

400 W. Artesia Blvd.
Compton, CA 90220
Fax: (310) 747-3912
Ph: 1-800-776-0767
E-Mail: info@procompusa.com
Website: www.procompusa.com

Latest Revision
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PRO COMP SUSPENSION

K1174B/ T

51033B

5" 2015 & Up Chevrolet Colorado 4WD Lift Kit

This document contains very important information that includes warranty information and instructions for resolving problems you may encounter. Please keep it in the vehicle as a permanent record.

Box 1 of 5-PN 51033B-1

		Part #	Description	Qty.
31-11726	STRUT SHIM SPACER	1	12	13
91-11727	FRONT CROSSMEMBER	1	5,14	10,15
90-60701	HARDWARE PACK: Crossmembers	1	-	-
.16CNPTZ	16mm-2.0 PRV TQ ZINC	4	5,8	10,11
.16RWHDZ	16mm HARDENED FLAT WASHER	8	5,8	10,11
.16C110H10Z	16mm-2.0 X 110mm HEX BOLT 10.9	2	8	11
.16C130H10Z	16mm-2.0 X 130mm HEX BOLT 10.9	2	5	10
25C100SCFLZ	1/4"-20 X 1" FLAT SOCKET HEAD BOLT	4	5,8	10,11
97-11736	FRAME CUT TEMPLATE: FRONT	1	1	7
97-11737	FRAME CUT TEMPLATE: REAR	1	1	7
91-11738	DIFF DROP: DRVR	1	6,7	10
91-11742	DIFF DROP: PASS	1	-	-
90-60703	HARDWARE PACK: Diff Drops	1	-	-
.14C90H10Z	14mm-2.0 X 90mm HEX BOLT 10.9	3	6	10
.14CNFLZ/CL10	14mm-2.0 FLANGE NUT	3	6	10
.14C40H10Z	14mm-2.0 X 40mm HEX BOLT 10.9	2	7	10
.14RWFLZ/HV200-125	14mm FLAT WASHER	5	6,7	10
.14RLSAZ	14MM SPLIT-LOCK WASHER	5	6,7	10
65-40837	DRIVESHAFT SPACER	1	11	13
90-6521	HARDWARE PACK: Driveshaft Spacer	3	-	-
.100C750KCSZ	10mm-1.5 X 75mm SOCKET HEAD BOLT	2	11	13
84-11745	SKID PLATE	1	15	15
90-60702	HARDWARE PACK: Skid Plate	1	15	15
	10mm-1.5 X 25mm FLANGE BOLT	6	15	15
	10mm FLAT WASHER	6	15	15
	10mm HEX NUT	6	15	15
	10mm SPLIT-LOCK	6	15	15
90-60026	HARDWARE PACK: Drop Brackets	2	-	-
25C100HC8I/IMP	1/4"-20 X 1 HEX BOLT	2	9	11
25CNNLI/GR-C	1/4"-20 NYLOCK NUT	2	9	11
25RWHDII/IMP	1/4" HARDENED WASHER	4	9	11
31-11746	E-BRAKE CABLE DROP BRACKET	1	19	19
31-11767	BRAKE / ABS WIRE DROP BRACKET	1	18	19
31-11768	ABS WIRE DROP BRACKET	1	16,17	18
90-60706	HARDWARE PACK: Brake/ABS Line	1	-	-
	5/16" X 1" HEX BOLT Gr. 8	1	18	19
	5/16" X 1 1/4" HEX BOLT Gr. 8	1	19	19

Part #	Description	Qty.	Illus.	Page
	5/16" SAE FLAT WASHER	3	18,19	19
	5/16" USS FLAT WASHER	1	18,19	19
	5/16" NYLOCK NUT	2	18,19	19
	10mm-1.5 x 20mm SOCKET HEAD BOLT	2	17	18
	10mm FLAT WASHER	2	16,17	18
	10mm NYLOCK NUT	2	16,17	18
95-306	REAR LIFT BLOCK	2	20	20
13-90087	REAR UBOLT	4	20	20
20-65302	HARDWARE PACK: U-bolt	1	20	20
90-60709	HARDWARE PACK: Tie Rod Boots	1	-	-
	HOSE CLAMP	2	4	9
Box 2 of 5-PN 51033B-2				
90-40800	KNUCKLE: COLORADO DRV	1	13	14
90-40801	KNUCKLE: COLORADO PASS	1	-	-
90-40834	TIE ROD: OUTER	2	4	9
90-40835	TIE ROD: INNER	2	4	9
90-60710	HARDWARE PACK: ABS Line to Knuckle	1	-	-
.6C12H10Z/DIN933	6mm-1.0 X 12mm HEX BOLT Gr. 10.9	2	-	-
.6RWFLZ	6mm FLAT WASHER	2	-	-
	AN6 ADEL CLAMP	2	-	-
Box 3 of 5-PN 51033B-3				
91-11747	REAR CROSSMEMBER	1	8,15	11,15
31-11754	FRONT SHIM: A-Arm Pocket Spacer	2	3	8
31-11755	A-ARM POCKET SPACER	2	3	8
31-11757	REAR SHIM: A-Arm Pocket Spacer	2	3	8
90-60700	HARDWARE PACK: CAM BOLTS	1	-	-
35-40838	CAM BOLT 16MM X 105MM	4	10	12
35-11759	CAM WASHER	4	10	12
72-01620010916	16mm-2.0 STOVER NUT	4	10	12
73-01610934	16mm HARD WASHER	4	10	12
90-7113	NUT PLATE: Bump Stop	2	9	11

Part #	Description	Qty.	Illus.	Page
91-11760	BUMPSTOP SPACER: Drvr	1	9	11
91-11765	BUMPSTOP SPACER: Pass	1	9	11
90-60704	HARDWARE PACK: Bump Stop	1	-	-
	1/2" X 1 1/2" HEX BOLT Gr. 8	2	9	11
	1/2" HARDENED WASHER	2	9	11
90-60707	HARDWARE PACK: Sway Bar	1	-	-
31-20189	SWAY BAR LINK EXTENSION	2	14	15
13-90420	3/8" X 14-1/2" THREADED ROD	2	14	15
73-05000034	1/2" SAE FLAT WASHER	8	14	15
73-03700034	3/8" SAE FLAT WASHER	4	14	15
72-03700200512	3/8" NYLOCK NUT	4	14	15
94-10299	INNER FENDER BRACKET: Drvr	1	C,D	16
94-10300	INNER FENDER BRACKET: Pass	1	C,D	16
Box 4 of 5-PN 51033B-4				
35-40840	EYELET SPACER	4	2	8
31-20191	STRUT EXTENSION INSERT	4	2	8
91-11773	FRONT STRUT EXTENSION	2	2	8
RM42001	STRUT EXTENSION BUSHINGS	4	2	8
90-2443	SLEEVE	2	2	8
90-60705	HARDWARE PACK: Strut Extension	1	-	-
37F225HC8I/IMP	3/8"-24 X 2 1/4" HEX BOLT Gr. 8	4	2	8
37FNPTZ/GRC	3/8"-24 STOVER NUT	4	2	8
	3/8" AN HARD WASHER ZINC	8	2	8
.12C100H10Z	12mm-1.75 X 100mm HEX BOLT 10.9	2	2	8
.12RWFLZ/HV300-125-A	FLAT WASHER	4	2	8
.12CNPTZ/DIN980V-CL10	12mm-1.75 PRV TQ LCKNT	2	2	8
Box 5 of 5-PN 51033B-5				
926505	REAR SHOCK ABSORBER	2	-	-
Box 926505B (K1174T)				
926505B	REAR SHOCK ABSORBER	2	-	-

Introduction:

- ◆ This installation requires a professional mechanic!
 - ◆ We recommend that you have access to a factory service manual for your vehicle to assist in the disassembly and reassembly of your vehicle. It contains a wealth of detailed information.
 - ◆ Ensure that your work space is of adequate size and the work surface is level. Place the vehicle in neutral. Place your floor jack under the front cross member and raise vehicle. Place jack stands under the frame rails behind the front wheel wells and lower the frame onto the stands. Remove the jack and place the vehicle back in gear, set the emergency brake, and place blocks both in front and behind the rear wheels.
 - ◆ Prior to installation, carefully inspect the vehicle's steering and driveline systems paying close attention to the tie rod ends, ball joints, wheel bearing preload, pitman and idler arm. Additionally, check steering-to-frame and suspension-to-frame attaching points for stress cracks. The overall vehicle must be in excellent working condition. Repair or replace all worn or damaged parts!
 - ◆ Read the instructions carefully and study the illustrations before attempting installation! You may save yourself a lot of extra work.
 - ◆ Check the parts and hardware against the parts list to assure that your kit is complete. Separating parts according to the areas where they will be used and placing the hardware with the brackets before you begin will save installation time.
 - ◆ Check the special equipment list and ensure the availability of these tools.
 - ◆ Secure and properly block vehicle prior to beginning installation.
 - ◆ ***ALWAYS*** wear safety glasses when using power tools or working under the vehicle!
 - ◆ Use caution when cutting is required under the vehicle. The factory undercoating is flammable. Take appropriate precautions. Have a fire extinguisher close at hand.
 - ◆ Foot pound torque readings are listed on the Torque Specifications chart at the end of the instructions. These are to be used unless specifically directed otherwise. Apply thread locker retaining compound where specified.
 - ◆ ***Please note that while every effort is made to ensure that the installation of your Pro Comp lift kit is a positive experience, variations in construction and assembly in the vehicle manufacturing process will virtually ensure that some parts may seem difficult to install. Additionally, the current trend in manufacturing of vehicles results in a frame that is highly flexible and may shift slightly on disassembly prior to installation. The use of pry bars and tapered punches for alignment is considered normal and usually does not indicate a faulty product. However, if you are uncertain about some aspect of the installation process, please feel free to call our tech support department at the number listed on the cover page. We do not recommend that you modify the Pro Comp parts in any way as this will void any warranty expressed or implied by the Pro Comp Suspension company.***
- Front end and head light realignment is necessary!
 - Speedometer and ABS recalibration will be necessary if larger tires (10% more than stock diameter) are installed.

Due to differences in manufacturing, dimensions and inflated measurements, tire and wheel combinations should be test fit prior to installation. Tire and wheel choice is crucial in assuring proper fit, performance, and safety of your Pro Comp equipped vehicle. Body and or fender modifications may be required to properly install the maximum tire diameter and maximum wheel width listed. For this application, we recommend a 17", 18" or 20" or larger wheel not to exceed 9" in width. 17" rims must not exceed 4.5" of backspacing and 18" and 20" rims must not exceed 5" of backspacing. A quality tire of radial design, not to exceed 305/60 R18, 305/55 R20, or 285/70 R17. Fender modification is required when using a tire 32" tall or larger. Violation of these recommendations will not be endorsed as acceptable by Pro Comp Suspension and will void any and all warranties either written or implied.

⇒ **IMPORTANT!:** The OE wheels and tires including the OE spare wheel and tire cannot be used with this lift kit.

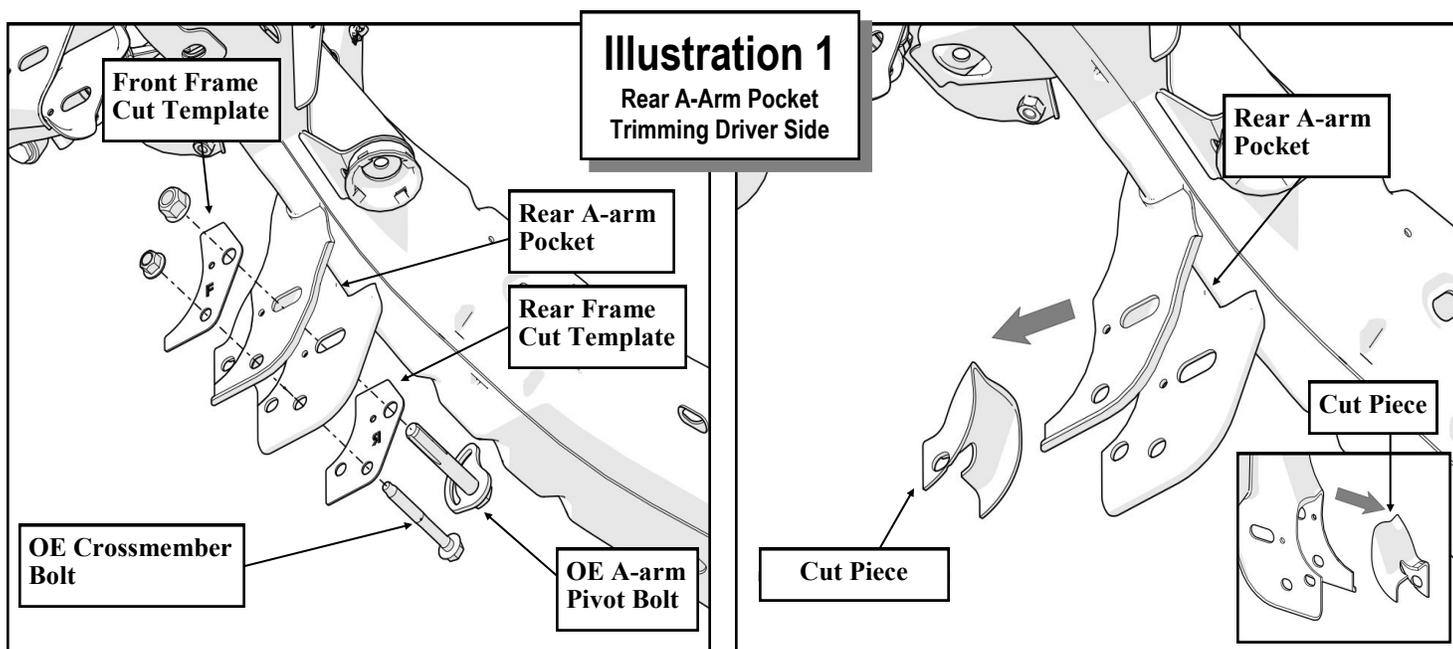
FRONT INSTALLATION:

1. Position your vehicle on a smooth, flat, hard surface (i.e. concrete or asphalt). Block the rear tires and set the emergency brake.
2. Measure and record the distance from the center of each wheel to the top of its fender opening. Record below.

LF: _____ **RF:** _____

LR: _____ **RR:** _____

3. Place the vehicle in neutral. Place your floor jack under the front crossmember and raise the vehicle. Place jack stands under the frame rails, behind the front wheel wells, and lower the frame onto the stands. Remove the jack and place the vehicle back in gear, set the emergency brake.
4. Remove the front wheels from the vehicle.
5. If equipped, unbolt and remove the front air dam and **OE** skid plate. Save hardware for reinstallation.
6. Starting on the driver side, work on one side of the vehicle at a time.
7. Unbolt and unclip the ABS wheel speed sensor and wire from the **OE** knuckle and secure out of the work area. Save hardware and clamp for reinstallation.
8. Unbolt the **OE** brake line bracket from the side of the strut bucket. Save hardware for reinstallation.
9. Remove the brake caliper and caliper bracket assembly from the **OE** knuckle. Secure them clear from the work area. **DO NOT** let the caliper hang by the brake line or damage may result. Save hardware for reinstallation.
10. Remove the **OE** screw securing the brake rotor to the hub and remove the rotor from the vehicle. Save hardware for reinstallation.
11. Unbolt the **OE** sway bar end links and remove from the vehicle. Save the **OE** plastic spherical bushings **ONLY** for reinstallation. Be sure to remove washers from spherical bushings.
12. Remove the **OE** tie rod end retaining nut. Using the proper tool carefully separate the outer tie rod end from the knuckle.
13. Remove the pinch clamps and constant tension bands from the **OE** tie rod rubber boot and slide the rubber boot off the tie rod. Save the rubber boot for reinstallation.
14. Remove the tie rod from the steering rack. Unscrew the tie rod end. Tie rod and tie rod end will not be reinstalled.
15. Remove the CV axle nut and push the axle inward to release it from the hub.
16. Remove the **OE** bearing hub assembly from the **OE** knuckle by removing the (4) **OE** bolts from the inside of the knuckle. Save the bolts and bearing hub assembly for re-use.
17. Using the proper tool carefully separate the upper and lower ball joints from the knuckle. Loosen but **DO NOT** remove the retaining nut from the upper and lower ball joints.
18. Support the lower A-arm with a jack and unbolt the **OE** lower strut mounting bolt from the lower A-arm mount.
19. Unbolt the **OE** nuts on the upper strut mounting studs. Carefully remove the **OE** strut from the vehicle.
20. Unbolt and remove the **OE** lower A-arm pivot bolts
21. Unbolt the previously loosened upper and lower **OE** ball joint retaining nuts and remove the lower A-arm and knuckle from the vehicle.
22. Remove the **OE** front rubber bump stop from the **OE** bump stop retainer.
23. Repeat steps 7 through 22 on the remaining side of the vehicle.
24. Mark the front driveshaft orientation and unbolt it from the differential. Secure front driveshaft out of the way of the work area.
25. Remove the **OE** rear differential bolt installed through rear crossmember.
26. Unplug the differential wiring harness plug and vent tube from the front of the differential.
27. Support the differential with a jack. Unbolt and remove the factory rear crossmember support brace from the vehicle and discard. Save (2) of the **OE** rear crossmember bolts and hardware for reinstallation.
28. Unbolt the driver and passenger side mounts. Carefully remove the differential from the vehicle.



29. On the driver side, the rear lower A-arm mounting pocket will require trimming to accommodate the new differential location. Position and align the front and rear frame cut templates (**97-11736 front** and **97-11737 rear**) onto the front and rear of the rear lower A-arm mounting pocket and secure using the previously removed **OE** rear crossmember bolt and **OE** A-arm pivot bolt and hardware. See ILLUSTRATION 1.
30. Scribe a cut line by tracing around the front and rear frame cut templates (**97-11736 front** and **97-11737 rear**). Connect the scribed lines to create one solid piece to be removed. See ILLUSTRATION 1.
31. Remove the preciously installed **OE** hardware and front and rear frame cut templates (**97-11736 front** and **97-11737 rear**).
32. Using a suitable cutting tool, (abrasive cutoff wheel, Sawz-all, etc.) carefully cut the rear lower A-arm pocket along the previously scribed lines.
33. Thoroughly clean the trimmed area, prep, prime, and paint the exposed metal with a good quality paint. See ILLUSTRATION 1.
34. On both sides, using an appropriate tool, punch out the **OE** alignment cam pins from the front and rear surfaces of the front A-arm mounting pockets.
35. Thoroughly clean the area, prep, prime, and paint any exposed metal with a good quality paint.
36. Starting with driver side strut, press out the factory bushings from the **OE** strut lower eyelet.
37. Clean eyelet as necessary and install the (2) eyelet spacers (**35-40840**) into the bottom of the **OE** strut lower eyelet. See ILLUSTRATION 2.
38. Place the (2) strut extension inserts (**31-20191**) around the body of the **OE** strut. Position the inserts just above the seam at the base of the **OE** strut. Be sure the gaps, where the inserts meet, are facing toward the inside and outside of the vehicle when installed. See ILLUSTRATION 2.
39. Carefully slide the front strut extension (**91-11773**) over the bottom of the **OE** strut until the strut extension bolt bosses line up with the recently installed eyelet spacers (**35-40840**) in the bottom of the **OE** strut. Make sure the (2) strut extension inserts (**31-20191**) stay installed on the body of the strut. See ILLUSTRATION 2.
40. Install the supplied **12mm X 100mm** bolt (Hardware Pack 90-60705) through the front strut extension (**91-11773**) bolt boss and steel eyelet spacers (**35-40840**) and secure using **12mm** nut and washers. Install the **3/8" X 2 1/4"** bolts (Hardware Pack 90-60705) into the bolt bosses on the front strut extension (**91-11773**) and secure using **3/8"** nut and washers. See ILLUSTRATION 2.
IMPORTANT!: 12mm and 3/8" bolts

Illustration 2
 Strut Extension
 Assembly.
 Driver Side Shown

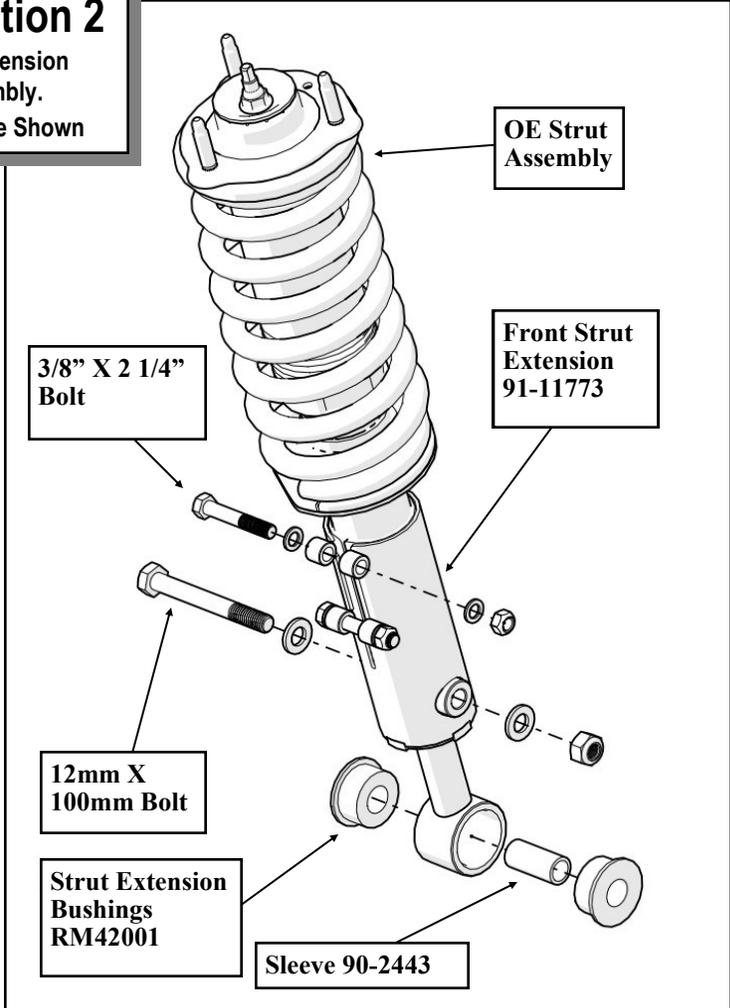
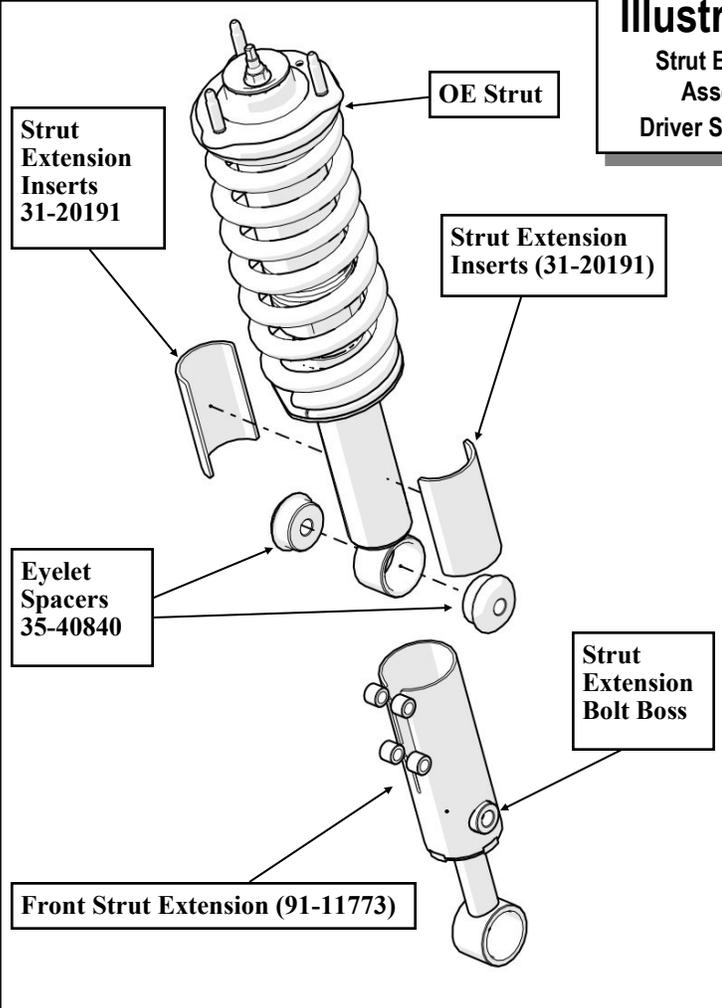
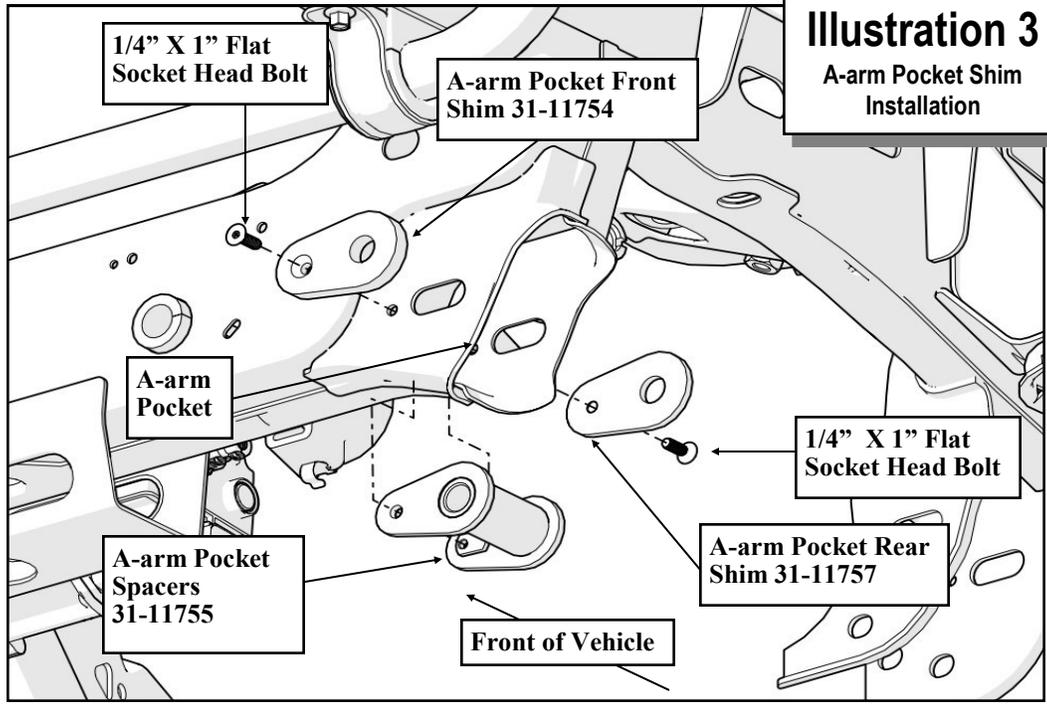


Illustration 3
 A-arm Pocket Shim
 Installation



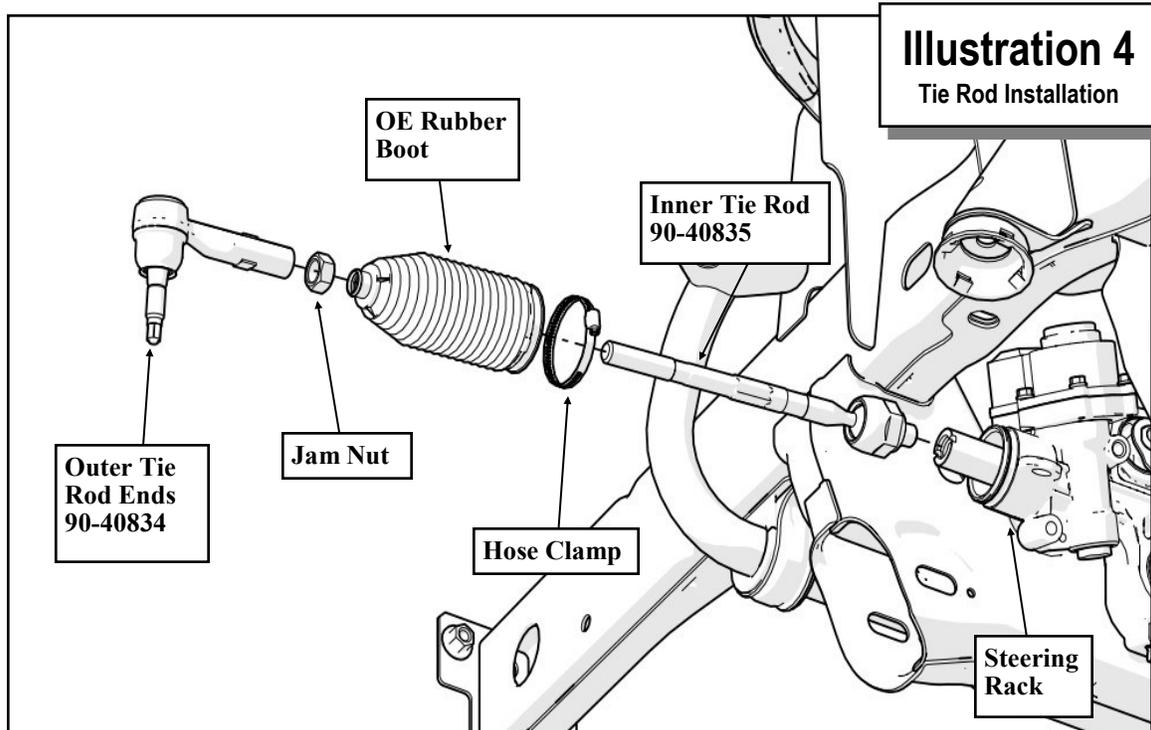
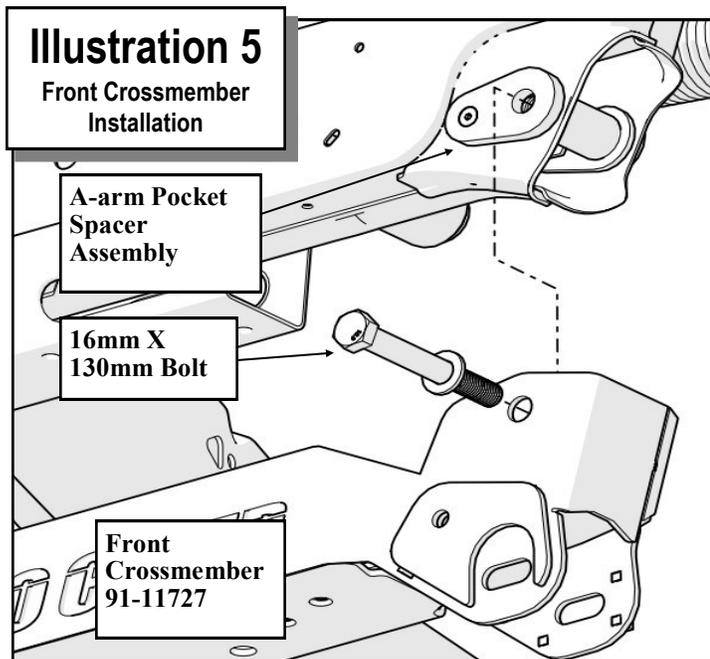


Illustration 4
Tie Rod Installation

MUST be installed in the opposite direction for the passenger side strut. Bolts point to front of vehicle.

41. Install (2) supplied strut extension bushings (**RM42001**) and sleeve (**90-2443**) into the front strut extension (**91-11773**) lower eyelet bore. See ILLUSTRATION 2.
42. Torque the **12mm** hardware to 75 ft./lbs. Torque the **3/8"** hardware to 45 ft./lbs. Repeat steps 36 through 41 on the passenger side strut.
43. Starting on the driver side, insert the A-arm pocket spacer (**31-11755**) into the front OE A-arm pockets. Align the big hole with the outside of the OE slot and the small hole with the small hole in the pivot pocket where the OE alignment cam pins were previously removed. See ILLUSTRATION 3.
44. Position the front A-arm pocket shim (**31-11754**) and rear A-arm pocket shim (**31-11757**) onto the front and rear face of the driver side A-arm pocket and align by installing the **16mm X 110mm** bolt (Hardware Pack 90-60701) through the large holes. See ILLUSTRATION 3.
45. Once properly aligned, secure the A-arm pocket shim in place, tight against the driver side A-arm pocket faces, using the supplied **1/4" X 1"** flat socket head bolts (Hardware Pack 90-60701) through the small holes and thread into the weld nuts in the A-arm pocket spacer (**31-11755**).
46. Remove the previously installed **16mm X 110mm** bolt. Repeat steps 43 through 45 on the passenger side.
47. Apply threadlocker to the new inner tie rods (**90-40835**) threads and install into the steering rack. Be sure to not overtighten the inner tie rods to prevent damage to steering rack. See ILLUSTRATION 4.
48. Slide the previously removed OE tie rod rubber boots onto the new inner tie rods (**90-40835**). Install the supplied hose clamps to secure the OE tie rod rubber boots to the steering rack. Install the provided jam nuts. See ILLUSTRATION 4.
49. Install the new outer tie rod ends (**90-40834**) onto the inner tie rods (**90-40835**) and thread them all the way on, until fully engaged. See ILLUSTRATION 4.
NOTE: Further adjustment of the outer tie rod ends will be necessary in a later step.
50. Install the front crossmember (**91-11727**) over the front mounting pockets, and the previously installed A-arm pocket spacer assemblies. Secure the front crossmember in place using the supplied **16mm X 130mm** bolts and washers (Hardware Pack 90-60701). ***DO NOT*** push the **16mm** bolts all the way through the rear hole at



this time. See ILLUSTRATION 5.

51. Install the new differential drop brackets (**91-11738 drvr** and **91-11742 pass**) to the **OE** mounts on the differential and secure using the provided **14mm X 90mm** bolts and hardware (Hardware Pack 90-60703). Do not torque **14mm** bolts at this time. See ILLUSTRATION 6.
52. Carefully raise and secure the differential drop brackets (**91-11738 drvr** and **91-11742 pass**) to the **OE** frame mounts and secure using the supplied **14mm X 40mm** bolts and washers (Hardware Pack 90-60703) into the **OE** nut

plates in the bottom of the frame. Do not torque at this time. See ILLUSTRATION 7.

53. Push the **16mm X 130mm** bolts completely through the front crossmember, frame, and into the mounting holes in the diff drops (**91-11738 drvr** and **91-11742 pass**). Secure using the supplied washers and lock nuts (Hardware Pack 90-60701). See ILLUSTRATION 7.
54. Install the rear crossmember (**91-11747**) into the **OE** rear lower A-arm pockets and secure using the provided **16mm X 110mm** bolts and hardware (Hardware Pack 90-60701). Install (**2**) of the previously removed **OE** crossmember bolts in their original location. Do not torque at this time. See ILLUSTRATION 8.
55. Install the supplied **14mm X 90mm** bolt and washers (Hardware Pack 90-60703) through the bottom hole in the rear crossmember and into the **OE** rear differential mount. Do not torque at this time. See ILLUSTRATION 8.
56. Starting on the driver side, install the bump stop spacer nut plate (**90-7113**) into the **OE** bump stop retainer by inserting and turning the bump stop spacer nut plate clockwise to lock securely in place. See ILLUSTRATION 9.
57. Install the bump stop spacer (**91-11760 drvr** and **91-11765 pass**) to the **OE** bump stop retainer and secure to the previously installed bump stop spacer nut plate (**90-7113**) using the **1/2" X 1 1/2"** bolt and washer (Hardware Pack 90-60704). See ILLUSTRATION 9.

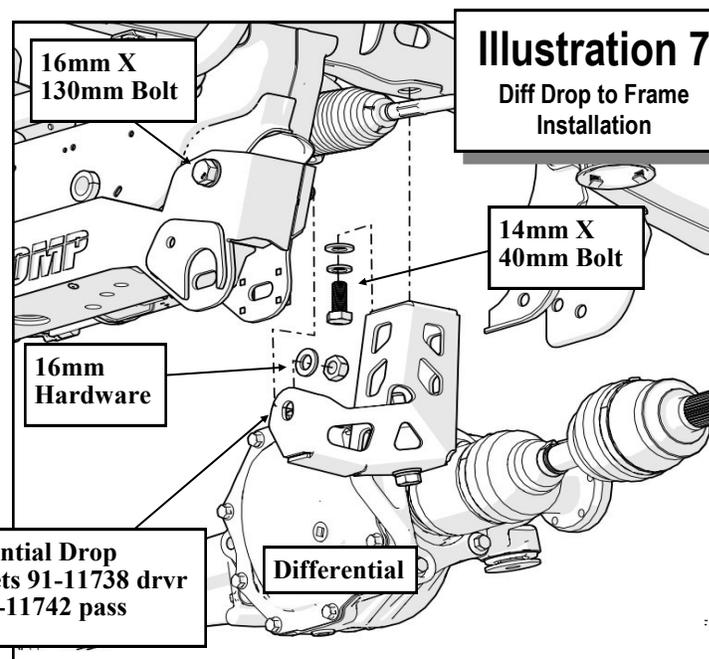
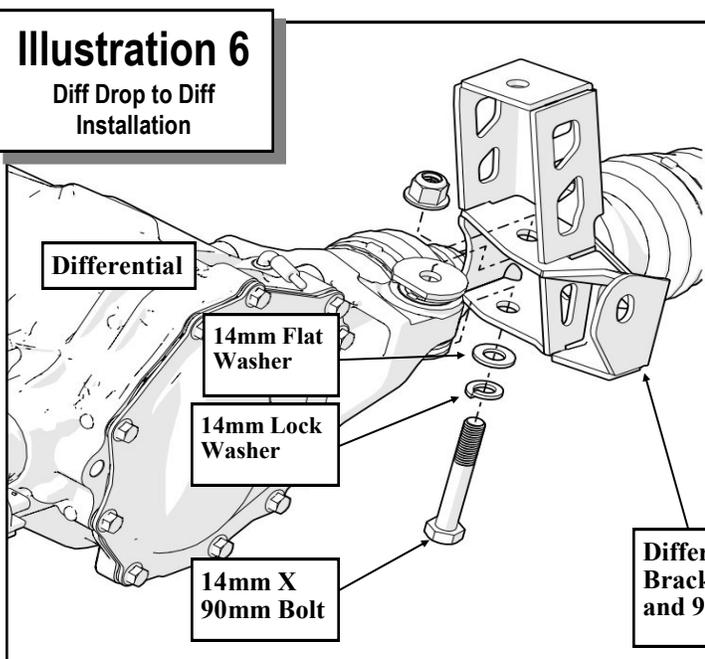


Illustration 8

Rear Crossmember
Installation

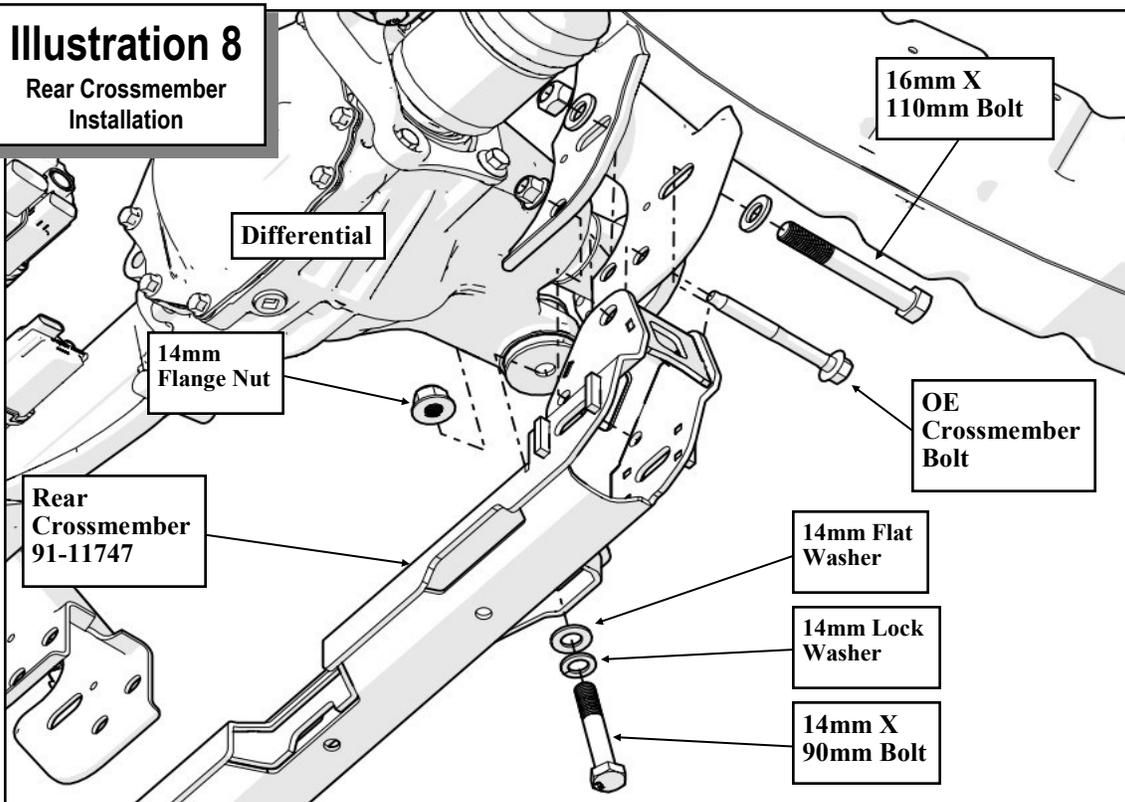
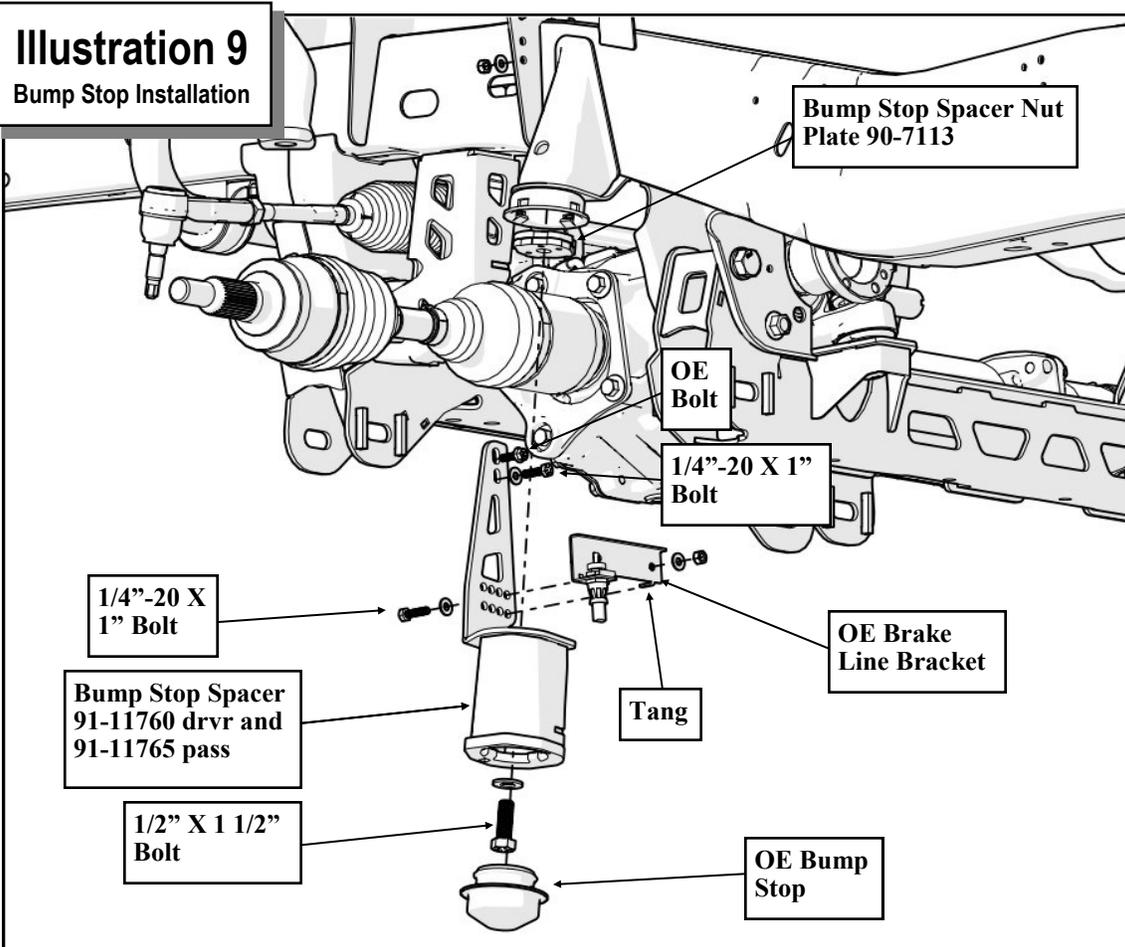
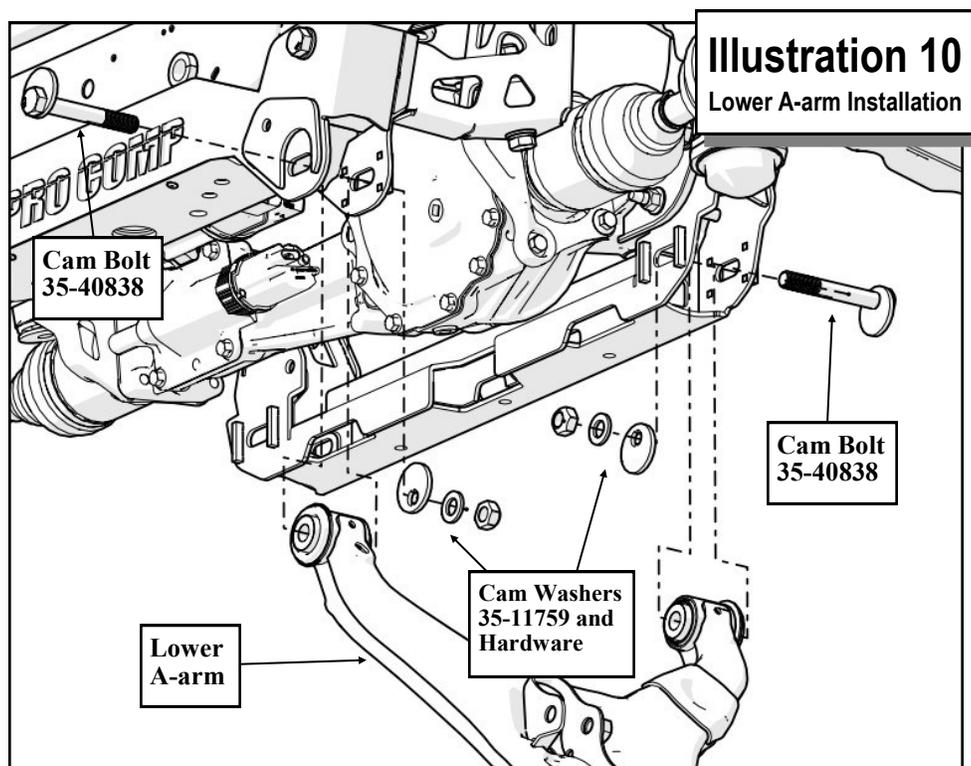


Illustration 9

Bump Stop Installation





58. Align the (2) top holes in the bump stop spacer (91-11760 **drvr** and 91-11765 **pass**) with the OE holes in the back side of the strut bucket and secure using the previously removed OE brake line bracket bolt in the top threaded hole. Install the supplied 1/4"-20 X 1" bolt and hardware (Hardware Pack 90-60026) into the second hole. See ILLUSTRATION 9.
59. Press the OE bump stop firmly into the bottom of the bump stop spacer (91-11760 **drvr** and 91-11765 **pass**). See ILLUSTRATION 9.
60. Attach the OE brake line bracket to (2) of the lower holes in the bump stop spacer (91-11760 **drvr** and 91-11765 **pass**) using the remaining 1/4"-20 X 1" bolts and hardware. Be sure the tang on the OE bracket is properly inserted into one of the holes in the spacer. See ILLUSTRATION 9.
- NOTE: The holes allow for multiple mounting locations for the OE brake line bracket. The OE brake line bracket may need to be relocated to provide clearance once tires and wheels are installed.*
61. Install the lower A-arm into front and rear crossmember mounting pockets and secure using the supplied cam bolts (35-40838). Be sure the heads of the front cam bolts are facing forward and the heads of the rear cam bolts are facing rearward. Install the cam washers (35-11759), flat washers and nuts onto the cam bolt.

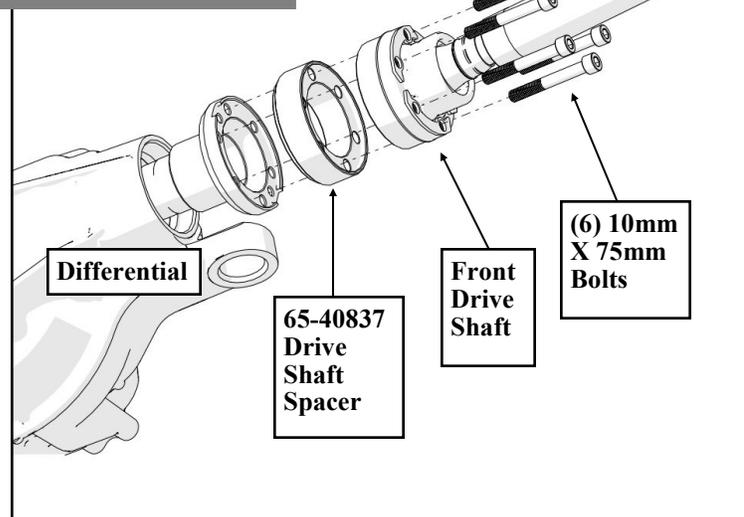
DO NOT torque cam bolts until vehicle is on the ground and at ride height. See ILLUSTRATION 10.

NOTE: The cams on the front crossmember must face up and the cams on the rear crossmember must face down.

62. Repeat on steps 56 through 61 on the passenger side.
63. Torque the 16mm crossmember hardware to 165 ft./lbs. Torque the 14mm differential drop hardware to 120 ft./lbs. Torque the OE crossmember hardware to manufacturer's specifications.
64. Reconnect the differential wiring harness plug and vent tube to the front of the differential.
65. Install drive shaft spacer (65-40837) and reinstall the front driveshaft to the differential using the supplied 10mm X 75mm bolts (hardware pack 90-6521). Torque the 10mm bolts to 45 ft./lbs. See ILLUSTRATION 11.
66. On the driver side strut **ONLY**, install the strut shim spacer (31-11726) onto the top of the driver side OE strut mounting studs. See ILLUSTRATION 12.
67. Starting on the driver side, install the OE strut assembly into the upper strut bucket and secure using the (3) previously removed OE nuts. Torque the OE nuts to manufacturer's speci-

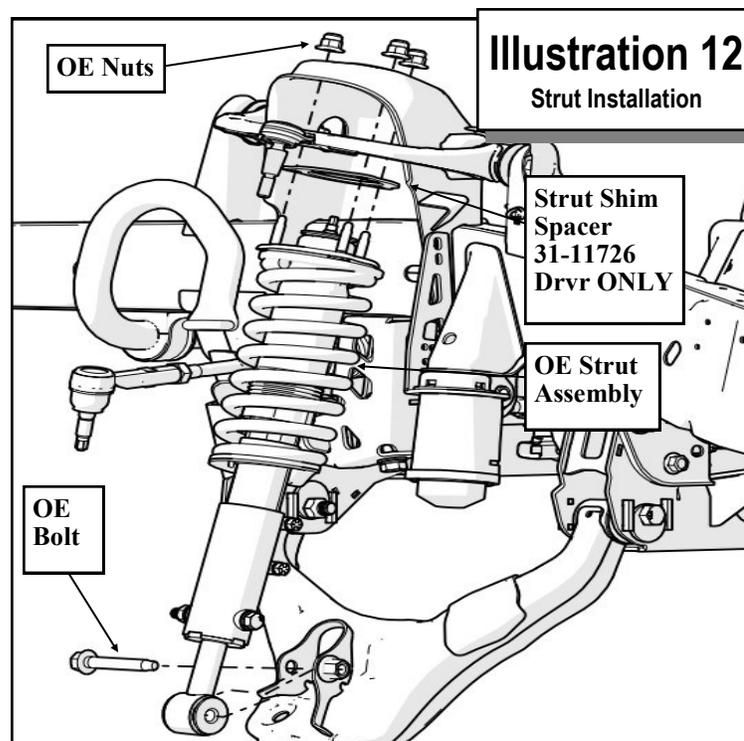
Illustration 11

Front Driveshaft Spacer Installation



cations. See ILLUSTRATION 12.

68. Secure the lower **OE** strut assembly mount to the lower A-arm using the previously removed **OE** bolt. Do not torque the lower **OE** bolt until vehicle is on the ground and at ride height. See ILLUSTRATION 12.
69. Repeat 67 and 68 on the remaining side of the vehicle.
70. Starting on the driver side, install the new knuckle (**90-40800 drvr** and **90-40801 pass**)



to the upper and lower ball joint and secure using previously removed **OE** nut. Torque the ball joint nuts according to manufacturer's specifications. See ILLUSTRATION 13.

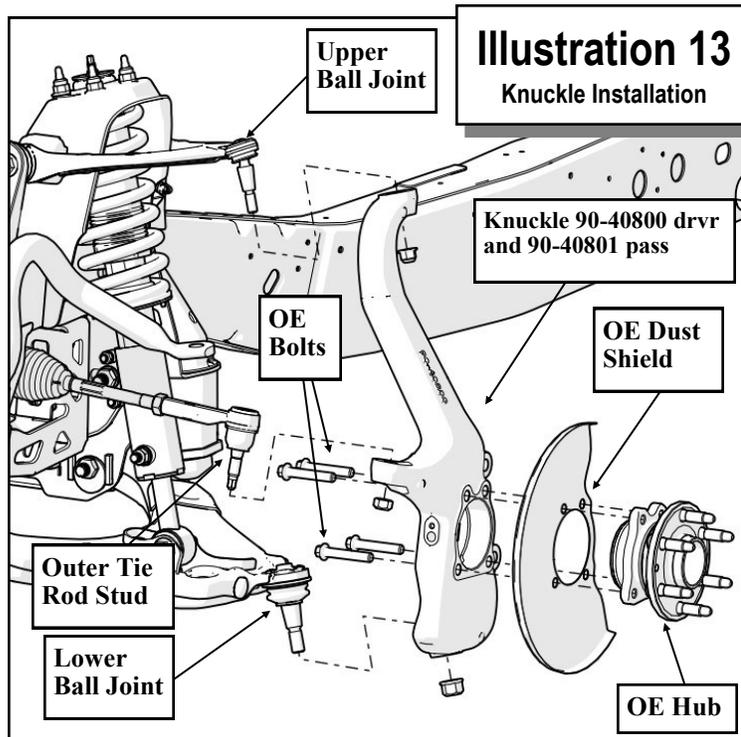
71. Apply thread locker to the **OE** hub bolts and install the **OE** dust shield and **OE** hub onto the knuckle (**90-40800 drvr** and **90-40801 pass**). Torque the **OE** hub bolts according to manufacturer's specifications. See ILLUSTRATION 13.
72. Install the brake rotor onto the **OE** hub and secure using previously removed **OE** retaining screw.
73. Apply thread locker to the previously removed **OE** caliper bolts and install the brake caliper onto the knuckle (**90-40800 drvr** and **90-40801 pass**) and secure using the **OE** caliper bolts. Torque the **OE** caliper bolts to manufacturer's specification.
74. Run the ABS wire along the inside of the knuckle. Secure ABS wire to the threaded mounting hole in the center of the knuckle (**90-40800 drvr** and **90-40801 pass**) using the previously removed **OE** clamp and bolt.
NOTE: Use WD-40 to help slide the clamp and the rubber insulator along the ABS wire.

75. Secure the ABS wire to the threaded mounting hole near the steering arm on knuckle (**90-40800 drvr** and **90-40801 pass**) using the supplied **6mm X 12mm** bolt, washer, and **AN6** Adel clamp (Hardware Pack 90-60710).
76. Install the wheel speed sensor to the knuckle (**90-40800 drvr** and **90-40801 pass**) with the previously removed **OE** screw.
77. Assemble and install the new sway bar end links to the sway bar and the lower A-arm mounting holes. Assemble using the (**4 per side**) previously removed **OE** plastic spherical bushings, (**1 per side**) **3/8"** threaded rod (**13-90420**), (**4 per side**) **1/2"** flat washers, (**2 per side**) **3/8"** flat washers, (**2 per side**) **3/8"** locking nuts, and (**1 per side**) sway bar end link extension (**31-20189**) (Hardware Pack 90-60707). See ILLUSTRATION 14.

NOTE: Sway bar end link installation may have to be completed with the vehicle placed back on the ground to allow the links to reach both the A-arm and sway bar.

78. Repeat steps 70 Through 77 on the passenger

Illustration 13 Knuckle Installation



side

82. Recheck all hardware for proper installation and torque at this time.

IMPORTANT! BE SURE TO BRING THE VEHICLE IMMEDIATELY TO A REPUTABLE ALIGNMENT SHOP TO BE ALIGNED!

NOTES:

- ⇒ On completion of the installation, have the suspension and headlights re-aligned.
- ⇒ After 100 miles recheck for proper torque on all newly installed hardware.
- ⇒ Recheck all hardware for tightness after off road use.

79. Raise and position the supplied skid plate (84-11745) against the bottom of the front crossmember (91-11727) and rear crossmember (91-11747). Secure using the previously removed OE skid plate bolts (front crossmember) and the supplied 10mm X 25mm bolts (rear crossmember) and hardware (Hardware Pack 90-60702). See ILLUSTRATION 15.

NOTE: It is recommended to install the skid plate after the alignment is completed for ease of alignment.

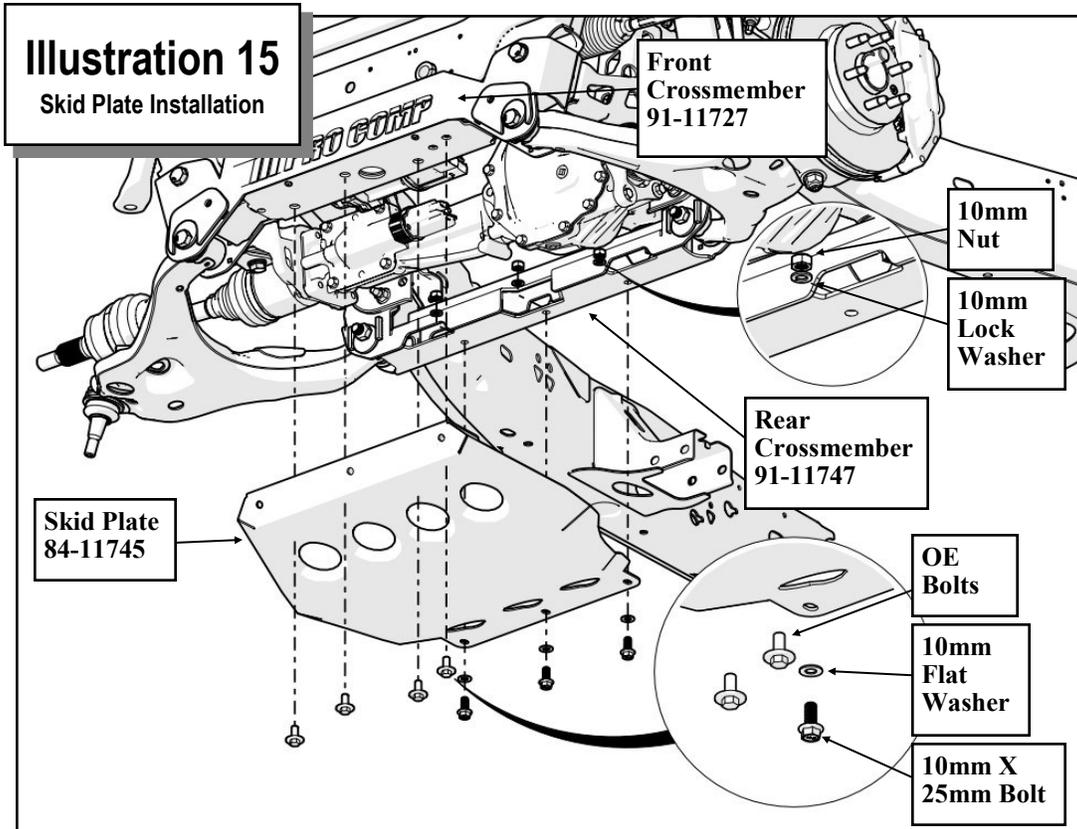
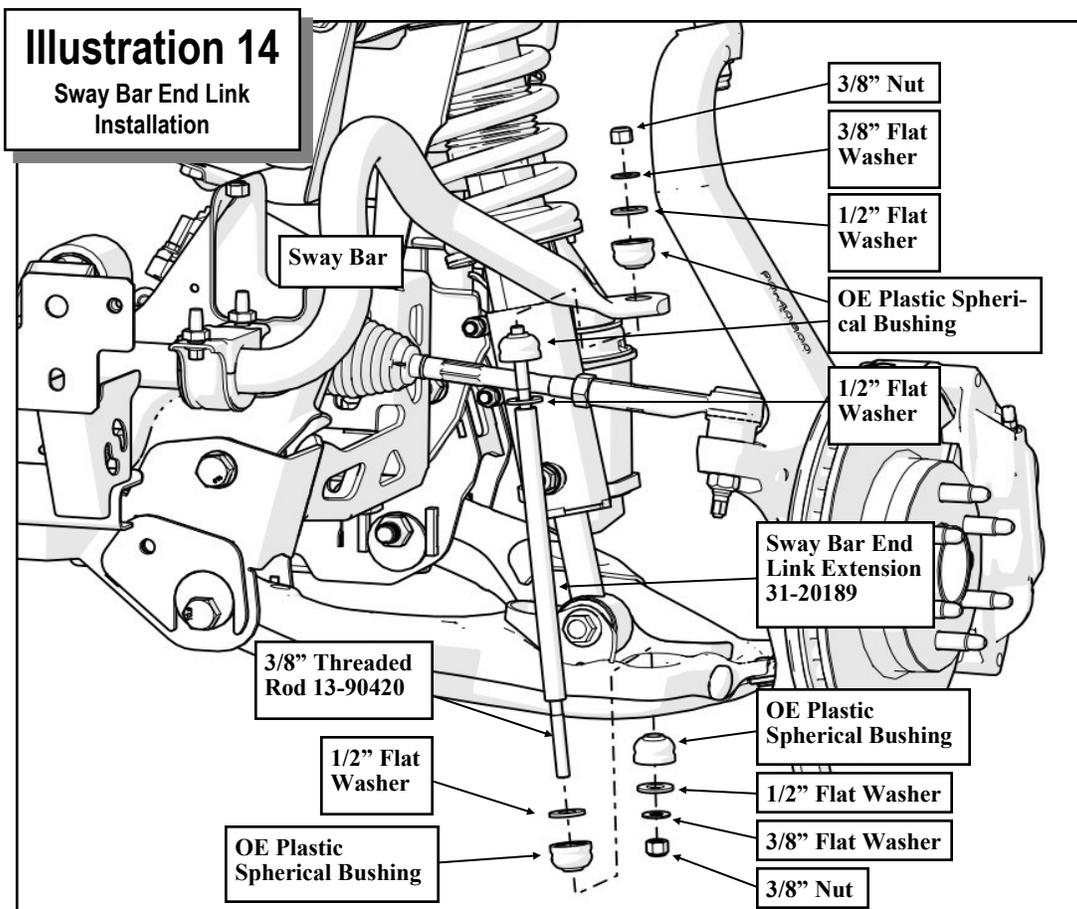
78. Reinstall the front wheels and tires and lower the vehicle to the ground. Torque the lug nuts according to the wheel manufacturers recommendations.

79. Center the steering wheel and lock it in place. Set the toe by adjusting the tie rod ends properly.

IMPORTANT!: If the steering wheel and front wheels are not centered properly it will trigger the anti-lock brake and traction control warning lights.

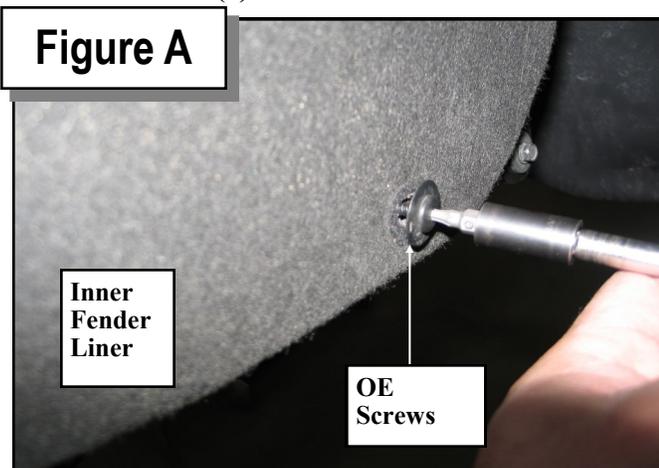
80. Lock the outer tie rod ends by tightening the jam nuts.

81. With vehicle on the ground and the toe set, torque the lower A-arm cam bolts to 165 ft./lbs. and the OE lower strut mounting bolt to manufacturer's specifications.



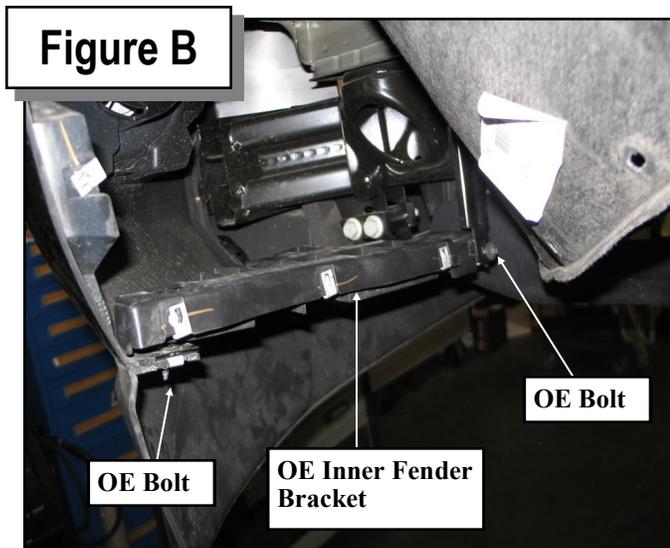
Fender Modification for Clearance of 32" and Larger Tires.

1. Position truck on a flat surface and lift vehicle by the frame so that the front wheels are off the ground using a floor jack and jack stands or a (2) two post lift if available.
2. On both sides of the vehicle, remove OE screws located on the bottom, front of the of the front inner fender liner. See FIGURE A.
3. Remove the (3) bolts and remove the OE inner



fender bracket from the vehicle. Save the OE bolts for reinstallation. See FIGURE B.

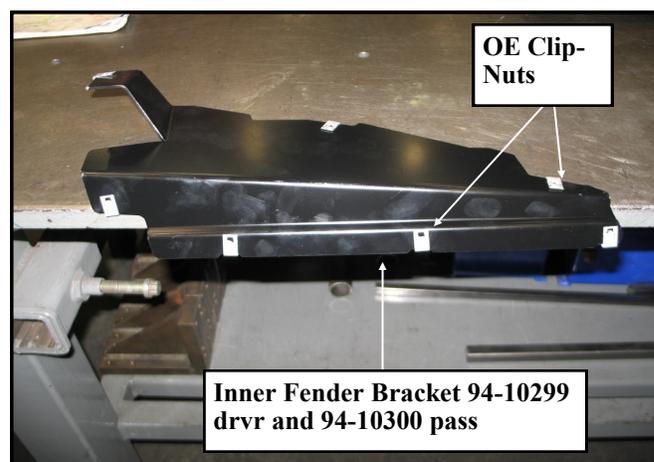
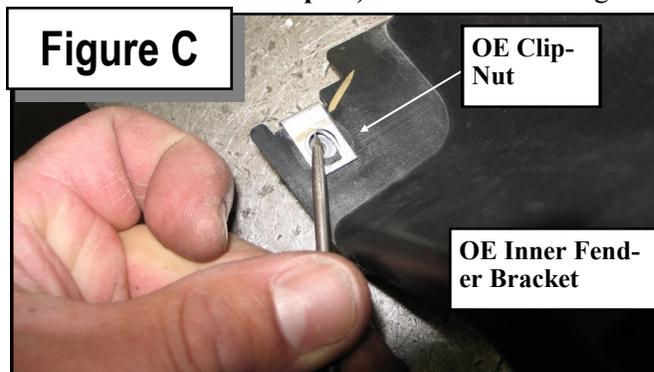
4. Remove the (7) OE nut-clips from the from the



OE inner fender bracket and install them onto the new inner fender bracket (94-10299 drvr and 94-10300 pass). See FIGURE C.

5. Install the new inner fender bracket (94-10299

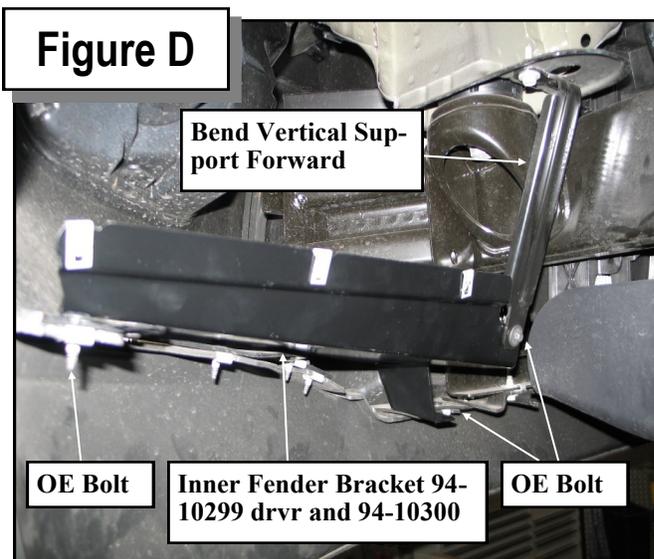
drvr and 94-10300 pass) to the OE mounting



location and secure using the previously removed (3) OE bolts. See FIGURE D.

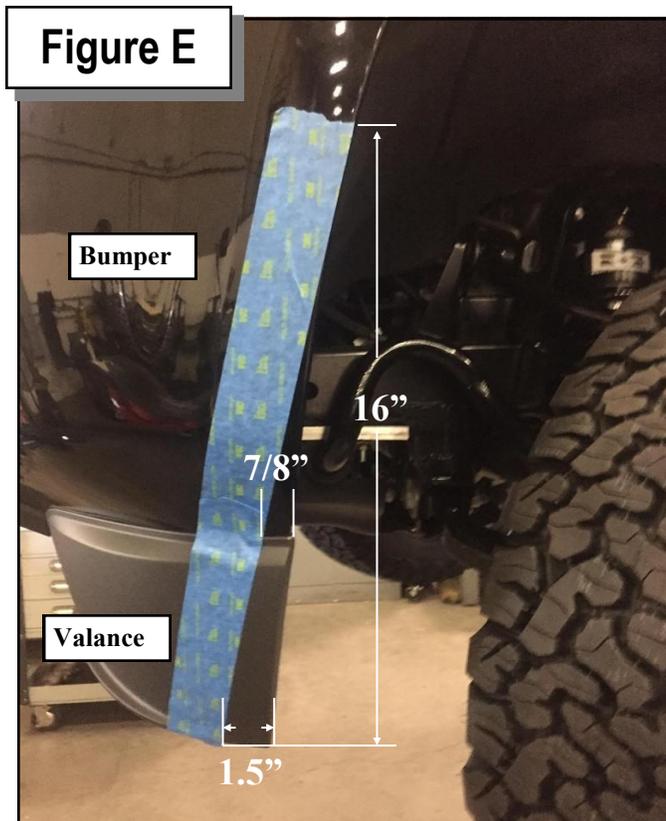
NOTE: The vertical support must be carefully bent forward to accommodate the new inner fender bracket.

6. Mark the front bumper and valance for trimming using masking tape. Follow the contour of the

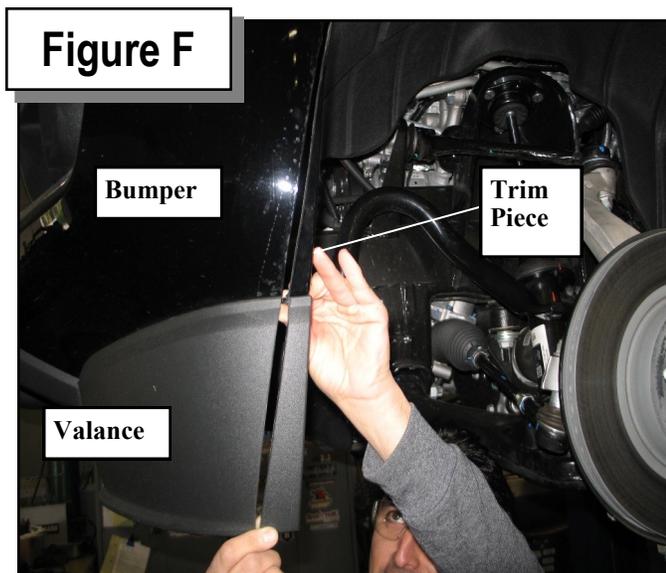


inner fender starting approximately 16" up from the bottom of the valance, 7/8" in from the bottom of the bumper, and 1.5" in from the edge of the lower valance. See FIGURE E.

7. Using a suitable cutting tool, trim the front bumper and valance along the cut line. See FIGURE F.



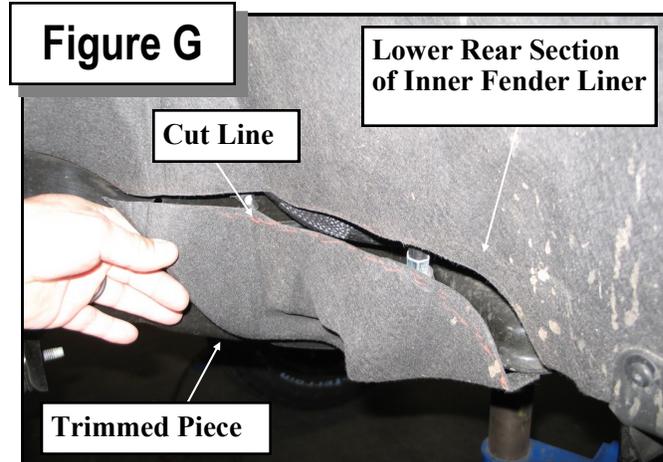
8. Trim the lower rear section of the inner fender liner to provide tire clearance. Use the dotted line



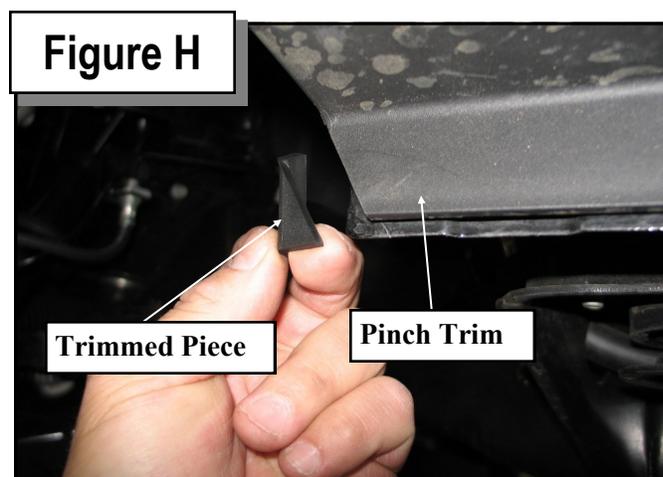
as a guide line for trimming. See FIGURE G.

NOTE: The dotted line is only to be used as a guide line and the fenders may require additional trimming.

9. Trim the plastic pinch trim. See FIGURE H.
10. Reinstall the plastic inner fender liner back onto



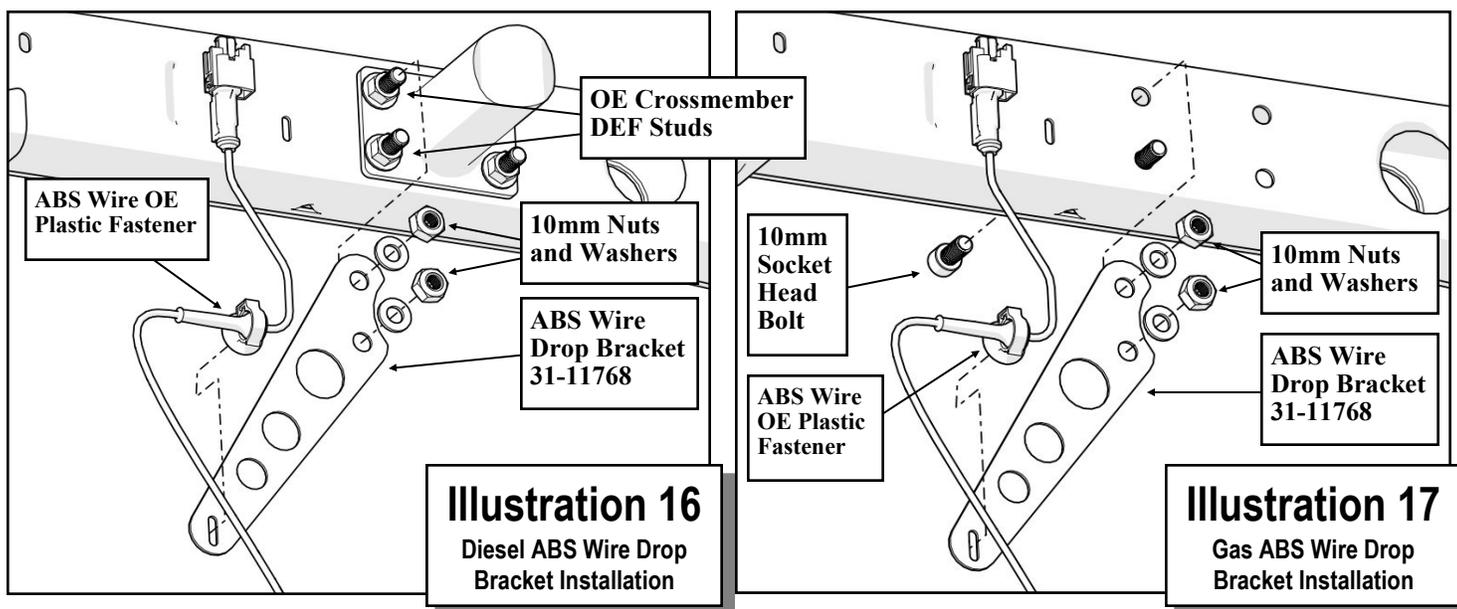
the new inner fender bracket (94-10299 drv and

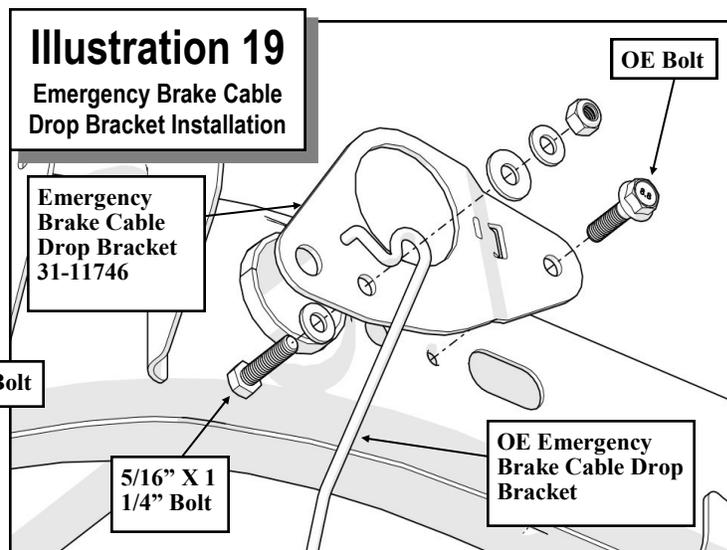
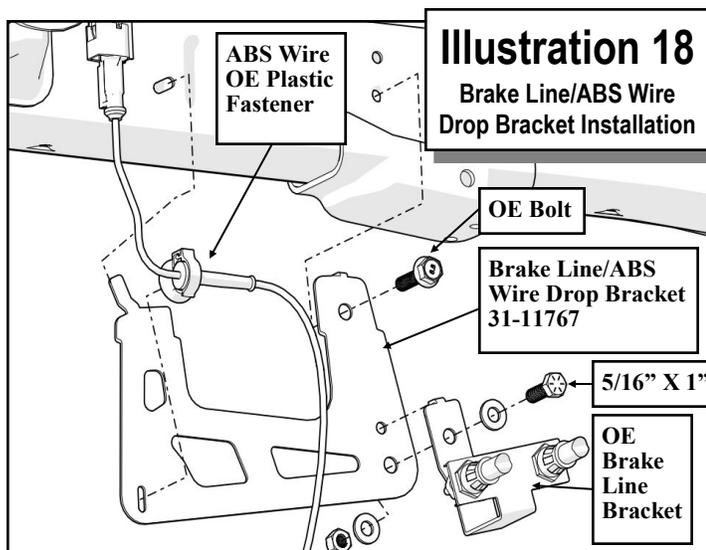


94-10300 pass) using the previously removed OE screws.

REAR INSTALLATION:

1. Block the front tires and set the emergency brake. Raise the rear of the truck enough for the tires to clear the ground and use jack stands on the frame to support the truck. Remove the rear tires and wheels.
2. Remove the **OE** plastic retaining clips attaching the rear ABS wires to the frame.
3. Unbolt the rear brake line bracket from the inside of the driver side frame rail. Save the **OE** bolt for reuse.
4. Remove the **OE** emergency brake line cable drop bracket and **OE** bolt from the outside driver side frame rail. Save the **OE** bolt for reuse.
5. Carefully remove the **OE** shock absorbers. It may be necessary to raise the differential housing slightly to facilitate their removal.
NOTE: On vehicles equipped with a diesel engine, the driver side upper shock bolt is difficult to remove due to the DEF tank and may require unbolting and lowering of the tank in order to remove the upper shock bolt.
6. On vehicles equipped with a diesel engine, install the ABS wire drop bracket (**31-11768**) onto the (2) studs on the front of the cross-member that supports the DEF tank on the passenger side inner frame rail. Secure using the (2) supplied **10mm** nuts and washers (Hardware Pack 90-60706) to hold the bracket outside the **OE** nuts. Attach the ABS wire to the ABS line drop bracket using the previously removed **OE** plastic fastener. See ILLUSTRATION 16.
7. On vehicles equipped with a gas engine, install the supplied **10mm** socket head bolts (Hardware Pack 90-60706), from the outside of the frame rail, through the holes on the frame rail. Attach the ABS wire drop bracket (**31-11768**) to the previously installed **10mm** bolts on the inside of the frame rail and secure using **10mm** nuts and washers. Attach the ABS wire to the ABS line drop bracket using the previously removed **OE** plastic fastener. See ILLUSTRATION 17.
8. Install the brake line/ABS wire drop bracket (**31-11767**) to the inside of the driver side frame rail and secure using the previously removed **OE** bolt. See ILLUSTRATION 18.
9. Attach the **OE** brake line bracket to the brake line/ABS wire drop bracket (**31-11767**) using the supplied **5/16" X 1"** bolt and hardware (Hardware Pack 90-60706). Use the **OE** plastic fastener to attach the ABS line to the drop bracket. See ILLUSTRATION 18.
10. Install the emergency brake cable drop bracket (**31-11746**) to the original **OE** bracket hole in the frame using the previously removed **OE** bolt. See ILLUSTRATION 19.
11. Install the **OE** emergency brake cable drop





bracket to the new emergency brake cable drop bracket (31-11746) using the supplied 5/16" X 1 1/4" bolt and hardware (Hardware Pack 90-60706). See ILLUSTRATION 19.

12. Starting on the driver side, support the rear differential housing and remove the OE U-bolts from that axle end and discard. Carefully lower the rear differential away from the OE leaf spring. Remove the OE lift block from its mount pad and discard. Save the lower spring plate for reinstallation.
13. Install the supplied lift block (95-306) making sure the arrow is pointed toward the front of the vehicle and the pin is properly seated in the spring perch. Raise the axle housing until the lift block hole fits around the new leaf spring center bolt. See ILLUSTRATION 20.
14. Install the supplied U- bolts (13-90087) and OE spring plate over the leaf spring assembly and secure using the supplied washers and nuts (20-65302). Torque the U-bolt nuts to 120 ft./lbs. See ILLUSTRATION 20.
15. Repeat steps 12 through 14 on the remaining side of the vehicle.
16. Install your new Pro Comp rear shock absorbers (926505 w/ shaft end up) using the previously removed OE hardware. Torque the OE hardware and torque the OE bolts to manufacturer's specifications.
17. Reinstall the rear wheels and tires and lower the vehicle to the ground. Torque the lug nuts according to the wheel manufacturers

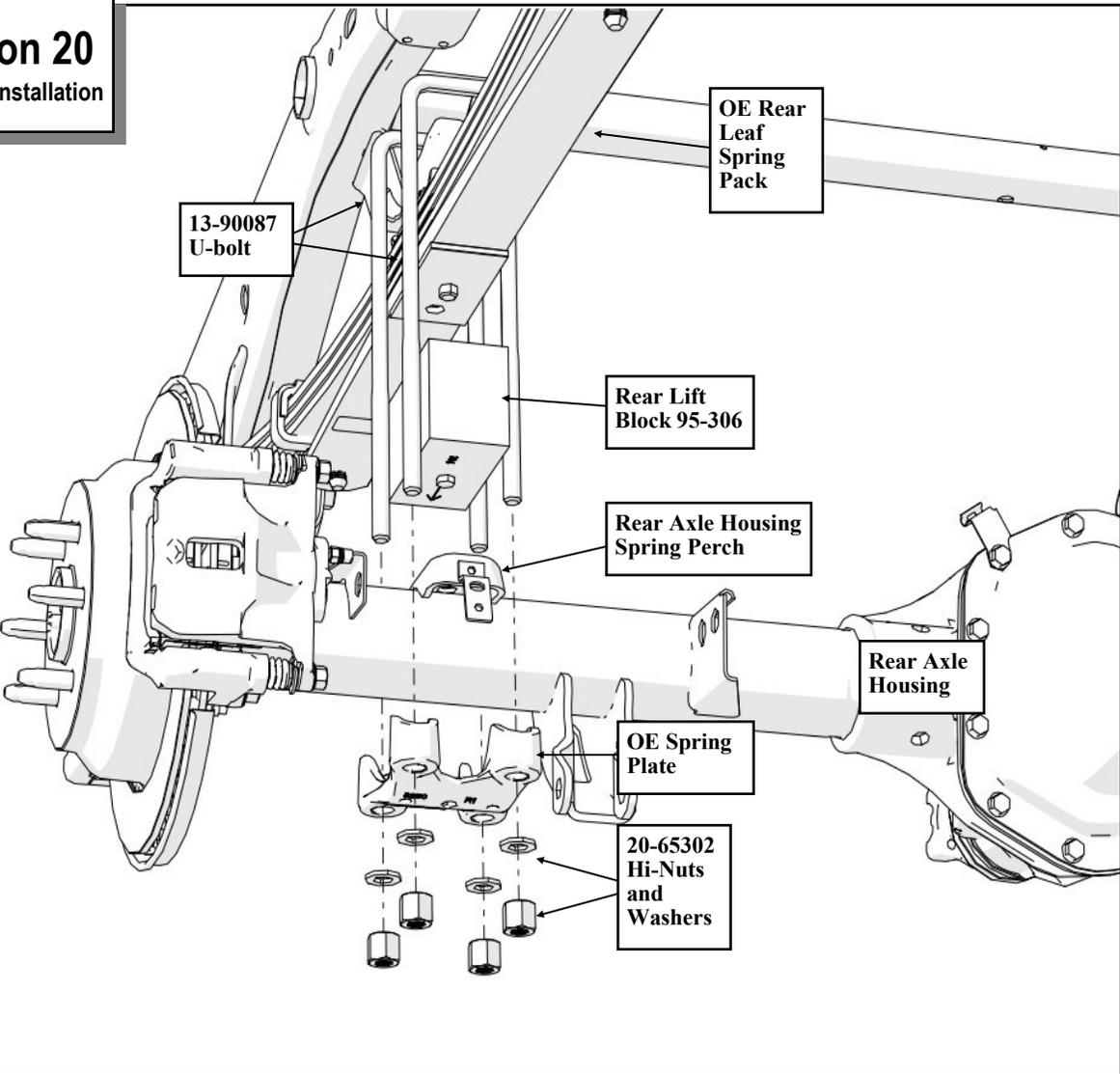
recommendations.

18. After installation is complete, double check that all nuts and bolts are tight. Refer to the chart at the end of this document for torque specifications. (Do not retighten nuts and bolts where thread locking compound was used).

NOTES:

- ⇒ On completion of the installation, have the suspension and headlights re-aligned.
- ⇒ After 100 miles recheck for proper torque on all newly installed hardware.
- ⇒ Recheck all hardware for tightness after off road use.

Illustration 20
Rear Lift Block Installation



Final notes:

1. If new tires are installed that are more than 10% taller than original tires, the speedometer must be recalibrated for the rear wheel anti-lock brake system to function properly. Contact an authorized GM dealer for details on recalibration.
2. With vehicle on the floor, cycle the steering from lock to lock and inspect the steering, suspension and driveline systems for proper operation, tightness and adequate clearance. Recheck brake hose/fittings for leaks. Be sure all brake lines are long enough for safe operation.
3. Have headlights readjusted to the proper settings.
4. Realign front end to factory specifications. Be sure the vehicle is at the desired ride height prior to realignment.
5. Recheck ALL fasteners at 100 miles to make sure they have not come loose. Due to the additional wear and tear created by larger tires and wheels, we recommend that you periodically check the suspension system and steering components to ensure service life and safe vehicle operation.

Bolt Torque and ID						
Decimal System			Metric System			
All Torques in Ft. Lbs.						
Bolt Size	Grade 5	Grade 8	Bolt Size	Class 9.8	Class 10.9	Class 12.9
5/16	15	20	M6	5	9	12
3/8	30	45	M8	18	23	27
7/16	45	60	M10	32	45	50
1/2	65	90	M12	55	75	90
9/16	95	130	M14	85	120	145
5/8	135	175	M16	130	165	210
3/4	185	280	M18	170	240	290

<p>1/2-13x1.75 HHCS</p> <p>D T L X</p>	<p>Grade 5 Grade 8</p> <p>(No. of Marks + 2)</p>		<p>M12-1.25x50 HHCS</p> <p>D T L X</p>	

<p>G = Grade (Bolt Strength)</p> <p>D = Nominal Diameter (Inches)</p> <p>T = Thread Count (Threads per Inch)</p> <p>L = Length (Inches)</p> <p>X = Description (Hex Head Cap Screw)</p>	<p>P = Property Class (Bolt Strength)</p> <p>D = Nominal Diameter (Millimeters)</p> <p>T = Thread Pitch (Thread Width, mm)</p> <p>L = Length (Millimeters)</p> <p>X = Description (Hex Head Cap Screw)</p>
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Revision Page:

2.15.18: Latest Rev

8.19.21: Added T to 1174 instance and created Revision Page



The PRO COMP PROMISE WARRANTY

At Pro Comp, we know you have many choices when selecting products to personalize your vehicle. You should demand nothing but the highest quality available and have total confidence that the products you selected are the best in the industry. It is for these reasons that Pro Comp Suspension products are backed by the best warranty in the industry...the Pro Comp Promise!

Pro Comp promises that its products will last a lifetime or we will replace it free of charge. It's that simple! Because of our commitment to quality and manufacturing excellence, we are able to stand behind our products. FOREVER.

It is Pro Comp's Promise that if one of our suspension products breaks not due to misuse, neglect or vandalism, we will replace it. Whether you are the original purchaser or not, you can be assured that we will make it right. The Pro Comp Promise covers all suspension products including shocks and steering stabilizers. Buy Pro Comp Suspension today and enjoy it for the rest of your life!

That's our Pro Comp Promise!

Notice to Owner, Operator, Dealer and Installer:

Vehicles that have been enhanced for off-road performance often have unique handling characteristics due to the higher center of gravity and larger tires. This vehicle may handle, react and stop differently than many passenger cars or unmodified vehicles, both on and off-road. You must drive your vehicle safely! Extreme care should always be taken to prevent vehicle rollover or loss of control, which can result in serious injury or even death. Always avoid sudden sharp turns or abrupt maneuvers and allow more time and distance for braking! Pro Comp reminds you to fasten your seat belts at all times and reduce speed! We will gladly answer any questions concerning the design, function, maintenance and correct use of our products.

Please make sure that the Dealer / Installer explains and delivers all warning notices, warranty forms and instruction sheets included with Pro Comp product.

Warranty and Return Policy:

Pro Comp warrants its full line of products to be free from defects in workmanship and materials for the life of the product. Pro Comp's obligation under this warranty is limited to repair or replacement, at Pro Comp's option, of the defective product. Any and all costs of removal, installation, freight or incidental or consequential damages are expressly excluded from this warranty. Pro Comp is not responsible for damages and / or warranty of other vehicle parts related or non-related to the installation of Pro Comp product. A consumer who makes the decision to modify his vehicle with aftermarket components of any kind will assume all risk and responsibility for potential damages incurred as a result of their chosen modifications. Warranty coverage does not include consumer opinions regarding ride comfort, fitment and design. Warranty claims can be made directly with Pro Comp or at any factory authorized Pro Comp dealer.

IMPORTANT! To validate the warranty on this purchase please be sure to mail in the warranty card.

Claims not covered under warranty

* Parts subject to normal wear; this includes bushings, bump stops, ball joints, tie rod ends and heim joints.

* Finish after 90 days.

* Damage caused as a result of not following recommendations or requirements called out in the installation manuals.

Pro Comp MX Series coil-over shocks are considered a serviceable shock with a one-year warranty against leakage only. Rebuild service and replacement parts will be available and sold separately by Pro Comp. Contact Pro Comp for specific service charges. Pro Comp accepts no responsibility for any altered product, improper installation, lack of or improper maintenance or improper use of our products.

E-Mail: info@procompusa.com
Website: www.procompusa.com
Fax: (310) 747-3912
Ph: 1-800-776-0767

PLACE WARRANTY REGISTRATION NUMBER HERE: _____
