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PRO COMP SUSPENSION

56721B
K2105B/ BP/ T/ M
2019 RAM 2500 4WD Diesel 4" Radius Arm Drop Kit

56721B
K2106B/ BP/ T/ M
2019 RAM 2500 4WD Diesel 4" Radius Arm Kit

56721B
K2107B/ BP/ T/ M
2019 RAM 2500 4WD Gas 4" Radius Arm Drop Kit

56721B
K2108B/ BP/ T/ M
2019 RAM 2500 4WD Gas 4" Radius Arm Kit

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

Box 1 of 4 PN # 56717B-1

Part #	Description	Qty.	Fig.	Page
90-9540	1/2" NARROW NUT PLATE	4	3	8
90-6502	HARDWARE PACK: RADIUS ARM DROP	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	RADIUS ARM DROP	2	3	8
90-6953	HARWARE PACK: RADIUS ARM DROP	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	RADIUS ARM	1	-	8
91-20006	RADIUS ARM	1	-	8
90-60016	HARWARE PACK: RADIUS ARM	1	-	8
90-40030	CAM BOLT 18MM-2.5 X 140MM	2	-	8
90-6399	HARWARE PACK: Radius Arm Drop	2	-	8
	18MM-2.5 STOVER NUT GR. C	1	-	8
	18MM HARDENED FLAT WASHER	1	-	8
90-5532	CAM ECCENTRIC	2	-	8

Box 2 of 4 PN # 56721B-2

DC602-1	PITMAN ARM	1	5	9
96-5779	PITMAN ARM TORQUE TOOL	1	4,5	9
HERNON427	RED THREAD LOCKER	1	-	-
15-10995	BUMPSTOP	2	2	7
91-3081	REAR BUMP STOP BRACKETS	4	18	18
90-6223	HARDWARE PACK: REAR BUMP STOPS	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	HARDWARE PACK: SWAY BAR DROPS	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

Part #	Description	Qty.	Fig.	Page
91-9523	SWAY BAR DROP: DRVR	1	8	12
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	HARDWARE PACK: FRONT BRAKE LINE TABS	1	-	-
90-4591	8MM-1.25 CLIP-ON NUT	2	9	12
90-6299	HARDWARE PACK: 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 SPRING ISOLATOR DRILL TEMPLATE	1	-	-
90-6824	HARDWARE PACK: 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	HARWARE PACK: 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	-	-
Box 3 of 4 PN # 56180				
56180-1	FRONT COIL SPRINGS: DIESEL 4"	1	6	10
Or Box 3 of 4 PN # 56190				
56190-1	FRONT COIL SPRINGS: GAS 4"	1	6	10

Box 4 of 4 PN # 56751B-4

Part #	Description	Qty.	Fig.	Page
91-2311	SWAY BAR END LINK	2	17	18
90-6042	HARDWARE PACK: SWAY BAR END LINK	1	-	-
45359	BUSHINGS	4	17	18
60859H	SLEEVE	4	17	18
90-6803	HARWARE PACK: 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	HARWARE PACK: 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
.12RWHDZ	12MM HARDENED FLAT WASHER	4	17	18
90-6962	HARWARE PACK: 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 TRACK BAR RELOCATION BRACKET	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	HARWARE PACK: 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
56RWHDH/IMP	9/16 HARDENED FLAT WASHER*	2	16	17
90-6892	HARWARE PACK: 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
43RWHDH/IMP	7/16" HARDENED FLAT WASHER*	4	14	16
90-6944	HARWARE PACK: 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
37RWHDH\$/IMP	3/8" HARDENED FLAT WASHER: BLACK	2	14	16
90-6223	HARWARE PACK: 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

Part #	Description	Qty.	Fig.	Page
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.

Box 92553B/ 92653B (K2105T/ 6T/ 7T/ 8T)

92553B	Front Shock	2	-	-
92653B	Rear Shock	2	-	-

Box PR2114/ PR2115 (K2105M/ 6M/ 7M/ 8M)

PR2114	Front Shock	2	-	-
PR2115	Rear Shock	2	-	-

Part # **Description** **Qty.** **Fig.** **Page**

* 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.

SHOCK ABSORBER OPTIONS

KIT	RADIUS ARM OPTIONS	VEHICLE ENGINE OPTIONS	SHOCK ABSORBER OPTIONS	
			FRONT (x2)	REAR (x2)
K2105B	RADIUS ARM DROP BRACKET	DIESEL	925553	926553
K2105BP	RADIUS ARM DROP BRACKET	DIESEL	ZX2115	ZX2114
K2106B	RADIUS ARM	DIESEL	925553	926553
K2106BP	RADIUS ARM	DIESEL	ZX2115	ZX2114
K2107B	RADIUS ARM DROP BRACKET	GAS	925553	926553
K2107BP	RADIUS ARM DROP BRACKET	GAS	ZX2115	ZX2114
K2108B	RADIUS ARM	GAS	925553	926553
K2108BP	RADIUS ARM	GAS	ZX2115	ZX2114

- ⇒ 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.

Introduction:

- ◆ This installation requires a professional mechanic!
- ◆ We recommend that you have access to a factory service manual for your vehicle to assist in the disassembly and reassembly of your vehicle. It contains a wealth of detailed information.
- ◆ Prior to installation, carefully inspect the vehicle's steering and driveline systems paying close attention to the tie rod ends, wheel bearing preload, Pitman and idler arm. Additionally, check steering-to-frame and suspension-to-frame attaching points for stress cracks. The overall vehicle must be in excellent working condition. Repair or replace all worn or damaged parts!
- ◆ Read the instructions carefully and study the figures before attempting installation! You may save yourself a lot of extra work.
- ◆ Check the parts and hardware against the parts list to assure that your kit is complete. Separating parts according to the areas where they will be used and placing the hardware with the brackets before you begin will save installation time.
- ◆ Check the special equipment list and ensure the availability of these tools.
- ◆ Secure and properly block vehicle prior to beginning installation.
- ◆ ALWAYS wear safety glasses when using power tools or working under the vehicle!
- ◆ Use caution when cutting is required under the vehicle. The factory undercoating is flammable. Take appropriate precautions. Have a fire extinguisher close at hand.
- ◆ Foot pound torque readings are listed on the Torque Specifications chart at the end of the instructions. These are to be used unless specifically directed otherwise. Apply thread lock compound where specified.
- ◆ **Please note that while every effort is made to ensure that the installation of your Pro Comp lift kit is a positive experience, variations in construction and assembly in the vehicle manufacturing process will virtually ensure that some parts may seem difficult to install. Additionally, the current trend in manufacturing of vehicles results in a frame that is highly flexible and may shift slightly on disassembly prior to installation. The use of pry bars and tapered punches for alignment is considered normal and usually does not indicate a faulty product. However, if you are uncertain about some aspect of the installation process, please feel free to call our tech support department at the number listed on the cover page. We do not recommend that you modify the Pro Comp parts in any way as this will void any warranty expressed or implied by the Pro Comp Suspension company.**
- ◆ Disconnect the negative battery cable when working on the vehicle.

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: _____

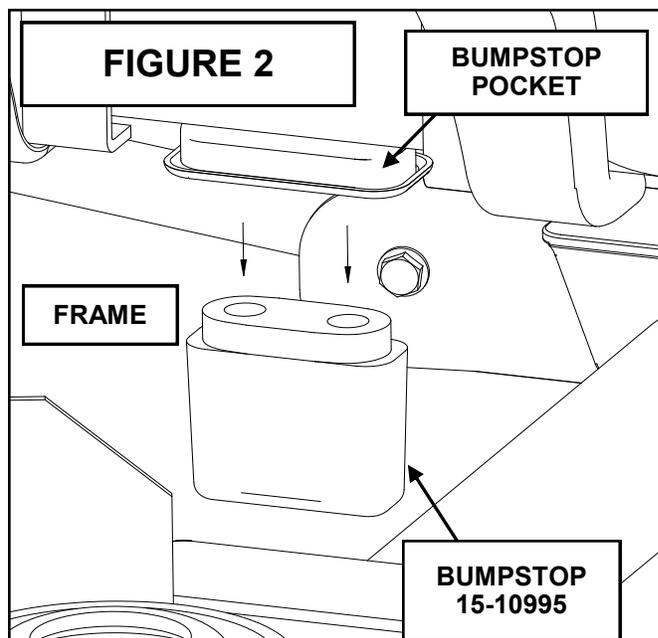
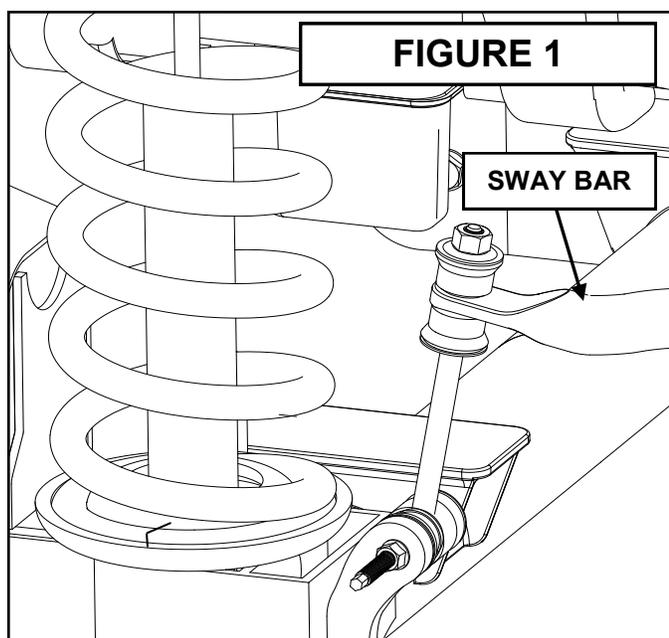
2. Ensure that your work space is of adequate size and the work surface is level. Set the emergency brake. Place your floor jack under the front axle and raise the vehicle. Place jack stands under the frame rails behind the front wheel wells and lower the frame onto the stands. Remove the jack and place 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.

Work on one side of the vehicle at a time.

7. Unbolt and remove the front shock absorber. Save the **OE** hardware for reinstallation.
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).

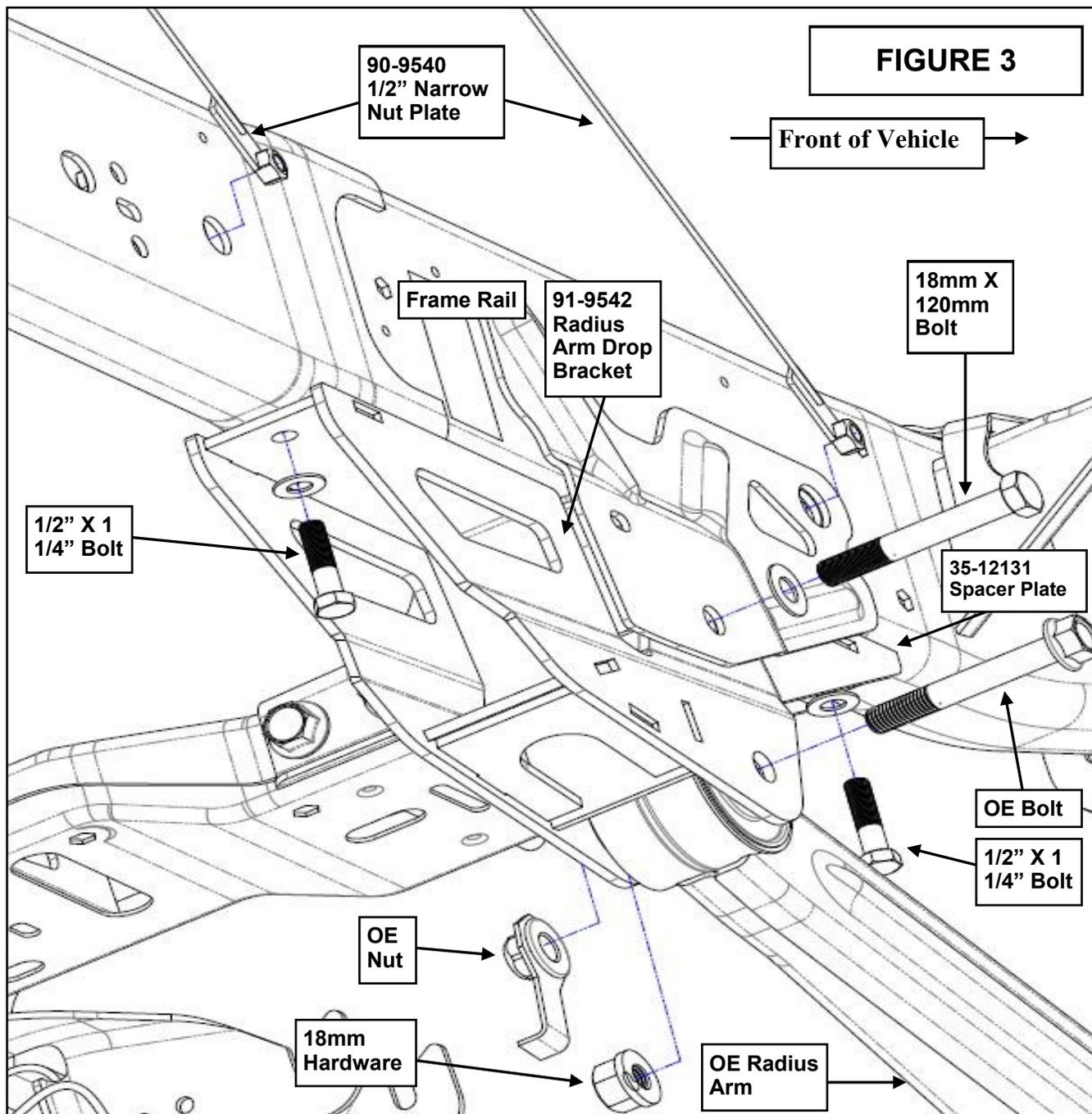
NOTE: Use the weight of the vehicle to help set the bump stops in place.

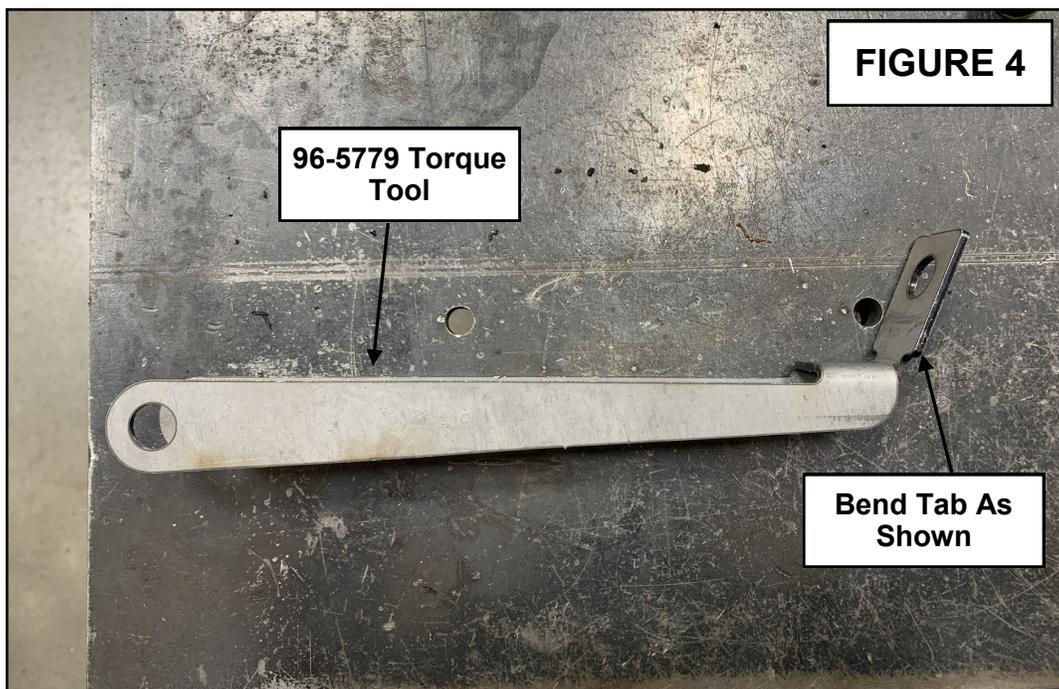
13. Using a jack, support the radius arm at the frame mount.
14. Remove the **OE** bolts from both **OE** lower radius arm mounts. Save the **OE** hardware for reinstallation.

15. 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.

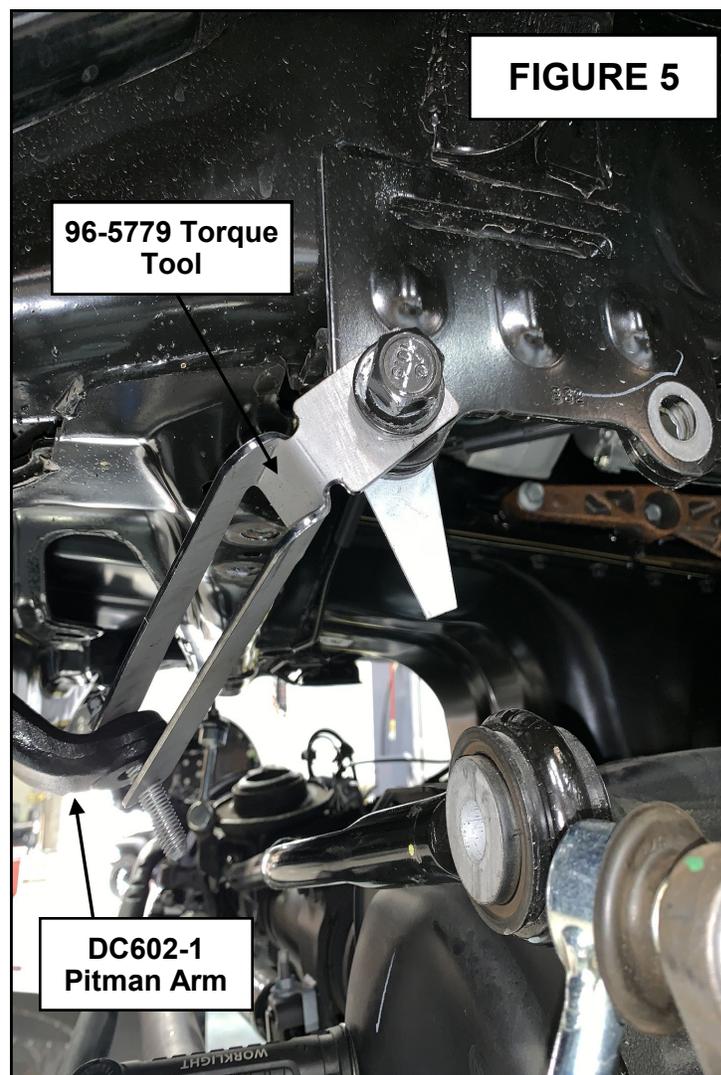
16. Use the supplied **18mm X 120mm** bolt to secure the radius arm drop (91-9542) to

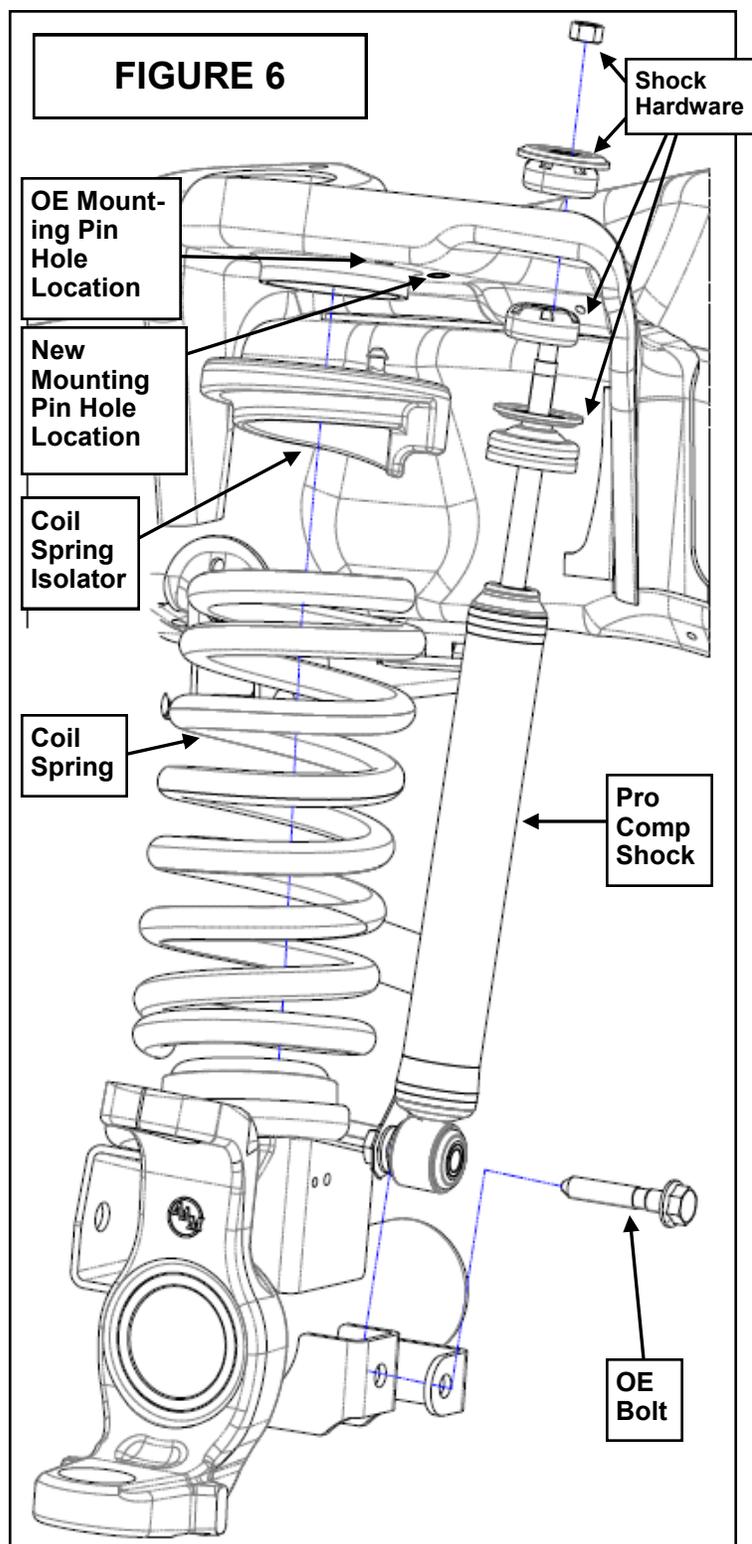




the frame. Use the previously removed **OE** nut plate on the upper bolt. See **FIGURE 3**.

17. 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.

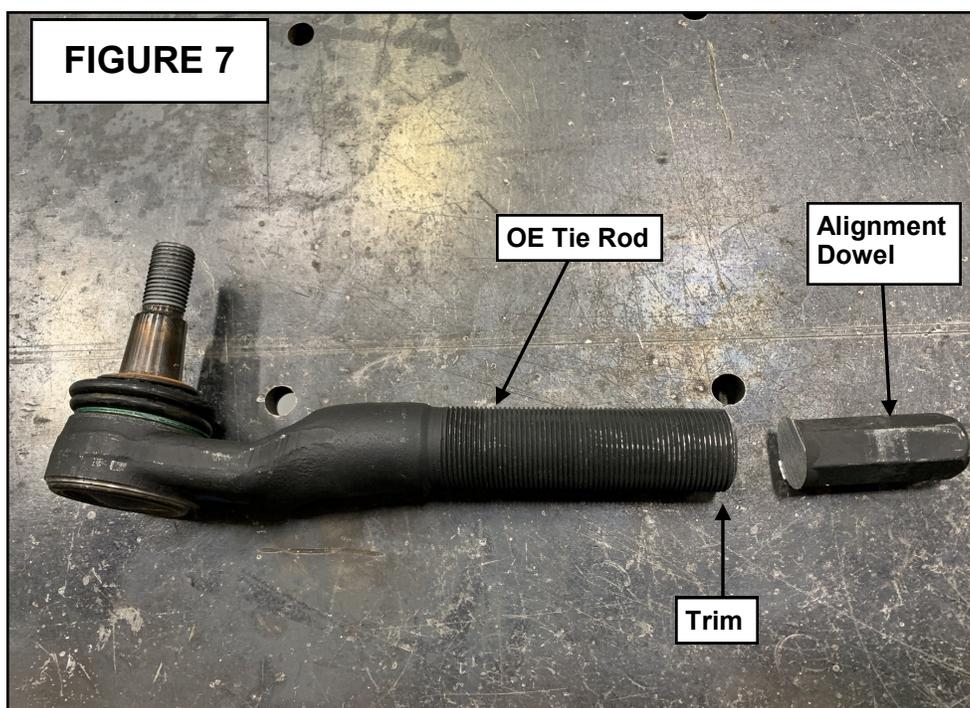
DO NOT USE IMPACT TOOLS.

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 (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.

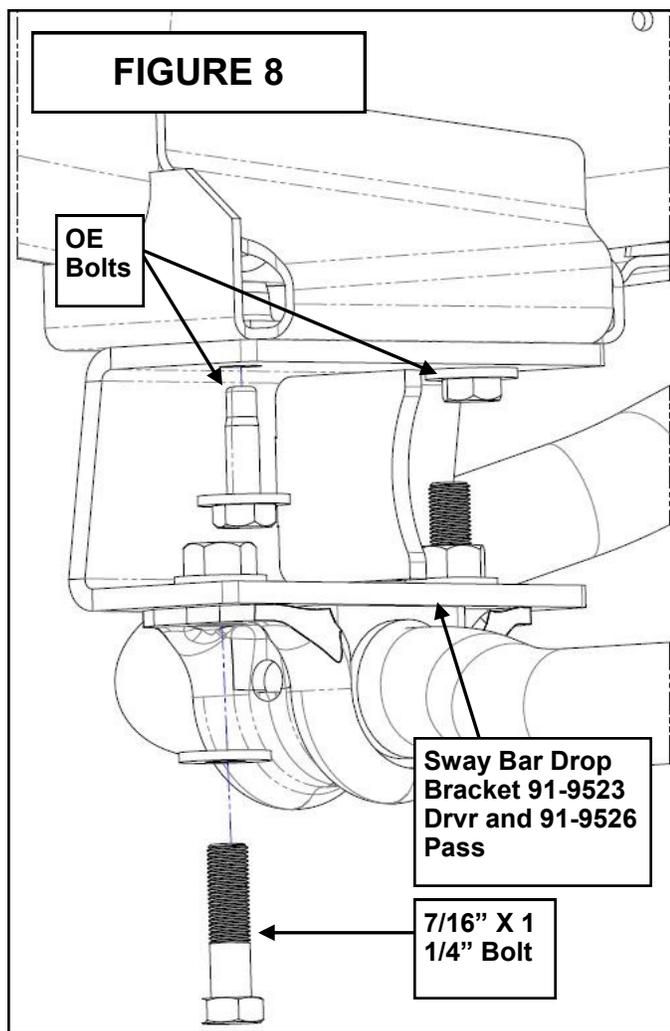
34. The front coil springs (**56180 4" diesel or 56190 4" gas**) have a top to bottom orientation. The bottom of the coil (axle pad) will sit on a flat surface and stay upright.

IMPORTANT!: 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**.

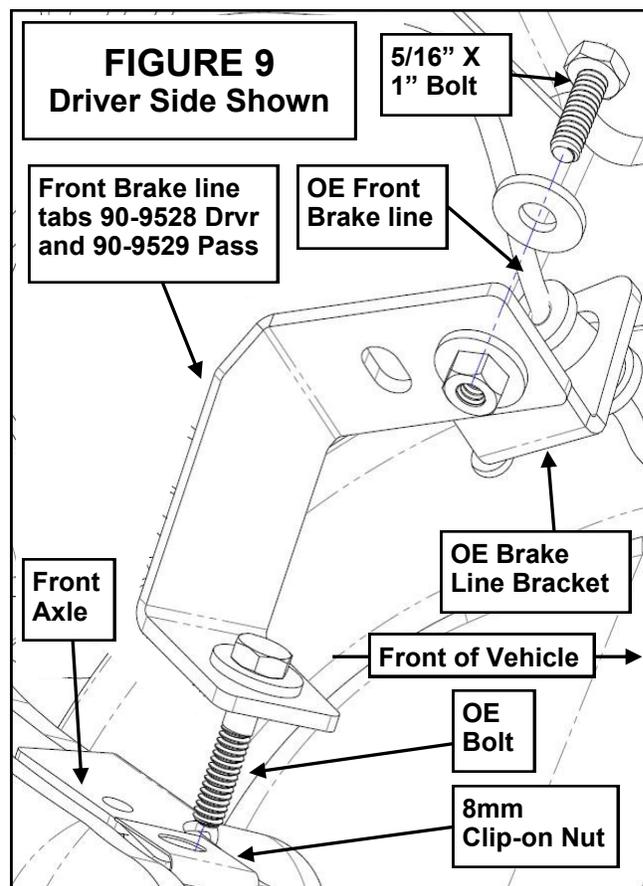
NOTE: The printed part number on the coil spring may not be right side up.

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**.

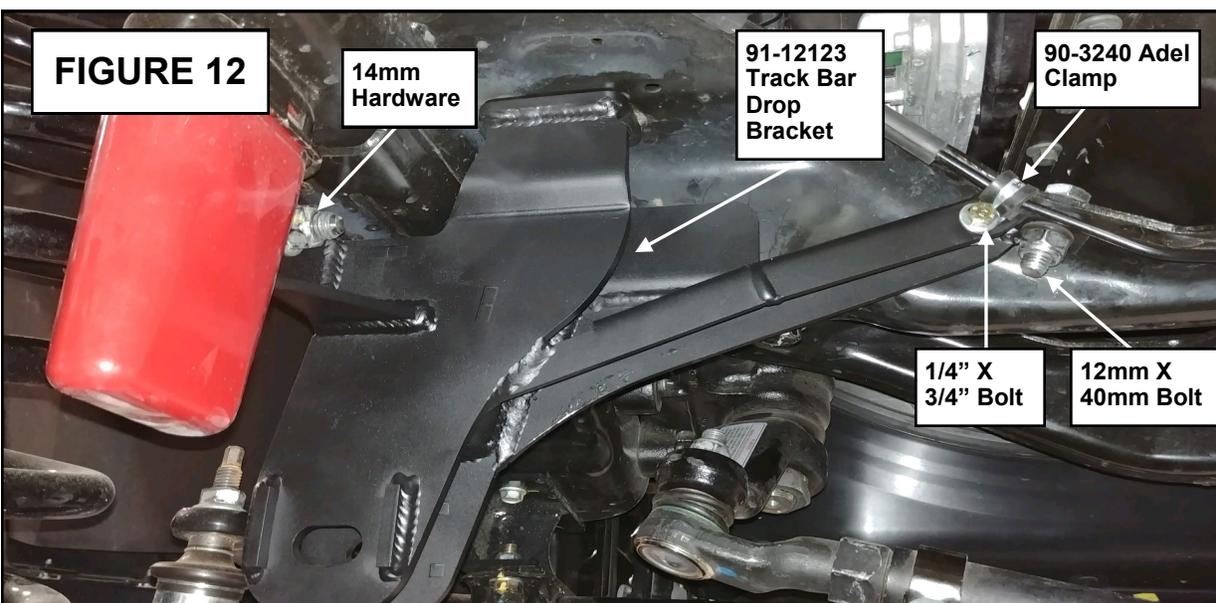
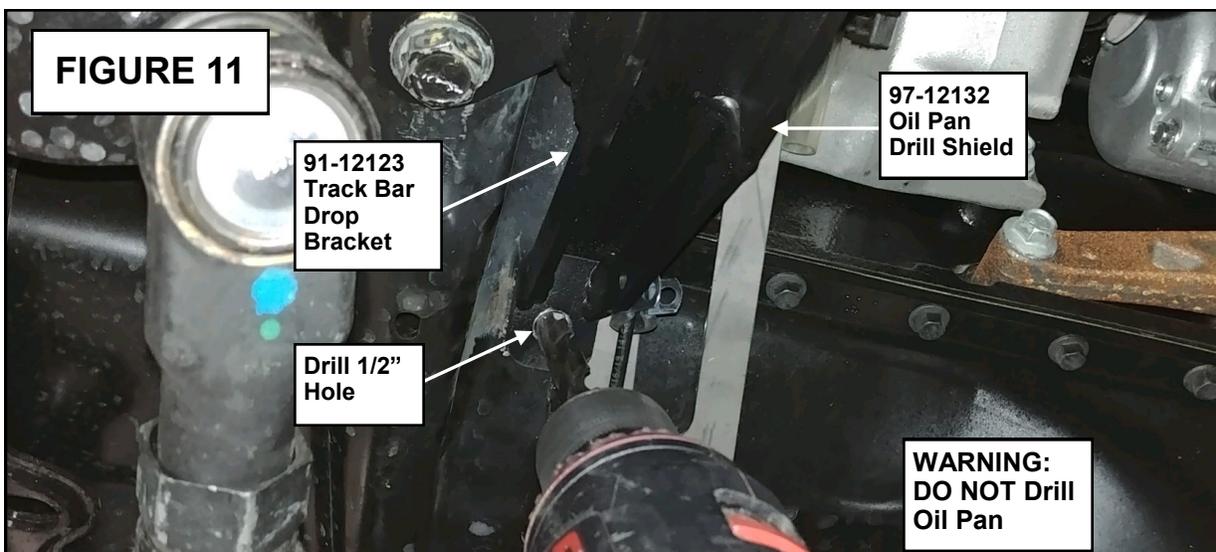
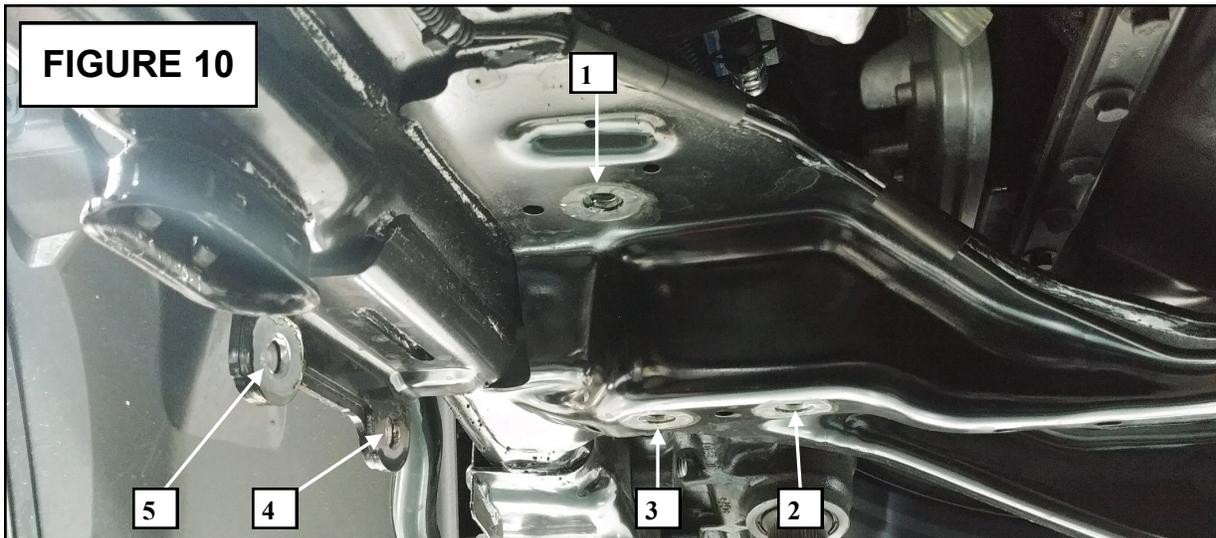
37. Loosen the jam nuts on the tie rod adjustment collar and thread the tie rod out of the collar by spinning the collar until all three pieces are separated.
38. Using a cut off wheel, carefully remove the alignment dowel from the tie rod. This will allow you to rotate the tie rod 180 degrees to attach 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**.



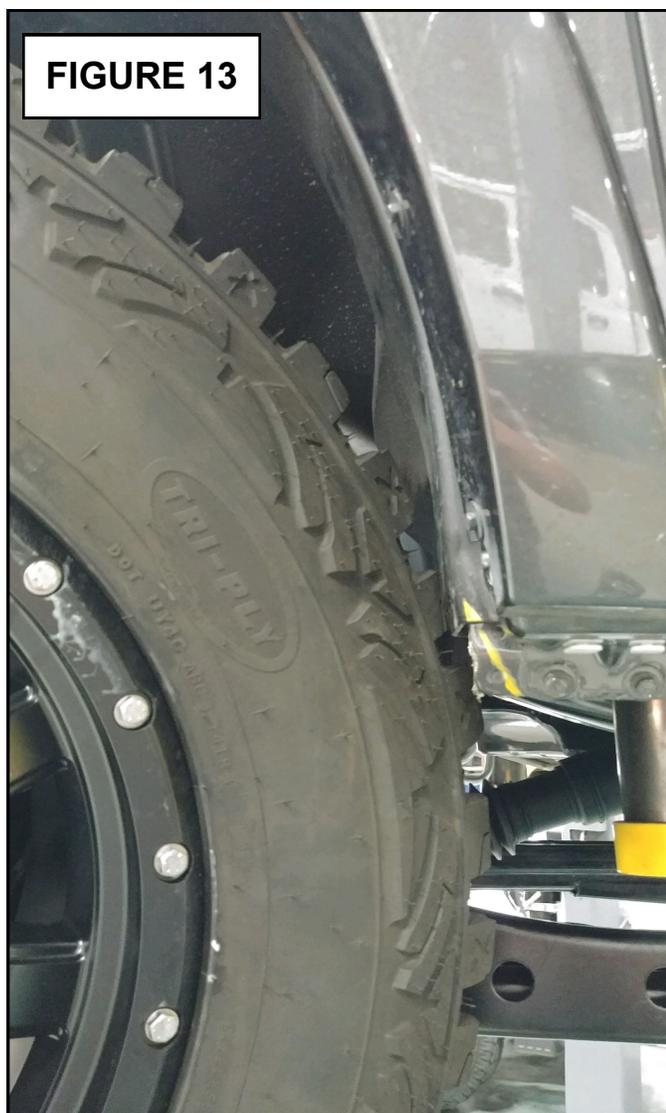


FIGURE 13

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 hardware. 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 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.

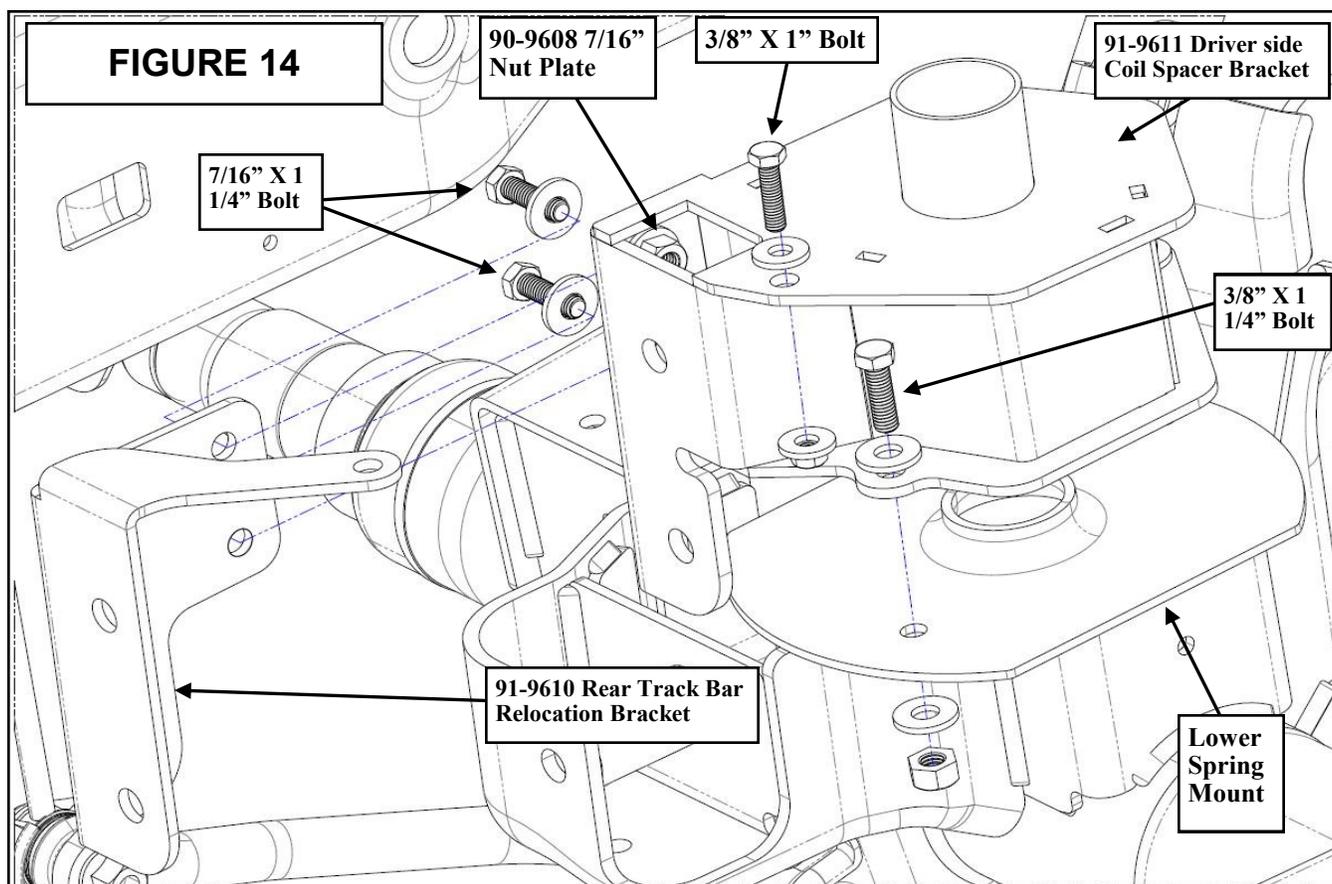
52. Remove the mud guard from the front fender and discard.
53. Using a cut-off wheel or other appropriate tool, trim 1" off the corner of the body pinch weld. See **FIGURE 13**.
54. After trimming, thoroughly clean and deburr the cut surfaces. Paint the exposed metal area with a good quality paint.
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 manufacturer's 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.

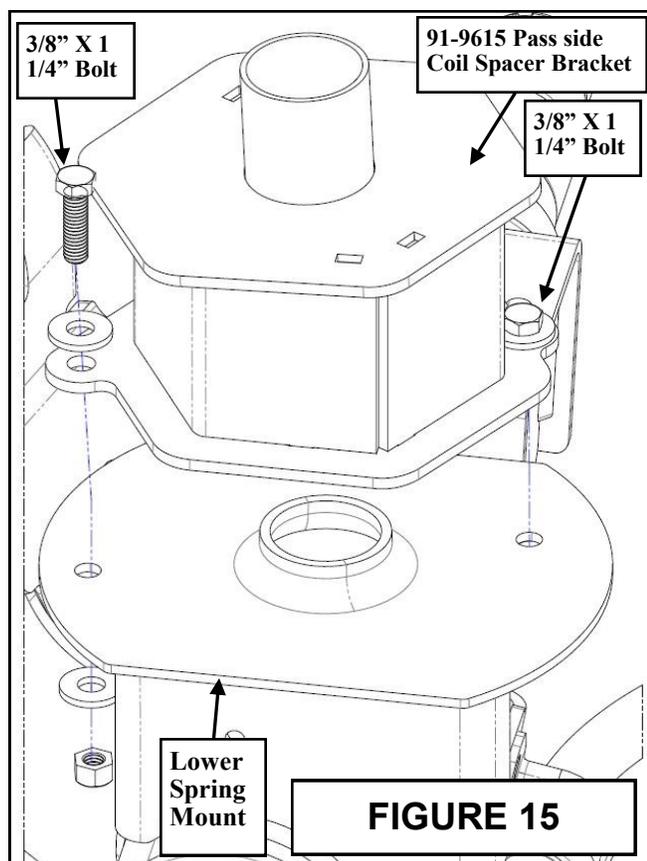
NOTES:

- ⇒ **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.**

Rear Installation

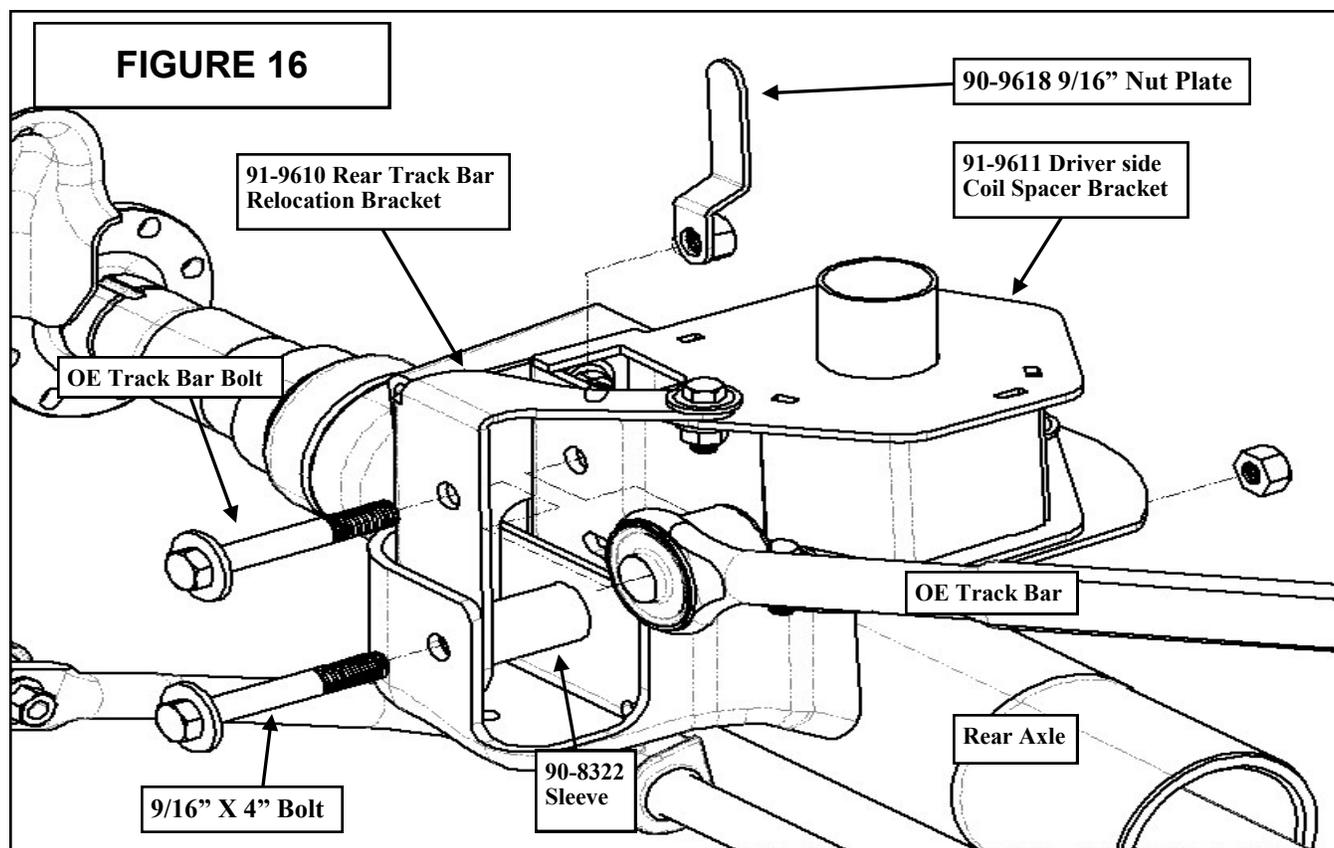
1. Block the front tires and raise the rear of the vehicle. Support the frame with jack stands forward of the rear springs.
2. Remove the wheels and tires.
3. Remove the **OE** bump stops from the frame.
4. Remove the shocks on both sides of the vehicle. It may be necessary that you slightly raise the 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

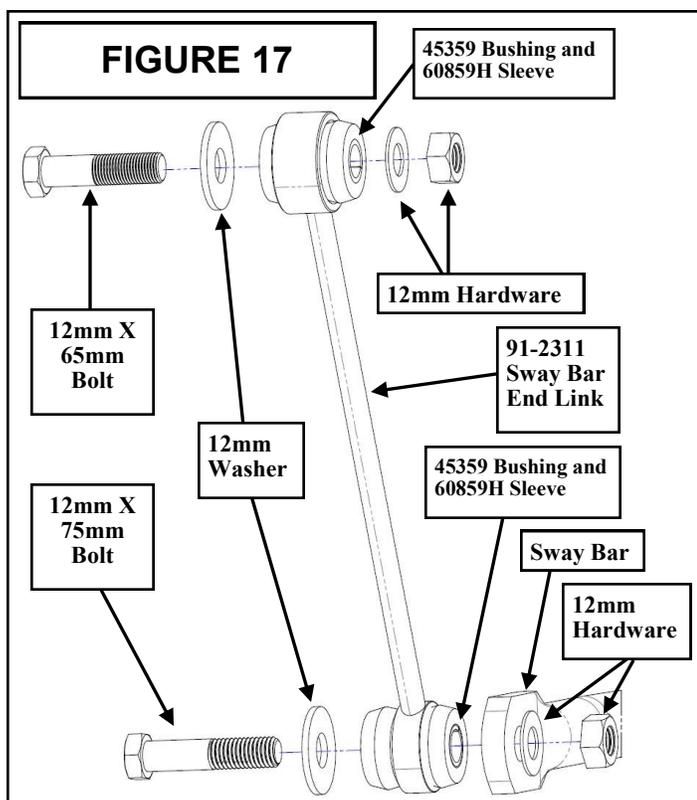




bolt through the upper hole in the rear track bar relocation bracket and the OE track bar. Secure using the 9/16" nut plate (90-9618). **DO NOT** torque hardware at this time. Place sleeve (90-8322) inside the OE track bar mount and install the supplied 9/16" X 4" bolt through the OE track bar mount, track bar relocation bracket, and sleeve with the 9/16" washer and nut. See **FIGURE 16**.

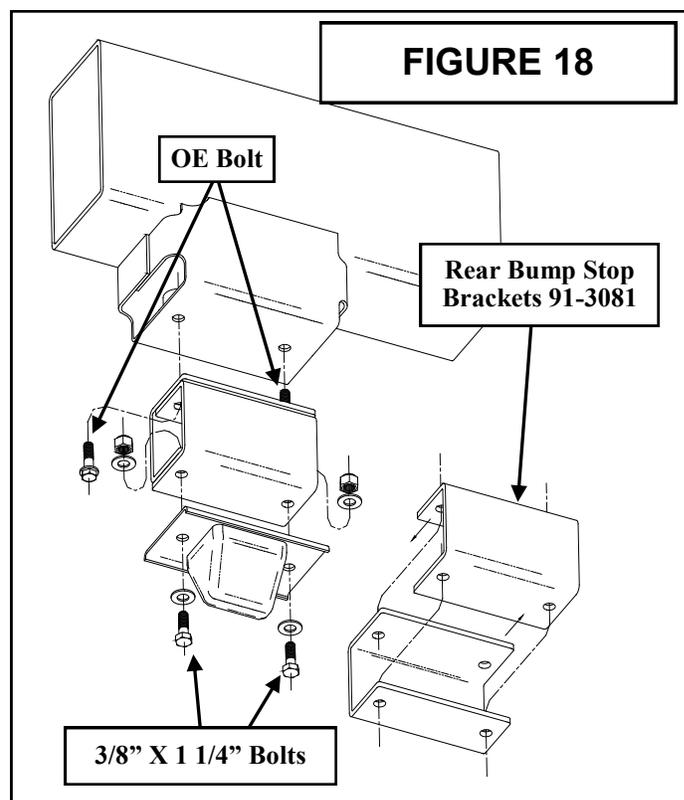
10. **ON PASSENGER SIDE ONLY**, install the rear coil spacer bracket (91-9615), with the shorter side facing forward, using the supplied (2) 3/8" X 1 1/4" bolts and hardware through the top of the OE spring seat. See **FIGURE 15**.
11. Torque all of the coil spacer bracket (91-9611 Drvr and 91-9615 Pass) 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 $\frac{1}{2}$ " 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 routing of the brake lines and the ABS wire harnesses. There must be no pinching, rubbing, or stretching of any components. If necessary use zip ties to secure these lines out of the way and to keep them from contacting any moving parts. Reposition them if needed.

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.**

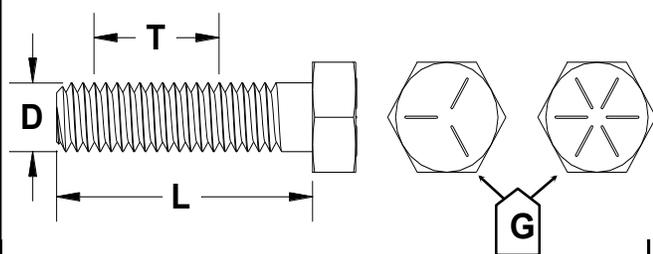
Bolt Torque and ID

Decimal System

Metric System

All Torques in Ft. Lbs.

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

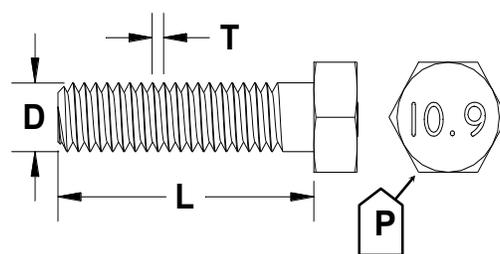


1/2-13x1.75 HHCS



Grade 5 Grade 8

(No. of Marks + 2)



M12-1.25x50 HHCS



G = Grade (Bolt Strength)

D = Nominal Diameter (Inches)

T = Thread Count (Threads per Inch)

L = Length (Inches)

X = Description (Hex Head Cap Screw)

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:

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



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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.

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