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PART #	DESCRIPTION
IVD1215	2023 COLORADO LEVELING KIT

COMPONENTS INCLUDED	
(2) 177105 23 CHEVROLET COLORADO COILOVER SPACER	
HARDWARE INCLUDED	
(1) 605969 VIBRATITE RED 2ML BULLET (6) 605846 M10-1.50 SERRATED FLANGE NUT GR8.8 CZINC (6) 605100 3/8-16 X .750 HHCS GR8 YZINC	(6) 605131 3/8 SPLIT LOCKER WASHER GR8 YZINC (6) 605133 3/8 SAE FLAT WASHER GR8 YZINC (2) 257452 DIFF DROP SPACER .600 ALUM
TOOLS REQUIRED	
FLOOR JACK JACK STANDS CUT OFF WHEEL SILVER SHARPIE TORQUE WRENCH 6MM HEX KEY	10MM SOCKET / WRENCH 15MM SOCKET / WRENCH 18MM SOCKET / WRENCH 21MM SOCKET / WRENCH 9/16" SOCKET / WRENCH
TECH NOTES	
<ol style="list-style-type: none"> <li>1. WILL NOT FIT GMC CANYON</li> <li>2. WILL NOT FIT CHEVROLET COLORADO TRAIL BOSS OR ZR2</li> <li>3. ESTIMATED INSTALL TIME: 2-3 HOURS</li> </ol>	



**WARNING!**

**\*\* READ ALL INSTRUCTIONS THOROUGHLY FROM START TO FINISH BEFORE BEGINNING INSTALLATION! IF THESE INSTRUCTIONS ARE NOT PROPERLY FOLLOWED SEVERE FRAME, SUSPENSION AND TIRE DAMAGE MAY RESULT TO THE VEHICLE!**

**\*\* ICON VEHICLE DYNAMICS RECOMMENDS THAT YOU EXERCISE EXTREME CAUTION WHEN WORKING UNDER A VEHICLE THAT IS SUPPORTED WITH JACK STANDS.**

**\*\* ICON VEHICLE DYNAMICS RECOMMENDS ALL INSTALLATION TO BE PERFORMED BY A PROFESSIONAL SHOP/SERVICE TECHNICIAN. PRODUCT FAILURE CAUSED BY IMPROPER INSTALLATION WILL NOT BE COVERED UNDER ICON'S WARRANTY POLICY.**

**INSTALLATION**

1. Place the truck on a flat surface with the parking brake engaged, chock the rear tires.
2. Use a suitable floor jack in the manufacturer designated spot on the frame to lift the front of the truck, then place a suitable jack stand under the frame and set the truck down securely on the jack stand. NEVER WORK UNDER AN UNSUPPORTED VEHICLE. Remove the front wheels and tires.
3. Begin by remove the outer tie rod from the knuckle using a 21mm on the nut and a 10mm wrench to hold the stud from spinning. If the stud is stuck in the knuckle after removing the nut, you will need to use a ball joint separator to dislodge it. [FIGURE 1 & 2]

FIG.1



FIG.2



**4.** Next, loosen the 18mm nut holding the upper balljoint to the knuckle. Do not remove the nut completely. Use the balljoint separator to dislodge the stud from the knuckle. [FIGURE 3 & 4]

FIG.3

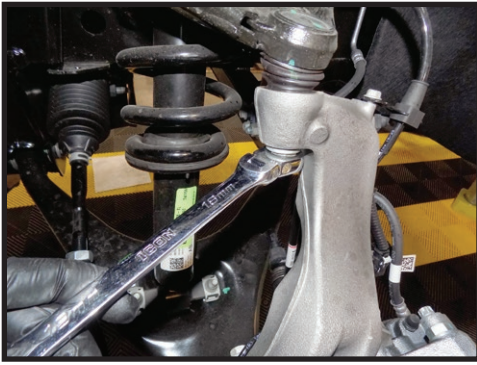


FIG.4



**5.** Remove the speed sensor bracket from the top of the knuckle using a 10mm. [FIGURE 5]

FIG.5



**6.** Disconnect the sway bar link from the knuckle using a 21mm and 10mm wrench. [FIGURE 6]

FIG.6



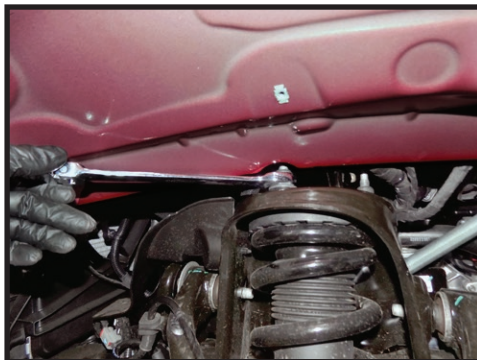
**7.** Support the knuckle to keep it from pulling apart the CV joints (if applicable). A Strap from the knuckle to the frame works best.

**8.** Remove the upper ball joint nut now. Be careful, as the upper arm is under pressure and will want to move upwards.

**9.** Support the lower control arm so the coilover can be removed.

**10.** Loosen and remove the 3 upper bolts from the top of the coilover using an 18mm. Do not loosen or remove the center nut. [FIGURE 7]

FIG.7



**11.** Loosen and remove the lower coilover hardware using a 15mm. [FIGURE 8]

FIG.8



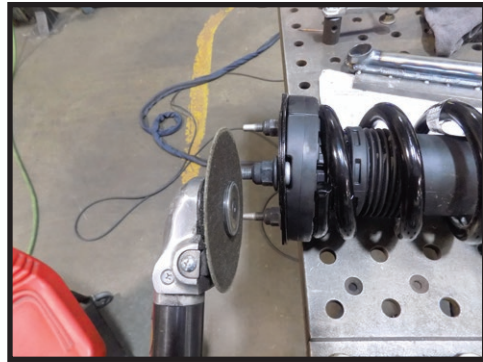
**12.** Remove the coilover assembly.

**13.** Install the new coilover spacer onto the stock assembly. It will only fit one way. With the spacer on, mark the studs to cut them shorter than the spacer. About 1". [FIGURE 9 & 10]

FIG.9



FIG.10



**14.** Install the spacer with the supplied M10-1.5 serrated nuts and torque to 35 ft-lbs. [FIGURE 11]

FIG.11



**15.** The upper mount will need to be rotated roughly 1.75" as shown. Mark the spring, upper mount and rubber isolator, then rotate the mount. A spring compressor can help this process. [FIGURE 12]

FIG.12

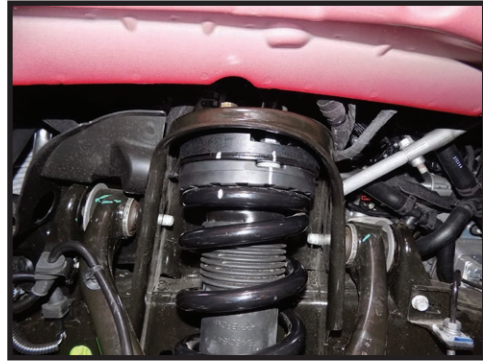


**16.** Install the coilover assembly back into the truck. Torque the lower hardware to 45 ft-lbs. Use the supplied 3/8 bolts, split lock washers and flat washers to secure the upper mount to the coil bucket. Torque the upper bolts to 35 ft-lbs using a 9/16". [FIGURE 13 & 14]

FIG.13



FIG.14



**17.** Install the differential drop spacers.

**18.** Support the differential with a floor jack, use a 21mm to remove the driver side bolt and insert the supplied spacer between the frame and diff mount. Apply thread locker to the bolt and torque the bolt to 70 ft-lbs. Repeat on passenger side. [FIGURE 15 - 18]

FIG.15



FIG.16



FIG.17

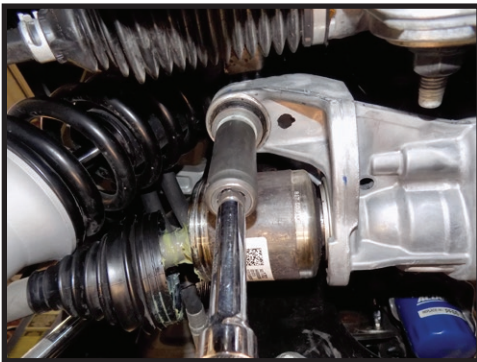


FIG.18



**VERIFY ALL FASTENERS ARE PROPERLY TORQUED BEFORE DRIVING VEHICLE.**

**RETORQUE ALL NUTS, BOLTS AND LUGS AFTER 100 MILES AND PERIODICALLY THEREAFTER.**

## ICON VEHICLE DYNAMICS LIMITED LIFETIME WARRANTY

ICON Vehicle Dynamics warrants to the original retail purchaser who owns the vehicle on which the product was originally installed. ICON Vehicle Dynamics does not warrant the product for finish, alterations, modifications and/or installation contrary to ICON Vehicle Dynamics instructions. ICON Vehicle Dynamics products are not designed, nor are they intended to be installed on vehicles used in race applications, for racing purposes or for similar activities. (A "race" is defined as any contest between two or more vehicles, or a contest of one or more vehicles against the clock, whether or not such contest is for a prize). This warranty does not include coverage for police or taxi vehicles, race vehicles, or vehicles used for government or commercial purposes. Also excluded from this warranty are sales outside of the United States of America and Canada.

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