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Latest Revision:
3.13.2016



off-road driven!™

PRO COMP SUSPENSION

K4194B
52223B
4" 2015 FORD F150 4WD LIFT KIT

Stock 17" & 18" wheels will not work in conjunction with this kit.

***IMPORTANT!: 18" AND LARGER WHEEL, NOT TO EXCEED 9" IN WIDTH
WITH A MAXIMUM BACKSPACING OF 5 1/2" MUST BE USED IN
CONJUNCTION WITH THIS LIFT KIT! See pg. 5 for details.***

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 4-PN 52223B-1

Part #	Description	Qty.	Illus.	Page
91-10722	REAR CROSSMEMBER	1	3,7,8	8,10
91-10080	REAR CROSSMEMBER BRACE	1	7	10
90-6705	HARDWARE PACK: Brace	2	-	-
70-0501501800	1/2" X 1 1/2" HEX BOLT Gr. 8	2	7	10
72-050100816	1/2" STOVER NUT Gr. C - Not Used	2	7	10
73-05000834	1/2" SAE HARDENED FLAT WASHER - 2 Not Used	4	7	10
35-10104	NUT PLATE: Brace	2	7	10
91-10733	CROSSMEMBER SKID PLATE	1	8	10
90-6223	HARDWARE PACK: Skid Plate	1	-	-
70-0371251800	3/8" X 1 1/4" HEX BOLT Gr. 8	4	8	10
72-037100816	3/8" STOVER NUT Gr. C	4	8	10
73-03700034	3/8" HARDENED FLAT WASHER	8	8	10
91-10734	DIFFERENTIAL DROP: Front Drvr	1	2	7
91-10738	DIFFERENTIAL DROP: Pass	1	2	7
90-6189	HARDWARE PACK: Differential	1	-	-
90-2217	HOSE: 5/16" ID X 3 1/2"	1	-	-
90-2216	HOSE MENDER: BRASS (5/16")	1	-	-
90-6302	HARDWARE PACK: Differential	1	-	-
70-0561251800	9/16" X 4" HEX BOLT Gr. 8- 1 Not Used	4	2,3	7,8
73-05600034	9/16" HARDENED FLAT WASHER- 2 Not Used	8	2,3	7,8
72-056100816	9/16" STOVER NUT Gr. C- 1Not Used	4	2,3	7,8
91-10742	DIFFERENTIAL DROP: Rear Drvr	1	3	8
90-6701	HARDWARE PACK: Rear Crossmember	1	-	-
71-181502501000	18mm-2.5 X 150mm HEX BOLT 10.9	4	3	8
72-01810932	18mm-2.5 STOVER NUT Gr. C	4	3	8
73-01810934	18mm USS FLAT WASHER	4	3	8
90-6703	HARDWARE PACK: Leaf Spring Shim Pack	1	-	-
90-3085	FORD REAR END SHIMS	4	-	-
97-120	1/2" X 3 1/2" GR. 8 USS. HEX MACHINED HEAD	4	-	-
72-050100811	1/2" GR. 8 USS. UNPLATED HEX NUT	4	-	-
90-4248	FRONT DRIVESHAFT SPACER	1	9	11
90-6716	HARDWARE PACK: Front Driveshaft Spacer	1	-	-
71-181502501000	10mm- 1.5 X 90mm HEX BOLT 12.9	6	9	11
90-6493	HARDWARE PACK: Rear Driveshaft Spacer	1	-	-
.120C600HCS1Y	12mm- 1.75 X 60mm 10.9 HEX BOLT	4	14	17
73-01200830	12mm SAE FLAT WASHER	4	14	17
90-4338	REAR DRIVESHAFT SPACER	1	14	17

Box 2 of 4-PN 52221B-2

Part #	Description	Qty.	Illus.	Page
90-40032	KNUCKLE: Drvr	1	-	-
90-40033	KNUCKLE: Pass	1	-	-
91-7210	BRAKE LINE BRACKET: Front Knuckle	2	-	-
90-6299	HARDWARE PACK: Front Brake Lines	1	-	-
70-0311001500	5/16" X 1" Gr. 5 HEX BOLT	2	-	-
72-03100100512	5/16" NYLOCK NUT	2	-	-
73-03100030	5/16" SAE FLAT WASHER	4	-	-
91-10106	BRAKE LINE RELOCATION BRACKET	2	-	-

Box 3 of 4-PN 52223B-3

91-10746	FRONT CROSSMEMBER	1	3,5	7,9
91-5502	REAR BRAKE LINE DROP	1	-	-
90-6314	HARDWARE PACK: Brake Line Drop/ Bump Kit	1	-	-
70-0311001800	5/16" X 1" HEX BOLT Gr. 8	1	-	-
72-031100816	5/16" STOVER NUT Gr. C	1	-	-
73-03100832	5/16" USS FLAT WASHER	2	-	-
70-0371501800	3/8" X 1 1/2" HEX BOLT Gr. 8 -Not Used	2	-	-
72-037100816	3/8" STOVER NUT Gr. C -Not Used	2	-	-
73-03700034	3/8" HARDENED FLAT WASHER -Not Used	4	-	-
90-6393	HARDWARE PACK: Front Brake Line Drops	1	-	-
90-3202	F150 BRAKELINE DROP	2	-	-
90-6299	HARDWARE PACK: Front Brake Lines	1	-	-
70-0311001500	5/16" X 1" Gr. 5 HEX BOLT	2	-	-
72-03100100512	5/16" NYLOCK NUT	2	-	-
73-03100030	5/16" SAE FLAT WASHER	4	-	-
91-10752	SWAY BAR DROP: Pass	1	10	11
90-6340	HARDWARE PACK: Sway Bar Drop	1	-	-
70-0431751800	7/16" X 1 1/4" HEX BOLT Gr. 8	4	10	11
72-043100816	7/16" STOVER NUT Gr. C	4	10	11
73-04300830	7/16" SAE FLAT WASHER	8	10	11
90-6319	HARDWARE PACK: Zip Ties	1	-	-
10999	ZIP TIE, 11", BLACK	12	-	-
90-6751	HARDWARE PACK: Cam Bolts	1	-	-
90-5532	CAM ECCENTRIC: F-150 Slotted	4	6	9
90-5533	CAM BOLT: 18mm-2.5 X 150MM 10.9	4	6	9
90-6313	HARDWARE PACK: Crossmember	1	-	-
72-01810932	18mm STOVER NUT	4	6	9
73-01810934	18mm FLAT WASHER	4	6	9
91-10110	EMERGENCY BRAKE LINE DROP	1	14	17
90-6915	HARDWARE PACK: E-Brake	1	-	-
70-0371001800	3/8" X 1" HEX BOLT Gr. 8	2	12	15
72-037100816	3/8" STOVER NUT Gr. C	2	12	15
37RWFLZ/USS-PC	3/8" USS FLAT WASHER 3	4	12	15

Box 4 of 4-PN 52223B-4

Part #	Description	Qty.	Illus.	Page
932008	9000 SERIES SHOCK	2	-	-
91-20127	COIL SPACER	2	11	12
90-6317	HARDWARE PACK: Spacer Mount	1	-	-
72-043200810	7/16" GR. 8 HEX NUT	6	11	12
73-04300830	7/16" SAE FLAT WASHER	6	11	12
73-04300836	7/16" SPLIT LOCK WASHER	6	11	12
95-302F	3" LIFT BLOCK: Drvr	1	13	16
95-303F	3" LIFT BLOCK: Pass	1	13	16
13-90385	U-BOLT: 9/16"-18 X 3.375" X 10.50"	4	13	16
20-65302	HARDWARE PACK: 9/16" HI-NUTS	1	13	16
90-60019	HARDWARE PACK: Spacer Mount	1	-	-
	10mm-1.5 NYLOCK NUT	6	11	12
	10mm FLAT WASHER	6	11	12

Please refer to your service manual for more information.

A special removal tool is required for safe removal of the tie rods. (PN T64P-3590-F).

These tool may be purchased at your local Ford dealer.

You may be able to rent any of these tools at your local parts store.

Tire & Wheel Information:

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 the safety of your Pro Comp equipped vehicle. For this application, a 18" and larger wheel not to exceed 9" in width with a maximum backspacing of 5 1/2" is acceptable. A quality tire of radial design, not exceeding 35" tall X 13.5" wide is recommended. Please note that the use of a 35" X 13.5" tire may require fender modification. 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!: 18" OR LARGER WHEELS MUST BE USED IN CONJUNCTION WITH THIS LIFT KIT! EXCLUDING REVERSE MOUNT WHEELS.

Special Tools:

- ◆ 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.
- ◆ 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 use NEW cotter pins on re-assembly! (These items are NOT supplied)
- ◆ 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.
- ◆ **IT IS ADVISABLE THAT YOU HAVE HELP AVAILABLE WHEN INSTALLING THIS KIT. SOME COMPONENTS ARE HEAVY AND AWKWARD. ADDITIONAL HELP IS GOOD INSURANCE AGAINST INJURY!**
- ◆ 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 lock 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.**
- ◆ If you use traction bars, ES9000 shocks may hit the traction bar mount, if it does a MX6 Series shock should be used.

Front Installation:

1. Prior to installing this kit, with the vehicle on the ground. Measure the height of your vehicle. This measurement can be recorded from the center of the wheel, straight up to the top of the inner fender lip. Record the measurements below.

LF: _____ RF: _____

LR: _____ RR: _____

2. At ride height. measure front driveshaft pullout Record the measurement below.

Rear Driveshaft Pullout: _____

3. Ensure that your work space is of adequate size and the work surface is level. Place the vehicle in park and set parking brake. Place blocks both in front of and behind the rear wheels. 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 remove the front wheels.
4. Remove any skid plates if necessary.
5. Work on one side of the vehicle at a time.
6. Unbolt the **OE** brake line and bracket from the side of the knuckle. Save the hardware for reinstallation.
7. Remove the front caliper and bracket assembly from the front knuckle by removing the **(2)** retaining bolts.

NOTE: Make sure you do not let the calipers hang on the brake lines or damage will occur.

8. Remove the front rotors from the front

hub.

9. Remove the dust cap and the nut from the end of the CV in the hub.
10. Remove the anti-lock wiring and sensor from the hub if applicable.
11. Remove the vacuum line from the rear of the hub.
12. Disconnect the sway bar end links from the sway bar. Save hardware for reinstallation.
13. Unbolt and remove the sway bar from the vehicle. Save hardware for reinstallation.
14. Remove the tie rod end nut and separate from the knuckle using the appropriate tool.
15. Remove the upper ball joint nut from the knuckle and separate using the appropriate tool.
16. Remove the lower ball joint nut, separate using the appropriate tool. Remove the knuckle from the vehicle while pulling it away from the CV and set the knuckle aside.
17. Remove the three nuts from the top of the coil over assembly and the one large nut and bolt on the bottom. Remove the coil from the vehicle. Save hardware for reinstallation.
18. Remove the two bolts that retain the lower a-arms and remove them from the truck.
19. Repeat on the other side of the vehicle.
20. Mark the driveshaft orientation and disconnect the front drive shaft from the differential. Secure the driveshaft up and out of the way of the work area.
21. Remove the rear cross member brace; retain **(2)** of the bolts and nuts for re-

stallation.

NOTE: Careful heating of the OE bolts may be necessary to loosen the factory thread locker.

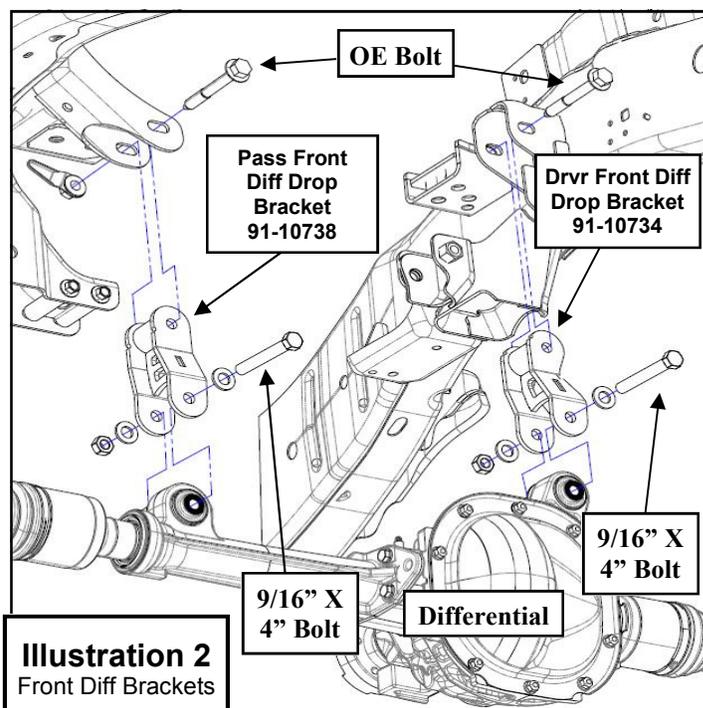
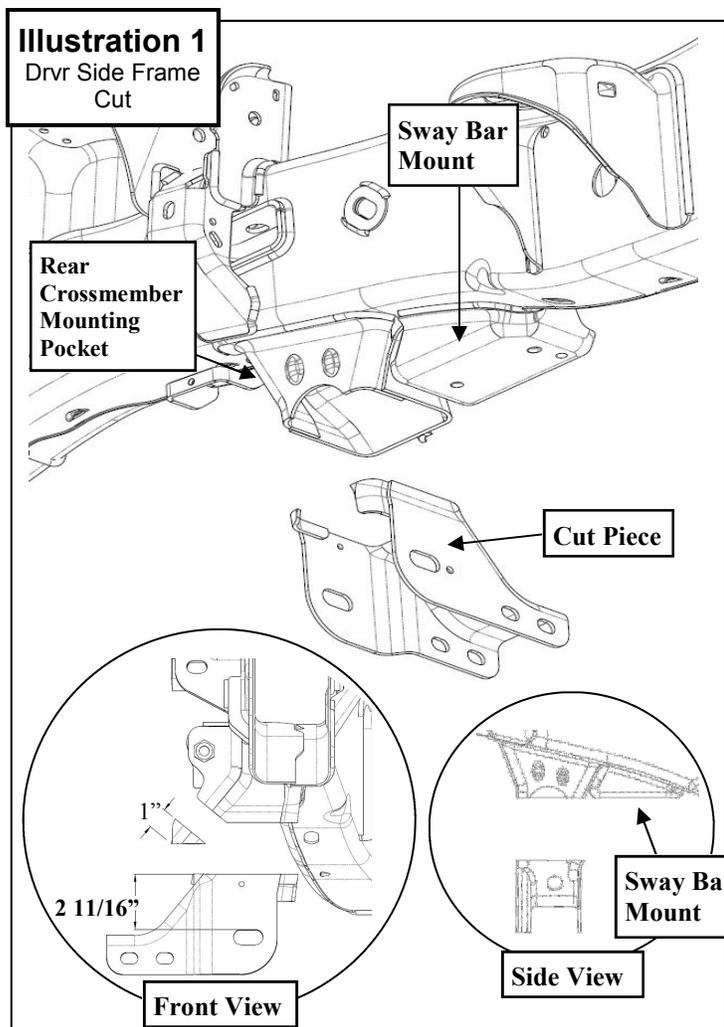
22. Make sure that the front differential is well supported, remove the existing hardware from both passenger and driver side differential mounting areas. Carefully lower differential out of vehicle and set aside. Note the vent routing for reinstall. Be careful the differential is heavy.
23. In order to install the rear crossmember, the driver side control arm mounting pocket needs to be removed. Measure up **2 11/16"** from the top of the cam bolt hole and draw a horizontal line across the entire pocket. Be sure

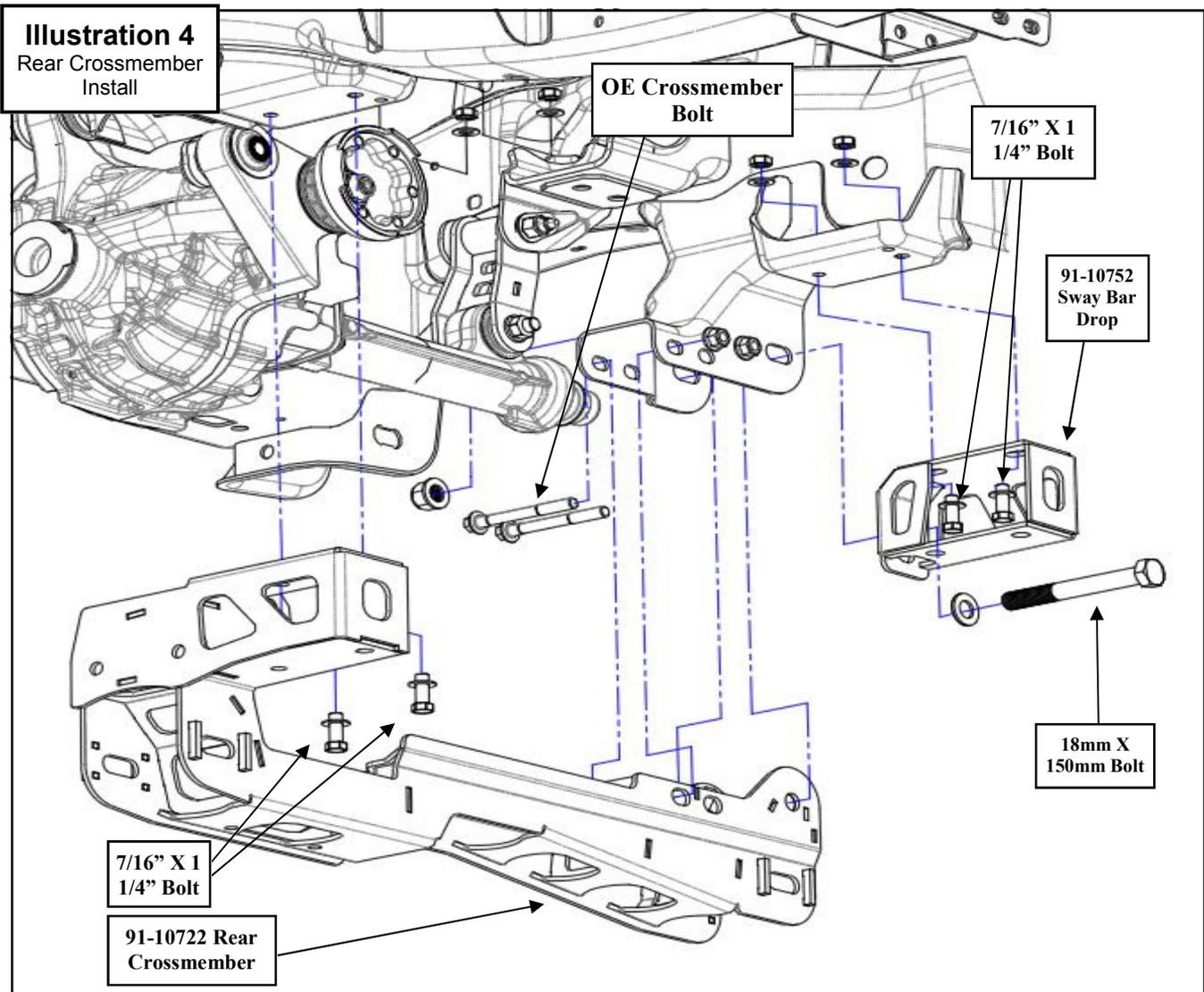
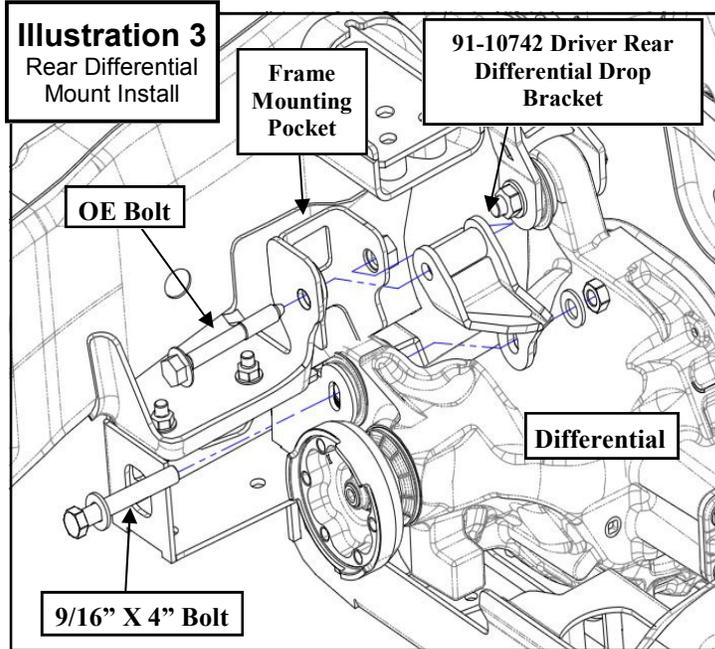
the line is flush with the sway bar mount. See **Illustration 1**.

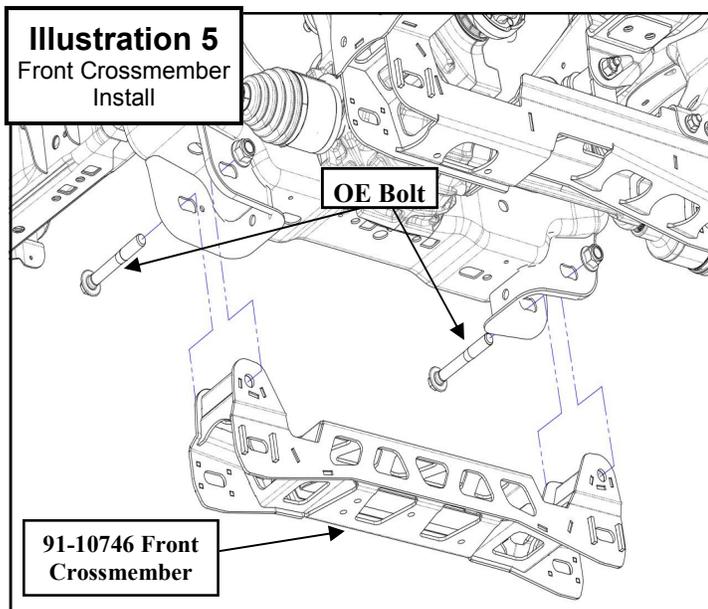
24. Using a suitable cutting tool, (abrasive cutoff wheel, Sawz-all, etc.) cut the frame along the previously marked lines as shown in **Illustration 1**. Be sure to make the cut flush with the sway bar mount.
25. Trim the inside corner of the driver's side frame **1"**. See **Illustration 1**.
26. After cutting the sections out of the frame, clean the area thoroughly and paint the exposed metal with a good quality paint.
27. Install the driver side and passenger side front differential drop brackets **91-10734 drvr** and **91-10738 pass**) to the frame with the previously removed OE bolts and hardware. Leave the bolts loose. See **Illustration 2**.

NOTE: The jog in the brackets will face towards the front of the truck.

28. Secure the driver side rear differential drop bracket (**91-10742**) to the frame using the previously removed OE bolt.







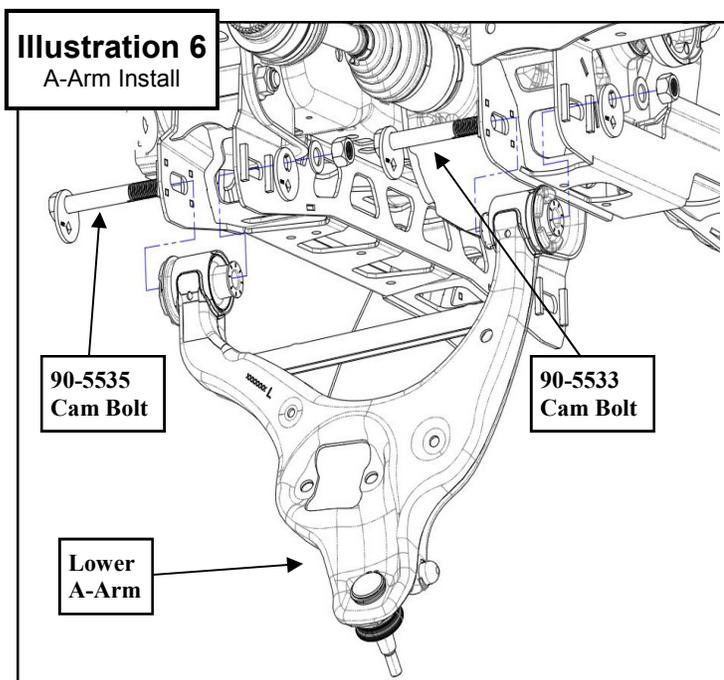
Leave the bolt loose at this time. See **Illustration 3**.

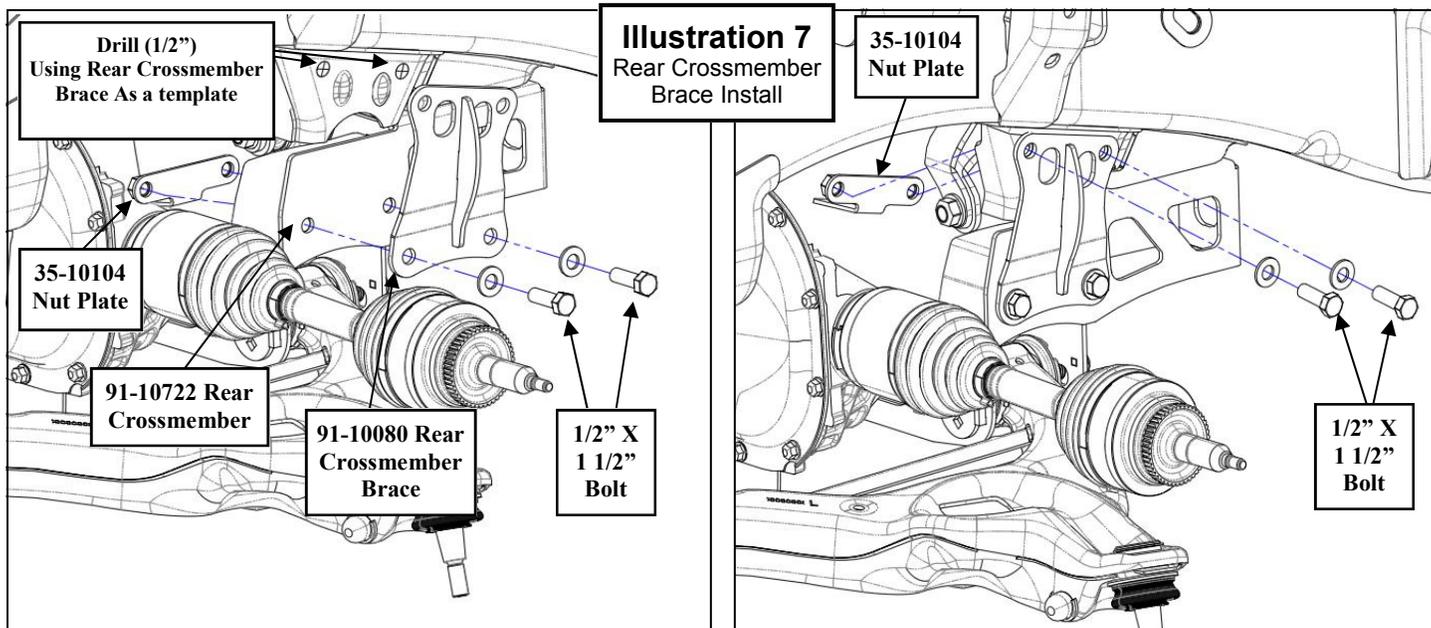
29. Carefully hang the differential into the front differential drop brackets with the supplied **9/16" X 4"** bolts and hardware from pack **(90-6302)**. Leave the bolts loose. See **Illustration 2**.

30. Using the differential drop extension pack **(90-6189)** fit the new hose to the differential. Place the supplied plug in

the end of the tube and connect the factory tube to it. Route the vent hose as previously noted. Use the supplied zip ties to secure the hose.

31. Secure the passenger side sway bar drop bracket **(91-10752)** to the **OE** sway bar mounting holes in the frame using the supplied **7/16" X 1 1/4"** bolts and hardware. Leave the bolts loose. See **Illustration 4**.
32. Raise the rear crossmember **(91-10722)** into place and install the supplied passenger side **10mm X 150mm** crossmember bolt. Install the bolt with the head to the rear, through the passenger side sway bar drop bracket **(91-10752)**. See **Illustration 4**.
33. Install the washer and nut onto the crossmember bolt. Leave the bolts loose. See **Illustration 4**.
34. Install the **(2)** **OE** crossmember brace bolts into the **(2)** remaining holes on the pass side of the rear crossmember. Leave the bolts loose. See **Illustration 4**.
35. Secure the rear crossmember **(91-10722)** to the driver side **OE** sway bar mounting holes in the frame using the supplied **7/16" X 1 1/4"** bolts. Leave the bolts loose. See **Illustration 4**.
36. Install the rear differential drop bracket **(91-10742)** to the differential using the supplied **9/16" X 4"** bolt, through the mounting hole in the rear crossmember, with the head facing the rear of the vehicle. Leave the bolts loose. See **Illustration 3**.
37. Install the front cross member **(91-10746)** into original front A-arm mounting locations, using the factory bolts with the heads to the front, leave loose. See **Illustration 5**.



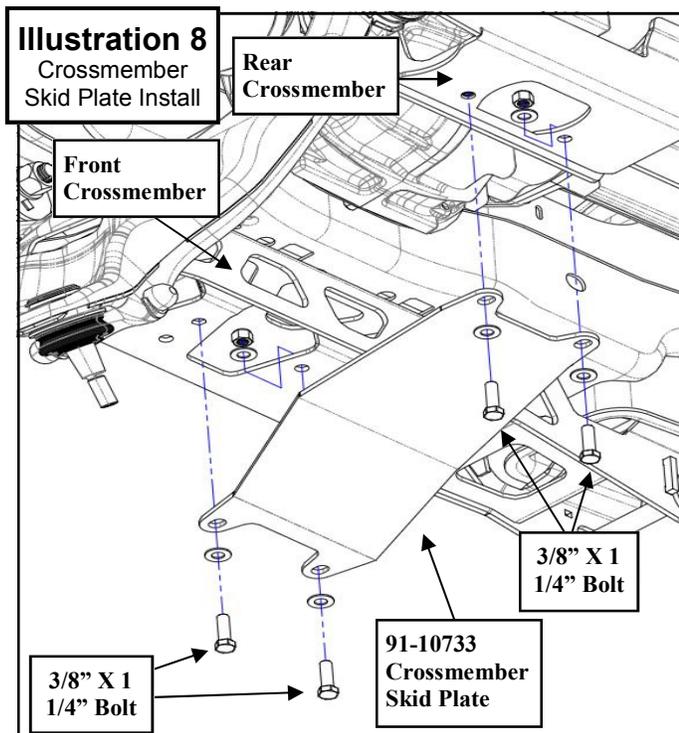


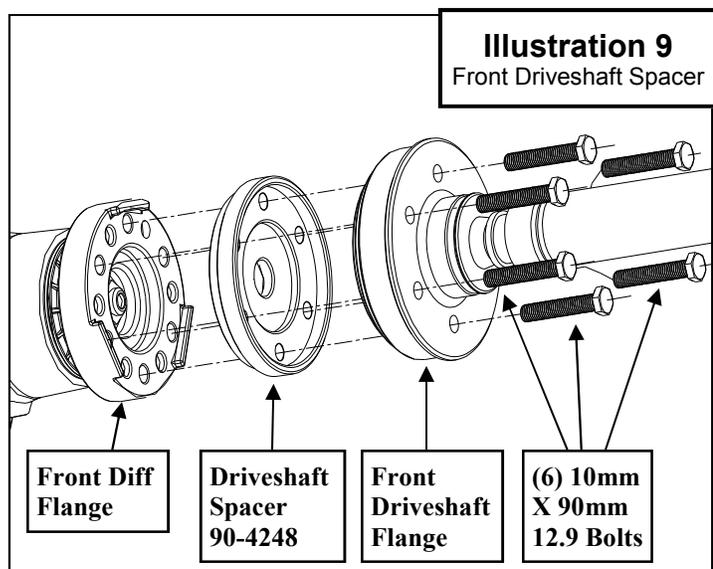
38. To ensure proper rear crossmember placement, test fit the driver side A-arm in the crossmember mounting pockets. Secure using the supplied cam bolts (**90-5533**), cam eccentric (**90-5532**), 18mm washers and nuts. See **Illustration 6**.

NOTE: The rear cross member is slotted and it needs to be pushed as far to the Passenger side as possible

before it is tightened.

39. Once the A-Arm is securely in place, tighten the previously installed **7/16"** hardware and the **OE** pass side crossmember bolts and hardware. Remove the A-Arm and cam bolts from the vehicle.
40. Install the rear crossmember brace (**91-10080**) to the rear crossmember using the **1/2" X 1 1/2"** bolts and nut-plate (**35-10104**). Tighten the bolts. See **Illustration 7**.
41. Use the upper holes in the crossmember brace as a guide for drilling through the frame. See **Illustration 7**.
42. Center punch and drill the holes using a **1/2"** drill bit. See **Illustration 7**.
43. Secure the upper holes in the rear crossmember brace (**91-10080**) to the frame using the **1/2" X 1 1/2"** bolts and nut plate (**35-10104**). See **Illustration 7**.
44. Install the lower a-arms into the new cross members with the supplied cam bolts (**90-5533**), cam eccentric (**90-5532**), 18mm washers and nuts. The cams should fit between the cam





guides on the cross members. Center the cams in the guides. You will torque the bolts at the end of the install when the vehicle is on the ground. See **Illustration 6**.

45. Install the crossmember skid plate (**91-10733**) to the front and rear crossmembers using the supplied **3/8" X 1 1/4"** bolts and hardware. See **Illustration 8**.
46. Torque all differential and crossmember hardware according to the torque chart on page **20** or to manufacturers specifications.
47. Reinstall the front driveshaft to the differential by slipping in the new aluminum front driveshaft spacer (**90-4248**) and fasten with (**6**) supplied **10mm- 1.5 X 90mm 12.9** bolts. Be sure to use red thread locker on these bolts. See **Illustration 9**. Torque the bolts according to the chart on page **20**. Rotate driveshaft to check for binding. If it binds the driveshaft must be cleared by a qualified driveline shop.

NOTE: The use of this driveshaft spacer is intended for light usage only. If the intended usage is for high speed off road, this spacer should not be installed. The factory

front driveshaft should be lengthened by a qualified driveline shop.

Pro Comp takes NO responsibility for damage caused as a result of the installation of this spacer.

48. Install the sway bar frame mounts to the sway bar drop brackets using the previously removed **OE** bolt plates and **OE** hardware. See **Illustration 10**.
 49. Secure the sway bar end links to the sway bar using the previously removed **OE** hardware.
 50. Torque the sway bar mount hardware to **60** ft./lbs.
 51. Transfer all the parts from the factory knuckles to the supplied Pro Comp knuckles (**90-40032** **drv**r and **90-40033** **pass**) except the vacuum actuator.
- NOTE: Tighten all the factory hardware carefully. Be sure to follow the factory assembly procedures and**

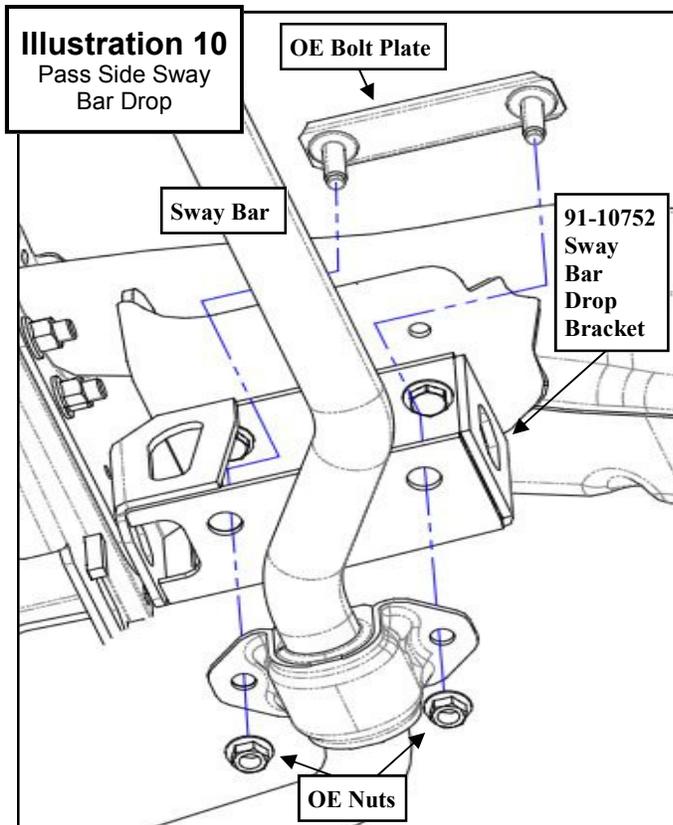
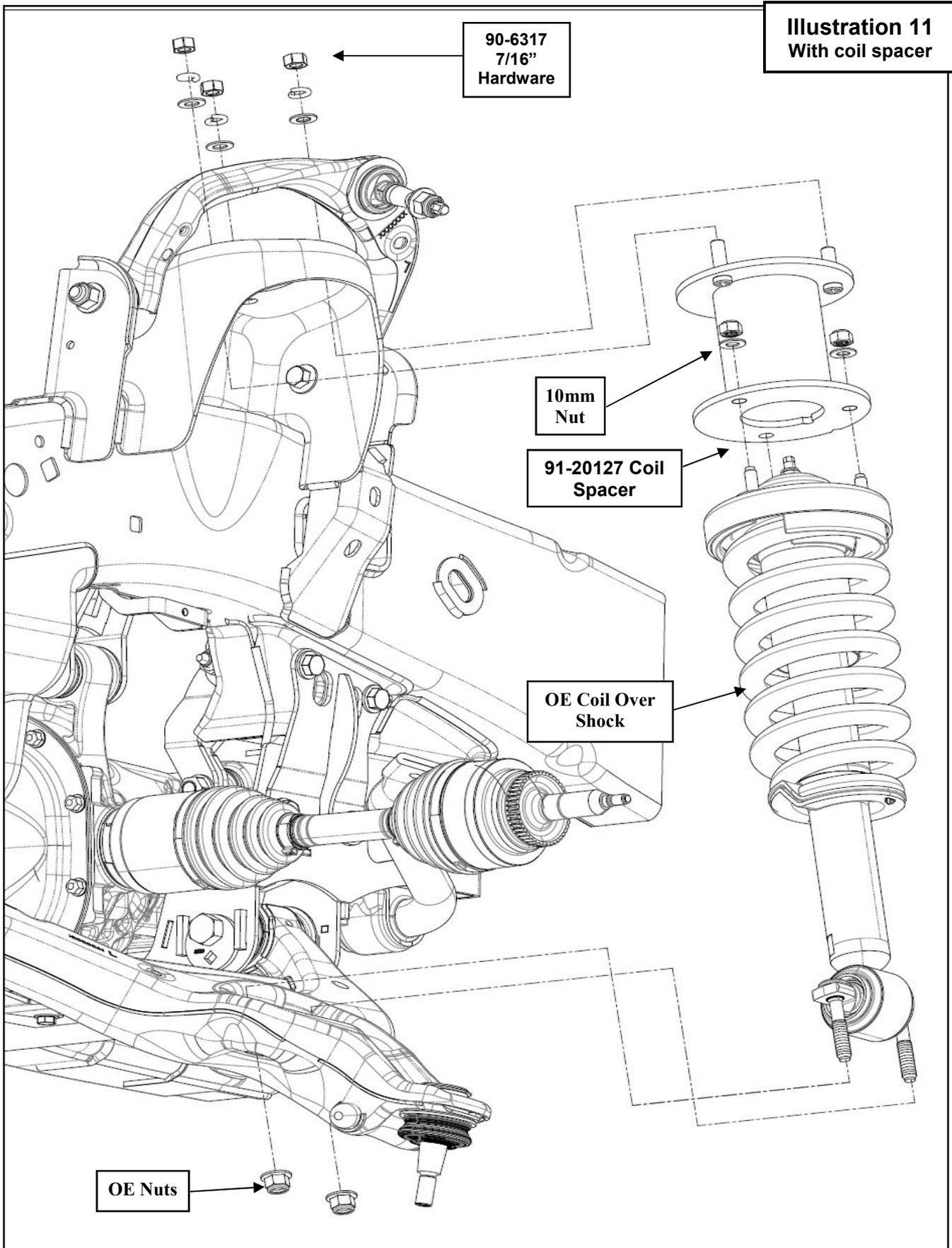


Illustration 11
With coil spacer



torque specifications.

52. Attach the spacer (91-20127) to the top of the shock using the supplied 10mm nuts and washers. See **Illustration 11**.
53. Install the strut assembly into the strut tower and start the (3) upper 7/16" nuts and washers from hardware pack (90-6317). Leave this hardware loose until you have completed step 54. The final tightening and torque settings can be completed when the vehicle is on the ground.
54. Position the studs of the lower mount into the lower A-arm and secure with the previously removed OE nuts. See **Illustration 11**. Torque according to the chart on page 20.
55. Support the lower A-arm. Position the new front knuckle. Attach the knuckle to the lower ball joint.

NOTE: Correctly position and slide the vacuum actuator over the CV before the next step.

56. While raising the knuckle and lower control arm slide the CV through the vacuum actuator and the knuckle. Attach the nut to the end of the CV shaft. Torque to 17 ft/lbs. and attach the dust cap. Torque the small aluminum vacuum cover bolts to 11 ft/lbs.
57. Attach the knuckle to the upper ball joint. Torque to 85 ft/lbs. Torque the lower A-arms nut to 111 ft/lbs.

NOTE: Check lower control arm to CV boot clearance at full droop. The lower control arm may need to be trimmed and sanded to prevent contact.

58. Connect the anti-lock wiring harness and sensor to the hub if applicable.
59. Install the supplied brake line reloca-

tion bracket (91-10106) to the trailing edge of the knuckle using the previously removed OE bolt.

60. Secure the OE brake line relocation bracket on the front brake line to the new bracket (91-10106) using the 5/16" X 1" bolt and hardware.
61. Attach the vacuum lines to the rear of the hub.
62. Install the front rotors on to the front hub.
63. Install the front calipers on to the front rotors by reinstalling the retaining bolts. Torque to factory specifications.
64. Install the tie rod end to the knuckle. Torque to 111 ft/lbs.
65. Repeat steps 60 through 68 on the other side of the vehicle.
66. Remove stock brake line bracket from frame. Carefully remount the brackets with the supplied brake line drops (90-3202 drv and pass) in between bracket and frame. Use factory hardware to fasten the shorter end of the bracket to the frame. Position the drops, best for your application. Use the supplied hardware from pack (90-6299) to fasten OE bracket to the new brake line drop.

WARNING!: Make sure the brake lines that you just modified are not resting against any moving parts.

67. Reinstall the wheels and tires and lower the vehicle to the ground. Torque the wheels to 150 ft/lbs. If you are using aftermarket wheels follow the manufacturers recommended specifications.
68. Recheck all hardware for proper installation and torque at this time.
69. Torque the 18MM cam bolts to 180-

200 ft/lbs.

70. On both sides of the vehicle, check the routing of the brake lines and the ABS wire harnesses. There must be no pinching, rubbing, or stretching of any component. Use zip ties to secure these items. At full droop, cycle the steering from lock to lock while observing the reaction of these components. Reposition them if needed.

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

IMPORTANT!: AFTER INSTALLATION OF KIT AND BEFORE THE VEHICLE IS FIRST STARTED, BE SURE TO CENTER THE FRONT WHEELS AND THE STEERING WHEEL. IF THE FRONT WHEELS AND THE STEERING WHEEL ARE NOT CENTERED BEFORE STARTING THE VEHICLE, IT MAY TRIGGER A DIAGNOSTIC TROUBLE CODE THAT WILL HAVE TO BE RESET BY THE MANUFACTURERS SERVICE FACILITY.

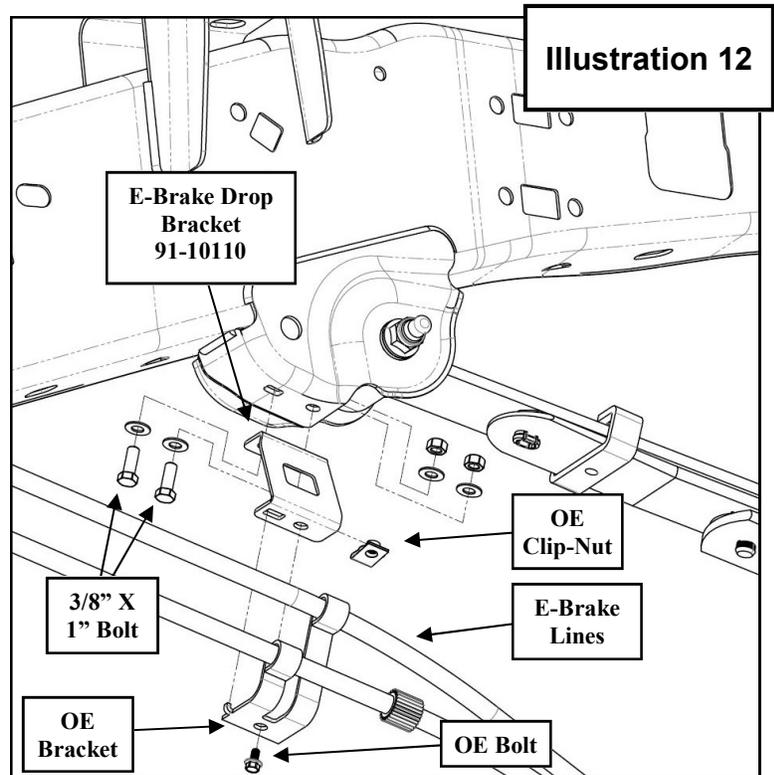
NOTE: SEE PAGE 18 FOR STEERING STOP ADJUSTMENT INSTRUCTIONS.

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.**

Rear Installation:

1. Block the front tires and raise the rear of the vehicle. Support the frame with jack stands forward of the rear springs.
2. Remove the rear wheels.
3. Remove the shocks on both sides of the vehicle. It may be necessary that you slightly raise the axle to unload the shocks for removal.
4. Unbolt the emergency brake line mount from the frame. Remove the **OE** bolt and clip-nut from the frame and save for reinstallation.
5. Bolt the emergency brake line drop bracket (**91-10110**) to the frame using the supplied **3/8" X 1"** bolt and hardware. See **Illustration 12**.
6. Secure the **OE** emergency brake line mount to the emergency brake line drop bracket (**91-10110**) using the previously removed **OE** bolt and clip-nut. See **Illustration 12**.
7. On drivers side, unbolt the existing brake line bracket from the frame.
8. Install the supplied brake line extension bracket (**90-5502**) to the frame using the previously removed **OE** hardware. Then bolt the factory bracket to the new bracket using the supplied **5/16" X 1"** hardware from hardware pack (**90-6314**).
9. Reroute rear ABS as necessary use the supplies zip ties to secure lines.
10. Support the rear axle with a floor jack and remove the **U-bolts** on the driver side. Loosen the **U-bolts** on the passenger side.
11. Remove the factory lift block from the spring assembly. This will not be reinstalled.
12. Install the lift block (**95-302F drv**r and **95-303F pass**) onto the axle pad, making sure the pins are fitted into the holes on the



spring perch. Use your floor jack to raise the axle to the spring making sure the tabs on the spring block fit into the holes on the lift block. See **Illustration 13**.

13. Secure the assembly with the U-bolts (**13-90385**) supplied in hardware pack and new high-nuts and washers from hardware pack (**20-65302**). Do not tighten the **U-bolts** at this time. See **Illustration 13**.

NOTE: Make sure the block sits flush on the axle perch.

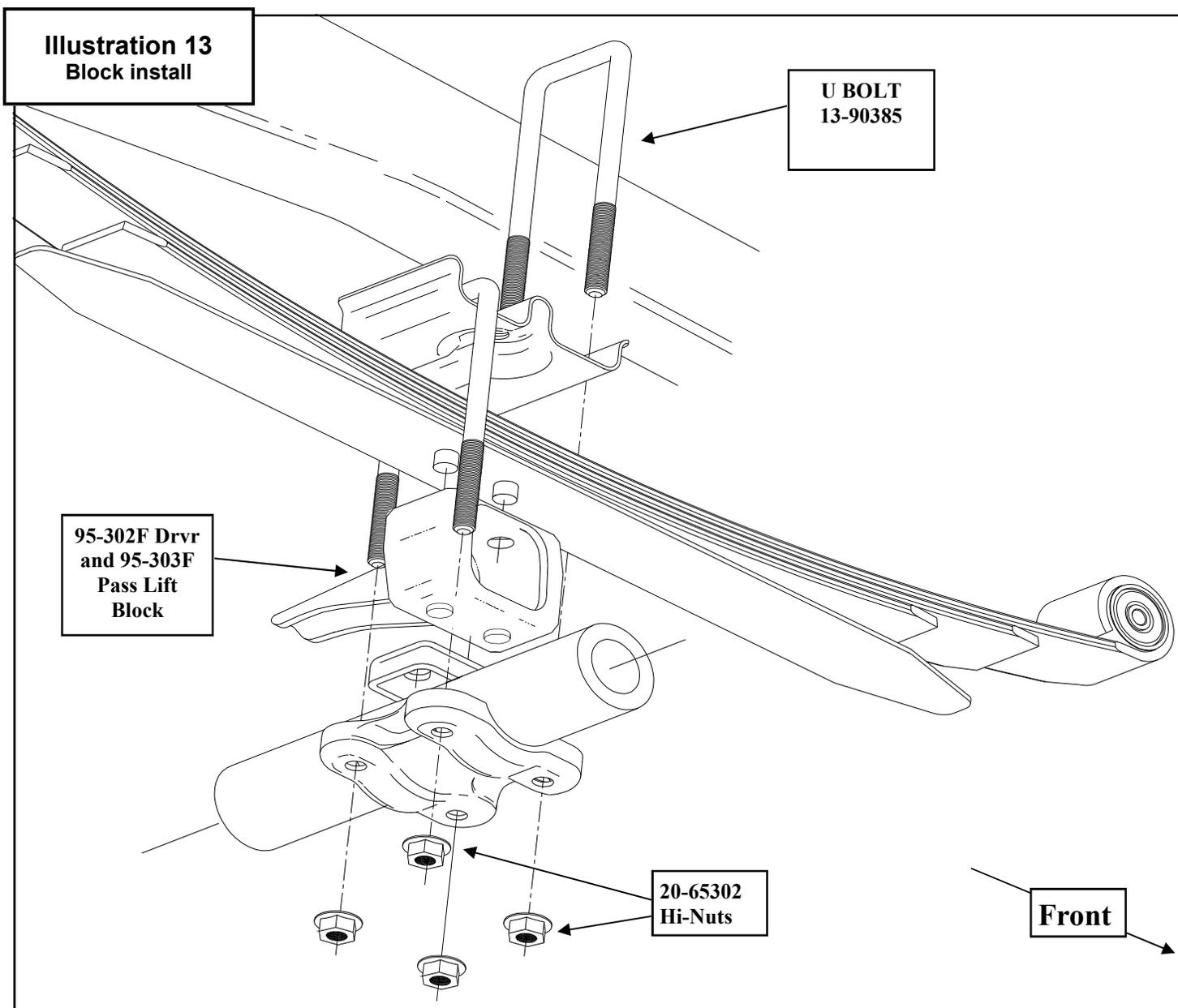
14. Repeat the installation on the other side of the vehicle.

15. When the installation of the remaining side is complete, torque the **U-bolts** to **105** ft. lbs.

16. Insert the supplied sleeves (**60859**) in both end of the shocks.

17. Install your new Pro Comp shocks (**932008 w/ shaft end up**) and torque this hardware to **66** ft./lbs.

18. Reinstall the wheels and tires and lower



the vehicle to the ground.

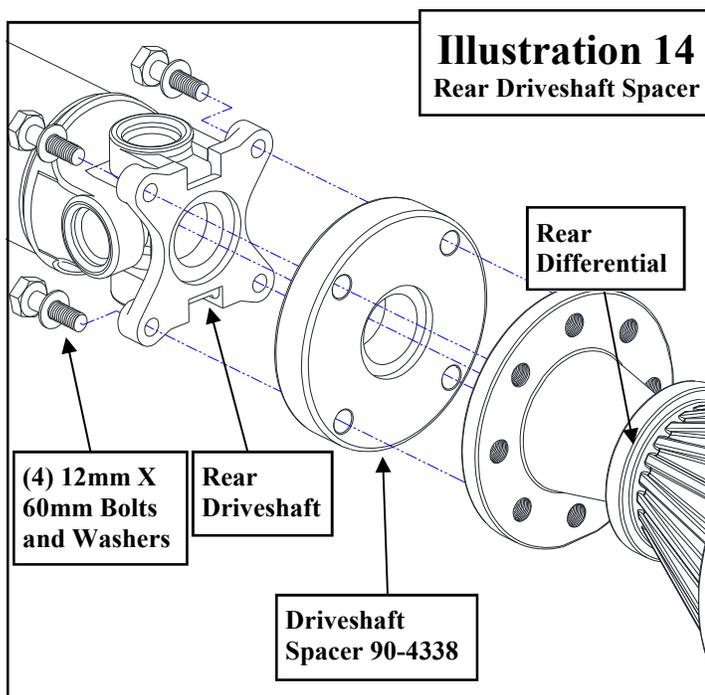
19. Reinstall the wheels and tires and lower the vehicle to the ground. Torque the factory wheels to **150** ft/lbs. If you are using aftermarket wheels follow the manufacturer's recommended specifications.

NOTE: If you wish to raise the ride height of the rear of the vehicle, install the rear leaf spring shims from hardware pack (90-6703) using the enclosed instructions.

20. If the previously taken driveshaft

plunge measurement was **1"** or greater, unbolt the rear driveshaft from the rear differential. Slip in new aluminum rear driveshaft spacer (**90-4338**) and fasten with supplied **12mm X 60mm** bolts and washers from hardware pack (**90-6493**). Be sure to use thread locker on these bolts. **See Illustration 14.** Rotate the driveshaft to check for binding. If it binds the driveshaft must be cleared by a qualified driveline shop.

NOTE: The use of this driveshaft spacer is intended for light usage only.



If the intended usage is for high speed off road, this spacer should not be installed. The factory rear driveshaft should be lengthened by a qualified driveline shop.

IMPORTANT! Fully cycle the rear suspension and check for driveshaft plunge. If the driveshaft is too long it will destroy the transfer case. Pro Comp takes NO responsibility for damage caused as a result of the installation of this kit.

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

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.**

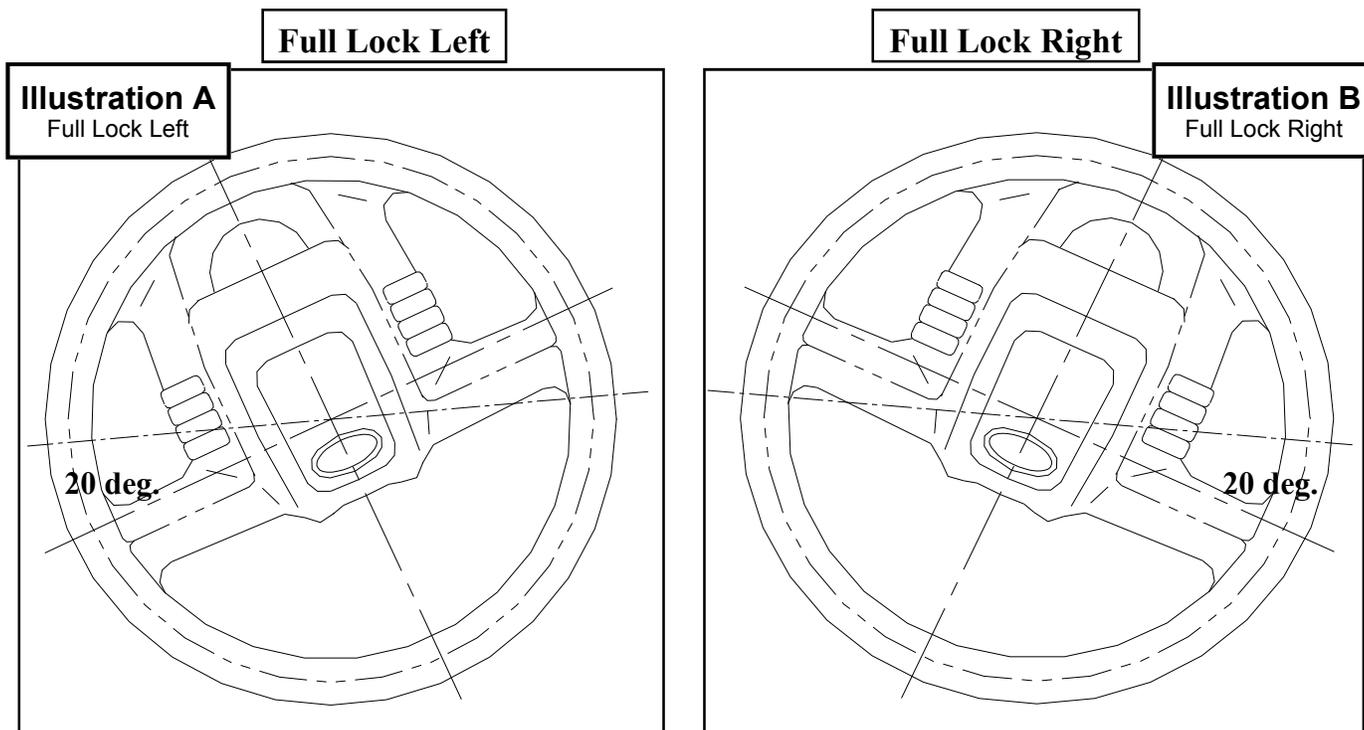


PRO COMP SUSPENSION

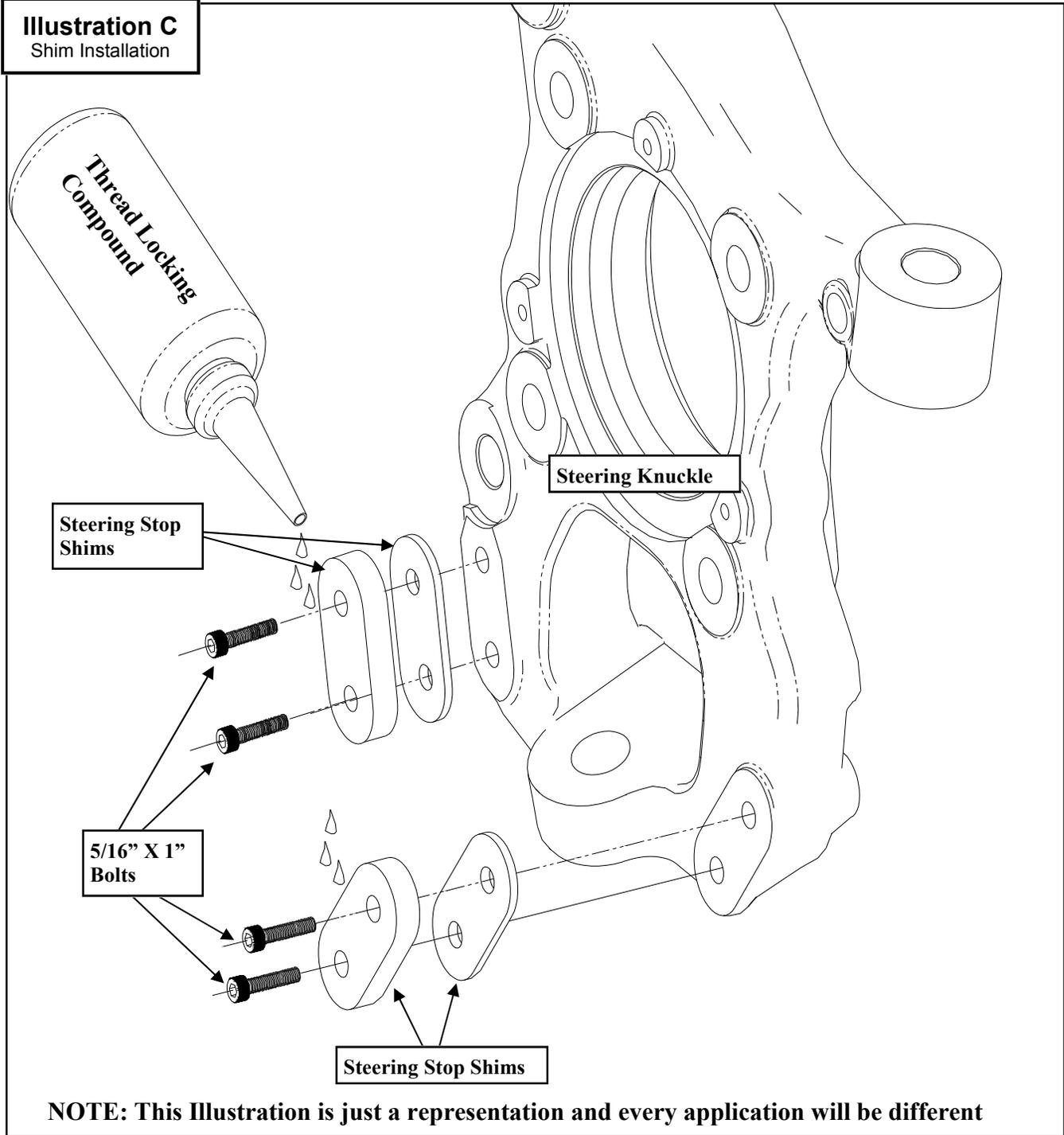
Suspension Systems that Work!

Steering Stop Shim Adjustment Instructions:

1. After having the vehicle properly aligned by a qualified alignment shop, ensure that your work space is of adequate size and the work surface is level. Place the vehicle in park and set parking brake. Place blocks both in front of and behind the rear wheels.
2. With the vehicle on the ground make sure the steering wheel and the tires are straight.
3. Turn the steering wheel to full lock left and remove the appropriate shims from the passenger side front stop and the driver side rear stop until the steering wheel at full lock is in the same position as **Illustration A**.
4. Turn the steering wheel to full lock right and remove the appropriate shims from the driver side front stop and the passenger side rear stop until the steering wheel at full lock is in the same position as **Illustration B**.
5. Be sure to use thread locking compound on the 5/16" X 1" shim retaining bolts. See **Illustration C**.

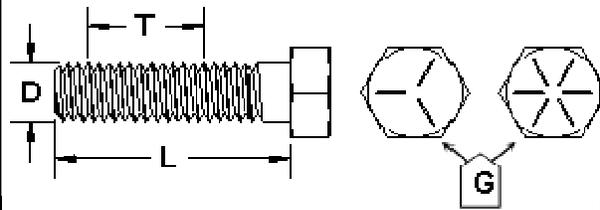
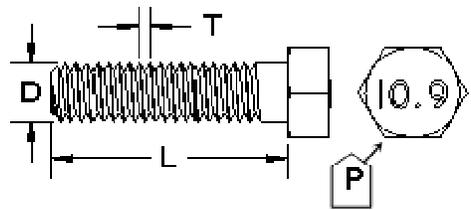


IMPORTANT!: Any more steering angle than shown in the illustrations may result in CV failure.



Use this only as a guide for hardware without a called out torque specification in the instruction manual.

Bolt Torque and ID						
Decimal System			Metric System			
All Torques in Ft. Lbs. Maximums						
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 Grade 5 Grade 8</p> <p>(No. of Marks + 2)</p> <p>D T L X</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>

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: _____