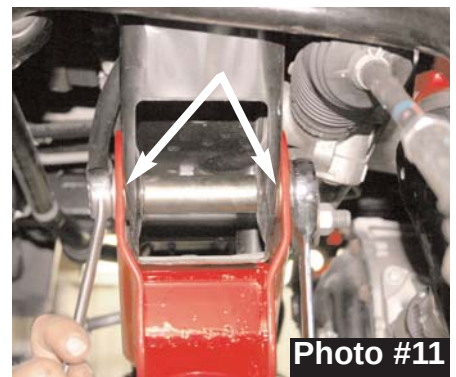


Photo #11



Photo #12

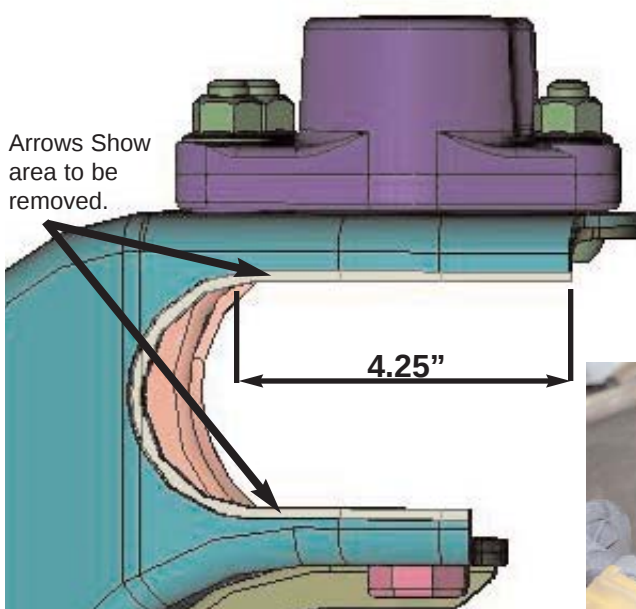


Photo #13



Photo #14



Photo #15

21. Attach new torsion bar relocation brackets using 12x40mm bolts in the outer 2 holes. (See Arrow in Photo #16). Be sure to use one 1/4" thick spacer at each bolt, between new bracket and the A-Arm. In the inward hole, install the 12x30mm bolt with the 1/4" spacer. Install this bolt from the outside in. Do not install the nut at this time. Bolt is only being installed to line up bracket and 1/4" spacer.
22. Attach the factory torsion bar mount to the new bracket using the factory hardware. Before A-Arm installation, remove the inner most 12x30mm bolt. (See Arrow in Photo #17)
23. Attach lower A-Arm to new front and rear cross member using the factory bolts. (See Photo #18)
24. With A-Arm installed, install and tighten inner 12x30mm bolt on the new torsion bar bracket. (See Photo #19)
25. Locate new bump stop extension. Hold new extension centered against the bottom of the factory upper bump stop (tapered end up). Raise A-Arm up to the bottom of extension. (See Photo #20). Lower A-Arm down being sure to hold bump stop extension in place against the A-Arm.
26. While holding the bump stop secure to the A-Arm. Use a punch to mark the center location for the bolt. (See Photo #22). With hole marked, remove the bump stop extension and drill this location using a 5/16" drill bit.
27. Once hole is drilled, tap using a 3/8"-16 thread pitch.
28. Once tapped, install new bump stop using the 3/8 x 4" button head bolts. Torque to 10 ft. lbs. (See Photo # 23).

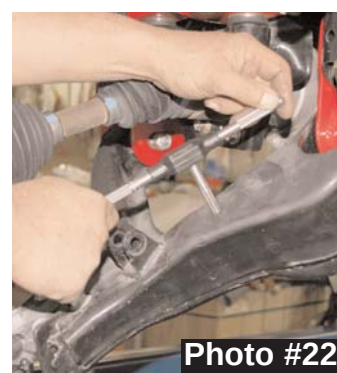
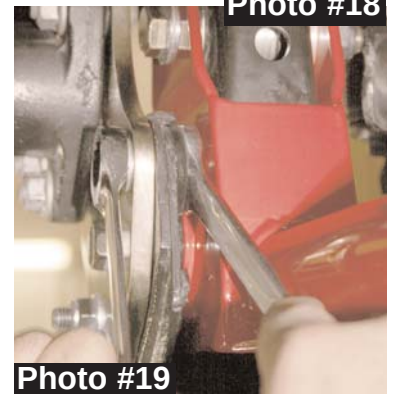


Photo #20

Photo #21

Photo #22

Photo #23

29. Remove hub bearing assembly from factory steering knuckle using a 15mm socket. (See Photo #24). Remove ABS line from factory knuckle using a 7mm socket.
30. Attach hub bearing assembly to the new Skyjacker steering knuckle using the factory bolts. Be sure to use the supplied loc-tite on the threads. (See Photo #25)
31. Attach ABS line to new steering knuckle using the supplied 5x12mm screw and plastic clips provided. (See Photo #26)
32. Attach new steering knuckle assembly to upper and lower A-Arms using the factory hardware. Reattach ABS line at upper A-Arm. Remove factory brakeline from frame and caliper.
33. Install new brake caliper using factory hardware. Install new Skyjacker Stainless Steel Braided line. (See Photo #27)
34. Re-Install C.V. axle retaining nut, 4wd models only. Install new front sway bar end link relocation brackets. (See Photo #28)
Remove the inner most forward ball joint retaining bolt from the lower A-Arm. Line up sway bar relocation bracket mounting hole and re-install ball joint bolt. Attach the bracket to the oe end link location using the 3/8 x 1" fine thread bolt, washers, and nuts. (See Arrow in Photo #28). Attach oe end links to sway bar and new bracket using factory hardware. Re-attach outer tie rod end and install front shock.
2WD models skip to step #36.
35. Locate new aluminum front drive shaft spacer. Install front drive-shaft using new spacer between drive shaft and transfer case. (See Arrow in Photo #29)
36. Install torsion bars and set adjuster bolt back to factory length. (See Photo #30)
37. Install front tires and wheels and lower vehicle to the ground.

Rear Installation:

37. Raise the rear of vehicle and properly support the rear frame horns using jack stands. Remove rear tires and wheels using a 19mm socket.



Photo #24



Photo #25



Photo #26



Photo #27

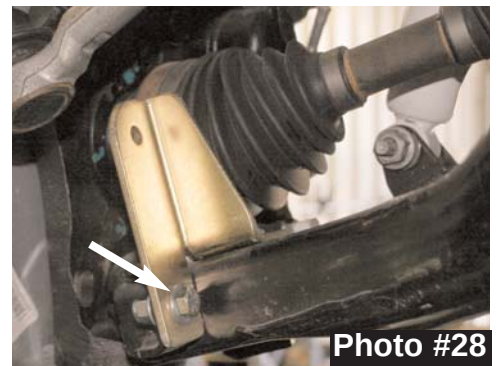


Photo #28

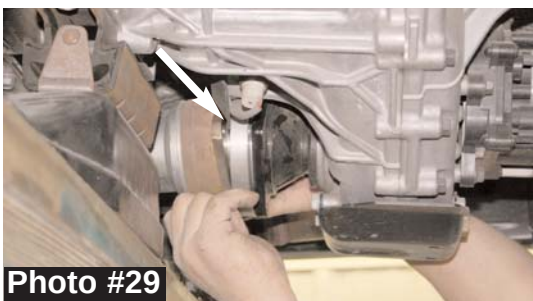


Photo #29



Photo #30

38. Remove rear shock using a 21mm and 13mm. (See Photo #31)
39. Disconnect brake line retaining bolt from differential. Do not remove lines from fitting. (See Photo #32)
40. Remove rear U-bolts using 21mm socket.

Rear Spring Installation: For Rear Add-A-Leafs, see instruction sheet in Add-A-Leaf box.

Note: 2WD Models must install supplied degree shim with add-a-leaves or new rear spring. To install, use 2 large C-Clamps to secure the spring leaves together. With C-Clamps tightened, remove the center tie bolt. Install the new degree shim so that the thick end will be towards the front of the vehicle when installed. Insert new tie bolt and tighten. With tie bolt secured, remove the spring leaves.

41. Remove emergency brake cable retaining bolt from rear leaf spring using a 10mm socket. (Photo #33)
42. Remove factory rear springs using a 21mm socket. Install new Skyjacker rear springs using factory hardware. (See Photo #34)
43. Install new rear U-Bolts and reattach brakeline to new rear springs. Install new Skyjacker rear shocks. (See Photo #35)
44. Install new brakeline spacer block. Secure factory T-Block using the 8x60mm bolt supplied. (See Photo #36)
45. Install wheels and tires and lower vehicle to the ground.

Note: 2WD Models must install supplied transmission spacers. Using a transmission jack, support the bottom of transmission. Remove OE transmission support bolts. Install supplied Aluminum spacers as shown in photo below. Use the new 10mm stover nut to secure O2 sensor bracket as shown.

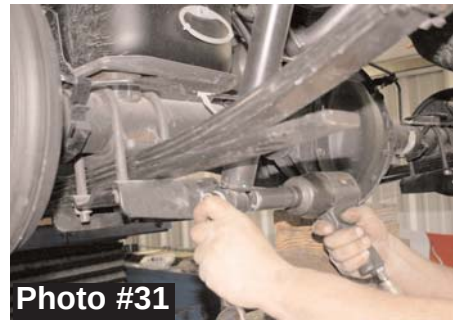


Photo #31



Photo #32



Photo #34



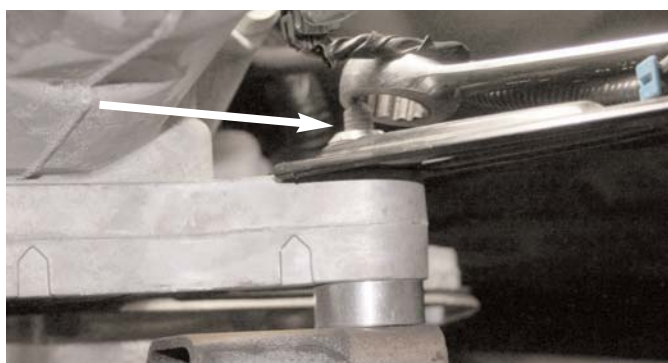
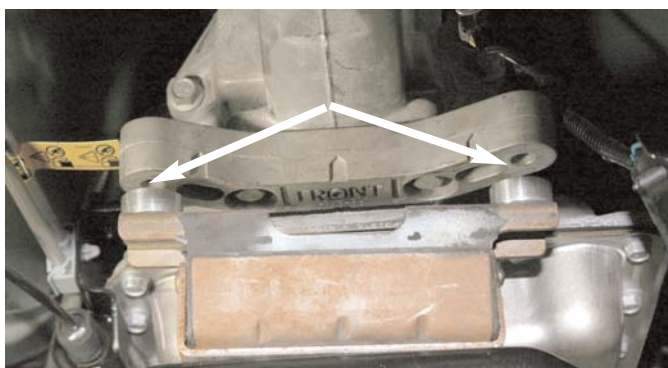
Photo #35



Photo #33



Photo #36



FINAL NOTES:

- After installation is complete, double check that all nuts and bolts are tight. Check all brackets for proper installation.
- If new tires are installed that are more than 10% taller than original tires, the speedometer must be recalibrated for the rear wheel anti-lock brake system to function properly. Contact an authorized GM dealer for details on recalibration.
- With the vehicle on the floor, cycle steering lock to lock and inspect steering, suspension and driveline systems for proper operation, tightness and adequate clearance. Recheck brake hose/fittings for leaks. Be sure all hoses, including the rear, are long enough.
- Have headlights readjusted to proper settings.
- Have a qualified alignment center realign front end to factory specifications. Be sure vehicle is at desired ride height prior to realignment.
- Retorque all bolts after the first 100 miles.

Seat Belts Save Lives, Please Wear Your Seat Belt.

Available Accessory - Heavy-Duty Front Skid Plate

Skyjacker has designed a Heavy-Duty, bolt-on front skid plate for the GM Colorado / Canyon. Skid plate features a simple bolt-on design that attaches to factory mounting locations on the frame and the Skyjacker front crossmember. Part# SPCC4042 Available through your Skyjacker Authorized Dealer.

