



2" AWD PRO RUNNER Lift Kit

This kit is for the 2003 or newer Chevy / GMC AWD Vans

Parts List:

2 Torsion Keys
4 Bilstein shocks
2 Rear Lift Blocks
4 New U-Bolts, washers, and nuts

Tools List: (NOT INCLUDED)

Floor Jack
Jack Stands
Assorted Metric and S.A.E. Sockets, Ratchets, and Allen Wrenches
Torque Wrench
Torsion Key Puller Tool

***Please read instructions thoroughly and completely before beginning installation.**

***Installation by a trained mechanic is recommended**

***Please check all parts included in this kit, to the parts list above, before beginning installation. If any pieces are missing, contact Boulder Off-road at 303-828-9398**

WARNING!

This vehicle has been modified to enhance its performance. The steering, braking, and handling of this vehicle will differ from standard passenger cars and trucks. This vehicle handles differently from an ordinary vehicle in driving conditions which may occur on streets, highways, and off road. Avoid unnecessary abrupt maneuvers, sudden stops, sharp turns and other driving conditions that could cause loss of control, possible leading to a roll over or other accident that could result in serious injury or death to driver and passengers.

If larger tires are installed the speedometer will read lower than the vehicles actual speed.

DRIVE WITH CARE, REDUCE SPEED AND WEAR SEAT BELTS AT ALL TIMES.

Front Torsion Key Install Instructions:

Step 1:

Position vehicle on a flat surface and lift by the frame so that the front wheels are off the ground using a floor jack and jack stands or a 2 post lift if available. Remove factory shock and replace with supplied Bilstein shock.

NOTE: Prior to lifting the vehicle it is recommended that you measure the stock height of the vehicle so that you have a base line to gauge when you are adjusting the height.

Measuring the vehicle from the bottom of the wheel to the lip of the fender is recommended.



Step 2:

NOTE: Measure the threads on the torsion bar before disassembly to aid in reinstallation

Locate the torsion key cross member under the van. Make a mark on the key and the torsion bar as a reference point. Now locate the lower front a-arm and mark a reference point between the a-arm and the torsion bar. This will help with locating the keys.

Using a GM or Torsion Bar Unloading Tool, compress the driver's side key so that you can remove the threaded part of the torsion key adjusting bolt and adjuster completely.

Releasing the tension on the unloading tool will now release the tension on the torsion bar.

Slide torsion bar forward allowing the torsion key to be removed.

Step 3:

Install the Forged torsion key and slide torsion bar back into position.

Apply pressure with torsion bar uploading tool to the torsion key, and create enough space to reinsert the torsion key keeper that the adjusting bot threads into.

IMPORTANT! MAKE SURE THE TORSION BAR IS EXTENDED AT LEAST ¼" THROUGH THE TORSION KEY.

Step 4:

Install the adjusting bolt, and adjust it so ¼" of bolt threads extend beyond torsion key keeper.

IMPORTANT! EACH ¼" OF ADJUSTMENT ON THE BOLT EQUALS 1" AT THE WHEEL. IT IS BEST TO CHECK RIDE HEIGHT AFTER THIS INITIAL SETTING AND ADJUST AS NEEDED.

NOTE: Over cranking of the suspension will affect ride quality and is not recommended.

Step 5:

Repeat steps 2 through 4 on the passenger side of the vehicle. Follow each step closely making sure to double check the torque on the fasteners. Measure the distance between the tires and the fenders to make sure both sides of the vehicle are even.

NOTE: WHILE TURNING THE STEERING WHEEL FULLY IN EACH DIRECTION, MAKE SURE THERE IS AMPLE CLEARANCE BETWEEN THE WHEELS, TIRES, CONTROL ARMS, BRAKE LINES, AND ABS WIRES. DRIVE THE VEHICLE FOR 50 MILES AND HAVE IT ALIGNED TO FACTORY SPECIFICATIONS.

Rear Lift Installation:

1. Raise the rear of the vehicle with a floor jack positioned under the rear axle.
2. Place jack stands under the frame rails, a few inches in front of the rear of the springs, front hangers.
3. Ease the jack down until the frame is resting on the stands.
4. Keep a slight load on the jack. Block the front tires to prevent any possibility of movement.
5. Remove tires, U-bolts, and shocks. NOTE: For easier block alignment loosen u-bolts on one side and remove on the other. Then do the same for the other side.
6. Lower the axle by easing down the jack. Do not overextend the brake and axle vent hoses: both may need re-routing or replacing. Position blocks, with tall end of taper facing rearward, in between leaf spring and perches. All contact surfaces must be clean.
7. Install u-bolts, torque to 120ft. lbs. Tighten using an "X" pattern
8. Install shocks, tires and lower the vehicle to the floor.

***Wheel Alignment – it is recommended that a Certified Alignment Technician that is experienced with lifted vehicles perform the alignment.**

***It is recommended that you have your vehicle's alignment checked whenever installing new tires.**

***Minor trimming of the front air dam may be required to ensure adequate tire clearance.**

***It is also recommended that you adjust your headlights.**

***You may also want to see if a speedometer calibrator is available to reset your speedometer for the size tires you install.**

If you have any questions or concerns at all please feel free to contact us at

303-828-9398

Or email to

Info@BoulderOffroad.com

Thanks for your purchase!

