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: 12.8.2022

1111HI

PRO COMP SUSPENSION

Vehicles equipped with lane departure and camera systems MUST be aligned by a Ford Dealership equipped with advanced alignment equipment. Alignment of the steering wheel is tied into these systems and programmed at a specific height. After the vehicle is lifted, driving and/or turning may cause the warning lights on the dash to illuminate if these systems are not properly calibrated.

52890B K4203/ T/ BF/ M/ BX Lift Kit 6" Stage 1 2017-2022 Up Ford Super Duty 4WD F250/F350 Diesel

READ INSTRUCTIONS THOROUGHLY AND COMPLETELY BEFORE BEGINNING INSTALLATION. INSTALLATION BY A CERTIFIED PROFESSIONAL MECHANIC IS HIGHLY RECOMMENDED. PRO COMP IS NOT RESPONSIBLE FOR ANY DAMAGE OR FAILURE RESULTING FROM IMPROPER INSTALLATION. 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.

52890B
Revised
12.8.22

	Box 1 of 4-PN 52890B-1		12.8.2	2
Part #	Description	Qty.	Illus.	Page
91-9290	TRACK BAR DROP BRACKET	1	3	7
13-90540	U-BOLT : 16.25" F250	4	10	15
13-90560	U-BOLT : 18" F350	4	10	15
20-65471	HARDWARE PACK: 5/8" Hi nuts and Washers	1	10	15
91-10961	SWAY BAR DROP: Drvr	1	9	12
91-10964	SWAY BAR DROP: Pass	1	9	12
95-502SD	5" REAR LIFT BLOCK: Drv.	1	10	17
95-503SD	5" REAR LIFT BLOCK: Pass	1	10	17
FD800-1	PITMAN ARM	1	1,2	6,7
91-2511	BUMP STOP SPACER	2	8	11
91-2446	REAR SWAY BAR END LINKS	2	-	-
96-5002	PITMAN ARM TOOL	1	2	7
90-6772 56C300HCS8Y 56C150HCS8Y 56CNUCZ 56NWHDY/SAE	HARDWARE PACK: Track Bar Drop 9/16" X 3" HEX BOLT GR. 8 9/16" X 1 1/2" HEX BOLT GR. 8 9/16" STOVER NUT GR. C 9/16" HARDENED FLAT WASHER	1 2 1 3 6	- 3 3 3 3	- 7 7 7 7
90-7031	BRAKE LINE MOUNT: Rear	1		
90-6773 0431251800 04300100512 72-01015008812	HARDWARE PACK: Rear Brake Line Mount 3/8" X 1" HEX BOLT GR. 8 3/8" NYLOCK NUT GR. 5 3/8" HARDENED FLAT WASHER 10MM X 1.5 PITCH NYLOCK: Rear E-Brake Bra	1 1 2 cket 1	10 10 10 10	- 17 17 17 17
90-6390 70-0436501800 73-04300034 72-04300100816	HARDWARE PACK: Bump Stop 7/16" X 6 1/2" USS GR. 8 HEX BOLT 7/16" SAE FLAT WASHER 7/16" USS GR.8 STOVER NUT	1 2 4 2	- 8 8 8	- 11 11 11
90-6572 .120C750HCS1Z .120CNNEZ .120NWHDY	HARDWARE PACK: Rear Sway Bar Links 12mm-1.75 X 70mm HEX BOLT GR. 10.9 12mm-1.75 NYLOCK NUT 12mm HARDENED FLAT WASHER	1 4 4 8	- - -	- - -
90-6042 45359 60859H	HARDWARE PACK: Rear Sway Bar Links 5/8" RUBBER HOURGLASS BUSHING 5/8" O.D. X 12mm I.D. X 1.480" SLEEVE	1 4 4	- - -	- - -
90-6595 0431251800 04300030 04300100512	HARDWARE PACK: Pitman Arm Tool THREAD LOCKER 7/16" X 1 1/4" GR. 8 HEX BOLT 7/16" FLAT WASHER 7/16" NYLOC NUT	1 1 1 2	- 2 2 2	- 7 7 7
90-6918 90-9295	HARDWARE PACK: Cam Plates Cam Plate	1 2	-3	- 7
31-10984	FRONT BRAKE LINE DROP BRACKET: 17&up	Drvr 1	7a	10
31-10985	FRONT BRAKE LINE DROP BRACKET: 17&up1	Pass 1	7b	10

Part #	Description	Qty.	Illus.	Page
90-6453 S340G6	HARDWARE PACK: Brake Line Bracket: 17&up ADEL CLAMP w/ 10mm HOLE	1 2	- 7b	<u>-</u> 10
90-6789 31C75HCS8Y 31NWHDY/SAE 31CNUCZ	HARDWARE PACK: Brake Line Bracket: 17&up 5/16" X 3/4" GR. 8 HEX BOLT 5/16" HARDENED FLAT WASHER 5/16" GR. 8 STOVER NUT	2 1 2 1	- 7a,7b 7a,7b 7a,7b	- 10 10 10
90-6315 70-0431751800 73-04300034 72-04300100816	HARDWARE PACK: Sway Bar Drop 7/16" X 1 3/4" GR. 8 HEX BOLT 7/16" HARDENED FLAT WASHER 7/16" GR. 8 STOVER NUT	1 4 8 4	- 9 9 9	- 12 12 12
91-10967	SWAY BAR SPACER	1	9	12
90-6803 70-0120651758800 73-01217508812 72-01200832	HARDWARE PACK: Steering Stabilizer 12mm– 1.75 X 65mm 10.9 HEX BOLT 12mm FLAT WASHER 12mm– 1.75 STOVER NUT	1 1 2 1	- 9 9 9	12 12 12
91-3823	STEERING STABILIZER BRACKET (05-16)	1	9	12
91-10968	STEERING STABILIZER BRACKET (17&up)	1	9	12
31-40757	DRAG LINK TAPERED SLEEVE (17&up)	1	9	12
31-40758	STEERING STABILIZER SPACER (17&up)	1	9	12
31-40759	STEERING STABILIZER BRACKET SPACER (1	7&up) 1	9	12
90-60658 .12C100H10I .12RWFLZ/DIN125 .12CNNLZ/DIN985-CL10	HARDWARE PACK: Steering Stabilizer (17&up) 12mm– 1.75 X 100mm 10.9 HEX BOLT 12mm FLAT WASHER 12mm– 1.75 NYLOCK NUT	1 1 3 1	- 9 9 9	- 12 12 12
90-60657 71-08150125210900 73-00800036 73-00800040	HARDWARE PACK: Front Bump Stop (17&up) 8mm– 1.25 X 150mm 10.9 HEX BOLT 8mm FLAT WASHER 8mm SPLIT-LOCK WASHER	1 2 2 2	- 8 8 8	- 11 11 11
90-60655 600020 73-00800036	HARDWARE PACK: Rear Shock Bushings (17&up) .75" BUSHING BUSHING SLEEVE: .750" X .56" X 1.480"	1 2 2	- -	- -
91-11521	BOX 2 OF 4-PIN 52890B-2 RADIUS ARM DROP: Drv.	1	4,5	8,9
90-6762 .180C1300HCS1Z .180CNNEZ .180NWHDY 91-11549	HARDWARE PACK: Radius Arm 18mm-2.5 X 130mm HEX BOLT Gr. 10.9 18mm-2.5 NYLOCK NUT 18mm HARDENED FLAT WASHER TRANSFER CASE SKID PLATE	1 4 4 8 1	- 4 4 4 6	- 8 8 8 9
31-11558	BOLT PLATE: Transfer Plate Skid Plate	2	6	9
HERNON427	THREAD LOCKING COMPOUND	1	-	-
90-6317 72-043200810 73-04300830 73-04300836	HARDWARE PACK: Transfer Plate Skid Plate 7/16" GR. 8 HEX NUT 7/16" SAE FLAT WASHER 7/16" SPLIT LOCK WASHER	1 6 6 6	- 6 6	- 9 9 9
91-11530	RADIUS ARM DROP: Pass	1		

52890B
Revised
12822

			12.8	8.22
Part #	Description	Qty.	Illus.	Page
90-6569	HARDWARE PACK: Driveline Shim	1	-	-
90-1080	3/8" Driveline Shim	2	-	-
90-1081	1/4" Driveline Shim	2	-	-
90-1082	1/8" Driveline Shim	2	-	-
90-6013	HARDWARE PACK: Driveline Shim	1	-	-
70-04322501800	7/16" x 2 1/4" USS Grade 8 Bolt	2	-	-
73-04300042	7/16 USS Hardened Washer	2	-	-
31-10991	SPACER: Radius Arm	12	5	9
31-11556	SPACER: Radius Arm	4	5	9
31-11557	SPACER: Radius Arm	4	5	9
90-60650	HARDWARE PACK: Radius Arm Drop	1	-	-
70-0431501800	7/16" X 7 1/2" HEX BOLTS GR.8	4	4	8
72-043100816	7/16" NYLOCK NUTS	4	4	8
73-04300830	7/16" FLAT WASHER SAE GR. 8	8	4	8
90-60665	HARDWARE PACK: Transfer Case Skid Plate	1	-	-
90-40769	3/8"-16 NO-SLIP CLIP-ON BARREL NUT	4	4	8
90-60674	HARDWARE PACK: Transfer Case Skid Plate	1	-	-
37C125HC8I/IMP	3/8" X 1 1/4" FULL THREAD HEX BOLT GR.8	4	4	8
37RLSAI	3/8" LOCK WASHER	4	4	8
37RWHDI/IMP	3/8" HARDENED FLAT WASHER SAE	4	4	8
	К4203Т			
02(552)		•		
926553B	FRONT SHOCKS	2	-	-
934005B	REAR SHOCKS	2	-	-
	K4203M			
PR2130	FRONT SHOCKS	2	_	_
PR2131	REAR SHOCKS	2	-	-
	K203BX			
	11203D/1			
52236BX-1	FRONT SHOCKS	2	-	-
52235BX-2	KEAR SHOCKS	2	-	-
	K203BX			
085 24 157	FDONT SHOCKS	2		
985-24-157	REAR SHOCKS	$\frac{1}{2}$	-	-
105-24-152	ALAN SHUUNS	4	-	-

Special Tools:					
Pitman Puller Tie Rod Separator	Snap-On PN Ford PN	CJ T6	1119B 4P-359	0-F	
The following parts are used in conjunction with this kit and must be purchased separately.					
24515	COILS DIESEL ENG	NE: W/ K4203	1	-	-

Important!

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, we recommend a wheel not to exceed 10" in width with a maximum backspacing of 5 3/4" must be used. Additionally, a quality tire of radial design, not exceeding 37" tall X 12.50" wide is also recommended. 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.

<u>Optional Equipment Available</u> 222582B: DUAL STEERING STABILIZER

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 axle and raise the vehicle. Place jack stands under the frame rails 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.
- 4. Remove the track bar bolt from the driver side frame mount. Save this hardware for re-use.
- 5. Remove the cast track bar mount on driver side of frame. Save the bolts and pal nuts. Hardware will be reused.
- 6. Unbolt the sway bar from the sway bar end links on both sides of the vehicle. Save the hardware for reuse.
- 7. Mark the orientation of the sway bar and unbolt it from the frame of the vehicle. Save the hardware for reuse.
- 8. If the vehicle is equipped with a factory steering stabilizer unbolt it and remove it from the vehicle.
- 9. Remove the cotter pin and nut from drag link, at the pitman arm. Save the nut for reinstallation. Use a tie rod separator to separate drag link from Pitman arm.
- 10. Remove the sector Pitman arm retaining nut and save for reinstallation. Use a Pitman arm puller to remove the **OE** pitman arm. The threads of the sector shaft and the Pitman arm retaining nut must be cleaned of all factory dry adhesive.

IMPORTANT!: THE ENTIRE INSTALLA-TION PROCESS MUST BE DONE WITH

HAND TOOLS TO ENSURE PROPER IN-STALLATION. DO NOT USE IMPACT TOOLS.

- Install new pitman arm on sector shaft. Oil the sector shaft threads to ensure a proper torque reading. Install Pitman arm retaining nut and tighten until snug. See Illustration 1.
- 12. Insert the key and unlock the steering wheel.
- Install the Pitman arm torque tool (96-5002) to the Pitman arm using one of the previously removed OE 14mm track bar bracket outer retaining bolt and nut plate. See Illustration 2.
- 14. Secure the torque tool (96-5002) to the existing hole in the frame crossmember using the supplied 7/16" X 1 1/4" bolt and hardware. See Illustration 2. NOTE: The steering

wheel may need to be turned in order for the hole in the torque tool and the frame crossmember to line up. Once the bolts are tightened the torque tool will align it's self properly.

NOTE: The use of the torque tool is to keep the Pitman arm



52890B Revised 12.8.22



from moving right or left, but allow for movement up the sector shaft. If you do not have this tool, a length of chain or a flat bar with two holes is a suitable replacement.

- 15. Torque the Pitman arm retaining nut to 375 ft./lbs.
- 16. With the torque tool (96-5002) still in place remove the pitman arm retaining nut. The threads of the sector shaft and the Pitman arm retaining nut <u>MUST</u> be cleaned using brake cleaner or another suitable method to remove the previously applied oil.
- 17. Use the entire supplied thread locking compound to thoroughly cover the entire surface of the threads on the Pitman arm retaining nut.
- 18. Reinstall the Pitman arm retaining nut to the sector shaft and torque to 350 ft./lbs. **NOTE: Whether re-using the exist**ing pitman arm retaining nut or replacing with a new nut, the supplied locking compound must be used.
- 19. Unbolt and remove the Pitman arm torque tool (96-5002) from the vehicle.

NOTE: Save this Pitman arm torque tool to add to your toolbox for any future





Pitman arm installations.

- 20. Install track bar drop bracket (91-9290) using (2) 9/16" X 3", (1) 9/16" X 1 1/2" and (2) OE bolts. Use thread locker on the bolts. Torque OE the bolts to 129 ft. lbs. and the 9/16" bolts to 110 ft. lbs. See ILLUSTRATION 3.
- 21. Unbolt the front brake line bracket from the lower spring perch. Save hardware for reuse.
- 22. Unbolt and unclip the ABS wiring connected to the radius arm. Save hardware for reuse.
- 23. On the driver side, unclip the axle vent line from inside the frame.
- 24. On the passenger side unclip the axle hub vacuum line from inside of the axle bump stop plate.
- 25. If equipped, remove the transfer case skid

plate.

- 26. Place a jack under the pinion or radius arm. On both sides remove the rear bolts holding the radius arms to the frame of the vehicle.
- 27. Carefully rotate both radius arms down to provide adequate space to install the new drop brackets.
- 28. Place a jack under the transmission crossmember and remove the (2 per side) OE bolts securing the transmission crossmember to the frame.

IMPORTANT!: Do not remove the bolts from both sides of the crossmember at the same time.

29. If the vehicle is not equipped with a factory transfer case skid plate, install the supplied **3/8**" clip-on barrel nuts (**90-40769**) in the frame. See ILLUSTRATION 4.

52890B Revised 12.8.22



52890B Revised 12.8.22



- 30. Install the radius arm drop brackets (91-11521 drvr and 91-11530 pass) using the supplied 18mm X 130mm bolts in the front holes with the heads of the bolts facing out. Do not torque at this time. See ILLUSTRATION 4.
- 31. If the vehicle is equipped with a factory transfer case skid plate, Insert (2) OE
 10mm bolts through the outside holes in the rear of the drop bracket. Do not tighten at this time. See ILLUSTRATION 4.
- 32. If the vehicle is not equipped with a factory transfer case skid plate, install the supplied 3/8" X 1 1/4" into the previously installed clip-on barrel nuts (90-40769) in the frame. Do not tighten at this time. See ILLUSTRATION 4.
- 33. Insert the (2 per side) 7/16" X 7 1/2" bolts through the radius arm drop bracket braces and transmission crossmember. Install radius arm spacer(s) (31-10991, 31 -11556 and/or 31-11557). Secure using 7/16" hardware. Do not tighten at this time. See ILLUSTRATION 4 and 5. Note: The installation should re-

quire (3) 31-10991 Spacer Plates in front and rear of the transmission cross member, but due to manufacturing variations, a combination including the thinner Spacer Plates (31-11556 and 31 -11557) may be necessary.

- 34. Raise the factory radius arm into the lower hole in the drop bracket and skid plate. Secure using the **OE** bolt. Do not tighten this bolt until vehicle is on the ground. See ILLUSTRATION 4.
- 35. Insert the stud plates (31-11558) into the window on the radius arm drop brackets (91-11521 drv and 91-11530 pass) and position so the bolts protrude through the (2) inner holes. See ILLUSTRATION 6.
- 36. Raise the transfer case skid plate (91-11549) into position and secure to the stud plates (31-11558) in the radius arm drop brackets and secure using the supplied 7/16" hardware. Be sure to apply thread locking compound to 7/16" hardware. See ILLUSTRATION 6.
- 37. Torque the 7/16" X 7 1/2" radius arm drop bracket hardware to 60 ft. lbs.



Torque the transfer case skid plate stud plate hardware to 40 ft. lbs. Torque the **18mm** hardware to 180 ft. lbs. Torque the stud plate hardware and **10mm** or **3/8**" hardware to 40 ft./lbs.

- 38. Raise the front axle enough to relieve tension on the shock hardware and remove the shocks from the vehicle.
- 39. Lower the front axle enough to remove the coil springs from the front spring pockets. Save the factory isolators for reuse.

NOTE: Be sure to support the axle while the springs and shocks are removed.

- Remove the OE front brake line bracket OE bolts. See ILLUSTRATION 7a & 7b.
- 39. On the passenger side only, install the supplied Adel clamp (**S340G6**) around the ABS line.
- 40. Secure the **OE** front brake line brackets to the supplied front brake line drop brackets

(31-10984 drvr and 31-10985 pass) using the supplied 5/16" X 3/4" bolts and hardware. See ILLUSTRATION 7.

NOTE: On the passenger side only, secure the Adel clamp (S340G6) *to the 5/16 X 3/4" bolt.*

41. Carefully unbend the metal brake lines, until the front brake line drop brackets (31 -10984 drvr and 31-10985 pass) aligns with original mounting holes in the frame and secure to the frame using the previously removed OE bolts.

IMPORTANT!: Be sure to not kink the brake line.

42. Install the new brake line drop bracket (31 -10984 drvr and 31-10985 pass) to the original hole in the frame rail using the previously removed OE bolt. See IL-LUSTRATION 7.

NOTE: The lower OE line brake bracket may need to be bent so that there is at least 1" of clearance between the OE line brake bracket and the coil spring.

- 43. Remove the factory front bump stops from the bump stop mounting cups. Pliers and a back and forth rocking motion will assist in removal of the bump stops.
- 44. Unbolt the bump stop mounting cups.
- 45. Use the supplied **8mm X 150mm** bolts and hardware to bolt the bump stop drops (**91-2511**) and mounting cups to the bump stop holes in frame. See ILLUSTRA-TION 8.

NOTE: Be sure to fit the tab from the mounting cup into the hole in the drop.

- 46. Reinstall the previously removed factory bump stops into the mounting cup on the new bump stop drops. See ILLUSTRA-TION 8.
- 47. Using the factory isolators install the supplied front coil springs (24514 Gas or 24515 Diesel) into the spring buckets and raise the axle into place. Make sure the coil spring seats properly on the lower spring perch.
- 48. Install the new shocks (926553, ZX2130). Torque the upper mounting hardware to

46 ft. lbs. and the lower mounting hardware to 111 ft. lbs. Use thread locker on these bolts.

- 49. Loosen drag link turnbuckle pinch bolts and rotate the drag link pitman arm end 180 degrees.
- 50. Install draglink end into pitman arm and torque draglink nut to 148 ft. lbs. Reinstall cotter pin.

NOTE: Always align castellated notches with the hole by tightening the nut.

- 51. Torque drag link turnbuckle pinch bolts to OE specification.
- 52. Install the sway bar drops (91-10961 drvr and 91-10964 pass) to the OE sway bar mounting studs on the frame using the previously removed OE hardware. See ILLUSTRATION 9.

53. Carefully raise the sway bar back into place and on the passenger side insert the steering stabilizer bracket (91-10968) under the passenger side sway bar mount. On the driver side insert the sway bar spacer plate (91-10967) under the driver side sway bar mount. Secure the supplied 7/16" X 1 3/4" bolts and hardware. See ILLUSTRATION 9.

NOTE: Be sure the steering stabilizer mounting hole in the stabilizer bracket is oriented toward the rear of the vehicle.

- 54. Reattach the sway bar to the **OE** sway bar end links using the previously removed **OE** hardware.
- 55. Install the bushing end of the steering stabilizer to the drag link using 12mm X
 100mm bolt, steering stabilizer spacer (31 -40758), between stabilizer and draglink, drag link tapered sleeve (31-40757), in draglink, and hardware. See ILLUSTRA-



TION 9.

- 56. Install the Steering Stabilizer Bracket Spacer (91-40759) on to the OE steering stabilizer, insert into the new steering stabilizer bracket (91-10968), and reinstall OE steering stabilizer nut. See ILLUS-TRATION 9.
- 57. Torque all sway bar hardware according to manufacturers specifications.
- 58. On the driver side, re clip the axle vent line on the frame providing adequate slack for the line at full droop.
- 59. On the passenger side, reposition the clip on the axle hub vacuum line to provide adequate slack to re-clip the line to the existing hole on the outside of the bump stop plate.

NOTE: Be sure that the newly rerouted vent line does not interfere with the travel of the bump stop.

- 60. Remove the ABS line from the inner fender. Drill a new hole, using a 15/64" bit, 3" lower in the fender to provide adequate slack for line and reattach the ABS line.
- 61. Reinstall the ABS wiring onto the radius arms using the factory clips.
- 62. Refasten the lower brake line mount to the lower coil spring perch using the **OE** hardware.
- 63. Reinstall the front wheels and lower the vehicle to the ground. Torque to manufacturers specs.
- 64. Torque the **OE** rear Radius arm bolts to 222 ft. lbs.
- 65. Reinstall the track bar into the Pro Comp track bar bracket (91-9290) using the OE bolt and adjustable cam plates (90-9295). Torque to 406 ft. lbs. See ILLUSTRA-TION 3.

NOTE: You may find that having someone inside the vehicle and moving the steering wheel from side to side will aid in the alignment of the track bar. <u>DO NOT</u> start the engine for this! You only have to move it enough to line the holes up on the track bar mount.

66. 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 either component. At full droop, cycle the steering from lock to lock while observing the reaction of these components. Reposition them if needed.

67. With the vehicle fully on the ground, measure the clearance between <u>each</u> tire and inner fender. If the axle is not properly centered, readjust the track bar cam hardware. Torque to 406 ft.

NOTES:

- ⇒ On completion of the installation, have the suspension and headlights realigned.
- ⇒ After 100 miles recheck for proper torque on all newly installed hardware.
- \Rightarrow 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 wheels and tires.
- 3. Unscrew the rear axle vent tube to separate the rear brake line bracket from the rear axle.
- 4. 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.
- 5. On the driver side, unbolt the emergency brake line bracket from the upper spring plate. Save hardware for reuse.
- 6. If your vehicle is equipped with factory sway bar, unbolt it from the end links. Unbolt and remove the end links from the vehicle.
- Support the rear axle with a floor jack and remove the U-bolts on the driver side.
 Slightly loosen the U-bolts on the passenger side.
- 8. Lower the rear axle and remove the factory block.

NOTE: Be sure not to over extend the rear brake line and rear axle vent line.

 Install the supplied lift block (95-502SD drvr and 95-503SD pass). Make sure the pin fits into the hole on the spring perch. Use your floor jack to raise the axle to the spring making sure the pin on the factory leaf spring assembly fits into the hole on the lift block. Secure the assembly with the 5/8" U-bolts (13-90540 for F250 or 13-90560 for F350) 5/8" hi-nuts (PN 20-65471) and washers supplied. Do not torque the hi-nuts at this time. See ILLUSTRATION 10.

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

- 10. Repeat the installation on the other side of the vehicle.
- 11. On driver side, carefully bend down the emergency brake line bracket that secures the line to the frame and bolt the emergency brake line bracket back to the spring pack center bolt using the supplied **10mm-1.5** nut..
- 12. Install your new Pro Comp shocks (932005, ZX2131). Torque the upper mounting hard-

ware to 46 ft. lbs. and the lower mounting hardware to 66 ft. lbs. Use thread locker on these bolts.

 Remove the (2) bolts that secure the center drive shaft bearing. Lower bearing and install 1/4" of shim thickness for each inch of rear lift. Use new 7/16" X 2 1/4" bolts and torque to 55 ft./lbs.

NOTE: 1/4" of shim for each inch of lift is only a starting point. Only by driving the vehicle and adding or removing shims can the high speed vibration be totally eliminated. The off the line vibration is caused by axle wrap up and cannot be eliminated with these products.

- 14. If vehicle came equipped with a rear sway bar, assemble the rear sway bar end links (91 -2446) using the bushings (45359) and sleeves (60859H).
- Secure the new rear sway bar end links (91-2446) to the frame and the sway bar using the provided 12mm-1.75 X 70mm. Torque the bolts according to the torque chart on page 15.
- 16. Secure the new rear brake line bracket (90-7031) to the rear axle by reinstalling the vent tube.
- Secure the OE brake line bracket to the new brake line bracket (90-7031) using the supplied 3/8" X 1" bolt and hardware.
- 18. Reinstall the wheels and tires and lower the vehicle to the ground. Torque lug nuts to manufacturer specification.
- 19. Torque the spring mounts at this time. The front bolts are torqued to 250 ft. lbs. and the rear bolts are torqued to 185 ft. lbs. Torque the **5/8" U-bolts** to 120 ft. lbs.
- 20. Re-check the wheel lug torque on all four wheels at this time.
- 21. Re-check <u>all</u> hardware (both the front and the rear) for proper installation and torque!!
- 22. If you wish, you may trim the excess u-bolt thread length. If you do this you should leave approximately one inch of thread exposed after the **U-bolts** are torqued.
- 23. 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 either component. Reposition them if needed.



52890B Revised 12.8.22

NOTES:

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

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



Safety Warning

MISUSE OF THIS PRODUCT COULD LEAD TO INJURY OR DEATH

Suspension systems or components that enhance the on and off-road performance of your vehicle may cause it to handle differently than it did from the factory. Extreme care must be used to prevent loss of control or vehicle rollover during abrupt maneuvers. Always operate your vehicle at reduced speeds to ensure your ability to control your vehicle under all driving conditions. Failure to drive safely may result in serious injury or death to driver and passengers.

Driver and passengers must ALWAYS wear your seat belts, avoid quick sharp turns and other sudden maneuvers. PRO COMP does not recommend the combined use of suspension lifts, body lifts, or other lifting

devices.

You should never operate your vehicle under the influence of alcohol or drugs.

Constant maintenance is required to keep your vehicle safe. Thoroughly inspect your vehicle before and after every off-road use. It is the responsibility of the retailer and/or the installer to review all state and local laws, with the end user of this product, related to bumper height laws and the lifting of their vehicle before the purchase and installation of any PRO COMP products. It is the responsibility of the driver/s to check their surrounding area for

obstructions, people, and animals before moving the vehicle. All raised vehicles have increased blind spots; damage, injury and/or death can occur if these instructions are not followed.

Installation Warning

All steps and procedures described in these instructions were performed while the vehicle was properly supported on a two post vehicle lift with safety jacks.

Use caution during all disassembly and assembly steps to insure suspension components are not over extend-ed causing damage to any vehicle components and parts included in this kit.

Included instructions are guidelines only for recommended procedures and are not meant to be definitive. Installer is responsible to insure a safe and controllable vehicle after performing modifications.

PRO COMP recommends the use of an OE Service Manual for model/year of vehicle when disassembly and assembly of factory and related components.

Unless otherwise specified, tighten all bolts and fasteners to standard torque specifications listed within the OE Service Manual. Suspension components that use rubber or urethane bushings should be tightened with the vehicle at normal ride height. This will prevent premature wear or failure of the bushing and maintain ride comfort.

Larger tire and wheel combinations may increase leverage on suspension, steering, and related components. 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 ride height. Always measure the vehicle ride height prior to beginning installation.

Unless otherwise specified, tighten all bolts and fasteners to standard torque specifications listed within the OE Service Manual. Suspension components that use rubber or urethane bushings should be tightened with the vehicle at normal ride height. This will prevent premature wear or failure of the bushing and maintain ride comfort.

Larger tire and wheel combinations may increase leverage on suspension, steering, and related components. 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 ride height. Always measure the vehicle ride height prior to beginning installation.

SAEJ2492 Warning

By installing this product, you acknowledge that the suspension of this vehicle has been modified. As a result, this vehicle may handle differently than that of factory-equipped vehicles. As with any vehicle, extreme care must be used to prevent loss of control or roll-over during sharp turns or abrupt maneuvers. Always wear seat belts, allow more time and distance for braking, and drive safely, recognizing that reduced speeds and specialized driving techniques may be required. Failure to drive this vehicle safely may result in serious injury or death. Do not drive this vehicle unless you are familiar with its unique handling characteristics and are confident of your ability to maintain control under all driving conditions. Some modifications (and combinations of modifications) are not recommended and may not be permitted in your state. Consult your owner's manual, the instructions accompanying this product, and state laws before undertaking these modifications. You are responsible for the legality and safety of the vehicle you modify using these components.

Headlamp Warning

A lifted vehicle may have different headlight aim performance. PRO COMP recommends marking and recording the headlight beam position before kit installation and then adjusting, if necessary, the headlamps to the same height settings after kit installation. Set the vehicle on a level surface 10' to 15' from a solid wall or garage door. (This is a general distance with some manufacturers requiring different distances.) Note the top height of the low beam's bright spot, the top of the most intense part of the beam, for driver and passenger side. Height may vary from side to side. Repeat this procedure and adjust after lift kit is installed. Adjust if the aim is off by turning the adjusters gradually (a quarter of a turn) and looking to see where the new alignment falls. It may be easier to block one headlamp while adjusting the other. Consult the owner operation manual for procedures to adjust headlights - many automakers offer headlight aiming specs. Some states have their own specifications when it comes to headlight aim, so it's best to follow those rules when aligning headlights. FAILURE TO PERFORM THE POST INSPECTION CHECKS MAY RESULT IN VEHICLE COMPONENT DAMAGE AND/OR PERSONAL INJURY OR DEATH TO THE DRIVER AND/OR OTHERS.

Final Checks & Adjustments

Once the vehicle is lowered to the ground, check all parts which have rubber or urethane components to ensure proper torque. Torque lug nuts to the wheel manufacturer specs. Move vehicle backwards and forwards a short distance to allow suspension components to adjust. Turn the front wheels completely left then right and verify adequate tire, wheel, brake line, and ABS wire clearance. Test and inspect steering, brake and suspension components for tightness and proper operation. Inspect brakes hoses and ABS lines for adequate slack at full extension, adjust as necessary.

RECHECK ALL HARDWARE FOR PROPER TORQUE VALUES AFTER 500 MILES, AND THEN PERIODICALLY AT EACH SERVICE INTERVAL THERAFTER.

Vehicle Handling Warning

Increasing the height of your vehicle raises the center of gravity and can affect stability and control. Use caution on turns and when making steering corrections.

Vehicles with larger tires and wheels will handle differently than stock vehicles. Take time to familiarize yourself with the handling of your vehicle.

Wheel Alignment/Headlamp Adjustment

It is necessary to have a proper and professional wheel alignment performed by a certified alignment technician. Align the vehicle to factory specifications. It is recommended that your vehicle alignment be checked after any off-road driving.

In addition to your vehicle alignment, for your safety and others, it is necessary to check and adjust your vehicle headlamps for proper aim and alignment. If the vehicle is equipped with active or passive

safety/collision monitoring and/or avoidance systems including, but not limited to, camera- or radar-based systems, check and adjust your vehicle's systems for proper aim and function.

PRO COMP will gladly answer any questions concerning the design, function, maintenance and correct use of our products. Please make sure your Dealer/Installer explains and delivers all warning notices, warranty forms and instruction sheets included with PRO COMP product.

Application listings in this catalog have been carefully fit checked for each model and year denoted. However, PRO COMP reserves the right to update as necessary, without notice, and will not be held responsible for misprints, changes or variations made by vehicle manufacturers. Please call when in question regarding new model year, vehicles not listed by specific body or chassis styles or vehicles not originally distributed in the USA.

Please note that certain mechanical aspects of any suspension lift product may accelerate ordinary wear of original equipment components. Further, installation of certain PRO COMP products may void the vehicle's factory warranty as it pertains to certain covered parts; it is the consumer's responsibility to check with their local dealer for warranty coverage before installation of the lift.

Warranty and Return policy:

PRO COMP warranties its full line of products to be free from defects in workmanship and materials. 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.



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 offroad. 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 warranties 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 Monotube 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:		

52890B Revised 12.8.22

Revision Page:

1.17.17: Removed hardware pack 90-60079 from BOM box-2. Added 90-60674 quantity of 1 to BOM box 2. Changed 3/8" bolt length to 1 1/4" in illustration 4 and step 32. **1.24.17**: Added U-bolt 13-90560 to BOM box 1 for F350 models. **8.24.21**: Added T, M, and BX instance for K4203.

12.8.22: Updated Template and Model year Fitment