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**FEATURES**



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**BEFORE:** This profile photo of the Chevrolet Silverado 2500 HD 4WD Crew Cab longbed 6.0L Vortec shows the initial factory forward rake.

**AFTER:** One day's worth of work and the Silverado's ride height is level both front and back, has sweet new wheels and highway tires, and breathes much better thanks to an intake and exhaust system.



BEFORE

# LEVELING THE PLAYING FIELD



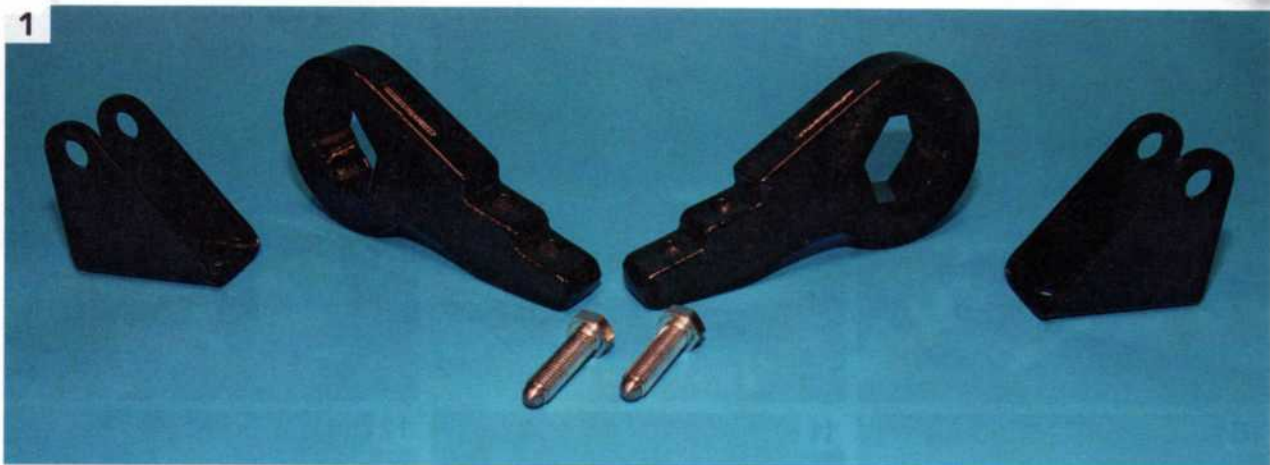
AFTER

## SILVERADO FAN 4 FOR UNDER \$3K

**T**his month's Fantastic Four involves a bone-stock white '05 Chevy Silverado 2500 HD 4WD Crew Cab longbed powered by a 6.0L V-8. Our assignment was to enhance the Silverado's ride height, appearance, power, and fuel efficiency. The overall size of the 2500 HD Silverado is intimidating, with its 167-inch wheelbase, it is no fun at all to park.

To bring the truck up a few inches without breaking the bank, we installed a Pro Comp front torsion bar Level Lift and a set of Mamba M2-8 20x10-inch wheels wrapped in Nitto Durra Grappler Highway Terrain LT275/60R20 (a little taller than 33 inches) rubber. The fuel efficiency and power was improved by installing a CGS Motorsports air intake and after-cat exhaust system.

The first stop of the day was at 4 Wheel Parts Performance Center in Santa Ana, California, where Raul Meyers, Mark Allen and Chuy installed the leveling lift. From 4 Wheel Parts, we took a road trip to CGS MotorSports in Pomona, California, where Casey and Ron Scranton installed an air intake and after-cat exhaust system. Once the dust had settled, our wallet was out less than \$3,000 and our truck looked ready to tow, haul, or handle any other duties we threw in its path. For one day's worth of work, the Chevy performed on a whole new level. *Truckin'*



**1.** To raise the front ride height, a Pro Comp torsion key leveling lift kit will be installed. This allows the front torsion bars to be re-indexed, lifting the front suspension approximately 2½ inches. The kit also included shock extenders.

**2.** Raul, from 4 Wheel Parts in Santa Ana, California, used a tape measure to check the factory front ride height by measuring from the center of the wheel to the front wheel well lip, which was 23 inches.

**3.** After the grounded measurements were taken, the Silverado was lifted and the factory wheel/tires were removed. After removing the torsion bar adjusting bolt, a special torsion key tool was used to release the torsion preload on the key to allow Raul to remove the block.

**4.** Raul carefully removed the block from the torsion bar crossmember.

**5.** The torsion bar was removed from the key and torsion bar crossmember. The key was then lowered from the torsion bar crossmember.

**6.** Showing the old and the new. The new Pro Comp key is re-indexed to allow for proper torsion bar pre load and final load to raise the front end to desired leveling ride height. Also, the Pro Comp leveling kit included taller front shock mounting brackets.





**7.** Raul was then able to install the new Pro Comp 2-inch shock mounting bracket to compensate for the front end's increased ride height.

**8.** The new re-indexed Pro Comp torsion bar key was slid up into position inside the torsion bar crossmember.

**9.** Raul then slid the factory torsion bar into the new Pro Comp torsion bar key.

**10.** Raul used the special torsion key tool to set the torsion bar pre-load.

**11.** The block was carefully installed into the torsion bar crossmember.

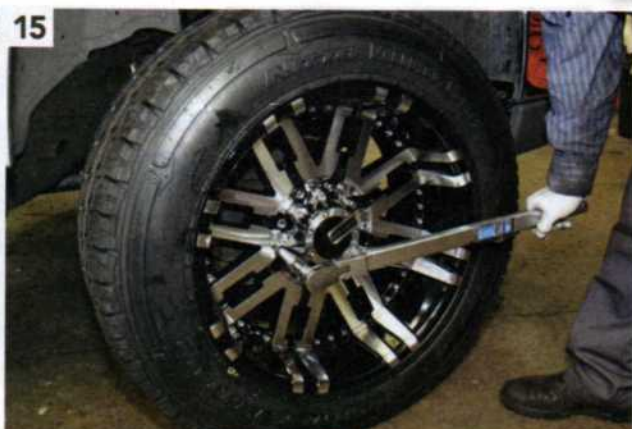
**12.** The new Pro Comp torsion bar adjusting bolt was inserted and cranked up. This raised the front end.

**13.** Raul mounted the Nitto Durra Grappler Highway Terrain 275/60R20 tires onto the new Mamba M2-8 alloy 20x10-inch wheels.





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14. Oh what a difference! You can see a major style and size increase in the Mamba wheel and Nitto tire combo.

15. After mounting all four wheels/tires, Raul used a recently calibrated torque wrench to set the proper 100lb-ft torque settings on each lug nut.

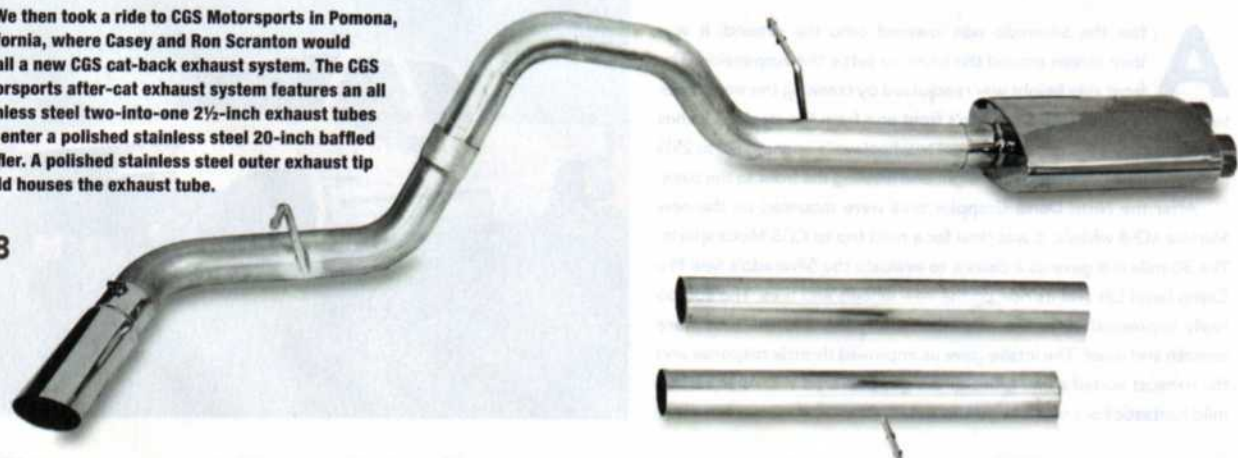
16. After the wheels and tires were mounted onto the Silverado, it was then lowered to the floor and taken for a test drive to settle the

suspension. Chuy used a tape measure to dial in the ride height. Raul was underneath rotating the front torsion bars making final ride height adjustments while Chuy confirmed both the driver and passenger side ride heights.

17. After setting the new Pro Comp Leveling ride height, the Silverado was driven up onto the alignment rack and hooked up with the wheel laser sensors. Chuy worked his magic of aligning the front end with the rear end so the Silverado would travel straight down the road.

18. We then took a ride to CGS Motorsports in Pomona, California, where Casey and Ron Scranton would install a new CGS cat-back exhaust system. The CGS Motorsports after-cat exhaust system features an all stainless steel two-into-one 2½-inch exhaust tubes that enter a polished stainless steel 20-inch baffled muffler. A polished stainless steel outer exhaust tip shields houses the exhaust tube.

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19. A Sawzall was used to cut through the factory exhaust tubes behind the factory catalytic converters. The factory cat-back tubes were then discarded.

20. The CGS exhaust tubes were inserted into the factory exhaust tubes. The CGS 20-inch polished stainless steel baffled muffler was then connected.

21. The pre-bent rear exhaust section was routed up and over the rear end housing then welded in place. A CGS polished stainless steel exhaust tip was positioned and welded in place.

22. Moving to the engine compartment exposes us to the 6.0L Vortec gas engine. We can tell that the Silverado must be a serious work truck with all of the dust and dirt.

23. After removing the factory air intake filter box and air intake tube, Casey installed the CGS pleated filter element to the Mass Air Flow sensor. Casey then installed the CGS intake tube and secured the supplied hose clamps.

24. After installing the CGS air intake system, the driver will notice a quicker throttle response, a stronger power-band, and increased fuel mileage.

## FROM THE DRIVER SEAT

**A**fter the Silverado was lowered onto the ground, it was then driven around the block to settle the suspension. The front ride height was readjusted by cranking the front stock torsion bars raising the Silverado's front end from the stock 23 inches (measured from the center of wheel to wheel wells opening lip) to 25½ inches matching the rear ride height and leveling the front to the back.

After the Nitto Durra Grappler tires were mounted on the new Mamba M2-8 wheels, it was time for a road trip to CGS Motorsports. The 30-mile trip gave us a chance to evaluate the Silverado's new Pro Comp Level Lift and its ride on the new wheels and tires. The combo really impressed us as the ride was factory-like and the tires were smooth and quiet. The intake gave us improved throttle response and the exhaust added some grunt to the gas-powered V-8. All in all, this mild Fantastic Four was a huge success.





## YOUR QUESTIONS ANSWERED

TIME SPENT WORKING:..... APPROXIMATELY 4 HOURS  
 DEGREE OF DIFFICULTY:..... INTERMEDIATE

## TOOLS USED:

Hoist, hand tools, pneumatic tools, tire changer, tire/wheel balancer, front-end alignment rack, welder, Sawzall.

## SOURCES:

## PRO COMP SUSPENSION

2360 Boswell Road  
 Chula Vista, CA 91914  
 (619) 216-1444  
 procompsuspension.com

## 4 WHEEL PARTS PERFORMANCE CENTER

809 South Grand Ave.  
 Santa Ana, CA 92705  
 (800) 517-0989  
 4wheelsparts.com

## CGS MOTORSPORTS

3227 Producer Way #134  
 Pomona, CA 91768  
 (909) 444-5536  
 cgsmotorsports.com

## NITTO TIRE

6021 Katella Ave #250  
 Cypress, CA 90630  
 (714) 236-1863  
 nittotire.com

## MAMBA WHEELS

4590 W. 61st Ave.  
 Hobart, IN 46342  
 (800) 735-2822  
 mambawheels.com



## PARTS USED:

1 Pro Comp Level Lift kit PNLL-3050 .....	\$219.95 ea
4 Mamba M2-8 20x10-inch wheels .....	\$225.00 ea.
4 Nitto Durra Grappler Highway Terrain 275/60R20 tires ....	\$302.00 ea.
1 CGS Motorsports air intake system .....	\$194.50 ea.
1 CGS Motorsports after-cat exhaust system .....	\$425.00 ea.
<b>TOTAL COSTS:</b> .....	<b>\$2,947.45</b>

(Not including tax or installation labor.)

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