

## Standard Leveling Kit for 2023+ GMC Canyon/ Chevrolet Colorado Trucks

**INSTALL INSTRUCTIONS:**

Standard Leveling Kit for 2023+ GMC Canyon/ Chevrolet Colorado Trucks  
SKU: 110-91242

**PARTS LIST FOR SKU: 110-91242**

QUANTITY	PART #	DESCRIPTION
2	6983	Spring Preload Spacer
2	6984	Strut Tophat Spacer

**WARNING**

Please read this entire instruction sheet before beginning installation. Proper installation of these components requires a qualified mechanic. Always wear safety glasses when using power tools, and take appropriate precautions when working under a vehicle. If these instructions are not properly followed you may jeopardize your, and your passenger's safety, and severe frame, suspension or tire damage may also result from improper installation.

Modification of vehicle suspension can interfere with ride-height sensors, active suspension, lane departure features, semi-autonomous, and autonomous driving features. It is the responsibility of the mechanic to determine feature compatibility prior to installation. Recalibration of sensors may be required in the event of any modification.



## INTRODUCTION

Thank you for purchasing the Cognito 2-Inch Standard Leveling Kit for your GMC Canyon or Chevrolet Colorado. This kit is designed to level your vehicle front to rear while retaining the majority of OEM components, ensuring the OEM ride quality is not compromised. The Cognito 2-Inch Standard Leveling Kit includes the Strut Spacer Kit and Spring Preload Spacer kit.

## TECH NOTES

- Read instructions carefully and study the pictures before attempting installation.
- This leveling kit may only be installed on a truck that has not been previously lifted or leveled. You cannot stack leveling kits or shock spacers.
- Check the parts and hardware packages against the parts list to assure that your kit is complete before starting.
- AT4X and ZR2 models will not use the 6983 Spring Preload Spacer.

## REQUIREMENTS

- Installation requires a qualified mechanic.
- Installation requires a spring compressor.
- Front-end alignment is required after installation.
- Follow the OE specifications when replacing or re-installing OE fasteners, retainers, and hardware specified in the OEM manual.
- Always wear safety glasses when using power tools.
- Proper vehicle lifting equipment is required. Always make sure the vehicle is properly support and **never work under an unsupported vehicle.**

## INSTALLATION

1. Lift the front of the vehicle using a vehicle hoist or jack stands. If using jack stands, chock the rear wheels. **NEVER WORKS UNDER AN UNSUPPORTED VEHICLE!**
2. Remove the front wheels.
3. Mark the alignment of the lower control arm cam bolts so that the vehicle can be aligned after installation.
4. Remove the lower control arm bolts.
5. Support the spindle to prevent over-extending the CV axle.
6. Remove the lower strut mount bolts from the lower control arm.
7. Remove the 3 upper strut mount bolts and remove the strut from the vehicle.
8. **AT4X/ZR2 Models: Skip this step.** Place the strut assembly in a spring compressor. Remove the nut in the center of the upper strut mount and remove the shock body from the spring
9. **AT4X/ZR2 Models: Skip this step.** Mark the alignment of the spring perch on the shock body.
10. **AT4X/ZR2 Models: Skip this step.** Remove the rubber cap from the top of the shock body.
11. **AT4X/ZR2 Models: Skip this step.** Use a rubber mallet to remove the spring perch from the shock body.
12. **AT4X/ZR2 Models: Skip this step.** Place **6983 Spring Preload Spacer** over the shock body. The chamfered inside diameter of the spacer will face downwards. The chamfered outside diameter of the spacer will face upwards.
13. **AT4X/ZR2 Models: Skip this step.** Place the spring perch over the preload spacer. Align the spacer with the mark made in Step 9.
14. **AT4X/ZR2 Models: Skip this step.** Reattach the rubber cap remove in Step 10.
15. **AT4X/ZR2 Models: Skip this step.** Place the strut back into the spring compressor and reattach the top hat. Torque to factory specs.
16. Place the **6984 Strut Top Hat Spacer** on top of the strut.
17. Install the strut assembly with top hat spacer into the vehicle and attach with the 3 top hat nuts. Torque to OEM spec.
18. Reattach the lower strut mount bolts to the lower control arm. Torque to factory spec.
19. Reattach the lower control arm pivot bolts. Ensure that the alignment cams are aligned with the marks made in Step 3. Torque to factory spec.
20. Reattach wheels. Torque lug nuts to factory spec.

21. Adjust headlights per owner's manual.
22. Have the vehicle professionally aligned.

**Note:**

Cross caster is important in making your vehicle track straight down the road. Most roads have crown to them, high in the middle for water runoff. This crown will make your vehicle want to pull to the right. Vehicles with stock tires on them have a narrow contact patch on the ground and are not as affected as a vehicle having larger wider tires. With larger wider tires it's important to have cross caster proper in order for the vehicle to track straight on these roads. Trucks with dual rear wheels have more tire on the ground and require more cross caster. The length of the wheelbase will also affect cross caster needed.

Generally, crew cab short and long bed trucks like .8 degrees of cross caster. For example, the driver side would have 2° while the passenger side would have 2.8° of caster. Dual rear wheel trucks like .9-1.0 degrees of cross caster. Your area might have roads that are crowned more or less than average therefore these numbers may need to change, and your alignment shop should understand this. If your alignment tech is stating they can't align the truck, that typically means they can't get the alignment to OEM spec, and that's fine because your vehicle is no longer OEM. A good tech will understand this and the numbers and let caster run slightly out of OEM spec (Caster should always be above 2 degrees positive) while maintaining cross caster needed for the vehicle and roads so you enjoy your vehicle with aftermarket Cognito parts and your driving experience. Camber should always be from  $-.1^{\circ}$  to  $+.1^{\circ}$  and toe should always be  $.125''$  to  $.250''$  toe in for best tire wear.

***This completes the installation steps, enjoy your new Cognito Standard Leveling Kit!***



## WARRANTY / RETURN POLICY / SAFETY

### **Cognito Limited Lifetime Warranty**

Cognito Motorsports, Inc. hereinafter “Cognito,” warrants to the original retail purchaser, that its suspension products are free from workmanship and material defects for as long as the purchaser owns the vehicle on which the product(s) were originally installed. This warranty will be void if any modifications are made to the components, including alterations to the surface finish, i.e.; painting, powder coating, plating, and/or welding, or if they are improperly installed. Cognito truck suspension products are not designed nor intended to be installed on “competition” vehicles used in race applications, stunt or for exhibition purposes that are outside of the intended operating conditions specified by the manufacturer. Racing and competition are defined as any contests between two or more vehicles; or vehicles competing individually on off road circuits in timed events (whether or not such contests are for an award or prize).

This warranty does not include coverage for police, taxi, government or commercial vehicles, and the warranty does not cover Cognito products sold outside of the USA. Cognito’s obligations under this warranty are specified and applied at its sole discretion, and warranty coverage is limited to repair or replacement of the defective product(s). Any and all costs of removal, installation or reinstallation; freight charges, incidental or consequential damages associated with the covered products are expressly excluded from this warranty.

The following items are exempt from Cognito limited warranty coverage: bushings, bump stops, tie-rod ends (Heim joints) and limiting straps. These parts are “consumables” and designed to wear as a normal part of their duty cycle, therefore they are not considered defective when worn. The aforementioned products are warrantied separately against defects in workmanship, for 60 days from the date of purchase. As a condition of warranty validation, respective Cognito suspension components must be installed as a complete system (not combined with non-Cognito hardware or ancillary parts). Any substitutions or omission of required components will void the warranty. Some minor cosmetic wear and imperfections may occur to parts during shipping, which is not covered under this warranty. This limited warranty does not apply to any components that have been subjected to collision damage, negligence, alteration, abuse, or misuse, and coverage does not extend to products manufactured by third-party companies. Cognito reserves the right to supersede, discontinue, or change the design, finish, part number and/or application of its parts when deemed necessary, without notice.

### **Return Policy**

Product returns will not be accepted without prior written approval from an authorized Cognito representative. All products being returned must be shipped via trackable, prepaid freight. Returned products are subject to a 25% percent restocking fee. The eligible return period for products purchased directly from Cognito is 30 days from the verified date when the product(s) were originally received by the purchaser.

### **Product Safety Advisory**

The installation of Cognito steering and suspension components will modify your vehicle’s original factory equipment and geometry, which may cause it to handle differently than a stock (unaltered) vehicle. Installation of these components is not intended to strengthen nor reinforce the vehicle’s frame, nor are they designed to increase rollover protection. It is necessary to periodically inspect all suspension and drive train components for proper attachment, torque specifications, operation, and for any potential unusual wear or damage. Installation of these parts will modify the height of the vehicle and may raise the center of gravity. Modifying vehicle height combined with off road operation may increase your vehicle’s susceptibility to rollover conditions, which may cause serious injury or death. Many states regulate allowable vehicle height modifications, and it is your responsibility to know and comply with the legal requirements specified by the laws where you reside. Modifications to your vehicle’s ride height may also affect the ride quality, driver input response, trackability and handling, and wear to your vehicle’s suspension components and tires.



This page intentionally left blank.