2.0" LEVELING KIT

Assembly, Installation, Operation, and Maintenance Instructions

PART NUMBER	G20LL4
INSTALL TIME	2-3 HOURS

2007-2022 CHEVROLET SILVERADO/GMC SIERRA 2WD/4WD

DEALER / INSTALLER	Provide a copy of these instructions to the end user of this product. These instructions provide important operating and safety information for proper usage of this product. Demonstrate the proper use of the product with the end user. Have the end user demonstrate that they understand the proper use of the product.
END USER	Read and follow all instructions included in this manual. Ask your Dealer/Installer for assistance if you do not understand the proper use of the product. Never remove any decals from the product. Failure to follow these instructions can result in injury or death.

TOOLS & EQUIPMENT REQUIRED
FLOOR JACK
JACK STANDS
WHEEL CHOCKS
LARGE HAMMER
ASSORTED METRIC & S.A.E. WRENCH SET
3/8" DRIVE RATCHET (MIN.)
ASSORTED METRIC & S.A.E. SOCKETS
TORQUE WRENCH (CAPABLE OF 150 FT-LBS.)
SOCKET EXTENSIONS
COIL SPRING COMPRESSOR
CUT-OFF WHEEL
PRY BAR

PACKAGE CONTENTS	QTY
COILOVER SPACER	2
3/8-24 X 1-1/4" HEX BOLT	6
3/8" SLIP LOCK WASHER	6
3/8" FLAT WASHER	6
M10-1.5 C-LOCK NUT	6
M10 FLAT WASHER	1
THREAD LOCKING COMPOUND	1
DRIVER WARNING LABEL	1
INSTRUCTIONS	1

WARNINGS/SAFETY PRECAUTIONS

For technical assistance call: 1-866-638-4870 or email: support@TrailFX.com

READ THIS BEFORE YOU BEGIN INSTALLATION:

• Check all parts to the parts list above before beginning installation. If any parts are missing contact TrailFX tech and warranty team at 1-866-638-4870 and a replacement part will be sent to you immediately.

• Read all instructions thoroughly from start to finish before beginning the installation. If these instructions are not properly followed, severe frame, driveline and/or suspension damage may occur.

• Check your local city and state laws prior to the installation of this system for legality. Do not install if not legal in your area.

• Prior to the installation of this suspension system, perform a front-end alignment. Do not install this system if the vehicle alignment is not within factory specifications. Check for frame and suspension damage prior to installation.

• Use the provided thread locking compound on all hardware.

• **WARNING:** Installation of this system will alter the center of gravity of the vehicle and may increase rollover as compared to stock.

• Vehicles that run oversized tires should check ball joints, tie rod ends, pitman arm and idler arm every 2500 - 5000 miles for wear and replace as needed.

FOOTNOTES:

• This leveling kit will not work with factory air ride vehicles.

• Some models of trucks may not sit level after installation due to added accessories such as bumpers, toolboxes, cargo management, tow packages, etc.

Prior to installing this kit, with the vehicle on level ground, measure the height of your vehicle. This measurement can be recorded from the center of the wheel, straight up to the top of the inner fender lip. Record the measurements below.

LF: _____ **RF:** _____

LR: _____ **RR:** _____

INSTRUCTIONS

(2007-2018 TRUCK MODELS)
(2007-2021 SUV MODELS)

IF INSTALLING ON 2019-UP TRUCK SKIP TO PAGE 5

1. Disconnect the negative terminal on the battery. Jack up the front end of the truck and support the frame rails with jack stands. **NEVER WORK UNDER AN UNSUPPORTED VEHICLE!** Remove the front tires.

2. Working from the driver side, support the bottom of the A-arm with a jack. If the vehicle is equipped with autoride disconnect the plug on top of the coilover assembly. Remove the autoride bracket (if equipped) from the A-arm and save hardware. **(IMAGE 1-2)**.

3. Loosen the upper ball joint nut and strike the knuckle with a hammer until it comes loose from A-Arm. Save all hardware. (Use care not to hit threads). **(IMAGE 3)**.

4. Loosen the tie rod nut and strike the knuckle with a hammer until it comes loose. Save all hardware (Use care not to hit threads). Disconnect the factory swaybar endlinks and save them with the hardware. **(IMAGE 4)**.

5. Remove the bottom coilover bolts and save. Disconnect the ABS line retainer from the stud on the coilover and remove the three nuts attaching the coilover to the coilover mount, discard this hardware. Remove the coilover from vehicle. **(IMAGE 5)**.

6. Repeat steps two through five on passenger side of truck.

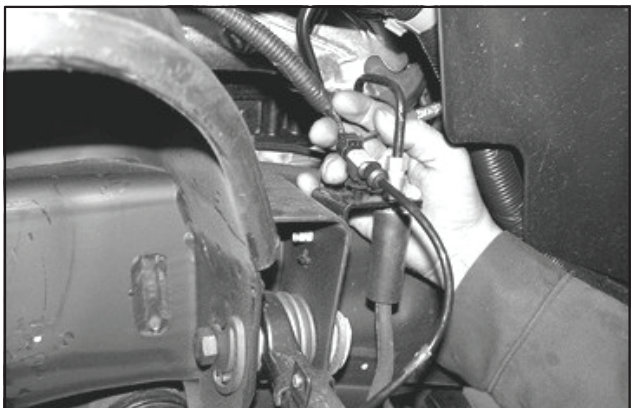

IMAGE 1 - STEP 2

IMAGE 2 - STEP 2

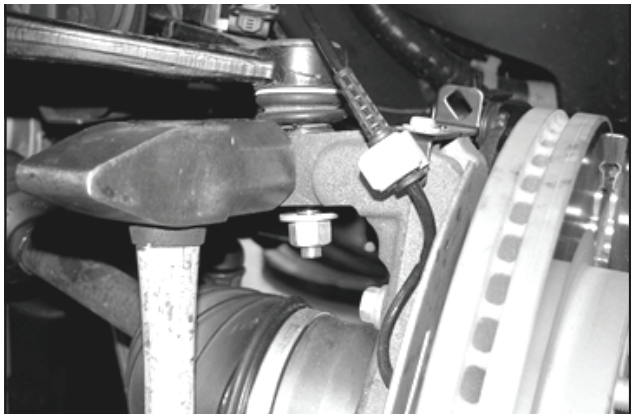

IMAGE 3 - STEP 3

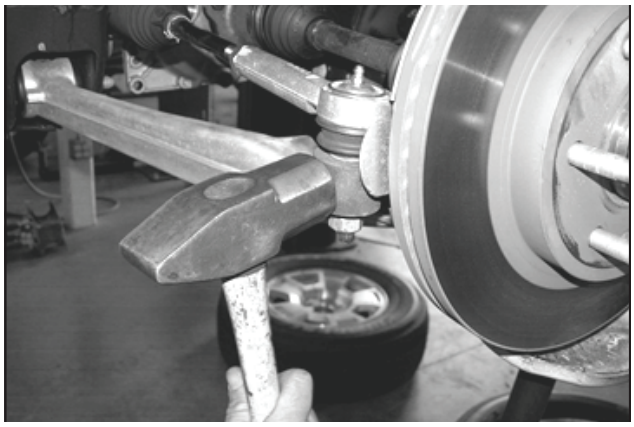

IMAGE 4 - STEP 4

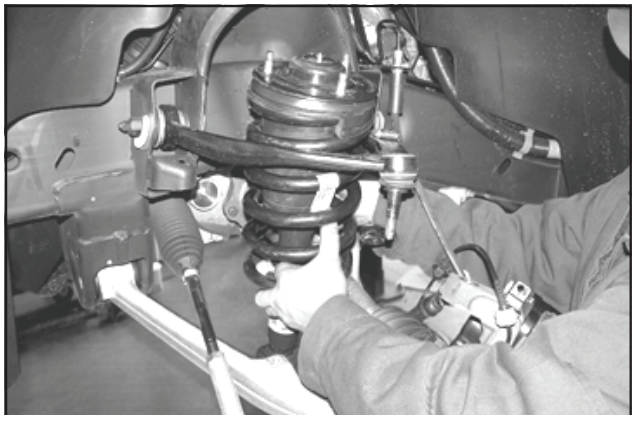

IMAGE 5 - STEP 5

INSTRUCTIONS (CONTINUED)

7. Locate Coil Spacers and the supplied 10mm nuts and flat washers. Attach the Coil Spacer to the top of the factory coilover and torque to 30 ft-lbs. **(DO NOT USE AN IMPACT ON THE FACTORY STUDS)** Using a die grinder with a cutoff wheel, cut the excess of the factory studs flush with the top of the coil spacer. If required, use a die grinder with a sanding disc and sand the stud flush with the spacer. Be sure not to cut into the spacer. **(IMAGE 6-7)**.

8. Install coilover and rotate it 180 degrees from the original position. This will align the new spacer to the original mounting holes in the coilover mount. Attach the bottom part of the coilover to the lower A-Arm with the factory hardware. Torque bolts to 30 ft-lbs.

9. Using the supplied 3/8" x 1-¼" bolts, flat washers, split washers, and thread locking compound, attach the coilover into the factory coilover mount. Torque to 30 ft-lbs. **(IMAGE 8)**.

10. Attach the upper ball joint to the factory knuckle using the factory nut. Torque to 60 ft-lbs. Now reattach the tie rod to the steering knuckle using the factory nut. Torque to 50 ft.-lbs.

11. Attach the factory swaybar endlinks with the factory hardware and tighten just until the bushings start to bulge. Attach the autoride bracket to the upper A-Arm using the factory hardware. Re-connect the ABS sensor plug and attach the ABS line back to the upper A-Arm mount.

12. Install tires and wheels and torque lug nuts to the wheel manufacturer's specifications. Turn front tires left to right and check for appropriate tire clearance. **Note: Some oversized tires may require trimming of the front bumper & valance**.

13. Check front-end alignment and set to factory specifications.

14. Readjust headlights.

15. Recheck all bolts for proper torque.

16. Recheck brake hoses, ABS wires, and suspension parts for proper tire clearance while turning tires fully left to right.

17. Check the fluid in the front and rear differential and fill if needed with factory specification differential oil. **Note: some differentials may expel fluid after filling and driving. This can be normal in resetting the fluid level with the new position of the differential/s**.

18. Install Driver Warning Decal.

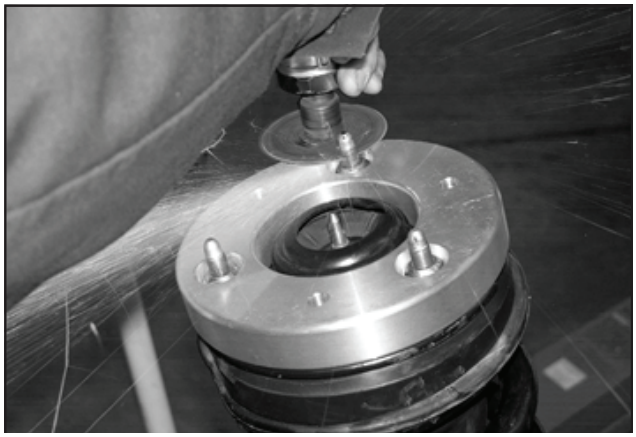

IMAGE 6 - STEP 7

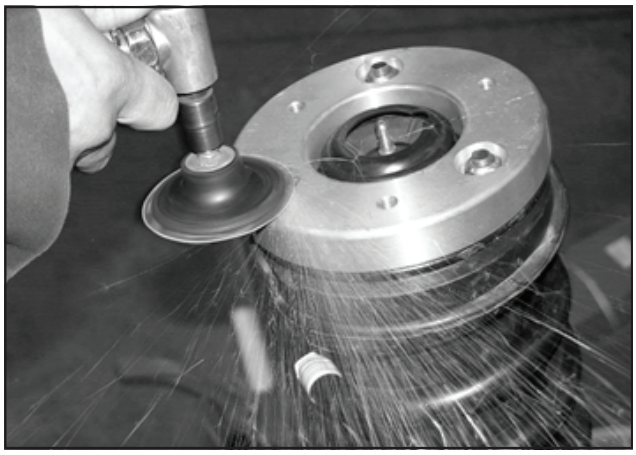

IMAGE 7 - STEP 7

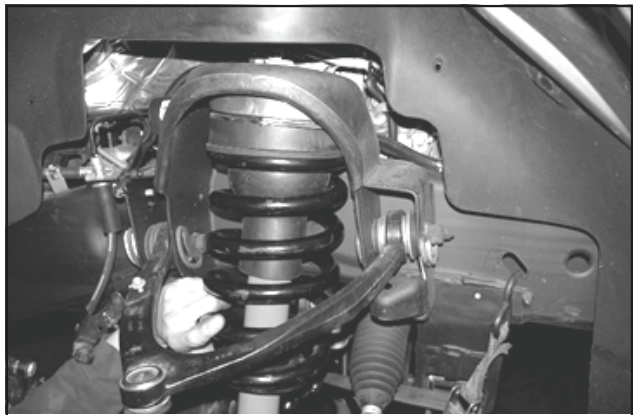

IMAGE 8 - STEP 9

Vehicles that will receive oversized tires should check ball joints, uniballs and all steering components every 2500-5000 miles for wear and replace as required.

RETORQUE ALL NUTS, BOLTS AND LUGS AFTER 50 MILES AND PERIODICALLY THEREAFTER.

INSTRUCTIONS

(2019-2022 YEAR MODELS)

1. Disconnect the negative terminal on the battery. Jack up the front end of the truck and support the frame rails with jack stands. **NEVER WORK UNDER AN UNSUPPORTED VEHICLE!** Remove the front tires. Using a paint pen mark a straight line down the center of the coilover at the top cap, lower spring perch and the lower mount. **(IMAGE 1)**.

2. Starting with the passenger side. Disconnect the ABS wire bracket from the upper control arm and the brake line bracket from the knuckle. Save all hardware. **(IMAGE 2-3)**.

3. Remove the factory tie rod end nut and strike the knuckle with a hammer until the tie rod end comes loose. Save all hardware. Use care not to hit any other parts. **(IMAGE 4-5)**.

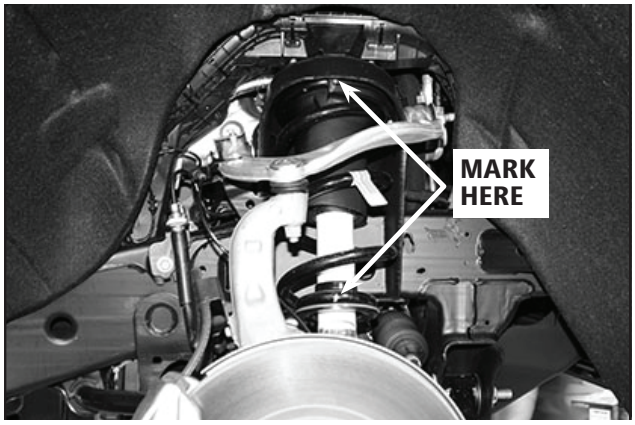

IMAGE 1 - STEP 1

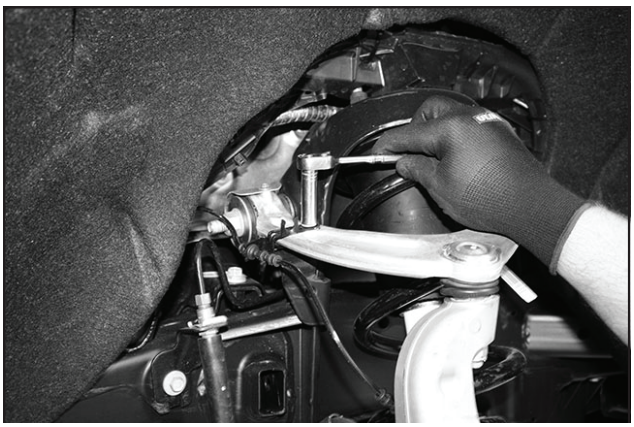

IMAGE 2 - STEP 2

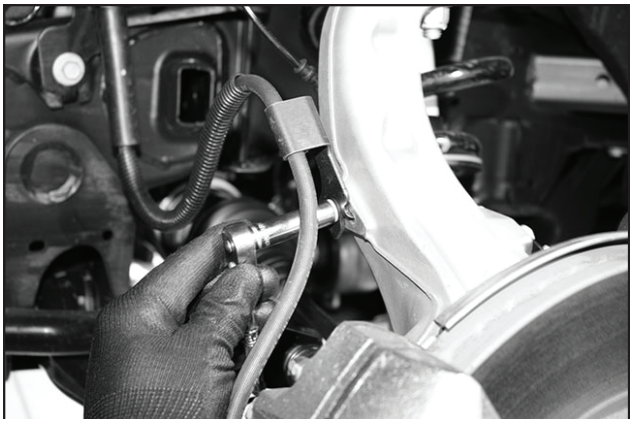

IMAGE 3 - STEP 3

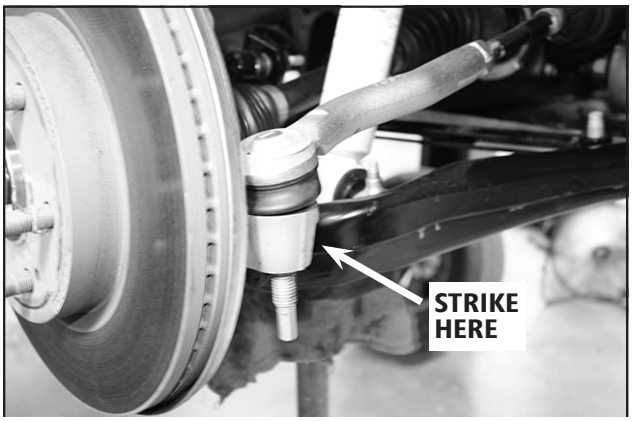

IMAGE 4 - STEP 3

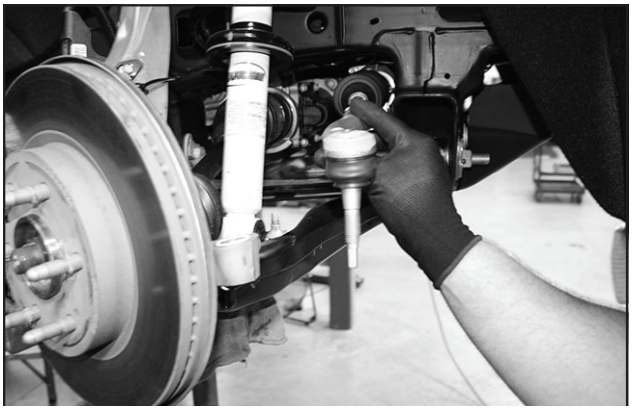

IMAGE 5 - STEP 3

INSTRUCTIONS (CONTINUED)

4. Using a 36mm socket, remove and save the axle hub nut. **(IMAGE 6)**.

5. Remove and save the sway bar link nut from the bottom side of the lower control arm. **(IMAGE 7)**.

6. Loosen the upper ball joint nut and strike the knuckle with a hammer until it comes loose from the upper control arm. Next, remove and save the factory nut. Then detach the knuckle from the upper control arm. Push the knuckle to the side and secure if possible. **(IMAGE 8)**.

7. Locate the plastic wire harness channel on the top of the passenger side coilover mount. Push it up and back to allow access to the three coilover nuts. Remove and discard the upper coilover nuts. **(IMAGE 9-10)**.

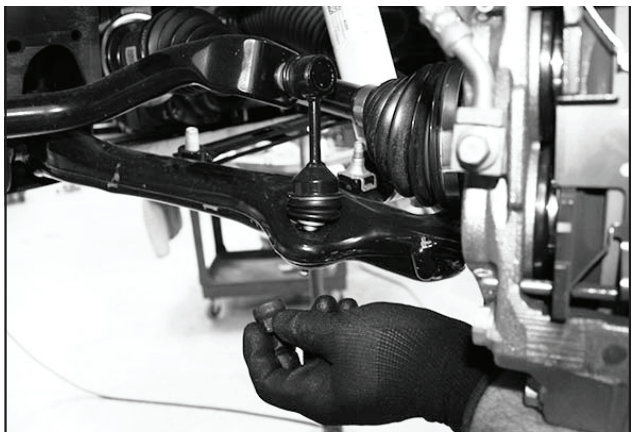

IMAGE 7 - STEP 5

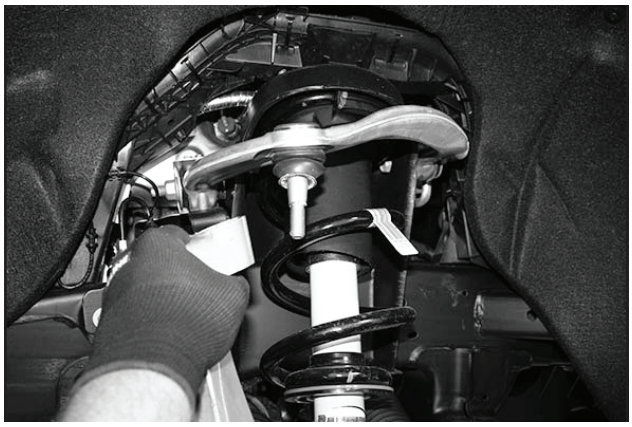

IMAGE 8 - STEP 6

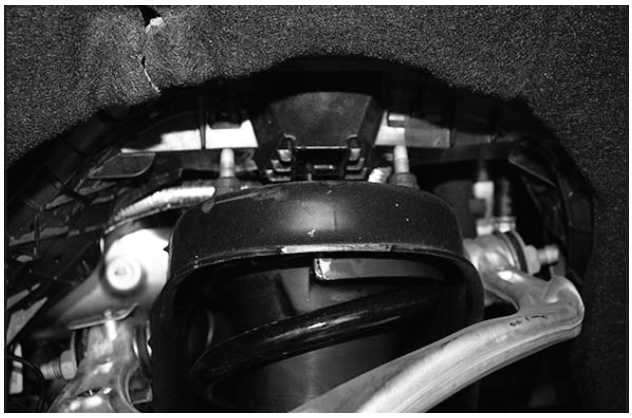

IMAGE 9 - STEP 7

IMAGE 6 - STEP 4

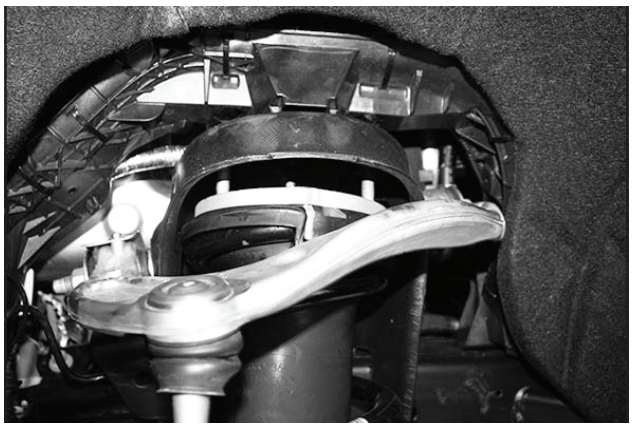

IMAGE 10 - STEP 7

INSTRUCTIONS (CONTINUED)

8. Remove and save the two lower coilover bolts. Then remove the coilover assembly from the vehicle. **(IMAGE 11-12)**.

9. Measure and cut 3/4" of thread off the factory upper coilover studs. **(IMAGE 13)**.

10. Install the coilover spacer) onto the top of the coilover using the supplied M10-1.5 nuts and flat washers. Torque to 35 ft-lbs. **(IMAGE 14)**.

11. Using a coil spring compressor, compress the spring enough to rotate the strut body 180 degrees around. The marks you applied in step 1 will help with this. Then remove the compressor. **(IMAGE 15)**.

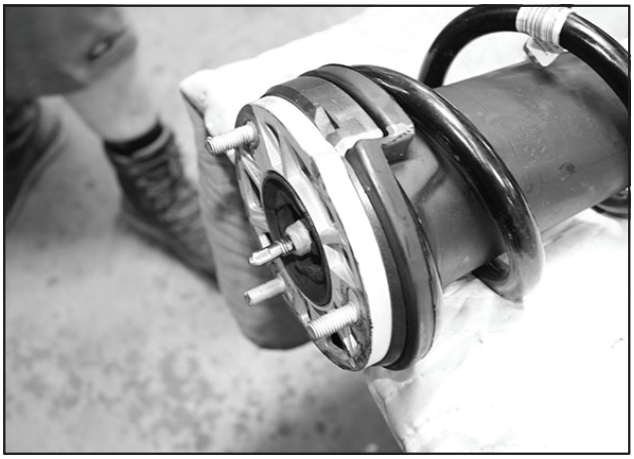

IMAGE 13 - STEP 9

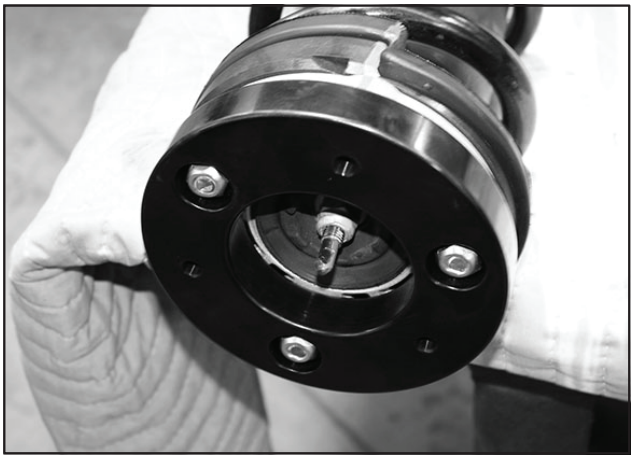

IMAGE 14 - STEP 10

IMAGE 11 - STEP 8

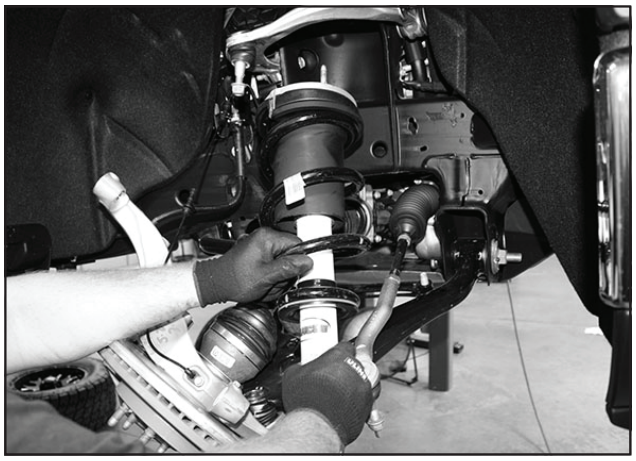

IMAGE 12 - STEP 8

IMAGE 15 - STEP 11

INSTRUCTIONS (CONTINUED)

12. Install the coilover assembly into the vehicle using the supplied 3/8" Bolts, lock washers, and flat washers for the upper mount and the factory hardware for the lower mount. Torque the 3/8" to 49 ft-lbs and the factory hardware to 56 ft-lbs. **(IMAGE 16-17)**.

13. Locate the factory bumpstop tab on the frame mount. Using a cut-off wheel remove this tab completely off the mount and sand it to a smooth finish. **(IMAGE 18-19)**.

14. Reinstall the upper control arm to the knuckle, the sway bar link to the lower control arm, and the tie rod end to the knuckle torque all nuts to 35 ft-lbs. Reinstall the axle hub nut and torque to 156 ft-lbs. Re-attach the ABS bracket to the control arm and the brake line bracket to the knuckle. Torque to 11 ft-lbs.

15. Repeat steps 1-14 on the driver side of the vehicle.

16. Install tires and wheels and torque lug nuts to the wheel manufacturer's specifications. Turn the front tires left to right and check for appropriate tire clearance. **Note: Some oversized tires may require trimming of the front bumper & valance**.

17. Check front-end alignment and set to factory specifications. Readjust headlights.

18. Recheck all bolts for proper torque.

19. Recheck brake hoses, ABS wires, and suspension parts for proper tire clearance while turning tires fully left to right.

20. Install Driver Warning Decal.

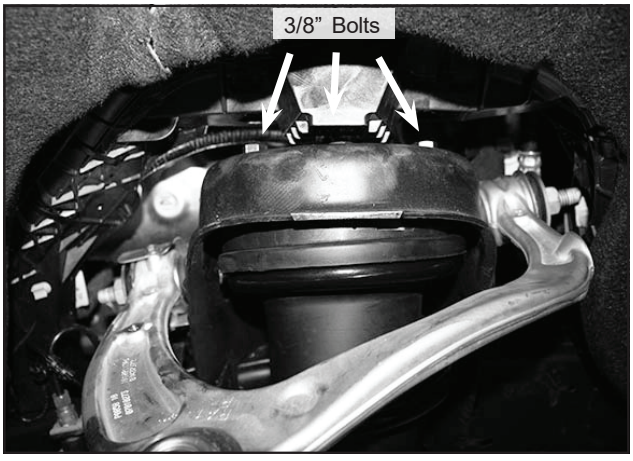

IMAGE 16 - STEP 12

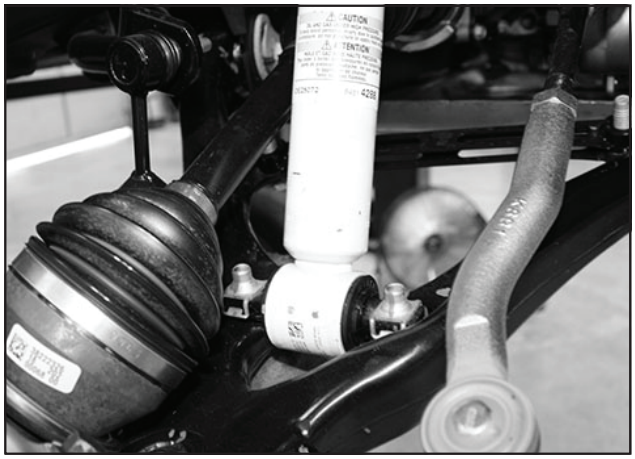

IMAGE 17 - STEP 12

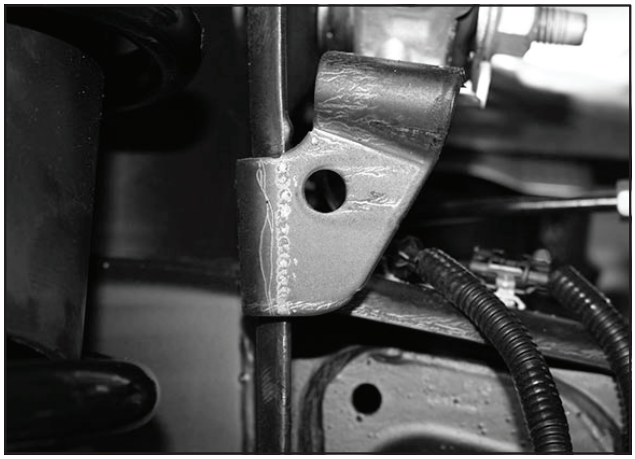

IMAGE 18 - STEP 13

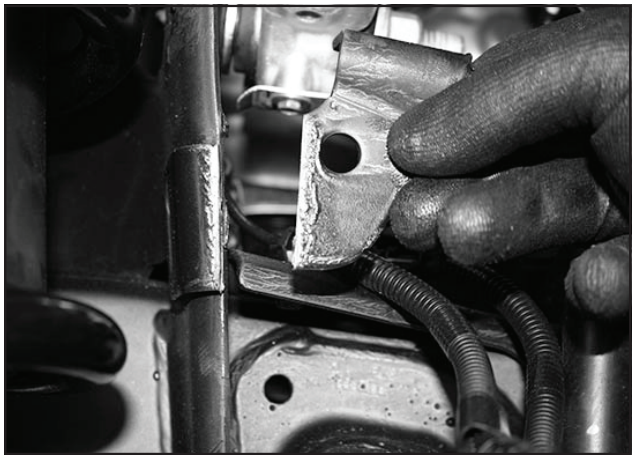

IMAGE 19 - STEP 13

Vehicles that will receive oversized tires should check ball joints, uniballs and all steering components every 2500-5000 miles for wear and replace as required.

RETORQUE ALL NUTS, BOLTS AND LUGS AFTER 50 MILES AND PERIODICALLY THEREAFTER.

PRODUCT CARE/MAINTENANCE

1. Make sure to regularly check the vehicle suspension and steering components for any signs of wear or damage. It is important to regularly check components for any signs of wear or damage like ball joints, tie rods, links, and bushings. Replace any worn or damaged components you find on these inspections.

2. Inspect tires. Lifting your truck can put additional stress on your tires, so it is important to regularly check the tire pressure, tread depth and replace the tires when necessary.

3. Make sure to have your vehicle aligned post install and regularly check as making changes to the suspension will affect the alignment, which can lead to uneven tire wear and handling issues.

CONTACT US

WEBSITE: TrailFX.com
PHONE: 1-866-638-4870
EMAIL: support@trailfx.com

PRODUCT WARRANTY

Limited-Lifetime Warranty:

TrailFX and Keystone Automotive Operations Inc. make no guarantees or warranties for products not manufactured by Keystone Automotive Operations Inc. Such products are covered solely under any applicable warranty of the manufacturer. It is always recommended that the operating instructions and warranty instructions provided by the manufacturer are followed.

The Limited Lifetime Warranty excludes the following TrailFX items; bushings, bump stops, ball joints, tie rod ends, limiting straps, cross shafts, heim joints and driveshafts. These parts are subject to wear and are not considered defective when worn. They are warranted for 60 days from the date of purchase for defects in workmanship.

Keystone Automotive Operations Inc. warrants its products to be free from manufacturing and material defects to the original purchaser for the length of warranty stated above from the date of retail purchase. If any products are found to have a manufacturing or material defect, the product will be replaced or repaired at the option of TrailFX and Keystone Automotive Operations Inc. with proof of purchase by the original purchaser. The original purchaser shall pay all transportation and shipping costs associated with the return of the defective product and the defective product shall become the property of Keystone Automotive Operations Inc.

This Warranty applies to Keystone Automotive Operations Inc. products used for individual and recreational purposes. Commercial usage of the Keystone Automotive Operations Inc. products limits the warranty to 90-days from date of purchase.

This Warranty applies only to Keystone Automotive Operations Inc. products which are found to be defective in manufacturing or material. This warranty does not apply to normal wear and tear of the finish placed on Keystone Automotive Operations Inc. products.

TrailFX and Keystone Automotive Operations Inc. are not responsible for any labor costs incurred for removal or replacement of the defective product.

TrailFX and Keystone Automotive Operations Inc. are not responsible for repair or replacement of any product under the limited warranty where the product was improperly installed, misapplied, altered, abused, neglected, overloaded, misused, or damaged as a result of an accident, including any use of the product not in accordance with all products operating and safety instructions.

Without limiting the generality of the foregoing, TrailFX and Keystone Automotive Operations Inc. shall under no circumstances be liable for any incidental or consequential loss or damage whatsoever arising out of, or in any way relating to any such breach of warranty or claimed defect in, or non-performance of the products. Some states do not allow the exclusion or limitation of incidental or consequential damages, so the above exclusion or limitation may not apply to you.

This limited warranty gives you specific legal rights, and you may also have other rights that vary from state to state.

