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8.24.21



PRO COMP SUSPENSION

**52893B/ BX
K4206B/ BP/ BX
2017 & Up Ford Super Duty 4WD F250 Gas
4" Lift Kit Stage 2**

**52893B/ BX
K4207B/ BP/ BX/ T/ M
2017 & Up Ford Super Duty 4WD F250 Diesel
4" Lift Kit Stage 2**

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.

Part #	Description	Qty.	Illus.	Page
91-7008	TRACK BAR DROP BRACKET	1	1	6
90-6918	HARDWARE PACK: Cam Plates	1	-	-
90-9295	Cam Plate	2	1	6
90-6772	HARDWARE PACK: Track Bar Drop	1	-	-
56C300HCS8Y	9/16" X 3" HEX BOLT GR. 8	2	1	6
56C150HCS8Y	9/16" X 1 1/2" HEX BOLT GR. 8	1	1	6
56CNUCZ	9/16" STOVER NUT GR. C	3	1	6
56NWHDY/SAE	9/16" HARDENED FLAT WASHER	6	1	6
13-90540	U-BOLT:	4	6	12
20-65471	HARDWARE PACK: 5/8" Hi nuts and Washers	1	6	12
95-406SD	4" REAR LIFT BLOCK: Drvr	1	6	12
95-407SD	4" REAR LIFT BLOCK: Pass	1	6	12
31-40768	SHIM: Rear Leaf Spring	2	6	12
90-7160	HARDWARE PACK:	1	-	-
43FNG8I	7/16" X 4 1/2" SPRING CENTER BOLT	2	6	12
97-716	7/16" SAE HEX NUT	2	6	12
91-8109	FRONT BUMP STOP	2	-	-
90-6758	HARDWARE PACK: Bump Stop	1	-	-
.80CNFH1Z	8mm-1.25 HEX NUT GR. 10.9	2	-	-
.80NWHDY	8mm HARDENED FLAT WASHER	2	-	-
90-6340	HARDWARE PACK: Sway Bar Drops	1	-	-
70-0431251800	7/16" X 1 1/4" HEX BOLT GR. 8	4	5	9
72-043100816	7/16" STOVER NUT GR. C	4	5	9
73-0400830	7/16" SAE FLATWASHER	8	5	9
91-10975	SWAY BAR DROP: Drvr	1	5	9
91-10981	SWAY BAR DROP: Pass	1	5	9
90-7031	BRAKE LINE MOUNT: Rear	1	6	13
90-6773	HARDWARE PACK: Rear Brake Line Mount	1	-	-
0431251800	3/8" X 1" HEX BOLT GR. 8	1	6	12
04300100512	3/8" NYLOCK NUT GR. 5	1	6	12
72-01015008812	3/8" HARDENED FLAT WASHER	2	6	12
	10MM X 1.5 PITCH NYLOCK: Rear E-Brake Bracket	1	6	12
90-7722	FRONT BRAKE LINE DROP BRACKET: 05-16 Drvr	1	-	-
90-7723	FRONT BRAKE LINE DROP BRACKET: 05-16 Pass	1	-	-
31-10984	FRONT BRAKE LINE DROP BRACKET: 17&up Drvr	1	4a	8
31-10985	FRONT BRAKE LINE DROP BRACKET: 17&up Pass	1	4b	8
90-6453	HARDWARE PACK: Brake Line Bracket: 17&up	1	-	-
S340G6	ADEL CLAMP w/ 10mm HOLE	2	4b	8
90-6789	HARDWARE PACK: Brake Line Bracket: 17&up	2	-	-
31C75HCS8Y	5/16" X 3/4" GR. 8 HEX BOLT	1	4a,4b	8
31NWHDY/SAE	5/16" HARDENED FLAT WASHER	2	4a,4b	8
31CNUCZ	5/16" GR. 8 STOVER NUT	1	4a,4b	8

Box 2 of 3-PN 52893B-2

Part #	Description	Qty.	Illus.	Page
91-11563	RADIUS ARM: Drvr	1	2,3	7
35-20177	SPACER SLEEVE: Radius Arm	2	2	7
91-11569	RADIUS ARM LINK	2	2	7
90-40765	DELRIN BUSHING: Radius Arm	4	2	7
91-11572	RADIUS ARM: Pass	1	2	7
90-60659	HARDWARE PACK: Radius Arm	1	-	-
35-40766	CAM BOLT 18mm-2.5 X 130mm Gr. 10.9	2	2	7
90-5532	CAM ECCENTRIC	2	2	7
90-6399	HARDWARE PACK: Radius Arms	2	2	7
.180CNUCZ	18MM-2.5 STOVER NUT	1	2	7
.180NWHDZ	18MM HARDENED FLAT WASHER	1	2	7
90-6399	HARDWARE PACK: Radius Arms	1	2	7
.180CNUCZ	18MM-2.5 STOVER NUT	1	2	7
.180NWHDZ	18MM HARDENED FLAT WASHER	1	2	7

Box 3 of 3-PN 52892B-3

925553	FRONT SHOCKS	2	-	-
934005	REAR SHOCKS	2	-	-

Box 3 of 3-PN 52892BP-3

ZX2132	FRONT ZX SERIES SHOCKS	2	-	-
ZX2131	REAR ZX SERIES SHOCKS	2	-	-

(OR) Box 925553B/ 934005B (K4207T)

925553B	FRONT SHOCKS	2	-	-
934005B	REAR SHOCKS	2	-	-

(OR) Box PR2132/ PR2131 (K4207M)

PR2129	FRONT SHOCKS	2	-	-
PR2131	REAR SHOCKS	2	-	-

(OR) Box 52236BX-1/ 52235BX-2

52236BX-1	FRONT SHOCKS	2	-	-
52235BX-2	REAR SHOCKS	2	-	-

Special Tools:

Pitman Puller	Snap-On PN	CJ1119B
Tie Rod Separator	Ford PN	T64P-3590-F

The following parts are used in conjunction with this kit and must be purchased separately.

24415	COILS SPRING: W/ DIESEL K4207	1	-	-
24414	COILS SPRING: W/ GAS K4206	1	-	-

Optional Equipment Available from your Pro Comp Distributor!

ALSO AVAILABLE: 6" STAGE 1 or 2 & 8" STAGE 2 LIFT KITS
72260B: TRACTION BAR MOUNTING KIT

72301B: PLATE TRACTION BAR KIT (must be used with kit 72260B)

72300B: TUBE TRACTION BAR KIT (must be used with kit 72260B)

222582: DUAL STEERING STABILIZER

Also, check out our outstanding selection of Pro Comp tires
to compliment your new installation!

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.

Introduction:

- ◆ **This installation requires a professional mechanic!**
- ◆ We recommend that you have access to a factory service manual 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 arms. 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 pre-cautions. **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 lock retaining compound where specified.
- ◆ A pitman arm removal tool and tie rod separating tool are required to perform the installation. See the special tools at the top of page 4.
- ◆ Always use NEW cotter pins on re-assembly! (These items are NOT supplied)
- ◆ **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 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 plain 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. Install track bar drop bracket (**91-7008**) 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 1.
10. Unbolt the front brake line bracket from the lower spring perch. Save hardware for reuse.
11. Unbolt and unclip the ABS wiring con-

- nected to the radius arm. Save hardware for reuse.
12. On the driver side, unclip the axle vent line from inside the frame.
13. On the passenger side unclip the axle hub vacuum line from inside of the axle bump stop plate.
14. Place a jack under the front axle pinion. Raise the front axle enough to relieve tension on the shock hardware and remove the shocks from the vehicle.
15. Lower the front axle enough to remove the coil springs from the front spring bucket. Save the factory isolators for re-use.
NOTE: Be sure to support the axle while the springs and shocks are removed.
16. Support the front axle with jack stands and place a floor jack under the rear of the differential housing.
17. Unbolt and remove the driver side radius arm from the vehicle by taking out the **(3) OE** mounting bolts from the front axle and the rear frame mounting pocket.
18. On the passenger side remove the rear radius arm to frame mounting bolt.
19. Using the floor jack carefully pivot the rear of the differential housing down. This will allow for easier installation of the new driver side radius arm.
20. Install the driver side radius arm (**91-11563**) onto the lower axle bushing and secure using the supplied cam bolt (**35-40766**) and hardware. Do not torque the cam bolt at this time. See ILLUSTRATION 2.
21. Swing the rear of the radius arm (**91-11563**) up into the **OE** radius arm pocket and secure using the previously removed **OE** bolt and nut. Do not torque **OE** bolt at this time. See ILLUSTRATION 2.
NOTE: Adjusting the cam bolt position may help align the OE bolt with the radius arm mount.
22. Install the radius arm link (**91-11569**) on-

to the radius arm (91-11563) using the supplied Delrin bushings (90-40765), spacer sleeve (35-20177), and previously removed **OE** bolt and nut. Do not torque **OE** bolt at this time. See ILLUSTRATION 2.

23. Rotate the radius arm link (91-11569) down onto the upper axle bushing and secure using the previously removed **OE** bolt, the supplied **18mm** nut and washer from pack (90-6399). Do not torque radius arm link hardware at this time. See ILLUSTRATION 3.

NOTE: Use thread locker on the **OE bolts, nuts and new **18mm** nut.**

24. Remove the passenger side radius arm from the vehicle.
25. Install the passenger side radius arm (91-11572) onto the lower axle bushing and secure using the supplied cam bolt (35-40766) and hardware. Do not torque the cam bolt at this time. See ILLUSTRATION 2.

26. Swing the rear of the radius arm (91-

11572) up into the **OE** radius arm pocket and secure using the previously removed **OE** bolt and nut. Do not torque **OE** bolt at this time. See ILLUSTRATION 2.

NOTE: Adjusting the cam bolt position may help align the **OE bolt with the radius arm mount.**

27. Install the radius arm link (91-11569) onto the radius arm (91-11572) using the supplied Delrin bushings (90-40765), spacer sleeve (35-20177), and previously removed **OE** bolt and nut. Do not torque **OE** bolt at this time. See ILLUSTRATION 2.
28. Rotate the radius arm link (91-11569) down onto the upper axle bushing and secure using the previously removed **OE** bolt and **OE** nut. Do not torque radius arm link hardware at this time. See ILLUSTRATION 3.

NOTE: Use thread locker on the **OE bolts, nuts and new **18mm** nut.**

29. Torque the front axle mounting bolts to 222 ft. lbs. Do not torque the rear mounting bolt until vehicle is on the ground.

Illustration 1

Track Bar Bracket Assembly

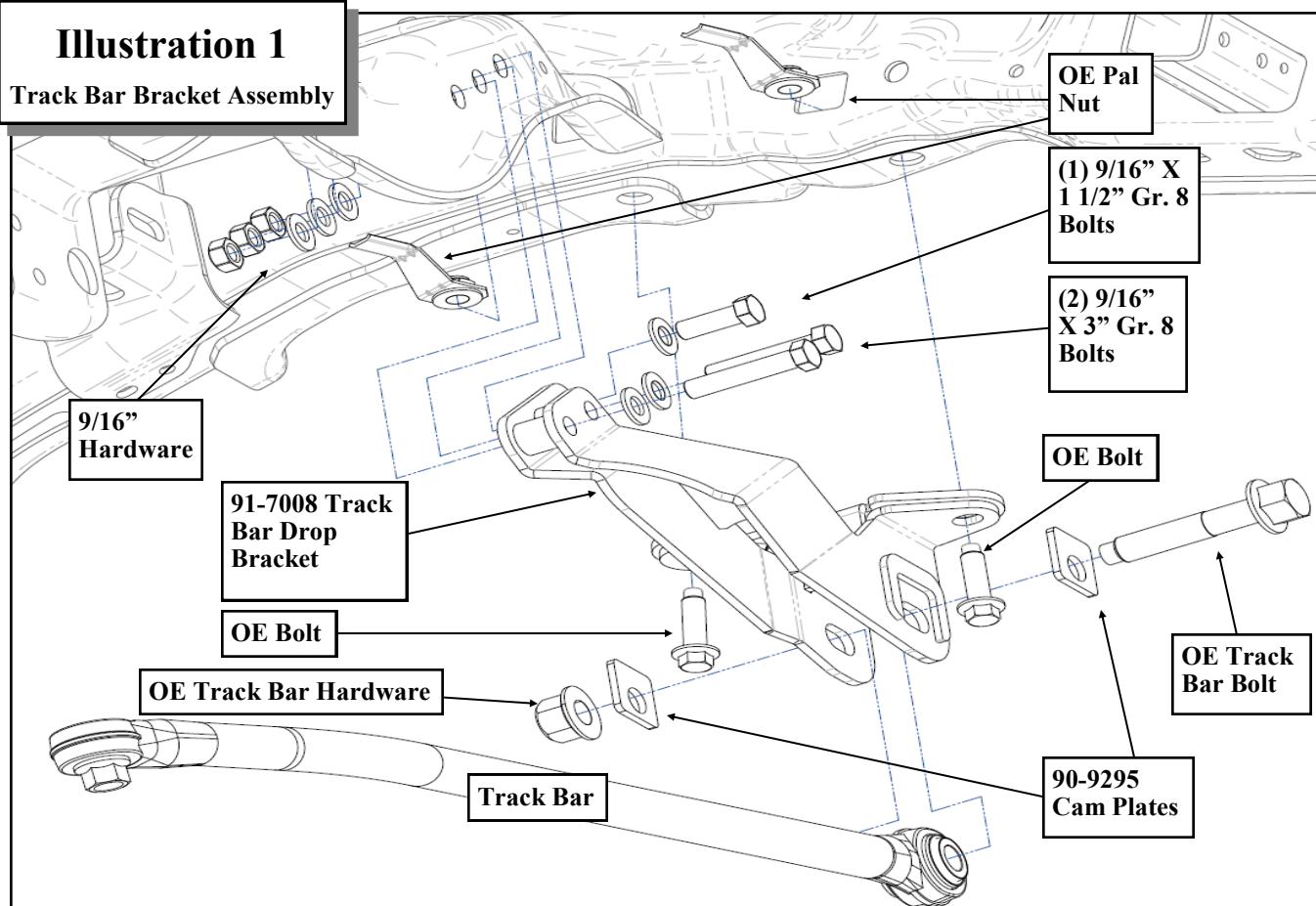


Illustration 2

Front Radius Arm Install
Driver Side Shown

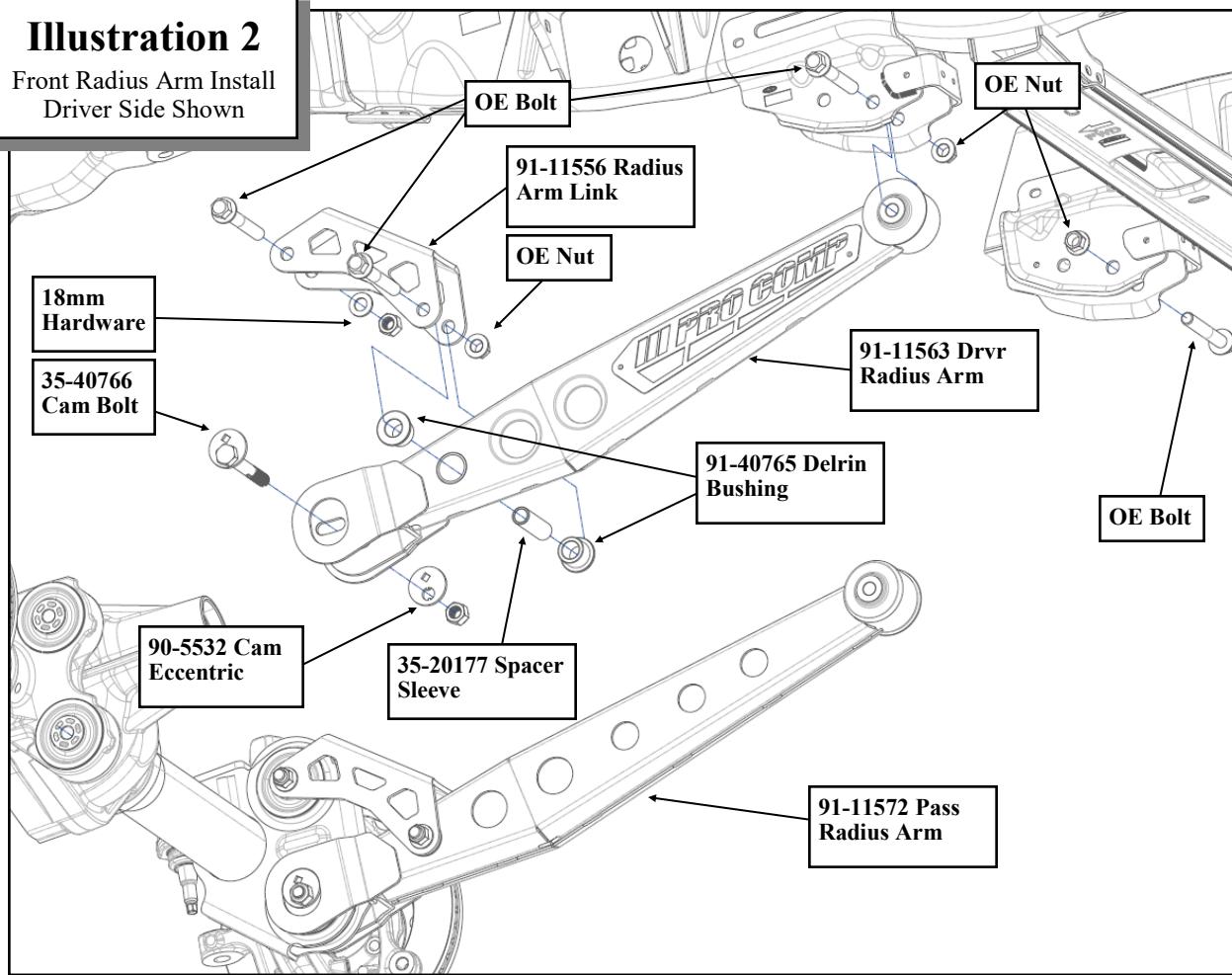
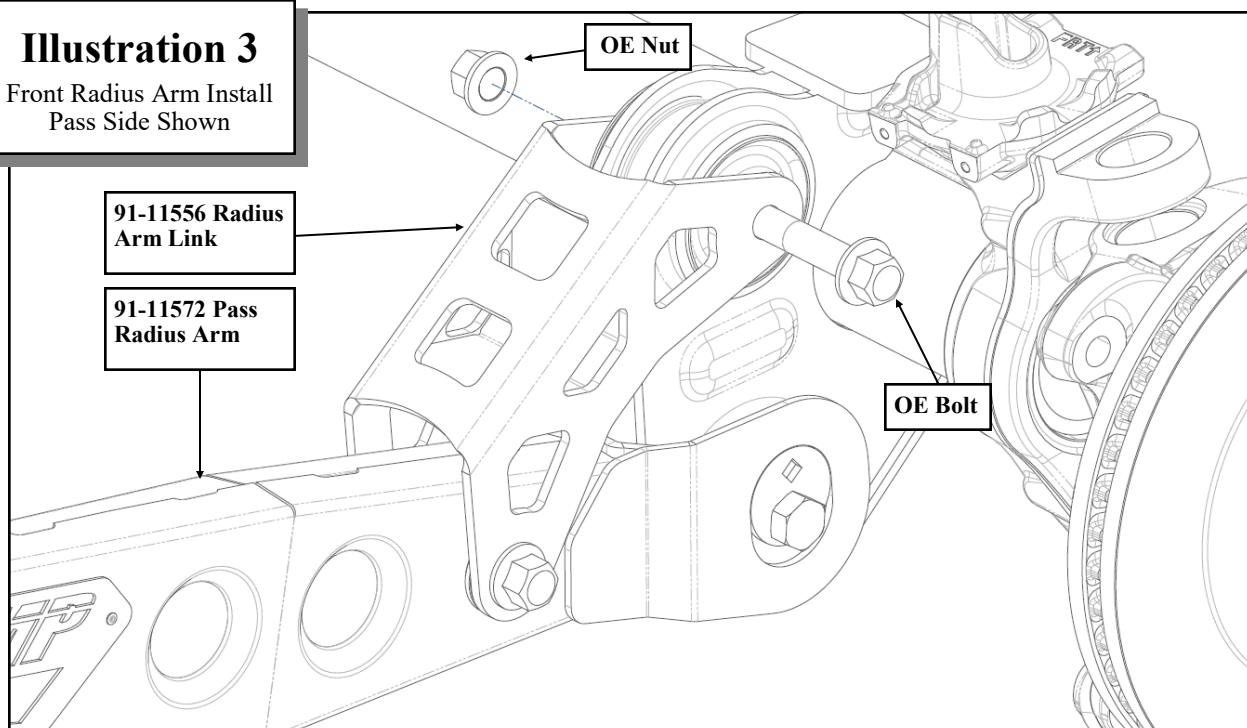


Illustration 3

Front Radius Arm Install
Pass Side Shown



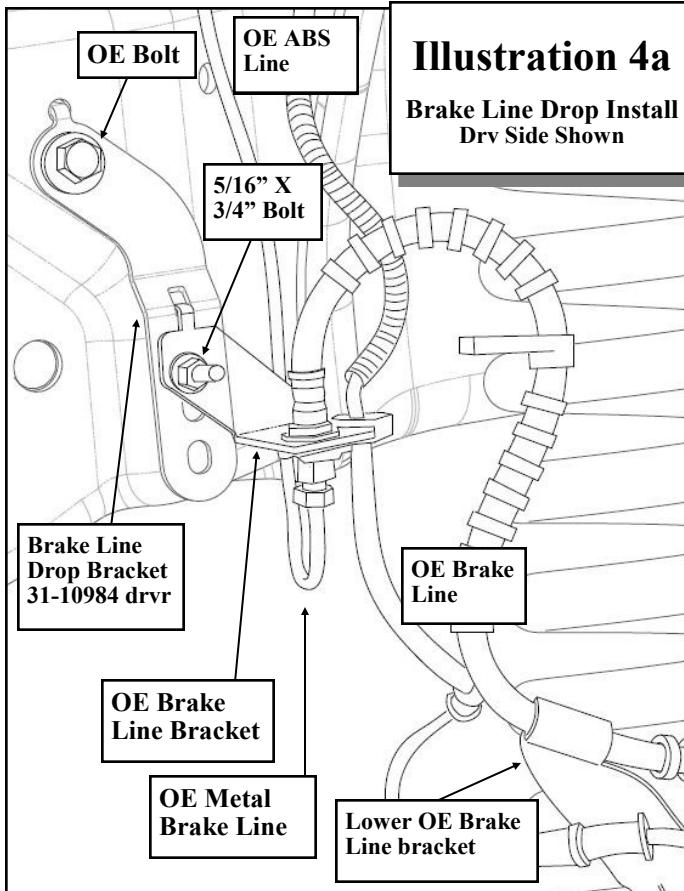


Illustration 4a

Brake Line Drop Install
Drv Side Shown

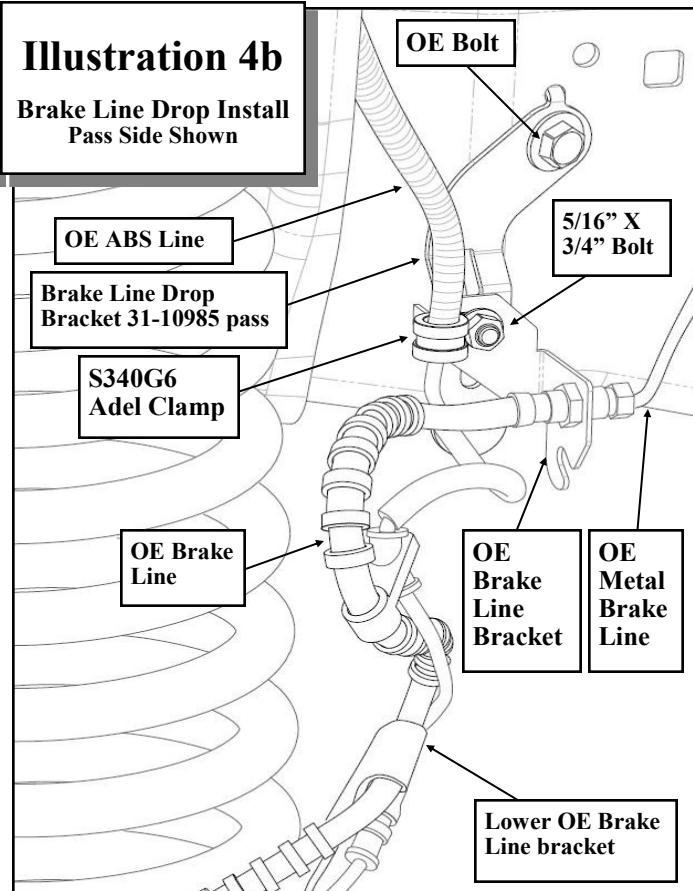


Illustration 4b

Brake Line Drop Install
Pass Side Shown

See ILLUSTRATION 2 & 3.

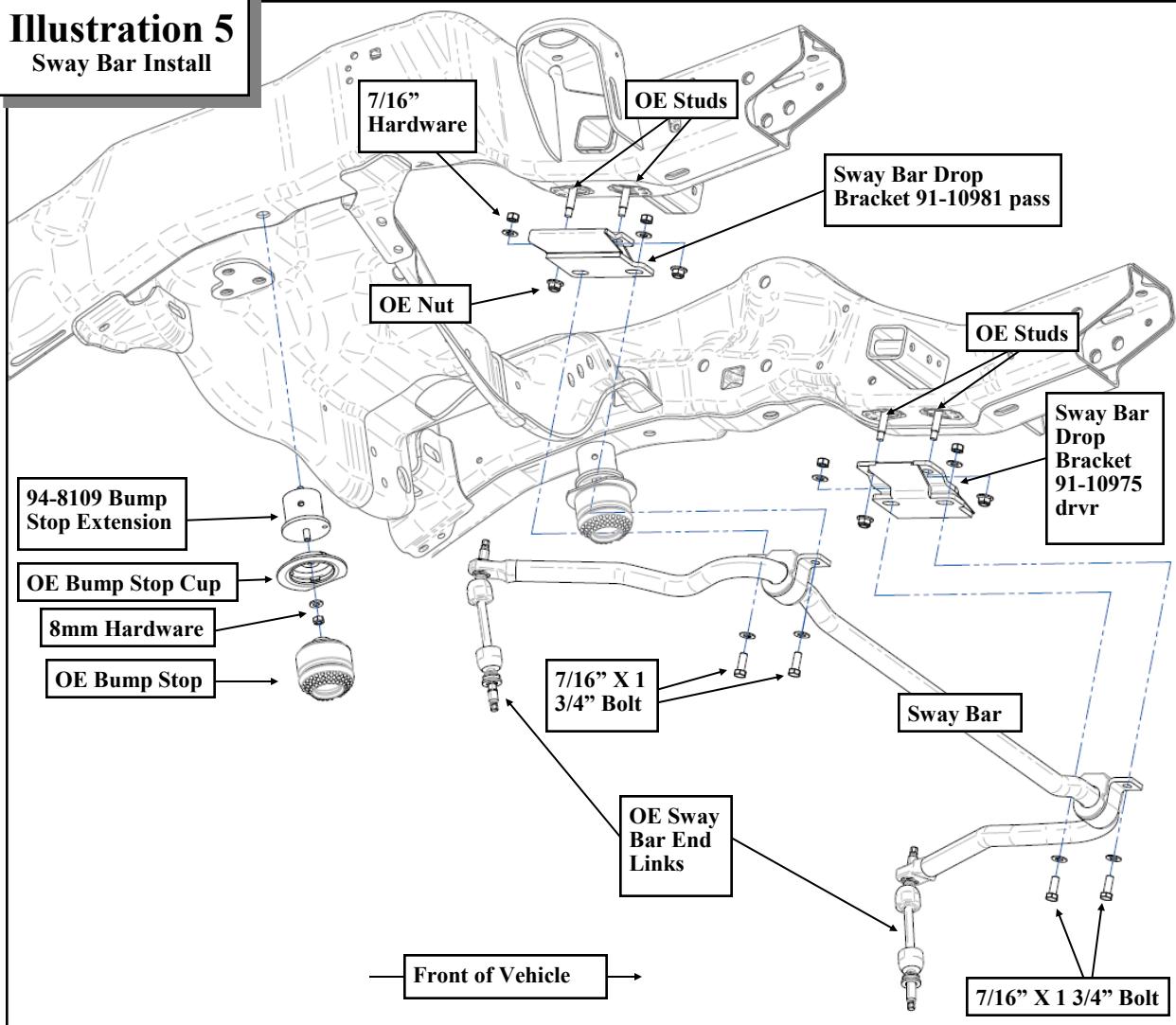
30. Remove the **OE** front brake line bracket **OE** bolts. See ILLUSTRATION 4a & 4b.
31. On the passenger side only, install the supplied Adel clamp (**S340G6**) around the ABS line.
32. Secure the **OE** front brake line brackets to the supplied front brake line drop brackets (**31-10984 drvr** and **31-10985 pass**) using the supplied **5/16" X 3/4"** bolts and hardware. See ILLUSTRATION 4.
*NOTE: On the passenger side only, secure the Adel clamp (**S340G6**) to the **5/16 X 3/4" bolt**.*
33. 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.
34. 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 ILLUSTRATION 4.

*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.*

35. 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.
36. Unbolt the bump stop mounting cups.
37. Thread the bump stop extension (**94-8109**) into the **OE** bump stop mounting cup hole.
NOTE: Inserting a screwdriver through the side holes on the extension and using the handle as a leverage point will help in properly tightening it.
38. Install the **OE** bump stop cup to the bump stop extension (**94-8109**) using the supplied **8mm** nut and washer.

Illustration 5
Sway Bar Install



39. Reinstall the previously removed factory bump stops into the mounting cup on the new bump stop drops.
40. Using the factory isolators install the supplied front coil springs (**24515**) into the spring buckets and raise the axle into place. Make sure the coil spring seats properly on the lower spring perch.
41. Install the new shocks (**925553**). Torque the upper mounting hardware to 46 ft. lbs. and the lower mounting hardware to 111 ft. lbs. Use thread locker on these bolts.
42. Install the sway bar drops (**91-10975 drvr** and **91-10981 pass**) to the **OE** sway bar mounting studs on the frame using the previously removed **OE** hardware. See ILLUSTRATION 5.
43. Carefully raise the sway bar back into place and secure the supplied **7/16" X 1 1/4"** bolts and hardware. See ILLUSTRATION 5.
44. Reattach the sway bar to the **OE** sway bar end links using the previously removed **OE** hardware.
45. Reinstall the **OE** steering stabilizer using the previously removed **OE** hardware.
46. Torque all sway bar hardware according to manufacturers specifications.
47. On the driver side, re clip the axle vent line on the frame providing adequate slack for the line at full droop.
48. 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 re-routed vent line does not interfere with the travel of the bump stop.

48. 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.
49. Reinstall the ABS wiring onto the radius arms using the factory clips.
50. Refasten the lower brake line mount to the lower coil spring perch using the **OE** hardware.
51. Reinstall the front wheels and lower the vehicle to the ground. Torque to manufacturers specs.
52. Torque the **OE** rear Radius arm bolts to 222 ft. lbs.
53. Reinstall the track bar into the Pro Comp track bar bracket (**91-7008**) using the **OE** bolt and adjustable cam plates (**90-9295**). Torque to 406 ft. lbs. See ILLUSTRATION 1.

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. DO NOT start the engine for this! You only have to move it enough to line the holes up on the track bar mount.

54. 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.
55. With the vehicle fully on the ground, measure the clearance between each tire and inner fender. If the axle is not properly centered, readjust the track bar cam hardware. Torque to 406 ft.

- ⇒ **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.**

NOTES:

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.
7. 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.

9. Using the C-clamps to hold the leaf spring pack together, unbolt and remove the leaf spring center bolt.
10. Install the shim (**31-40768**), with the tapered end toward the front of the vehicle, underneath the spring pack and secure using the supplied **7/16" X 4 1/2"** center bolt and **7/16"** nut. The head of the centerbolt must facing down and the nut on top. Remove the C-clamps.
11. Install the supplied lift block (**95-406SD drvr** and **95-407SD pass**) and shim (**31-40768**), with the taper end toward the front of the vehicle. 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)** **5/8"** hi-nuts (**PN 20-65471**) and washers supplied. Do not torque the hi-nuts at this time. See ILLUSTRATION 6.

NOTE: Make sure the block sits flush

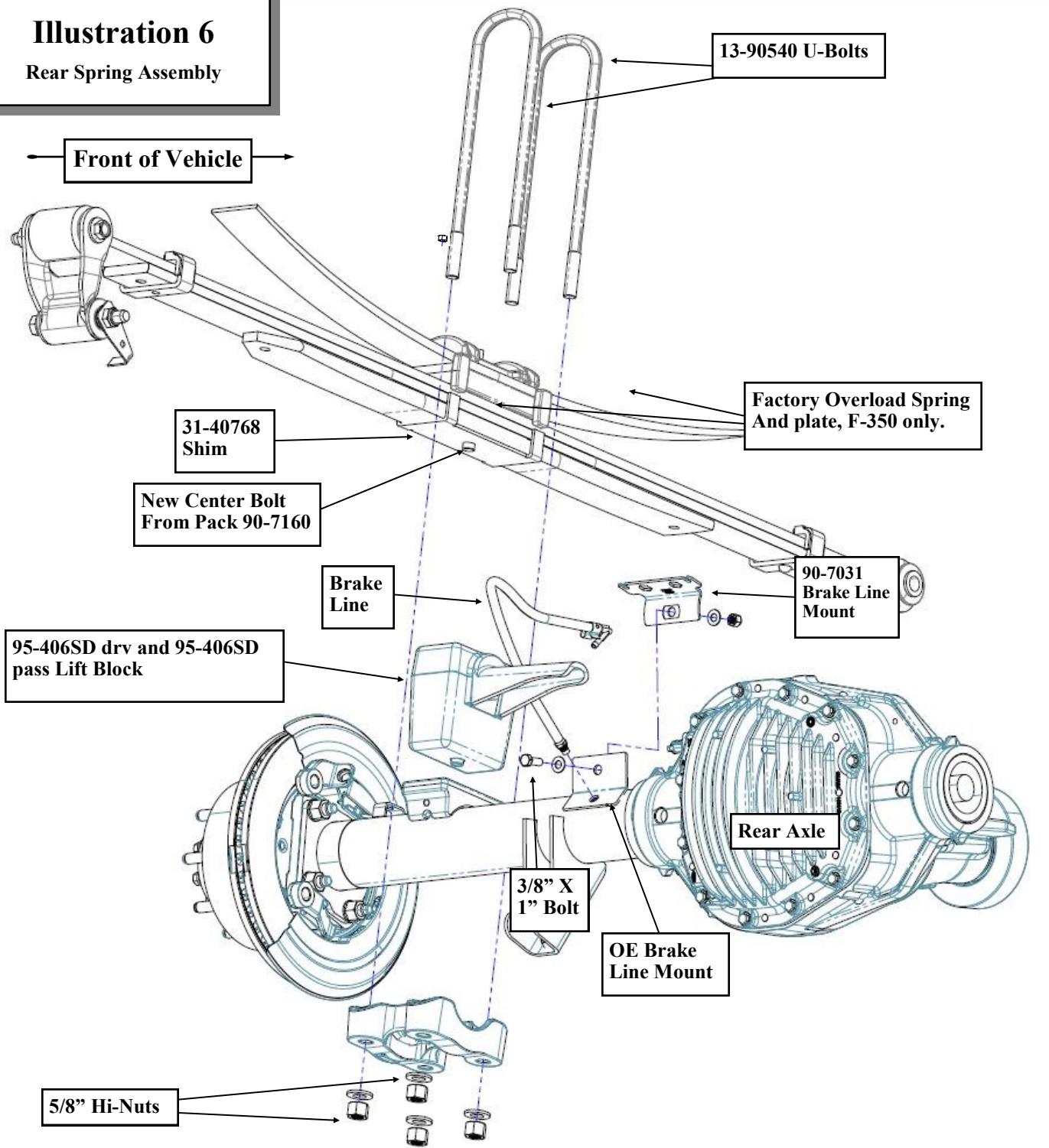
on the axle perch.

12. Repeat the installation on the other side of the vehicle.
13. 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 upper spring plate.
14. Install your new Pro Comp shocks (**934005**). Torque the upper mounting hardware to 46 ft. lbs. and the lower mounting hardware to 66 ft. lbs. Use thread locker on these bolts.
15. 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.
16. 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**).
17. 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 13.
18. Secure the new rear brake line bracket (**90-7031**) to the rear axle by reinstalling the vent tube.
19. Secure the **OE** brake line bracket to the new brake line bracket (**90-7031**) using the supplied **3/8" X 1"** bolt and hardware.
20. Reinstall the wheels and tires and lower the vehicle to the ground. Torque lug nuts to manufacturer specification.
21. 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.
22. Re-check the wheel lug torque on all four wheels at this time.
23. Re-check all hardware (both the front and the rear) for proper installation and torque!!

Illustration 6

Rear Spring Assembly



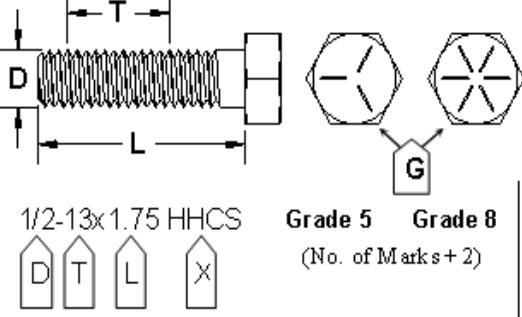
24. If you wish, you may trim the excess u-bolt thread length. If you do this you should leave approximately one inch of thread exposed after the **U-bolts** are torqued.
- ⇒ **Recheck all hardware for tightness after off road use.**
25. On both sides of the vehicle, check the routing of the brake lines and the ABS wire harnesses. There must be no pinching, rubbing, or stretching of either component. Reposition them if needed.

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.**

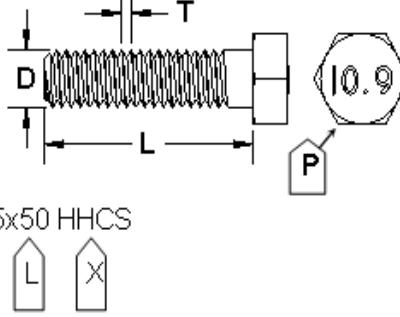
Use this only as a guide for hardware without a called out torque specification in the instruction manual.

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



1/2-13x1.75 HHCS Grade 5 Grade 8
(No. of Marks + 2)

G = Grade (Bolt Strength)
D = Nominal Diameter (Inches)
T = Thread Count (Threads per Inch)
L = Length (Inches)
X = Description (Hex Head Cap Screw)



M12-1.25x50 HHCS
P = Property Class (Bolt Strength)
D = Nominal Diameter (Millimeters)
T = Thread Pitch (Thread Width, mm)
L = Length (Millimeters)
X = Description (Hex Head Cap Screw)

Revision Page:

11.28.16: Latest Revision

8.24.21: Added T, M, and BX instances to K4206/7. 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 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 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

<u>PLACE</u>
<u>WARRANTY REGISTRATION</u>
<u>NUMBER</u>
<u>HERE:</u> _____