



## INSTALLATION MANUAL

**Vehicle:** 2015-2022 GM Colorado/Canyon - Pre Runner - 2WD/4WD  
2017-2022 Chevy Colorado ZR2 – Pre Runner – 4WD

Kit Part # BJK1321001, BJK1321002

Level 4 Install: Bolt with some cutting  
Install Time: 4-5 hours (approximate)

**\*\*NOTE:** Read through entire installation manual before deciding whether to attempt the procedure. Do not attempt if you do not possess the proper know-how and tools necessary to complete the installation.



## **BEFORE YOU START**

Baja Kits recommends this system be installed by a professional technician. In addition to these instructions, professional knowledge of disassembly/reassembly procedures and post installation checks must be known.

## **FOR YOUR SAFETY**

Certain Baja Kits products are intended to improve off-road performance. Modifying your vehicle for off-road use may result in the vehicle handling differently than a factory equipped vehicle. Extreme care must be used to prevent loss of control or vehicle rollover. Failure to drive your modified vehicle safely may result in serious injury or death. Baja Kits does not recommend the combined use of suspension lifts, body lifts, or other lifting devices. You should never operate your modified vehicle under the influence of alcohol or drugs. Always drive your modified vehicle at reduced speeds to ensure your ability to control your vehicle under all driving conditions. Always wear your seat belt.

## **BEFORE INSTALLATION**

- Special literature required: OE Service Manual for model/year of vehicle. Refer to manual for proper disassembly/reassembly procedures of OE and related components.
- Secure and properly block vehicle prior to installation of Baja Kits components. Always wear safety glasses when using power tools.
- Due to payload options and initial ride height variances, the amount of lift is a base figure. Final ride height dimensions may vary in accordance to original vehicle attitude. Always measure the attitude prior to beginning installation.

## **BEFORE YOU DRIVE**

Check all fasteners for proper torque. Check to ensure for adequate clearance between all rotating, mobile, fixed, and heated members. Verify clearance between exhaust and brake lines, fuel lines, fuel tank, floor boards and wiring harness. Check steering gear for clearance. Test and inspect brake system.

Perform steering sweep to ensure front brake hoses have adequate slack and do not contact any rotating, mobile or heated members. Inspect rear brake hoses at full extension for adequate slack. Failure to perform hose check/ replacement may result in component failure. Longer replacement hoses, if needed can be purchased from a local parts supplier.

Perform head light check and adjustment.

Re-torque all fasteners after 500 miles. Always inspect fasteners and components during routine servicing.

**FOR ANY TECHNICAL QUESTIONS OR SUPPORT,  
PLEASE CONTACT BAJA KITS**

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## 2015-2022 GM Colorado & ZR2/Canyon – Pre Runner – 2WD/4WD

Item	Qty	BJK1321001
A5037	1	Pre Runner - UCA - DS
A5038	1	Pre Runner - UCA - PS
9110001	2	Steering Extender
B5108	1	Brake Line Extension - Bag Kit
	4	3/8 Brake Line Crush Washer
	2	Brake Line Extension
	2	10mm x 1 Brake Line Deep Fitting
	2	10mm 45 Degree Banjo
	1	Pre Runner - UCA - DS
	1	Pre Runner - UCA - PS
B5012	2	UCA Misalign Kit
	2	1/2-20 Nylock Nut Clear
	2	Sunk Misalignment 1/2"
	2	UCA Taper
	2	Bolt: 1/2" 20 x 4 - 12 Point
	2	1/2in Washer
B5041	2	UCA Delrin Bushing Kit
	4	11.5in Nylon Cable Tie - Black
	8	Delrin Bushing .4"
	4	UCA Crush Sleeve
B5059	2	3.5" Badge Rivet Kit
	4	90 Deg Zerk Fitting 1/8 NPT
	2	Baja Kits Logo, 3.5" Rivet
	4	1/8" 18-8 Stainless Steel Band Rivet

Item	Qty	BJK1322001
A5029	1	Pre Runner - LCA - DS
A5030	1	Pre Runner - LCA - PS
B5035	2	LCA Misalign Kit
	2	Bolt: 9/16 18 x 4 - 12 Point
	2	Sunk Misalignment 9/16"
	2	LCA Taper
	2	9/16" Fine Prevailing Torque Nut
	2	9/16" SAE Flat Washer - Yellow Zinc
B5036	2	LCA Delrin Bushing Kit
	8	Delrin Bushing .6"
	4	LCA Crush Sleeve
B5037	1	LCA Hardware Kit
	2	1/2" Nylock Nut Clear

Item	Qty	BJK1322001 - cont'd
	2	M14 2.0 Lock Nut
	4	M14 Washer
	2	Bolt 1/2" x 3" Grade 8 HHCS
	2	Bolt M14 2.0 x 75MM
	4	1/2" Washer
B5060	2	7" Badge Rivet Kit
	4	90 Deg Zerk Fitting 1/8 NPT
	2	Baja Kits Logo, 7" Rivet On
	4	1/8" 18-8 Stainless Steel Band Rivet

Item	Qty	BJK1326001 - 4WD Only
910-0011	2	Pre Runner - 4WD Axle Kit
86-5832	4	CV Clamp - Long
6865833	4	CV Clamp - Short

Item	Qty	BJK1321002
911-0001	2	Steering Extender
B5108	1	Brake Line Extension - Bag Kit
	4	3/8" Brake Line Crush Washer
	2	18" Brake Line Extension
	2	10mm Brake Line Deep Fitting
	2	10mm 45 Degree Banjo
A5037	1	Pre Runner - UCA - DS
A5038	1	Pre Runner - UCA - PS
B5041	2	UCA Delrin Bushing Kit
	2	11.5" Nylon Cable Tie - Black
	4	Delrin Bushing .4"
	2	UCA Crush Sleeve
B5059	2	3.5" Badge Rivet Kit
	2	90 Deg Zerk Fitting 1/8 NPT
	1	Baja Kits Logo, 3.5" Rivet
	2	1/8" Stainless Steel Band Rivet
B5100	2	UCA - Misalign Kit
	1	1/2" Nylock Nut Clear
	1	Sunk Misalignment 1/2" - SS
	1	Misalignment UCA Taper - SS
	1	1/2" Washer
	1	1/2" x 4.5 - 12 Point Bolt
	1	Thread Locker



## DISASSEMBLY

1. Secure the rear of the vehicle.
2. Lift the front of the vehicle and secure with jack stands.
3. Remove the front wheels.
4. Remove the front skid plate. **(Fig. 1)**



**FIGURE 1**

5. Disconnect sway bar links from lower control arm on both sides then the frame as it will not work with the pre-runner kit. Top nut 15mm, bottom bolt head 13mm. **(Fig. 2A, 2B)**



**FIGURE 2A**



**FIGURE 2B**

6. Remove axle nut and washer. (Fig. 3A, 3B) - Use 36MM Socket



**FIGURE 3A**



**FIGURE 3B**

7. Loosen tie rod end nut. Remove Tie Rod from Knuckle using appropriate tool. (Fig. 4) 18mm



**FIGURE 4**

8. Disconnect the ABS wire from knuckle.(Fig. 5A) Disconnect the ABS sensor from the knuckle.(Fig. 5B) T30

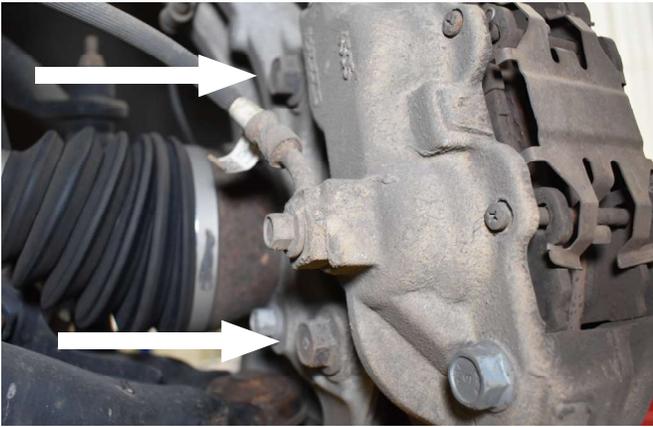


**FIGURE 5A**



**FIGURE 5B**

9. Remove the Brake Calipers from the knuckle, Hang to protect the lines from damage. - 18mm (Fig. 6A, 6B)



**FIGURE 6A**



**FIGURE 6B**

10. Remove the torx screw retaining the brake rotors. Remove brake rotors. (Fig. 7)



**FIGURE 7**

11. Loosen ball joint nut. Use appropriate ball joint separation tool to separate the knuckle and the UCA. (Fig. 8A, 8B)



**FIGURE 8A**



**FIGURE 8B**

12. Push axle out of bearing using an air hammer. (Fig. 9)



**FIGURE 9**

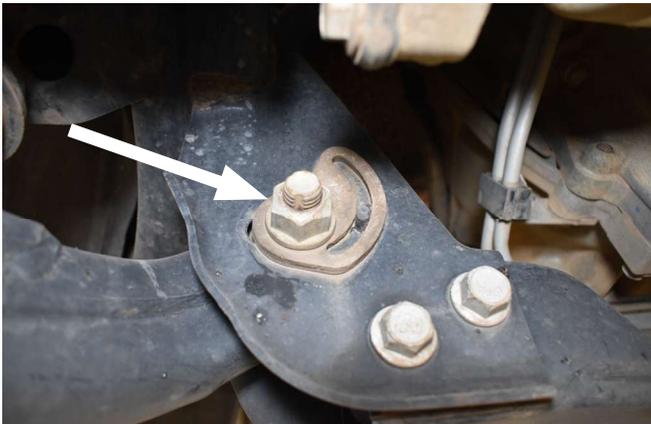
13. Disconnect the lower ball joint nut. (Fig. 10) 24mm



**FIGURE 10**

14. Remove knuckle from the vehicle.

15. Loosen LCA pivot cam nuts. (Fig. 11A, 11B) 24mm



**FIGURE 11A**



**FIGURE 11B**

16. Disconnect the lower strut removing the lower bolt and nut, swing arm down. (Fig. 12A, 12B) 21mm



**FIGURE 12A**



**FIGURE 12B**

17. Remove LCA. Retain OE hardware. (Fig. 13)



**FIGURE 13**

18. Remove upper strut nuts.(Fig. 14A) Do not loosen center nut. Remove strut. (Fig. 14B)



**FIGURE 14A**



**FIGURE 14B**

19. Remove the lower shield clip and bend back to give access to rear UCA bolt. (Fig. 15)



**FIGURE 15**

20. Loosen and remove the UCA bolts and nuts, remove UCA. (Fig. 16) 21mm

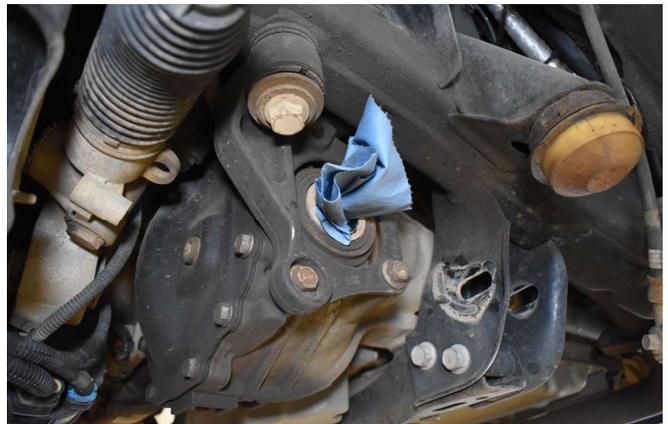


**FIGURE 16**

21. Remove CV's using a pry bar to pop them loose. Tip: Using a clean shop towel to plug CV input hole. (Fig. 17A, 17B)



**FIGURE 17A**

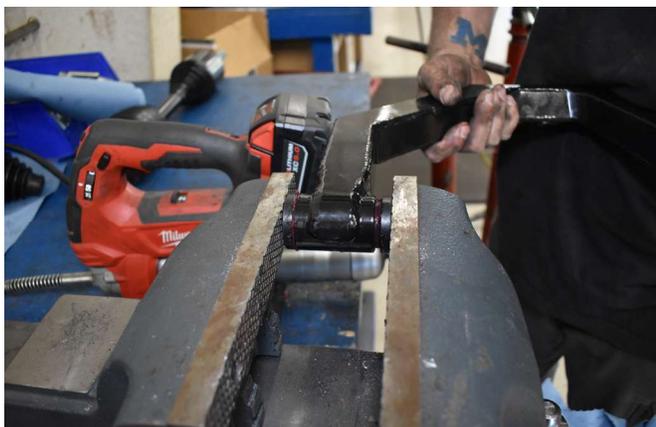


**FIGURE 17B**

## INSTALLATION

### UCA ASSEMBLY

22. Grease and install the bushings (**Fig. 18A**) and sleeves (**Fig. 18B**) using a vice or arbor press.



**FIGURE 18A**



**FIGURE 18B**

23. Install grease zerks. (**Fig. 19**)



**FIGURE 19**

**LCA ASSEMBLY**

24. Grease and install the bushings (Fig. 20A) and the sleeves (Fig. 20B).



**FIGURE 20A**



**FIGURE 20B**

25. Install grease zerks.

26. Install LCA and snug hardware. Final torque should be done when alignment is done. (Fig. 21A, 21B)



**FIGURE 21A**



**FIGURE 21B**

27. Install badge using the provided rivets. (Fig. 22)



**FIGURE 22**

## CV AXLE SWAP

28. Remove Boot Clamps using a chisel. (Fig. 23)



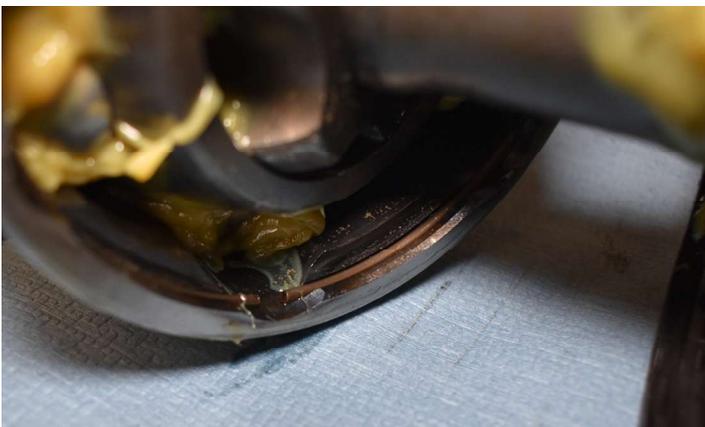
**FIGURE 23**

29. Slide your boot back on the diff. side. (Fig. 24)



**FIGURE 24**

30. Using a pick remove retaining ring from inside CV housing. (Fig. 25A, 25B)



**FIGURE 25A**



**FIGURE 25B**

31. Remove ball bearings from bearing cage and slide cage back to expose the bearing race. (Fig. 26)



**FIGURE 26**

32. Using snap ring pliers, remove the axle snap ring. (Fig. 27)



**FIGURE 27**

33. Place in a vice and tap axle free from race. (Fig. 28)



**FIGURE 28**

34. Remove and note the orientation of the race on the axle. (Fig. 29)



**FIGURE 29**

35. Clean up grease and place axle in vice with bearing assembly down. Strike assembly with a brass hammer to remove assembly from the axle. (Fig. 30)



**FIGURE 30**

36. Remove retaining ring. (Fig. 31)



**FIGURE 31**

37. Install the OE Ring to the new axle shaft end. Add CV grease. (Fig. 32)



**FIGURE 32**

38. Tap the axle shaft into the bearing race. (Fig. 33A, 33B)



**FIGURE 33A**



**FIGURE 11B**

39. Install the CV boot to the shaft. (Fig. 34)



**FIGURE 34**

40. Make sure the CV assembly is cleaned of grease and slide the boot over the bearing assembly.

41. Install your boot clamps. (Fig. 35A, 35B)



**FIGURE 35A**



**FIGURE 35B**

42. Install the other boot. (Fig. 36)



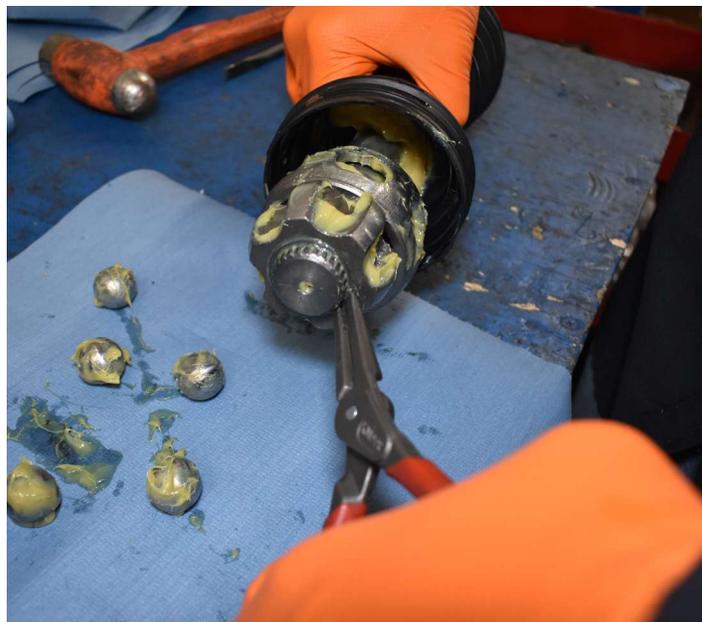
**FIGURE 36**

43. Install the race into the cage, noting the orientation from disassembly, and install to the axle shaft. Add CV grease. (Fig. 37)



**FIGURE 37**

44. Install snap ring to the axle end. (Fig. 38)



**FIGURE 38**

45. Install the ball bearings into the bearing cage. Add Grease. (Fig. 39)



**FIGURE 39**

46. Slide the housing over the assembly. (Fig. 40)



**FIGURE 40**

47. Install the retaining ring. Add CV Grease. (Fig. 41)



**FIGURE 41**

48. Clean any grease that may be on the mating surfaces of the boot, axle and bearing housing.

49. Slide your boot over the assembly and install your clamps. (Fig. 42A, 42B)



**FIGURE 42A**



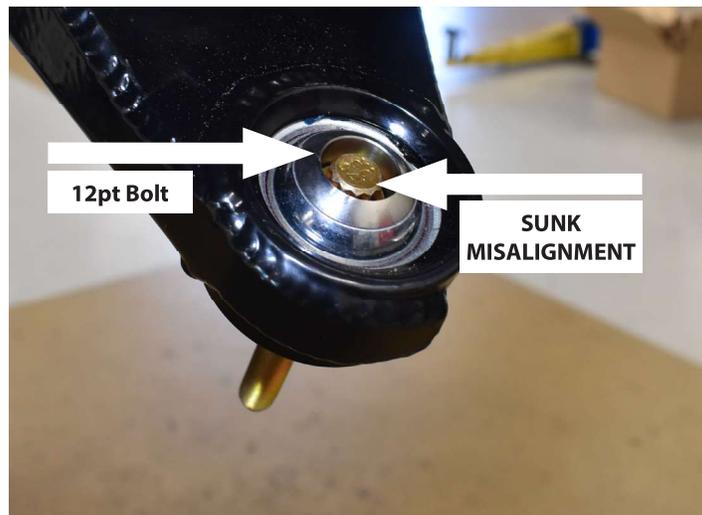
**FIGURE 42B**

50. Install CV. (Fig. 43)



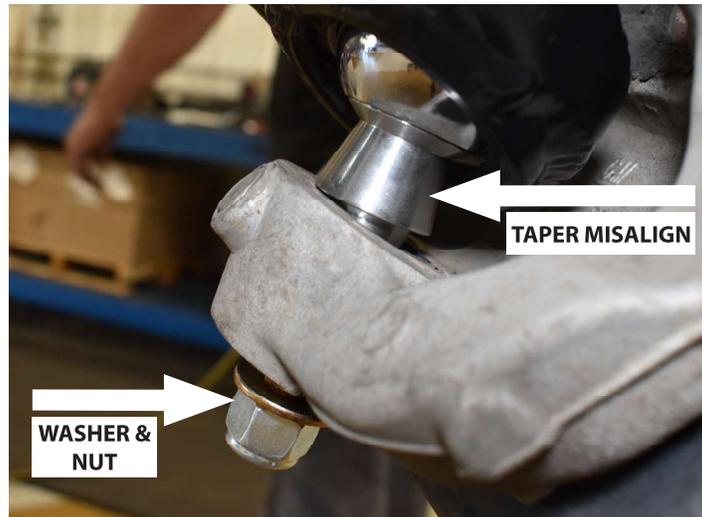
**FIGURE 43**

51. Install the sunk misalign and the 12pt bolt into the uniball joint of the lower control arm. (Fig. 44)



**FIGURE 44**

52. Install taper misalign to the 12pt bolt between the LCA and the knuckle. Install the Nylock nut and washer and torque as follows: First Pass: **(48 lb ft)** Final Pass: **(60–75 degrees)**. (Fig. 45)



**FIGURE 45**

53. Install the UCA using the OE hardware. Snug up hardware and position arm in an upward position. (Fig. 46A, 46B)



**FIGURE 46A**



**FIGURE 46B**

54. Disconnect the brake line bracket and the 2 frame clips. (Fig. 47A, 47B)

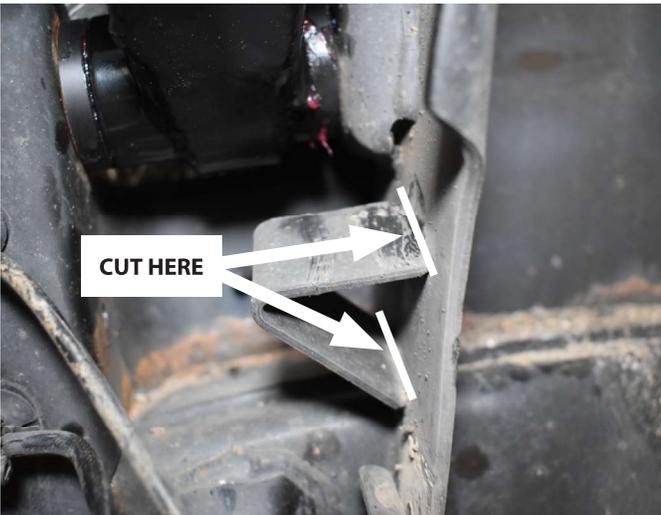


**FIGURE 47A**

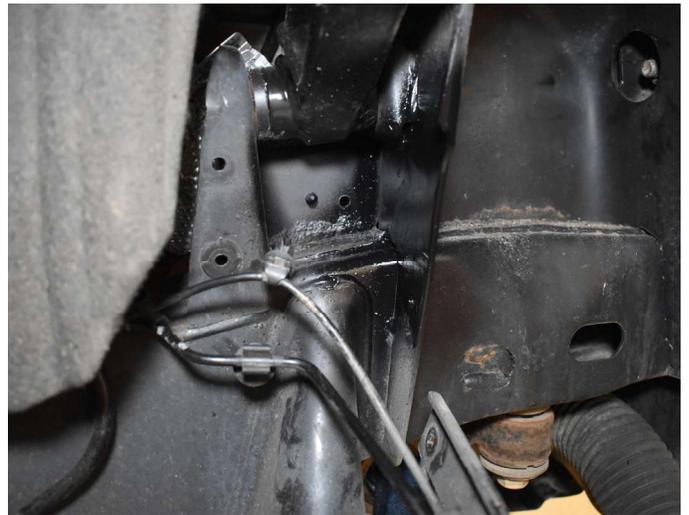


**FIGURE 47B**

55. Cut the bump stop from the strut bucket. Smooth with grinder and coat with paint. (Fig. 48A, 48B)



**FIGURE 48A**



**FIGURE 48B**

56. Install Upper control arms using the OE hardware. Torque the UCA hardware to **(118 lb ft)**.  
(Fig. 49A, 49B)

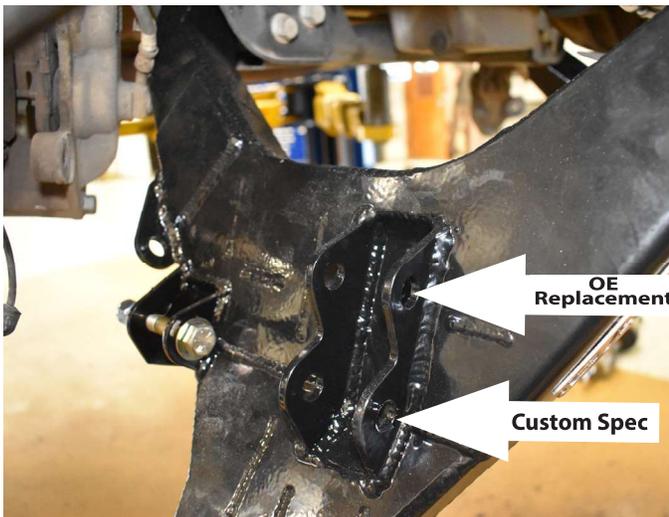


**FIGURE 49A**



**FIGURE 49B**

**NOTE:** If installing coil overs, follow manufacturer instructions. Custom spec coil overs will be mounted to the outside hole on the LCA. (Fig. 50A, 50B)



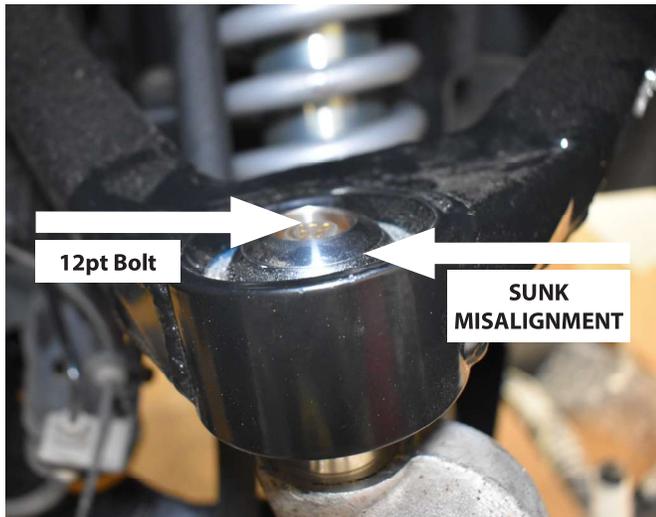
**FIGURE 50A**



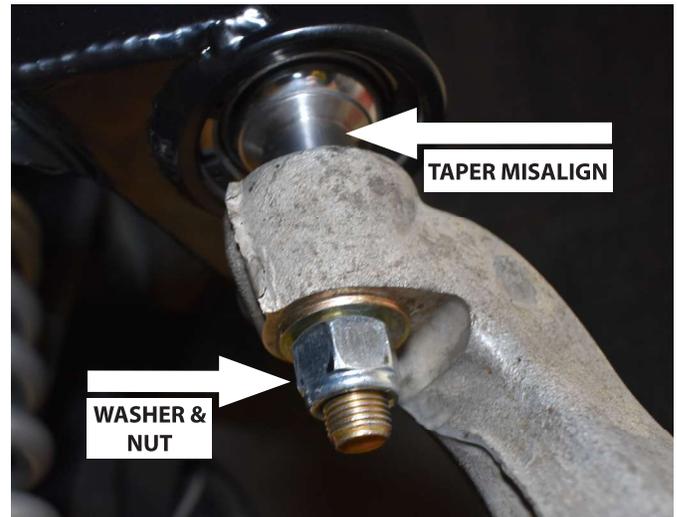
**FIGURE 50B**

57. With the coilover/strut lower installed in the correct location, torque the nut as follows: First Pass: **(74 lb ft)** Final Pass: 25-35degrees.

58. Make sure that the CV axle is inserted into the wheel bearing. Attach knuckle to UCA using the sunk misalign, 12 point bolt and taper misalign. (Fig. 51A) Install the nut and washer and torque as follows: First Pass: **(37 lb ft)** Final Pass: **(90–110 degrees)** 51B)



**FIGURE 51A**



**FIGURE 51B**

59. Install Axle nut and washer. (Fig. 52) Torque to **(185 lb ft)**.



**FIGURE 52**

60. Install the tie rod loosely to help break jam nut loose. Remove tie rod end leaving jam nut in place. **(Fig. 53A)** Use thread locker and install sleeve to tie rod end. **(Fig. 53B)** Anti-seize inner tie rod threads and install outer tie rod with the sleeve.



**FIGURE 53A**



**FIGURE 52B**

61. Connect tie rod to knuckle using the OE hardware. **(Fig. 54)** Torque as follows: First Pass: **(26 lb ft)**  
Final Pass: **(85–95 degrees)**

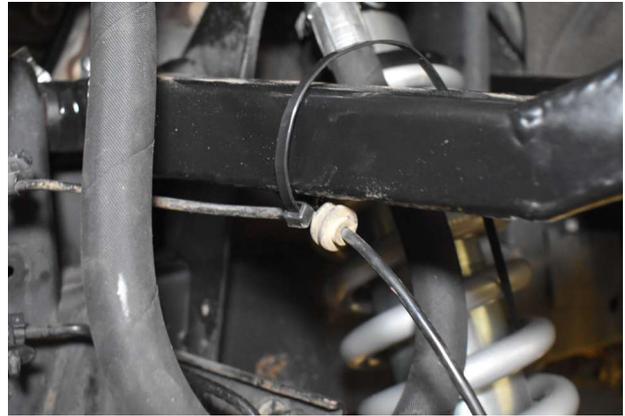


**FIGURE 54**

62. Remove ABS line from bracket.. Remove line clip.(**Fig. 55A**) Attach to UCA using the provided zip tie. (**Fig. 55B**)

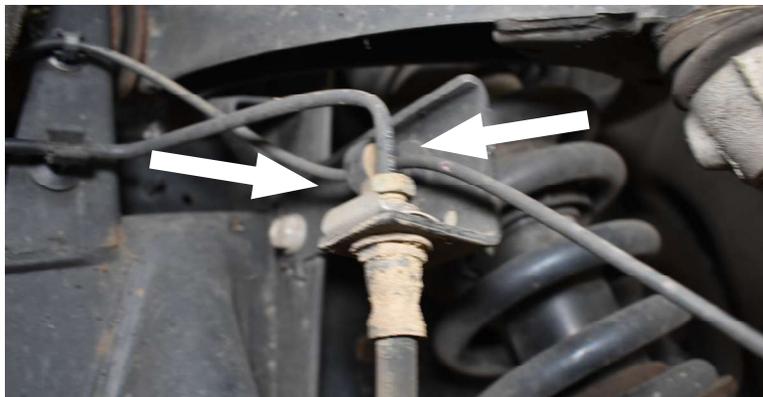


**FIGURE 55A**



**FIGURE 55B**

63. Disconnect brake line from hard-line at the frame bracket. Disconnect brake line bracket clip. (**Fig. 56**)



**FIGURE 56**

64. Disconnect brake line from brake caliper. (**Fig. 57**)



**FIGURE 57**

65. Connect provided brake line to the upper hard-line and clip into place. (Fig. 58)



**FIGURE 58**

66. Install the other end to the brake caliper using the banjo fitting, 2 crush washers and the OE pipe bolt. Torque to 32lb ft. (Fig. 59)



**FIGURE 59**

67. Brakes will need to be bled and fluid added.

68. Reconnect brake line brackets.

69. Tighten the lower control pivot bolts. Note: The lower pivot bolts will be torqued to spec during alignment.

70. Check all hardware.

71. Replace wheels and tires. Torque lug nuts to spec.

72. Lower vehicle to the ground.

73. A full front end alignment is required.

74. Check all hardware after 500 hundred miles.