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# Suspension MAXX

## INSTALLATION INSTRUCTIONS

Part # SMX-MCJRC

For use with:

GMC CANYON & CHEVROLET COLORADO 4X4



Thank You for choosing SuspensionMAXX for your vehicle. This kit is designed to add suspension travel and increase front ground clearance. Specially designed tools and experience are required to complete this installation properly. These parts should only be installed by a Qualified Mechanic otherwise an unsafe vehicle and/ or personal injury may result. Consult manufactures service manual for proper torque specifications and procedures. Instructions are supplied for the leveling kit installation only. Safety is most important. Use safe working habits.

### Notice:

This product combines with the torsion bar to increase suspension height up to 3.0" for a smoother ride. Enhances ride profile and is an economical alternative to expensive lift kits! This kit allows for up to 32" tires.

**WARNING!** This suspension system will enhance off road performance and increase ground clearance! **Larger** tires will increase vehicle roll center height. The vehicle will handle and respond to driver steering and braking differently from a stock factory equipped passenger car or truck. Extreme care must be used to prevent loss of control or vehicle rollover during abrupt maneuvers both on and off-road. Failure to operate this vehicle safely can result in vehicle damage, serious injury or death to the driver and passengers. **Always wear** your seat belts and **reduce** your speed, **avoid** sharp turns, **inclines** and **abrupt** maneuvers. Tread lightly, respect nature and enjoy the Off-Road Experience!

Help keep it available for future generations.

Thank You! Suspension MAXX Inc.

Lift Your **Attitude!**  
Retain your factory ride

Again, thank you for your purchase! Enjoy your SuspensionMAXX leveling system!

Questions? E-mail us at [tech@suspensionmaxx.com](mailto:tech@suspensionmaxx.com) or call 1.888.MAXX.CAM



**PROPERLY DESIGNED TOOLS REQUIRED!  
USE OF IMPROPER TOOLS AND PROCEDURES  
NOT RECOMMENDED!**

### REMOVAL (Fig 1.1)

1. Raise and safely support FRONT of vehicle under certified frame lift points. Remove tire and wheel assembly.
2. Remove tension on torsion bar by rotating bolt in counter-clockwise direction. Remove height adjusting bolt and horizontal adjusting nut when fully unloaded.
3. Raise torsion bar lever rearward and remove from torsion bar hex.

**CAUTION DISENGAGED LEVER CAN  
FALL FROM VEHICLE AND CAUSE INJURY.**

(Notice torsion bar may be frozen in lever, added force may be required for disassembly).

### UPPER CONTROL ARM IMPACT BUMPERS

1. While torsion bars are unloaded, raise upper control arm, allowing access to mounting pad. Refer to Fig 1.2 .
2. Install the upper control arm impact bumpers. Tighten one per side as shown. See Fig 1.3 .



Fig 1.1



Fig 1.2



Fig 1.3

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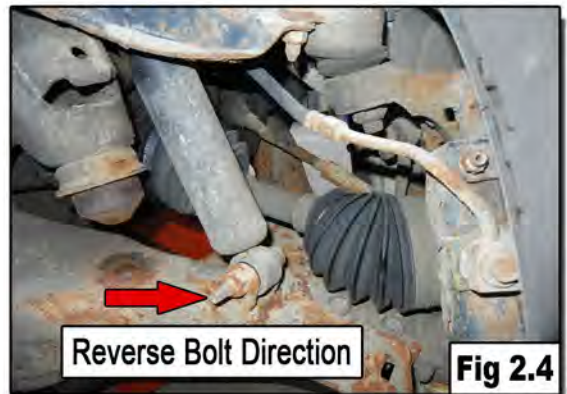
## SHOCK RELOCATION KIT

1. Loosen the top shock nut. Use 5mm Allen Wrench to hold shock stem when loosening top nut with an end wrench. See Fig 2.1.
2. Remove top nut, washer, and center sleeve off of shock. See Fig 2.2 .
3. Assemble shock using the new shock hardware. See Fig 2.3 for proper assemble order.
4. Tighten top of shock nut. Use 5mm Allen Wrench to hold shock stem when tightening top nut with an end wrench. See Fig 2.1.
5. Lower shock bolt orientation must be reversed with the nut facing the CV Shaft. See Fig 2.4 for improper bolt position.



## DIFFERENTIAL SPACER KIT (Fig 2.5 )

1. Support front differential drive case with suitable floor jack or stand.
2. Loosen four mounting bolts and remove two bolts at a time.
3. Slowly lower front differential case allowing room for aluminum spacers.
4. Install one spacer per bolt location. Reuse factory bolts. Torque all fasteners to 90 ft. lbs.



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**Calibration is required before installation.**

## Installation (Fig 3.1)

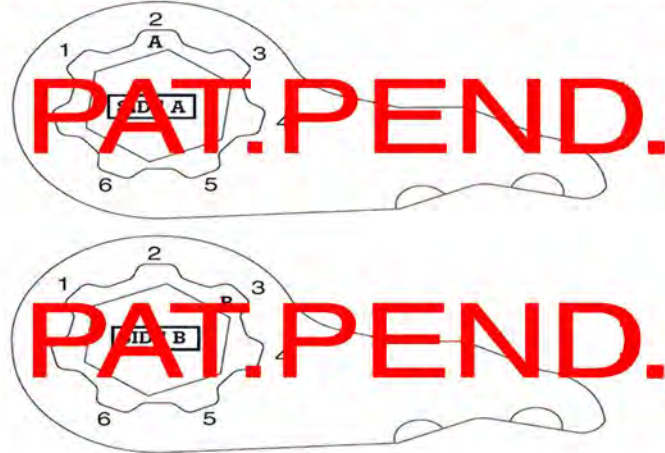
1. Inspect torsion bars, crossmember support for bends, cracks, rust or damage. Check adjusting bolts and nuts for damage, rust or stripped threads. Replace as necessary.
  2. Calibrate **MAXX Cam JR** as needed to compensate for torsion bar sag and fatigue. Calibration Instructions located to the left.
  3. Install **MAXX Cam JR** on torsion bar, fully engaging torsion bar HEX in **MAXX Cam JR**.
  4. Reinstall adjusting bolt and horizontal nut, fully engaging threads. Rotate clockwise to increase tension.
- NOTICE: INCREASED PRESSURE REQUIRED! USE EXTREME CAUTION!**
5. Maximum front ride height not to exceed 23.5". See Fig 3.2.
  6. Wheel alignment required for maximum tire performance.



**Fig 3.1**



**Fig 3.2**



1. To calibrate match A or B stamped on the internal hub with the appropriate numbered outer position
2. Apply Anti-Seize on gear tooth area to ease future disassembly
3. Install hub alignment clip for install. (Only 1 supplied)

\*Actual measurements may vary due to initial starting position, load and bar fatigue.



### Decrease Height

A5 = -2.0"

B6 = -1.2"

A6 = -0.5"

### Increase Height

B7 = +0.7"

A7 = +1.2"

B1 = +2.0"

A1 = +3.0"

\* A2 = Position for older & fatigued torsion bars. May not fit on all applications.\*

Record Position for reference:

Right \_\_\_\_\_ Left \_\_\_\_\_

Installed \_\_\_\_\_ Mileage \_\_\_\_\_

This kit adds suspension travel only and will not add load carrying capacity to the suspension system.

**\*DO NOT OVERLOAD\***

This kit can be over calibrated. Over adjustment of the torsion bar is not recommended.

### **Wheel Alignment Specs w/ Leveling Kit**

Camber... 0.0 Deg. +/- 0.5 Deg.

Caster.... 2.0 Deg. +/- 1.0 Deg.

Toe..... 1/8" +/- 1/16" (toe in)

\*Measurements are equal on both sides\*

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