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## PRO COMP SUSPENSION

**56721B**  
**2019-2022 RAM 2500 4WD 4”**  
**K2105T/ M Radius Arm Drop Diesel**  
**K2106T/ M Radius Arm Diesel**  
**K2107T/ M Radius Arm Drop Gas**  
**K2108T/ M Radius Arm Gas**

**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.**

**Box 1 of 4 PN # 56717B-1**

Part #	Description	Qty.	Fig.	Page
90-9540	1/2" NARROW NUT PLATE	4	3	8
90-6502	<b>HWPK: RADIUS ARM DROP</b>	2	-	-
50C125HCS8Y	1/2" X 1 1/4" HEX BOLT GR. 8	2	3	8
50NWHDY/SAE	1/2" HARDENED FLAT WASHER	2	3	8
91-9542	<b>RADIUS ARM DROP</b>	2	3	8
90-6953	<b>HWPK: RADIUS ARM DROP</b>	1	-	-
71-181201501000	18MM-1.5 X 120MM HEX BOLT GR. 10.9	2	3	8
72-018100916	18MM-1.5 STOVER NUT GR. 10.9	2	3	8
73-01810940	18MM FLAT WASHER	4	3	8

**Or Box 1 of 4 PN # 56718B-1**

91-20002	<b>RADIUS ARM</b>	1	-	8
91-20006	<b>RADIUS ARM</b>	1	-	8
90-60016	<b>HWPK: RADIUS ARM</b>	1	-	8
90-40030	<b>CAM BOLT 18MM-2.5 X 140MM</b>	2	-	8
90-6399	<b>HWPK: Radius Arm Drop</b>	2	-	8
	18MM-2.5 STOVER NUT GR. C	1	-	8
	18MM HARDENED FLAT WASHER	1	-	8
90-5532	<b>CAM ECCENTRIC</b>	2	-	8

**Box 2 of 4 PN # 56721B-2**

DC602-1	<b>PITMAN ARM</b>	1	5	9
96-5779	<b>PITMAN ARM TORQUE TOOL</b>	1	4,5	9
HERNON427	<b>RED THREAD LOCKER</b>	1	-	-
15-10995	<b>BUMPSTOP</b>	2	2	7
91-3081	<b>REAR BUMP STOP BRACKETS</b>	4	18	18
90-6223	<b>HWPK: REAR BUMP STOPS</b>	1	-	-
70-0371251800	3/8" X 1 1/4" HEX BOLT GR. 8	4	18	18
72-0371000816	3/8" STOVER NUT	4	18	18
73-03700034	3/8" SAE FLAT WASHER GR. 8	8	18	18
90-6340	<b>HWPK: SWAY BAR DROPS</b>	1	-	-
70-0431251800	7/16" X 1 1/4" HEX BOLT GR. 8	4	8	12
72-043100816	7/16" STOVER NUT	4	8	12
73-0400830	7/16" FLAT WASHER	8	8	12
91-9523	<b>SWAY BAR DROP: DRVR</b>	1	8	12

Part #	Description	Qty.	Fig.	Page
91-9526	SWAY BAR DROP: PASS	1	8	12
90-9528	BRAKE LINE TAB: DRVR	1	9	12
90-9529	BRAKE LINE TAB: PASS	1	9	12
90-6958	HWPK: FRONT BRAKE LINE TABS	1	-	-
90-4591	8MM-1.25 CLIP-ON NUT	2	9	12
90-6299	HWPK: FRONT BRAKE LINE TABS	1	-	-
70-0311001800	5/16" X 1" HEX BOLT GR. 8	2	9	12
72-0531100816	5/16" NYLOCK NUT	2	9	12
73-03100034	5/16" HARDENED FLAT WASHER	4	9	12
97-10420	COIL SPRNG ISO DRILL TEMPLATE	1	-	-
90-6824	HWPK: TRACK BAR DROP	1	-	-
'25C075HCS8Y	1/4" -20 X 3/4" HEX BOLT GR. 8	2	12	13
'25CNUCZ	1/4"-20 STOVER NUT	2	12	13
'25NWSAZ	1/4" SAE FLAT WASHER	4	12	13
90-3240	ADEL CLAMP	1	12	13
91-12123	FRONT TRACK BAR DROP BRACKET	1	10,11,12	13
90-60763	HWPK: TRACK BAR DROP	1	-	-
.18C90H10Z	18MM-2.5 X 90MM HEX BOLT GR. 10.9	1	-	-
.18RWFLZ/HV200-125	18MM FLAT WASHER	2	-	-
.18CNPTZ/DIN980V-CL10	18MM-2.5 PRV TQ NUT GR. 10.9	1	-	-
.14CNPTZ/DIN980V-CL10	14MM-2.0 PRV TQ NUT GR. 10.9	2	12	13
.14RWFLZ/HV200-125	14MM FLAT WASHER	2	12	13
.12C40H10Z	12MM-1.75 X 40MM HEX BOLT 10.9	1	12	13
.12CNPTZ/DIN980V-CL10	12MM-1.75 PRV TQ NUT GR. 10.9	1	12	13
.12RWFLZ/HV200-125	12MM FLAT WASHER	2	12	13
35-12131	SPACER PLATE	2	3	8
97-12132	OIL PAN DRILL SHIELD	1	11	13
35-12133	CAM PLATE	2	-	-
<b>Box 3 of 4 PN # 56180</b>				
56180-1	FRONT COIL SPRINGS: DIESEL 4"	1	6	10
<b>Or Box 3 of 4 PN # 56190</b>				
56190-1	FRONT COIL SPRINGS: GAS 4"	1	6	10

Part #	Description	Qty.	Fig.	Page
91-2311	SWAY BAR END LINK	2	17	18
90-6042	HWPK: SWAY BAR END LINK	1	-	-
45359	BUSHINGS	4	17	18
60859H	SLEEVE	4	17	18
90-6803	HWPK: REAR SWAY BAR	2	-	-
.12C65H10I/DIN931	12MM-1.75 X 65MM HEX BOLT 10.9	1	17	18
.12CNPTZ/DIN980V-CL10	12MM-1.75 NYLOCK NUT	1	17	18
.12RWFLI/HV200-125	12MM FLAT WASHER	2	17	18
90-6967	HWPK: REAR SWAY BAR	1	-	-
.12C75H10Z/DIN931	12MM-1.75 X 75MM HEX BOLT 10.9	2	17	18
.12CNPTZ/DIN980V-CL10	12MM-1.75 NYLOCK NUT	2	17	18
.12RWHZ	12MM HARDENED FLAT WASHER	4	17	18
90-6962	HWPK: REAR SWAY BAR	1	-	-
73-01200832	12MM USS FLAT WASHER	4	17	18
90-8322	TRACK BAR CRUSH SLEEVE	1	14,16	16,17
91-9610	REAR TRK BAR RELOC BRKT	1	14,16	16,17
91-9611	REAR COIL SPACER BRACKET: DRVR	1	14,16	16,17
91-9615	REAR COIL SPACER BRACKET: PASS	1	15	17
91-9566	REAR COIL SPACER	4	-	-
90-6963	HWPK: COIL SPACER BRACKET	1	-	-
56C400HC8I/IMP	9/16" X 4" HEX BOLT	1	16	17
56CNPTZ/GRC	9/16" STOVER NUT GR. C*	1	16	17
56RWHDI/IMP	9/16 HARDENED FLAT WASHER*	2	16	17
90-6892	HWPK: COIL SPACER BRACKET	1	-	-
43C125HC8I/IMP	7/16" X 1 1/4" HEX BOLT GR. 8	2	14	16
43CNPTZ/GRC	7/16" NYLOCK NUT GR. C*	2	14	16
43RWHDI/IMP	7/16" HARDENED FLAT WASHER*	4	14	16
90-6944	HWPK: COIL SPACER BRACKET	1	-	-
37C100HC8I/IMP	3/8" X 1 HEX BOLT GR. 8	1	14	16
37CNNLZ	3/8" NYLOCK NUT	1	14	16
37RWHDS/IMP	3/8" HARDENED FLAT WASHER: BLACK	2	14	16
90-6223	HWPK: COIL SPACER BRACKET	1	-	-
70-0371251800	3/8" X 1 1/4 " HEX BOLT GR. 8	4	14,15	16,17
72-0371000816	3/8" NYLOCK NUT GR. C	4	14,15	16,17
73-03700034	3/8" HARDENED FLAT WASHER	8	14,15	16,17
90-9608	7/16" NUT PLATE	1	14	16
90-9618	9/16" NUT PLATE	1	16	17

\* 9/16" hardened flat washer (1) and Stover nut (1) not used if nut plate (90-9618) is used.

\* 7/16" hardened flat washer (2) and nylock nut (2) not used if nut plate (90-9608) is used.

Part #	Description	Qty.	Fig.	Page
<b>Box 925553B/ 926553B (K2105T/ 6T/ 7T/ 8T)</b>				
925553B	Front Shock	2	-	-
926553B	Rear Shock	2	-	-

<b>Box PR2114/ PR2115 (K2105M/ 6M/ 7M/ 8M)</b>				
PR2114	Front Shock	2	-	-
PR2115	Rear Shock	2	-	-

- ⇒ Front end and head light realignment is necessary!
- ⇒ Speedometer and ABS recalibration will be necessary if larger tires (10% more than stock diameter) are installed.

### **WHEEL AND TIRE INFORMATION:**

Tire and wheel choice is crucial in assuring proper fit, performance, and the safety of your Pro Comp equipped vehicle. For this application, a wheel not to exceed 9" in width with a minimum backspacing of 4.75" must be used. Additionally, a quality tire of radial design, not exceeding 35" tall X 12.5" wide is 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.

*NOTE: This kit will clear a 37" X 12.5" tire with minor trimming of the lower rear section of the front wheel well liners.*

### **SPECIAL TOOLS:**

- ⇒ Please refer to your service manual for more information.
- ⇒ A special removal tool is required for safe removal of the tie rods.
- ⇒ A special removal tool is required for safe removal of the coil springs.
- ⇒ These tools may be purchased at your local dealer.
- ⇒ You may be able to rent any of these tools at your local parts store.

## 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. Ensure that your work space is of adequate size and the work surface is level. Set the emergency brake. Place your floor jack under the front axle and raise the vehicle. Place jack stands under the frame rails behind the front wheel wells and lower the frame onto the stands. Remove the jack and place blocks both in front of and behind the rear wheels. Remove the wheels.
3. Remove any skid plates or debris shields from the bottom of the vehicle.
4. Unbolt both brake line brackets from the axle and front axle brackets to allow for free movement of the suspension components.
5. Unbolt the sway bar from the end links and remove it from the vehicle. Save the sway bar and hardware for reinstallation.

6. Unbolt and remove the front track bar and track bar bracket from the vehicle. Save the **OE** bolts and hardware for reinstallation.
7. Unbolt and remove the front shock absorber. Save the **OE** hardware for reinstallation.

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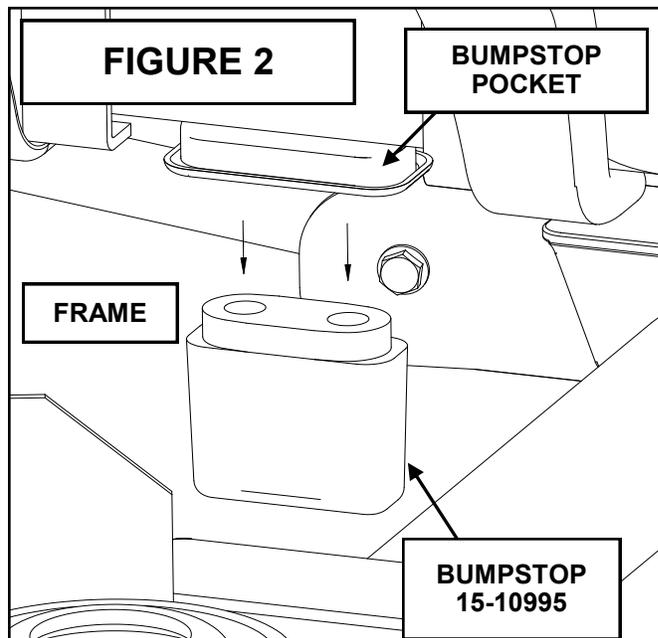
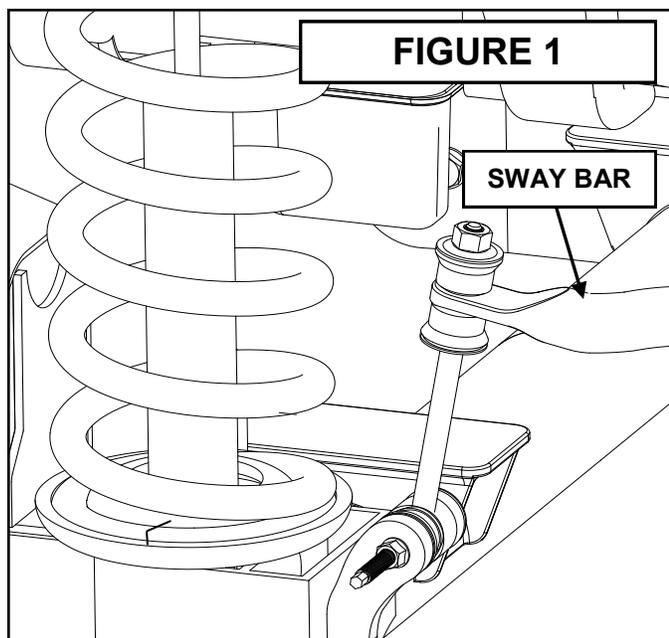
### Work on one side of the vehicle at a time.

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8. Carefully lower the floor jack until the coil spring is free from the upper spring pocket. Remove the coil spring.
9. Remove and set aside the upper and lower rubber isolator pads from the coil.
10. Repeat on the other side of the vehicle.
11. Remove the front rubber bump stops from the frame rail mounting pockets using a pair of pliers. A back and forth action will assist in working them out.
12. Place the new bump stops (**15-10995**) in the existing bump stop pockets, as shown in **FIGURE 2**. By using leverage against the bottom of the bump stops, force the bump stop into place (detergent soap may help if the fit is tight).

***NOTE:** Use the weight of the vehicle to help set the bump stops in place.*

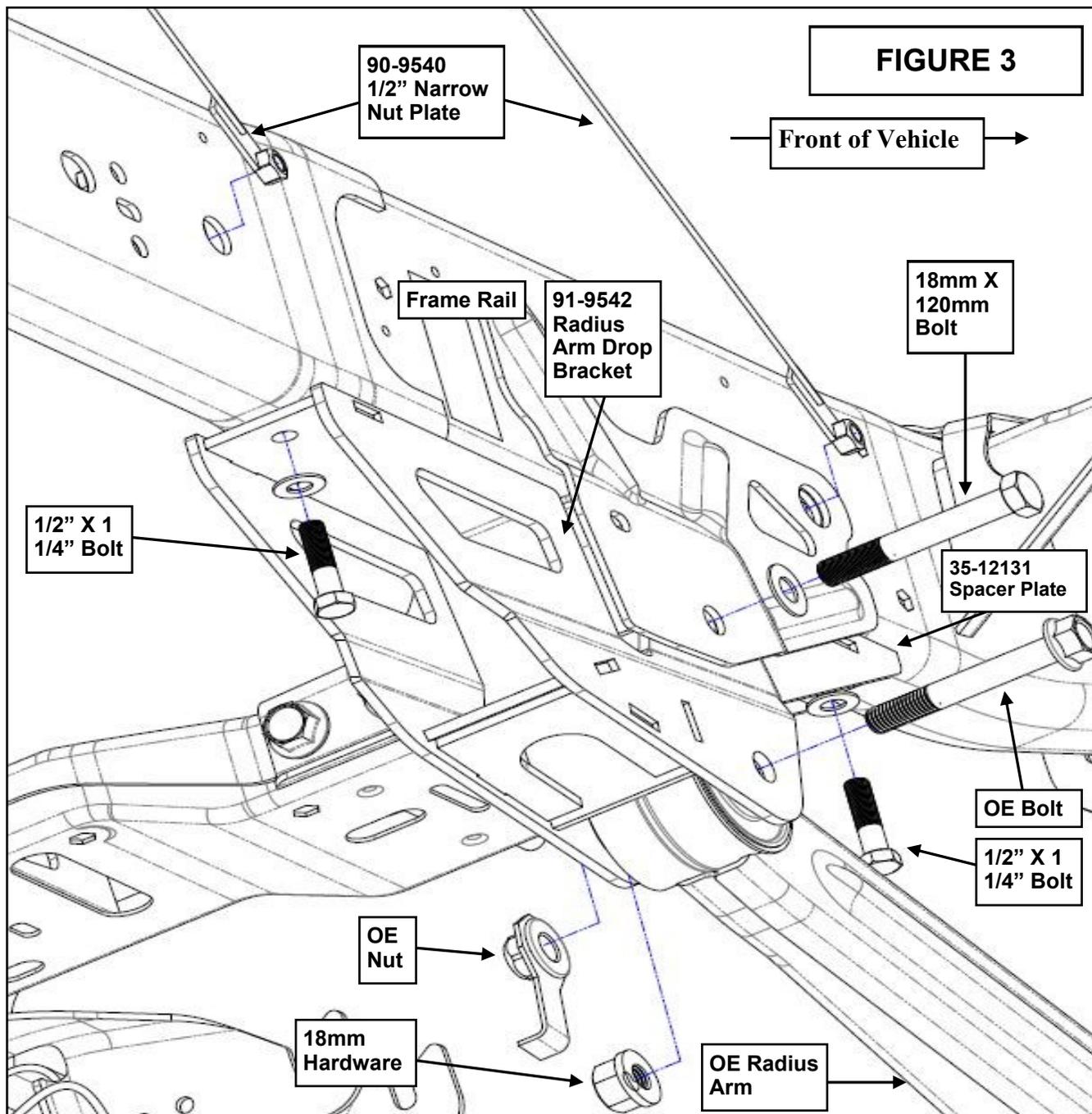


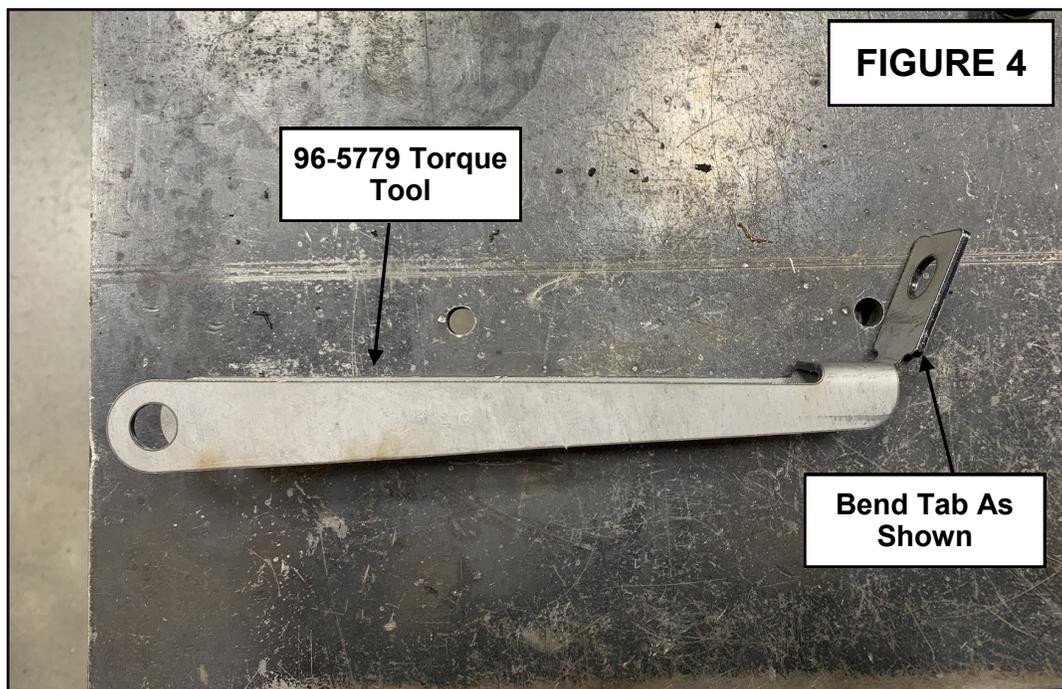
- Using a jack, support the radius arm at the frame mount.
- Remove the **OE** bolts from both **OE** lower radius arm mounts. Save the **OE** hardware for reinstallation.
- Lower the **OE** radius arm from the frame pocket to provide adequate clearance to insert the radius arm drop (91-9542) into the frame pocket. See **FIGURE 3**.

**NOTE:** If installing new radius arms (91

-20002 Drvr and 91-20006 Pass), Do not install radius arm drop (91-9542). Refer to radius arm instructions.

- Use the supplied **18mm X 120mm** bolt to secure the radius arm drop (91-9542) to the frame. Use the previously removed **OE** nut plate on the upper bolt. See **FIGURE 3**.
- Feed the **1/2"** narrow nut plates (90-9540) through the existing holes in the frame to secure the radius arm drops to the frame pocket. Insert the supplied spacer plates (35-12131)



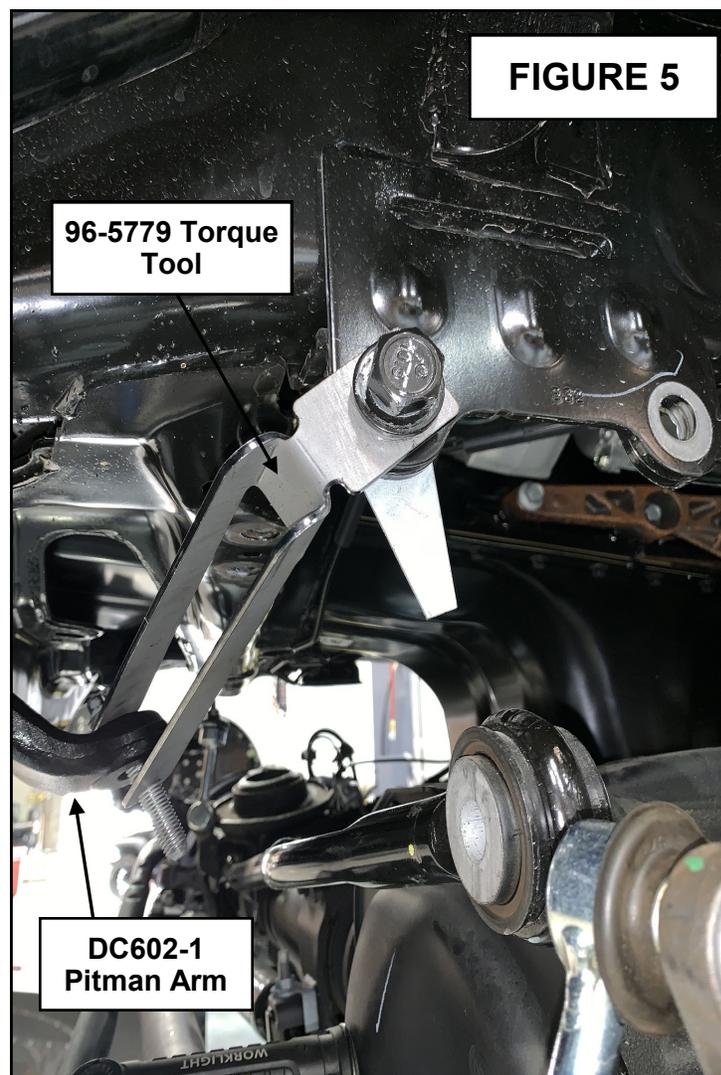


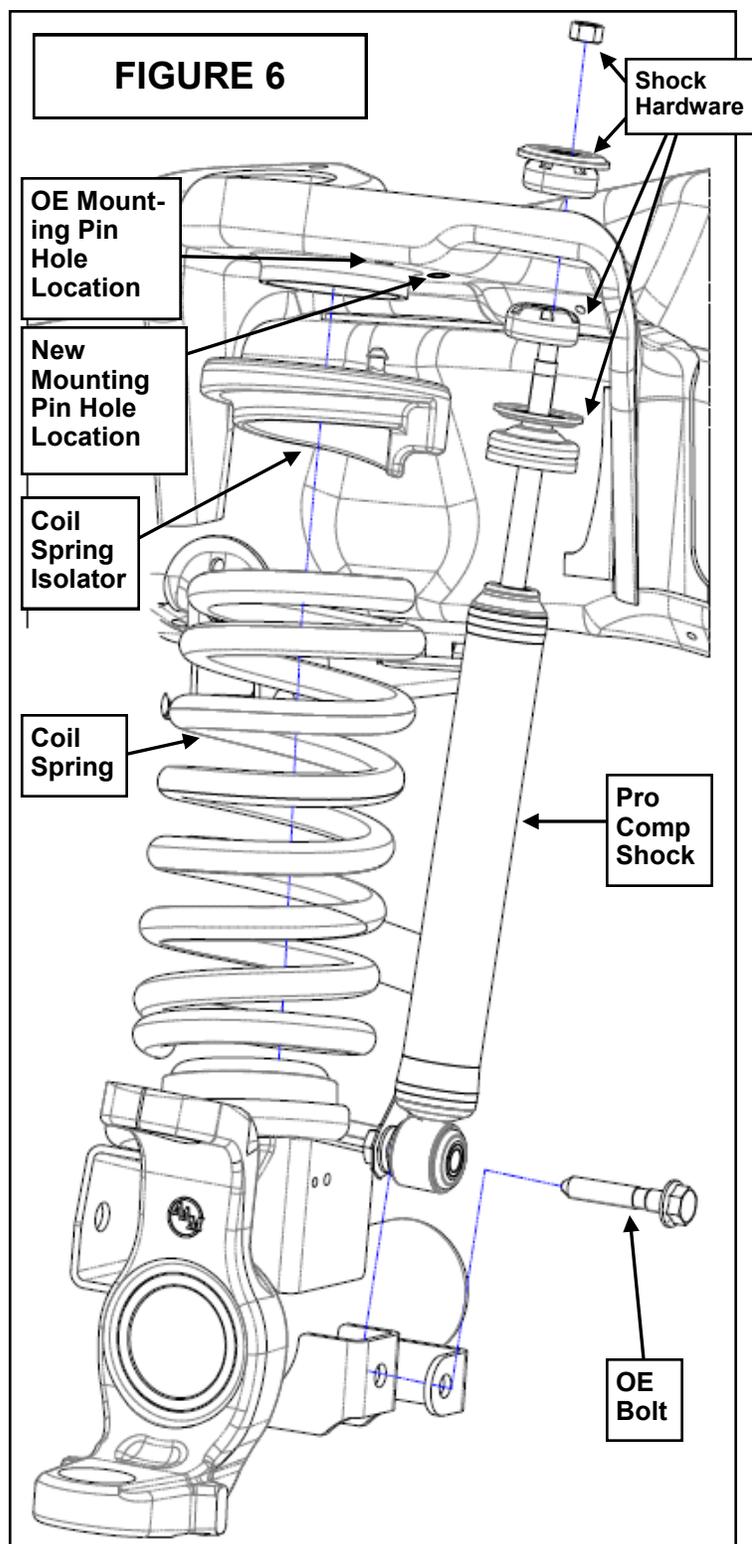
between the front of the radius arm drops and the frame and secure using the supplied 1/2" X 1 1/4" bolts and hardware. See **FIGURE 3**.

18. Raise the radius arms up into the new drops and secure using the previously removed OE bolts and hardware. See **FIGURE 3**.
19. Torque all radius arm drop hardware at this time according to the chart on page 20. **DO NOT** torque the OE radius arm bolts until vehicle is resting on the ground at ride height.
20. Remove the sector shaft 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 INSTALLATION PROCESS MUST BE DONE WITH HAND TOOLS TO ENSURE PROPER INSTALLATION. DO NOT USE IMPACT TOOLS.**

21. Install the new Pitman arm (**DC602-1**) onto the sector shaft. Oil the sector shaft threads to ensure a proper torque reading. Install the Pitman arm retaining nut and tighten until snug.
22. The Pitman arm torque tool (**96-5779**) will be





used to help torque the new Pitman arm. The tab at the end of this tool will need to be bent backwards approximately 45 degrees. See **FIGURE 4**.

23. Insert the key and unlock the steering wheel.
24. Install the Pitman arm torque tool (96-5779) to the Pitman arm using one of the previously removed OE track bar bolts. See **FIGURE 5**.
25. Secure the torque tool (96-5779) to the driver side hole on the frame using one of the previously removed OE track bar bolts and nut plates. See **FIGURE 5**.

**NOTE:** The steering wheel may need to be turned in order for the hole in the torque tool and the frame to line up. Once the bolts are tightened the torque tool will align itself properly.

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

26. Torque the Pitman arm retaining nut according to manufacturer's specifications.
27. With the torque tool (96-5779) still in place remove the Pitman arm retaining nut. The threads of the sector shaft and the Pitman arm retaining nut **MUST** be cleaned using brake cleaner or another suitable method to remove the previously applied oil.
28. Use the entire supplied thread locking compound to thoroughly cover the entire surface of the threads on the Pitman arm retaining nut.
29. Reinstall the Pitman arm retaining nut to the sector shaft and torque according to manufacturer's specifications.

**NOTE:** Whether re-using the existing Pitman arm retaining nut or replacing with a new nut, thread locking compound must be used.

30. Unbolt and remove the Pitman arm torque tool (96-5779) from the vehicle.

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

31. Insert the factory spring isolator drill template

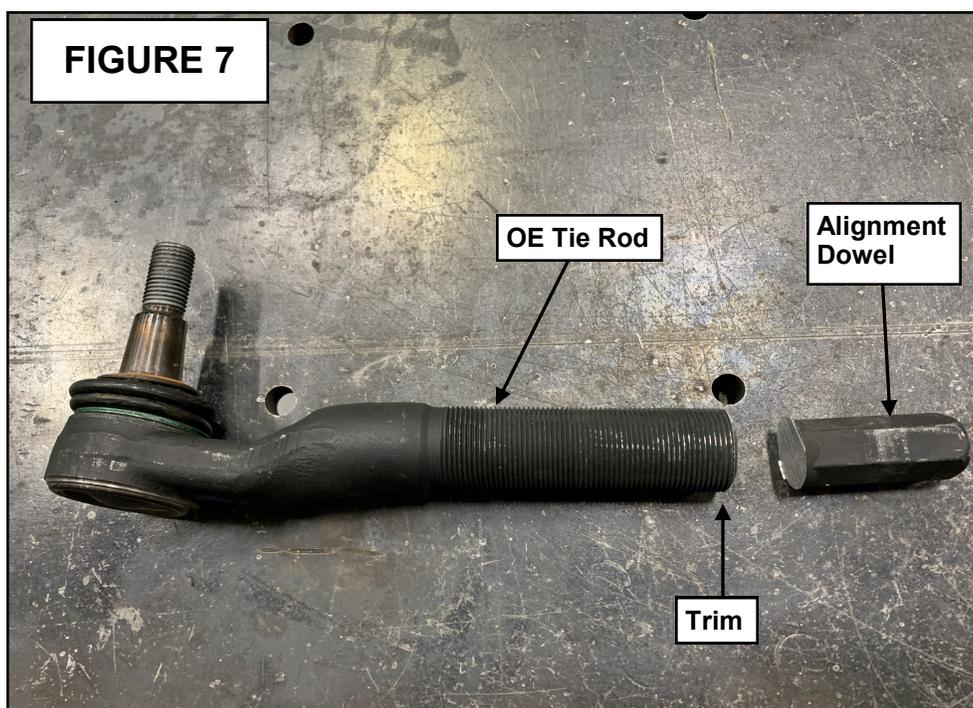
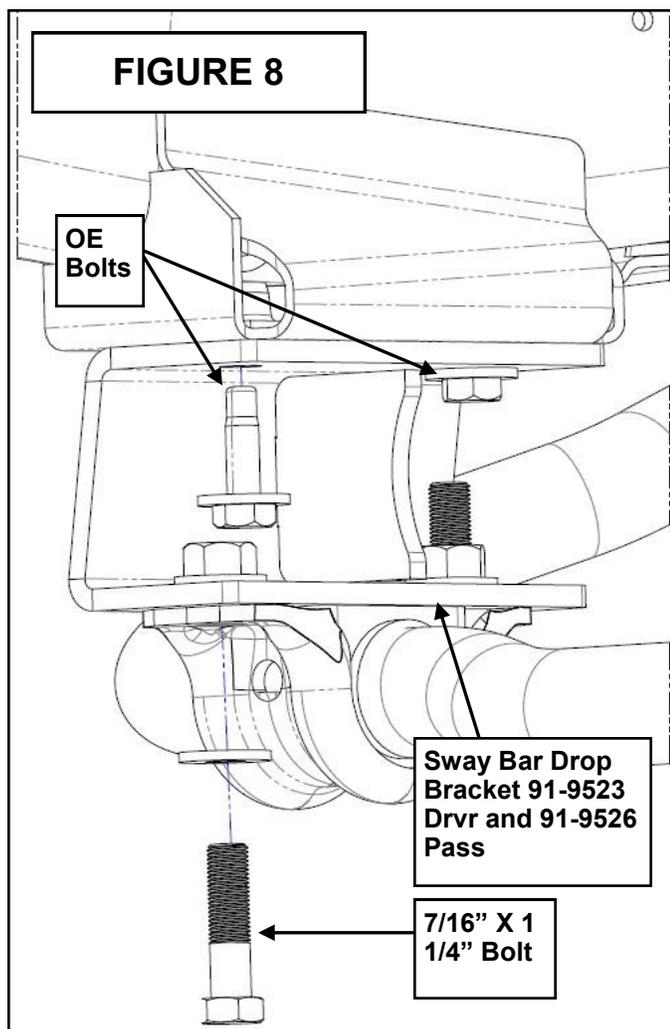


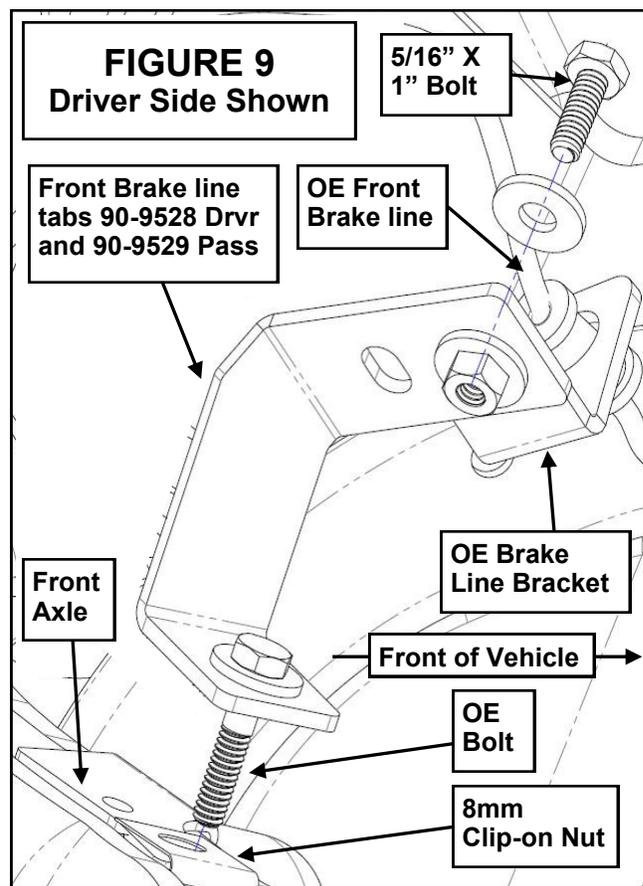
FIGURE 7

- (97-10420) into the upper coil spring mounting bucket. Locate the drill template by aligning the hole marked **OEM** hole location, on the drill template, with the **OE** hole in the upper coil spring mounting bucket.
32. Mark and center punch the new coil spring isolator mounting pin hole location for drilling. **NOTE: The newly drilled isolator pin locating hole will be 90 degrees from the original hole.**
33. Drill out the previously applied mark using a 1/2" drill bit.
34. The front coil springs (**56180 4" diesel or 56190 4" gas**) have a top to bottom orientation. The bottom of the coil (axle pad) will sit on a flat surface and stay upright.
- IM-PORTANT!: Be certain that you are installing the coils correctly.**
35. Install the factory spring isolator onto the supplied Pro Comp coil springs. Raise the front axle, spring and isolator into place and make sure the isolator locating pin is in the newly drilled hole. Repeat for the other side. See **FIGURE 6**.
- NOTE: The printed part number on the coil spring may not be right side up.**
36. Install your new Pro Comp shocks (9000 series must be installed shaft up. See shock chart on pg. 5 for proper application). Install using the supplied upper hardware and the previously removed **OE** lower hardware. Torque the lower bolt to 60 ft-lbs. See **FIGURE 6**.
37. Loosen the jam nuts on the tie rod adjustment collar and thread the tie rod out of the collar by spinning the collar until all three pieces are separated.
38. Using a cut off wheel, carefully remove the alignment dowel from the tie rod. This will allow you to rotate the tie rod 180 degrees to attach it to the bottom of the new Pitman arm. See **FIGURE 7**.
39. Reassemble the collar, Pitman arm, and drag link.
40. Rotate the tie rod at the Pitman arm **180 degrees** and attach it to the bottom of the new Pitman arm. Torque nut to 45 ft-lbs.
41. Install the sway bar drop brackets (**91-9523 Drvr** and **91-9526 Pass**) to the original sway bar mounting holes in the frame using the previously removed **OE** bolts. Torque to 40 ft-lbs. See **FIGURE 8**.



**IMPORTANT:** Be sure that the drop brackets are offset toward the front of the vehicle.

42. Raise the OE sway bar mount brackets to the new drop brackets (**91-9523 Drvr** and **91-9526 Pass**) and secure using the supplied **7/16"** hardware from hardware pack (**90-6340**). Torque the hardware according to the torque chart on page 20. See **FIGURE 8**.
43. Repeat on the other side of the vehicle.
44. Bolt the front brake line tabs (**90-9528 Drvr** and **90-9529 Pass**) to the original OE brake line bracket holes, on the front axle brackets, using the **8mm** clip-on nuts and previously removed OE bolts. See **FIGURE 9**.
45. Secure the OE brake lines to the front brake line tabs (**90-9528 Drvr** and **90-9529 Pass**) using the supplied **5/16"** X **1"** bolt and hard-

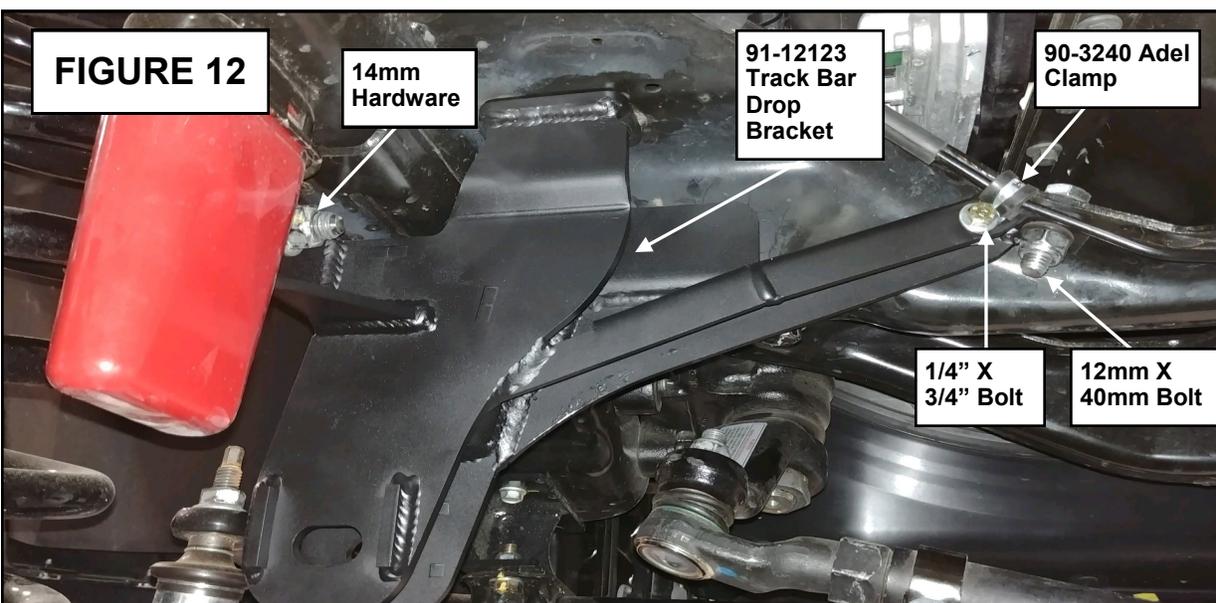
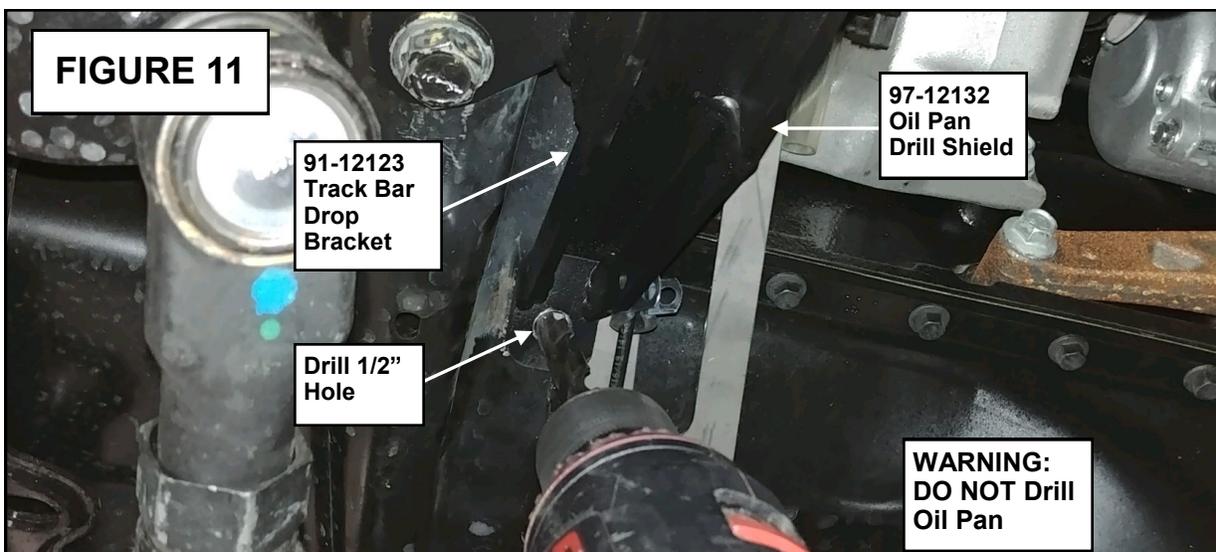
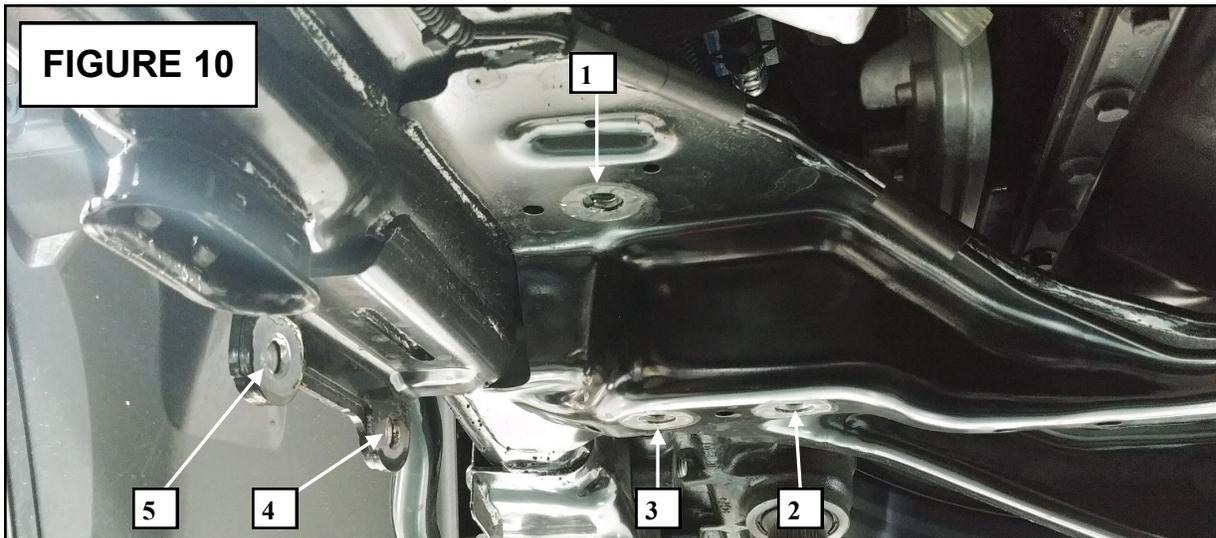


ware. See **FIGURE 9**.

46. 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 components. If necessary, use zip ties to secure these items out of the way of the steering components. At full droop, cycle the steering from lock to lock while observing the reaction of these components. Reposition them if needed.
47. Install the track bar drop bracket (**91-12123**) to the OE mounting location on the frame using the previously removed OE hardware. Starting with the top hole in the track bar bracket, install the previously removed OE bolts and secure with (2) **14mm** lock nuts and washers from hardware pack (**90-60763**) on the driver side. Leave the hardware loose to allow all the holes in the bracket to properly align with the holes in the frame.

**NOTE:** Apply thread locker to the OE hardware before installation.

48. Tighten the track bar drop bracket hardware



**FIGURE 13**



in the order shown in **FIGURE 10**. After the bracket has been secured to the frame, torque the hardware in the opposite order shown in **FIGURE 10**. Torque the track bar drop bracket hardware according to the torque chart on page 20.

49. With the track bar bracket (91-12123) installed, use the remaining mounting hole in the track bar bracket as a guide and drill a 1/2" hole in the frame near the center of the vehicle. See **FIGURE 11**.

**IMPORTANT!:** Use the supplied oil pan drill shield (97-12132) to protect the oil pan while drilling out the frame!

50. Install the supplied 12mm X 40mm bolt and hardware from hardware pack (90-60763) and torque according to the torque chart on page 20.
51. Position the supplied Adel clamp (90-3240) around the brake line near the track bar bracket and secure using the supplied 1/4" X

3/4" bolts and hardware found in hardware pack (90-6824). See **FIGURE 12**.

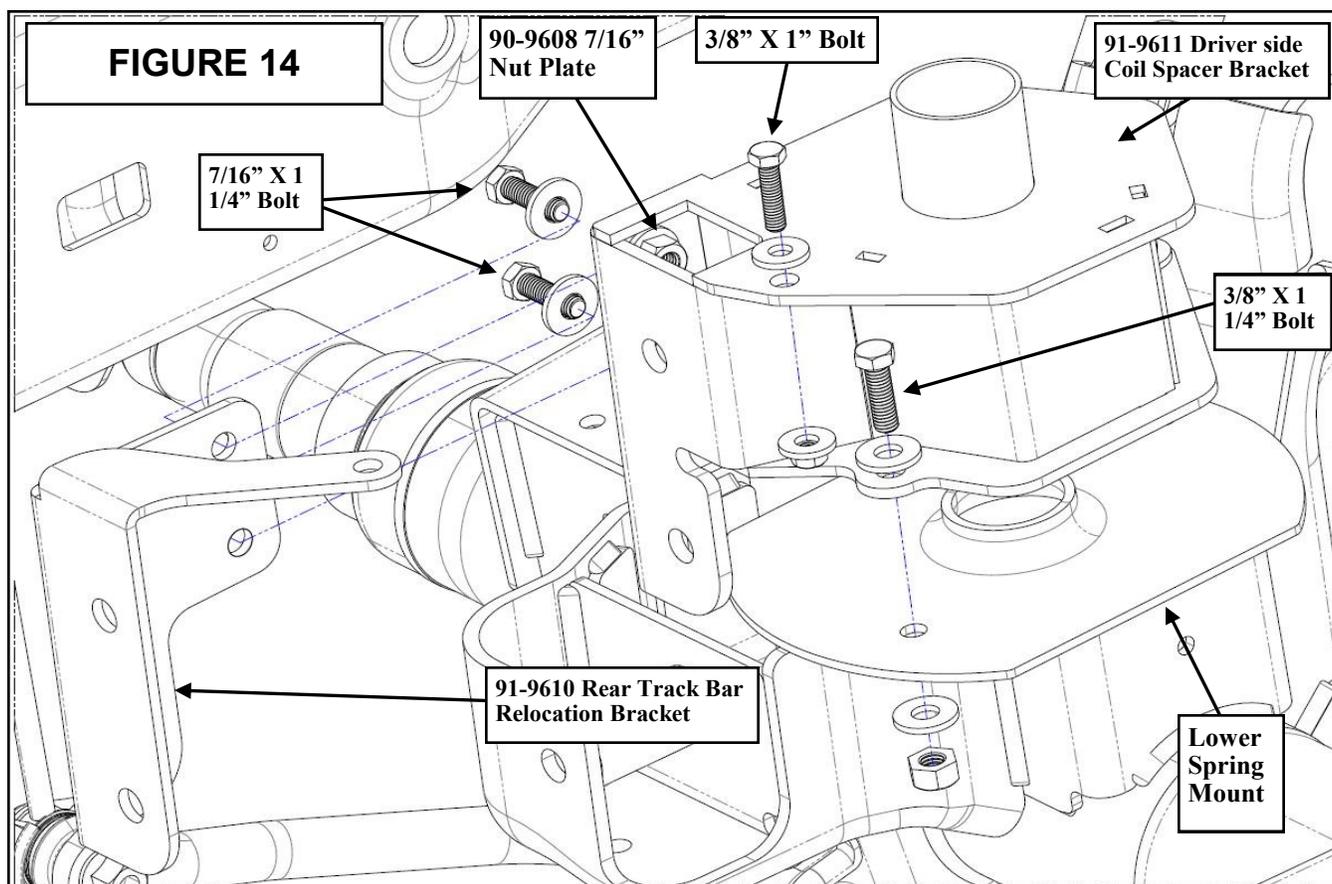
**NOTE:** Failure to install the Adel clamp to the brake line will result in chafing.

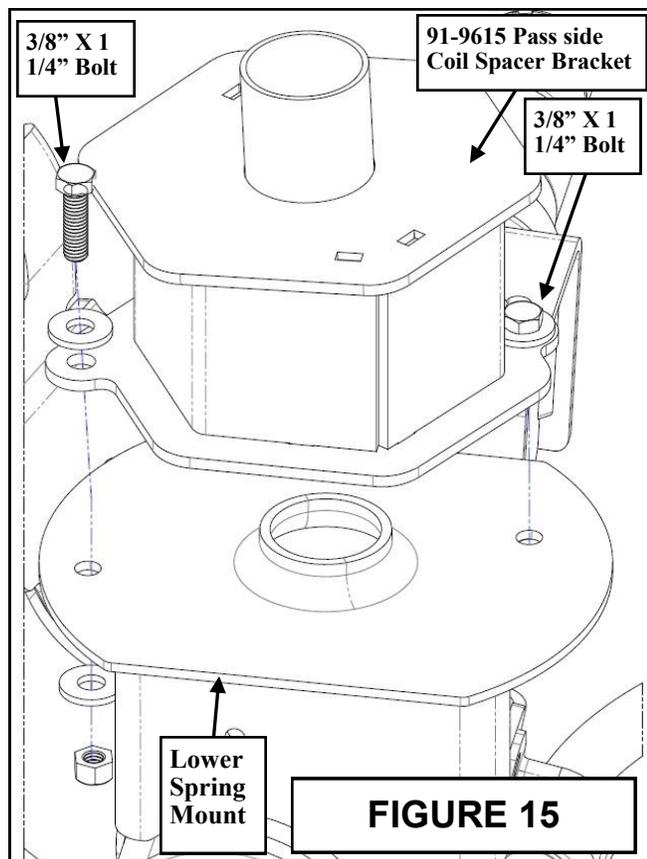
**NOTE:** Complete steps 52 through 54 if you are installing 37" tires. Trimming of the lower rear section of the front wheel well is required.

52. Remove the mud guard from the front fender and discard.
53. Using a cut-off wheel or other appropriate tool, trim 1" off the corner of the body pinch weld. See **FIGURE 13**.
54. After trimming, thoroughly clean and de-burr the cut surfaces. Paint the exposed metal area with a good quality paint.
55. Repeat steps 52 through 54 on the other side of the vehicle.
56. Install your wheels and tires and lower the vehicle to the ground. Tighten the lug nuts to manufacturer's specifications.
57. Reinstall the **OE** track bar to the vehicle and secure using the (2) cam plates (35-12133) and supplied 18mm X 90mm bolt and hardware from hardware pack (90-60763). Be sure to install the cam plates with the notch pointed upwards.
58. If adjustment is needed, the cam plates can be rotated left or right to help center the axle on the vehicle. Once the axle is centered, torque the 18mm hardware according to the torque chart on page 20.
59. Re-attach the sway bar to the sway bar end links using the previously removed **OE** hardware. Torque the **OE** sway bar hardware according to manufacturers specifications and the 7/16" hardware to 55 ft-lbs.  
See **FIGURE 1**.
60. Torque the **OE** radius arm hardware according to manufacturer's specifications.
61. Recheck all hardware for proper installation and torque at this time.
62. Have your vehicle aligned as soon as possible.

## Rear Installation

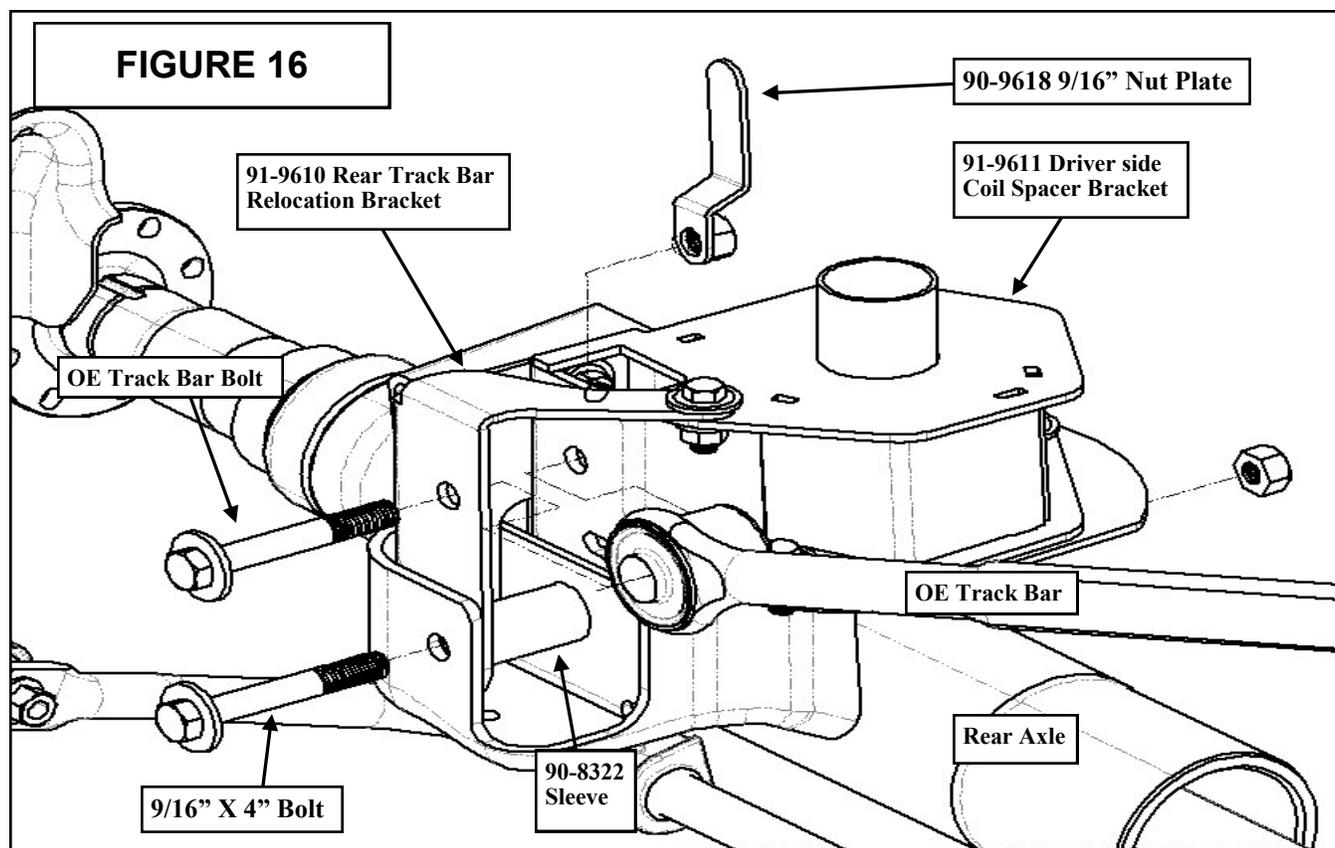
1. Block the front tires and raise the rear of the vehicle. Support the frame with jack stands forward of the rear springs.
2. Remove the wheels and tires.
3. Remove the **OE** bump stops from the frame.
4. Remove the shocks on both sides of the vehicle. It may be necessary that you slightly raise the axle to unload the shocks for removal. Save the hardware for reinstallation.
5. Disconnect the sway bar end links and remove them from the vehicle. The end links will not be reused.
6. Unbolt the track bar from the rear axle mount and secure up and out of the work area. Save the hardware for reinstallation.
7. Carefully lower the rear axle enough to remove the coil springs from the rear spring seats. Remove and save the **OE** isolators for reinstallation. Make certain the spring seats are free of any weld splatter to ensure proper installation of the rear coil spacer brackets (**91-9611 Drvr** and **91-9615 Pass**).
8. **ON DRIVER SIDE ONLY**, install the rear coil spacer bracket (**91-9611**) using the supplied (2) **3/8" X 1 1/4"** bolts and hardware through the top of the **OE** spring seat. See **FIGURE 14**. Rest the **OE** track bar above it's original position and proceed to step 9.
9. Install the rear track bar relocation bracket (**91-9610**) inside the **OE** track bar mount using the supplied (2) **7/16" X 1 1/4"** bolts and washers through the side holes into the nut plate (**90-9608**). Install the (1) **3/8" X 1"** bolt through the top to secure the rear track bar relocation bracket to the rear coil spacer bracket (**91-9611**). Install the **OE** track bar mounting bolt through the upper hole in the rear track bar relocation bracket and the **OE** track bar. Secure using the **9/16"** nut plate (**90-9618**). **DO NOT** torque hardware at this time. Place sleeve (**90-8322**) inside the **OE** track bar mount and install the supplied **9/16" X 4"** bolt through the **OE** track bar mount,

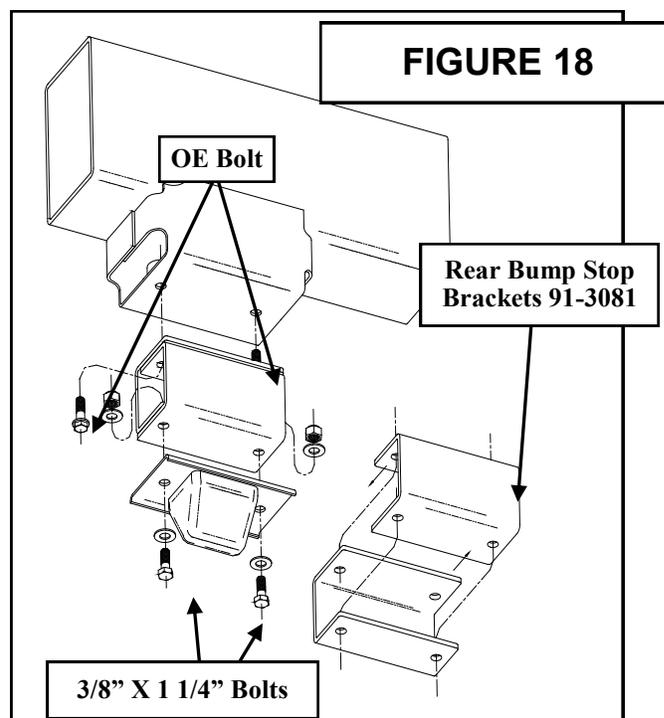
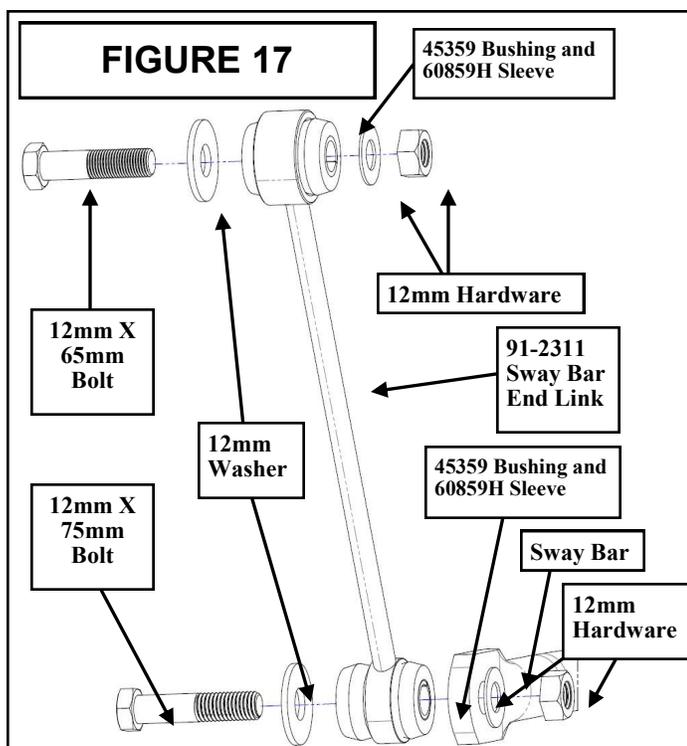




track bar relocation bracket, and sleeve with the 9/16" washer and nut. See **FIGURE 16**.

10. **ON PASSENGER SIDE ONLY**, install the rear coil spacer bracket (91-9615), with the shorter side facing forward, using the supplied (2) 3/8" X 1 1/4" bolts and hardware through the top of the OE spring seat. See **FIGURE 15**.
11. Torque all of the coil spacer bracket (91-9611 Drvr and 91-9615 Pass) and track bar relocation bracket (91-9610) hardware according to the torque chart on page 20.
12. Install the previously removed OE lower spring isolators on top of the rear coil spacer brackets (91-9611 Drvr and 91-9615 Pass). Spacers (91-9566, 2 per side) can be installed below the OE isolators for a 1/2" height increase. Carefully lower the rear axle to allow installation of the OE coil springs with the OE upper isolators. Raise the rear axle and make sure the coil springs seat properly.





13. Assemble the rear sway bar end links (91-2311) using the supplied bushings (45359) and sleeves (60859H) from hardware pack (90-6042). See FIGURE 17.
14. Install the rear sway bar end link (91-2311) upper ends into the original mounting brackets on the frame. Secure using the supplied 12mm X 65mm bolts and 12mm flat washers. Torque according to the torque chart on page 20. See FIGURE 17.
15. Secure the lower end link mounts to the sway bar using the supplied 12mm X 75mm bolts and 12mm flat washers. Torque according to the torque chart on page 20. See FIGURE 17.
16. Assemble the rear bump stop brackets (91-3081) together as shown in FIGURE 18. Secure the rear bump stop brackets to the frame using the previously removed OE bolts.
17. Using the supplied 3/8" X 1 1/4" bolts and hardware from pack (90-6223), bolt the bump stop to the brackets as shown in FIGURE 18.
18. Install your new Pro Comp rear shocks (9000 series must be installed shaft up. See shock chart on pg. 5 for proper application). Torque hardware to 60 ft-lbs.
19. On both sides of the vehicle, check the

20. Reinstall the wheels and tires and lower the vehicle to the ground. Torque the lug nuts to wheel manufacturer's specifications.
21. Torque the OE track bar axle mounting bolt to manufacturer's specifications.
22. Loosen the OE upper and lower control arm hardware on both sides of the vehicle to relax the bushings. Re-torque all hardware to manufacturer's specifications.
23. Recheck the wheel lug torque on all four wheels at this time.
24. Recheck all hardware for proper installation and torque at this time.

**NOTES:**

- ⇒ After 100 miles recheck for proper torque on all newly installed hardware.
- ⇒ Have your headlights adjusted.
- ⇒ Recheck all hardware for tightness after each off road use.

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

<b>Bolt Torque and ID</b>						
<b>Decimal System</b>			<b>Metric System</b>			
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

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

Grade 5 Grade 8  
(No. of Marks + 2)

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)

### **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 brake 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 warrants 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 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 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](mailto:info@procompusa.com)**  
**Website: [www.procompusa.com](http://www.procompusa.com)**  
**Fax: (310) 747-3912**  
**Ph: 1-800-776-0767**

<u>PLACE</u> <b>WARRANTY REGISTRATION</b> <u>NUMBER</u> <b>HERE:</b> _____
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**REVISION PAGE:**

**7.27.2020:** Updated Pitman arm from DC601-1 to DC602-1. Updated cover page and BOM with new kit configurations.

**8.23.2021:** Added T/ M instance to K2105/ 6/ 7/ 8

**12.7.22:** Updated Template and Model year Fitment