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Latest Revision:
8.24.2021



PRO COMP SUSPENSION

IMPORTANT!: *This kit is not compatible with KDSS equipped vehicles.*

IMPORTANT!: *18" - 20" X 9" WHEELS, WITH A MAXIMUM BACK-SPACING OF 5", MUST BE USED IN CONJUNCTION WITH THIS LIFT KIT! See pg. 7 for details.*

IMPORTANT!: *EARLY PRODUCTION 2015 MODELS MAY COME EQUIPPED WITH 12MM BRAKE CALIPER MOUNTING BOLTS. THIS KIT IS DESIGNED TO BE INSTALLED ON VEHICLES EQUIPPED WITH 14MM BRAKE CALIPER MOUNTING BOLTS ONLY.*

57090B

K5156B/ T

2015 1/2-2018 TOYOTA 4 RUNNER 4WD/2WD LIFT

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
924750	ES SERIES REAR SHOCK	2	19	21
Box 1 of 5-PN 57090B-1				
91-5902	FRONT CROSSMEMBER	1	3,6,7	10,12
90-3652	FRONT CROSSMEMBER NUT PLATE	2	3	10
90-6502	HARDWARE PACK: Front Crossmember	1	-	-
70-0501001800	1/2" X 1 1/4" GR. 8 HEX BOLT	2	3	10
73-0500083	1/2" SAE GR. 8 FLAT WASHER	2	3	10
90-6440	HARDWARE PACK: Differential	1	-	-
70-0503251800	1/2" x 3 3/4" GR. 8 HEX BOLT	1	6	12
70-0504001800	1/2" x 4" GR. 8 HEX BOLT	3	6,7	12
72-050100816	1/2" GR. 8 STOVER NUT	4	6,7	12
73-0500083	1/2" SAE GR. 8 FLAT WASHER	8	6,7	12
71-120901501000	12mm-1.5 X 90mm GR. 10.9 HEX BOLT	1	4	11
72-12150816	12mm-1.5 NYLOCK NUT	1	4	11
73-01208840	12mm FLAT WASHER	2	4	11
73-01400834	14mm HARDENED FLAT WASHER	2	4	11
71-140401501000	14mm-1.5 X 30mm HEX BOLT 10.9	2	4	11
91-3654	FRONT BUMP STOP- Driver	1	13	17
91-3657	FRONT BUMP STOP- Passenger	1	13	17
90-6441	HARDWARE PACK: Bump Stop	1	-	-
71-100301251000	10mm-1.25 X 30mm GR. 10.9 HEX BOLT	2	13	17
72-10125816	10mm-1.25 STOVER NUT	2	13	17
73-01008840	10mm FLAT WASHER	4	13	17
90-6506	HARDWARE PACK: Diff Bushings	1	-	-
90-2533	DIFFERENTIAL SLEEVE SHORT	1	4	11
90-2109	DIFFERENTIAL SLEEVE LONG	3	4	11
90-2629	DIFFERENTIAL SPACER SHORT	1	4	11
90-2630	DIFFERENTIAL SPACER LONG	1	4	11
15-11148	COMPRESSION STRUT BUSHING	8	4	11
90-6507	HARDWARE PACK: Front Brake Line	1	-	-
90-55089-4	FRONT BRAKE LINE EXTENSION- Drvr	1	16	19
90-55089-3	FRONT BRAKE LINE EXTENSION- Pass	1	16	19
90-3659	DIFF VENT RELOCATION EXTENSION	1	10	14
90-3660	REAR BRAKE LINE EXTENSION BRACKET	1	22	23
90-6299	HARDWARE PACK: E-Brake Line/Brake Line/ABS Line/Trans Line	3	-	-
70-0311001500	5/16" X 1" GR.5 HEX BOLT	2	10,22	14,23
72-03100100512	5/16" NYLOCK NUT	2	10,22	14,23
73-03100030	5/16" SAE FLAT WASHER	4	10,22	14,23
91-11833	SWAY BAR DROP BRACKET- Driver	1	14	18
91-11836	SWAY BAR DROP BRACKET- Passenger	1	14	18
90-6223	HARDWARE PACK: Sway Bar	1	-	-
70-0371251800	3/8" X 1 1/4" GRADE 8 HEXBOLT	4	14	18
72-037100816	3/8" USS STOVER NUT	4	14	18
73-03700034	3/8" SAE GRADE 8 WASHER	8	14	18

Part #	Description	Qty.	Illus.	Page
90-4143	REAR DRIVESHAFT SPACER	1	-	-
90-6509	HARDWARE PACK: Driveshaft	1	-	-
.100F650HCS1Y	10mm-1.5 X 65mm 10.9 HEX BOLT	4	-	-
72-10150816	10mm-1.5 NYLOCK NUT	4	-	-
73-01200830	10mm SAE FLAT WASHER	8	-	-
91-11838	REAR COIL SPRING SPACER: 1/2"	2	-	-

Box 2 of 5-PN 57090B-2

90-44001	STEERING KNUCKLE- Driver	1	15,17	18,19
90-44002	STEERING KNUCKLE- Passenger	1	15,17	18,19
90-6452	HARDWARE PACK: Knuckle	1	-	-
70-0622001800	5/8" X 2" Gr. 8 HEX BOLT	4	-	-
73-06200838	5/8" A.N. FLAT WASHER	4	-	-
90-6453	HARDWARE PACK: ABS Line	1	-	-
70-0622001800	ADEL CLAMP (w/ 10mm hole)	2	-	-
90-6454	HARDWARE PACK: Weld On Knuckle Steering Stop	1	-	-
90-3399	 KNUCKLE STEERING STOP EXTENSION - Driver	1	12	16
90-3400	 KNUCKLE STEERING STOP EXTENSION - Pass	1	12	16

Box 3 of 5-PN 57090B-3

91-5905	REAR CROSSMEMBER	1	1,2a,7,8,9	9,12,13
90-6445	HARDWARE PACK: Rear Crossmember Nut Plate	1	-	-
70-0371001800	3/8" X 1" GR. 8 HEX BOLT	3	9	13
73-0370083	3/8" SAE GR. 8 FLAT WASHER	6	9	13
72-037200817	3/8" STOVER NUT	3	-	-
90-3342	REAR CROSSMEMBER NUT PLATE	1	9	13
91-3346	DIFFERENTIAL MOUNT- Driver Rear	1	4	11
91-3348	DIFFERENTIAL MOUNT- Driver Front	1	4	11
91-3350	DIFFERENTIAL MOUNT- Passenger	1	4	11
90-6314	HARDWARE PACK: Diff Vent/Bump Stop	1	-	-
70-0311001800	5/16" X 1" HEX BOLT GR. 8	1	10	14
72-031100816	5/16" STOVER NUT	1	10	14
73-03100838	5/16" USS FLAT WASHER	2	10	14
70-0371501800	3/8" X 1 1/2" HEX BOLT GR. 8	2	14	18
72-037100816	3/8" STOVER NUT GR. 8	2	14	18
73-03700034	3/8" HARDENED FLAT WASHER	4	14	18
90-6741	HARDWARE PACK: Crossmembers	1	-	-
70-0755001800	3/4" X 5" GR. 8 HEX BOLT	2	3	10

Part #	Description	Qty.	Illus.	Page
72-075100816	3/4" GR. 8 STOVER NUT	2	3	10
73-0750083	3/4" SAE HARDENED FLAT WASHER	4	3	10
70-0501501800	1/2" X 1 1/2" GR.8 HEX BOLT	1	1	9
73-0500083	1/2" SAE HARDENED FLAT WASHER	1	1	9
70-0625501800	5/8" X 5 1/2" GR. 8 HEX BOLT	2	1	9
72-062100816	5/8" GR. 8 STOVER NUT	2	1	9
73-0620083	5/8" SAE HARDENED FLAT WASHER	4	1	9
90-6742	HARDWARE PACK: Block Off Plates	1	-	-
90-5900	CAM BLOCK OFF PLATES- Small Hole	4	1	9
90-5901	CAM BLOCK OFF PLATES- Large Hole	4	3	10
91-3665	REAR BUMP STOP- Driver	1	21	22
91-3668	REAR BUMP STOP- Passenger	1	21	22
91-2631	REAR SWAY BAR END LINKS	2	18	21
90-6508	HARDWARE PACK: Rear Sway Bar	1	-	-
72-037200510	3/8" SAE GR. 5 HEX NUT	2	18	21
600056	3/8" STEM CUSHION SOFT	4	18	21
060408	RET. WASHER	4	18	21
600006	BUSHING	2	18	21
54314	SLEEVE	2	18	21
91-3674	REAR TRACK BAR RELOCATION BRACKET	1	20	22
90-6511	HARDWARE PACK: Rear Track Bar Bracket	1	-	-
90-3678	SPACER PLATE: Track Bar Bracket	1	20	22
70-0501251800	1/2" X 1 1/4" GR. 8 HEX BOLT	1	20	22
73-0500083	1/2" SAE FLAT WASHER	1	20	22
70-0563501800	9/16" X 3 1/2" GR. 8 HEX BOLT	1	23	24
72-056100816	9/16" GR. 8 STOVER	1	23	24
73-05600034	9/16" SAE FLAT WASHER	2	23	24
90-3679	NUT PLATE: Track Bar Bracket	1	23	24
90-6299	HARDWARE PACK: Rear Bump Stop	2	-	-
70-0311001500	5/16" X 1" GR.5 HEX BOLT	2	10,21	14,22
72-03100100512	5/16" NYLOCK NUT	2	10,21	14,22
73-03100030	5/16" SAE FLAT WASHER	4	10,21	14,22
90-60058	HARDWARE PACK: Rear Sway Bar	2	-	-
73-01200830	12mm SAE FLAT WASHER	2	18	21
72-12150816	12mm STOVER NUT	1	18	21
71-120701508800	12mm-1.5 X 70mm HEX BOLT	1	18	21
90-5898	NUT PLATE: Front Bump Stop	2	13	17

Box 4 of 5-PN 57007B-4

57470-1	REAR COIL SPRING	2	-	-
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Box 5 of 5-PN 57090B-5

Part #	Description	Qty.	Illus.	Page
90-6317	HARDWARE PACK: Spacer Mount	1	-	-
72-043200810	7/16" GR. 8 PLATED HEX NUT	6	11b	15
73-04300830	7/16" SAE FLATWASHER	6	11b	15
73-04300836	7/16" LOCK WASHER	6	11b	15
6300.01	URETHANE SPRING ISOLATOR	2	11a	15
90-3398	3/8" PRELOAD SPACER	2	11a	15
91-2539	COILOVER SPACER	2	11b	15
90-6510	HARDWARE PACK: Rear Shock Relocation Bracket	1	-	-
90-3682	LOWER SHOCK MOUNT	2	19	21
90-6283	HARDWARE PACK: Rear Shock Spacer	1	-	-
73-05000030	1/2" SAE FLAT WASHER	4	19	21
72-05000100512	1/2" NYLOCK NUT	2	19	21
70-0502751800	1/2" X 2 3/4" GR. HEX BOLT	2	19	21

Box 924750B (K5156T)

924750B	Rear Shock	2	-	-
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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, ball joints, wheel bearing preload, pitman and idler arm. Additionally, check steering-to-frame and suspension-to-frame attaching points for stress cracks. The overall vehicle must be in excellent working condition. Repair or replace all worn or damaged parts!
- ◆ Read the instructions carefully and study the illustrations before attempting installation! You may save yourself a lot of extra work.
- ◆ Check the parts and hardware against the parts list to assure that your kit is complete. Separating parts according to the areas where they will be used and placing the hardware with the brackets before you begin will save installation time.
- ◆ Check the special equipment list and ensure the availability of these tools.
- ◆ Secure and properly block vehicle prior to beginning installation.
- ◆ ALWAYS 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 retaining compound where specified.
- ◆ **Please note that while every effort is made to ensure that the installation of your Pro Comp lift kit is a positive experience, variations in construction and assembly in the vehicle manufacturing process will virtually ensure that some parts may seem difficult to install. Additionally, the current trend in manufacturing of vehicles results in a frame that is highly flexible and may shift slightly on disassembly prior to installation. The use of pry bars and tapered punches for alignment is considered normal and usually does not indicate a faulty product. However, if you are uncertain about some aspect of the installation process, please feel free to call our tech support department at the number listed on the cover page. We do not recommend that you modify the Pro Comp parts in any way as this will void any warranty expressed or implied by the Pro Comp Suspension company.**

Important!

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 an 18" - 20" X 9" wheel with a maximum backspacing of 5". Additionally, a quality tire of radial design, not exceeding 35" tall X 12.5" wide is recommended. Please note that the use of a 35" X 12.5" tire may require fender modification. Installation of larger wheels may be possible. Be sure to check fit all wheel and tire combinations before purchasing and installation. Violation of these recommendations will not be endorsed as acceptable by Pro Comp Suspension and will void any and all warranties either written or implied.

IMPORTANT!: 18" - 20" OR LARGER WHEELS MUST BE USED IN CONJUNCTION WITH THIS LIFT KIT!

Please Note:

- * Front suspension and head light realignment is necessary!
- * Speedometer and ABS recalibration will be necessary if larger tires (10% more than stock diameter) are installed.
- * Always use NEW cotter pins on re-assembly! (These items are NOT supplied)
- * **IT IS ADVISABLE THAT YOU HAVE HELP AVAILABLE WHEN INSTALLING THIS KIT. SOME COMPONENTS ARE HEAVY AND AWKWARD. ADDITIONAL HELP IS GOOD INSURANCE AGAINST INJURY!**

Special Tools:

Please refer to your service manual for more information.
A special removal tool is required for safe removal of the tie rods.
This tool may be purchased at your local Toyota dealer.
You may be able to rent this tool at your local parts store.

For 2WD installation skip steps 17-26, 29-33, 35, 43, 72, 73.

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. Place the vehicle in park. Disconnect the negative battery cable from the battery. Place your floor jack under the front crossmember and raise vehicle. Place jack stands under the frame rails behind the front wheel wells and lower the frame onto the stands. Remove the jack and place the vehicle back in gear, set the emergency brake, and place blocks both in front of and behind the rear wheels. Remove the front wheels.
3. Remove the skid plate and the skid plate support brackets.
4. Work on one side of the vehicle at a time.
5. Unclip the ABS lines from the knuckles, unbolt the anti-lock wiring and sensors from the hubs and unbolt the brake lines from the rear of the knuckles and the frame.
6. Using the appropriate tool, remove the outer tie rod end nut and separate from the knuckles.
7. Unbolt the sway bar end links from the knuckles. Unbolt the sway bar frame mount brackets and remove the sway bar. Save the parts and hardware for reuse.
8. Remove the brake caliper from the rotor and secure them clear from the work area. **DO NOT** let the caliper hang by the brake line or damage may result.
9. Remove the front rotors from the front hub.
10. Remove the dust cap and the axle retaining

nut.

11. Unbolt the (4) bolts holding the hub flange to the knuckle and remove the hub. Save for reinstallation.

NOTE: You will not be able to remove the bolts from the hub assembly after the hub is removed from the knuckle.

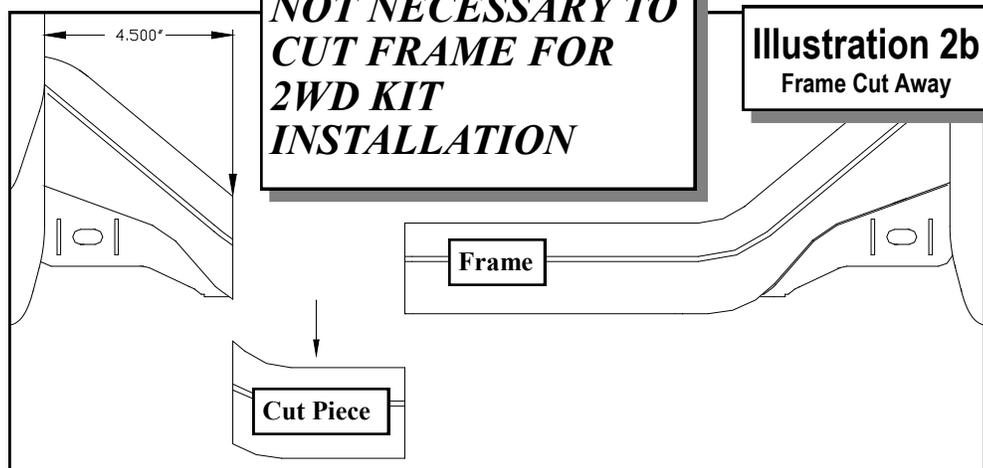
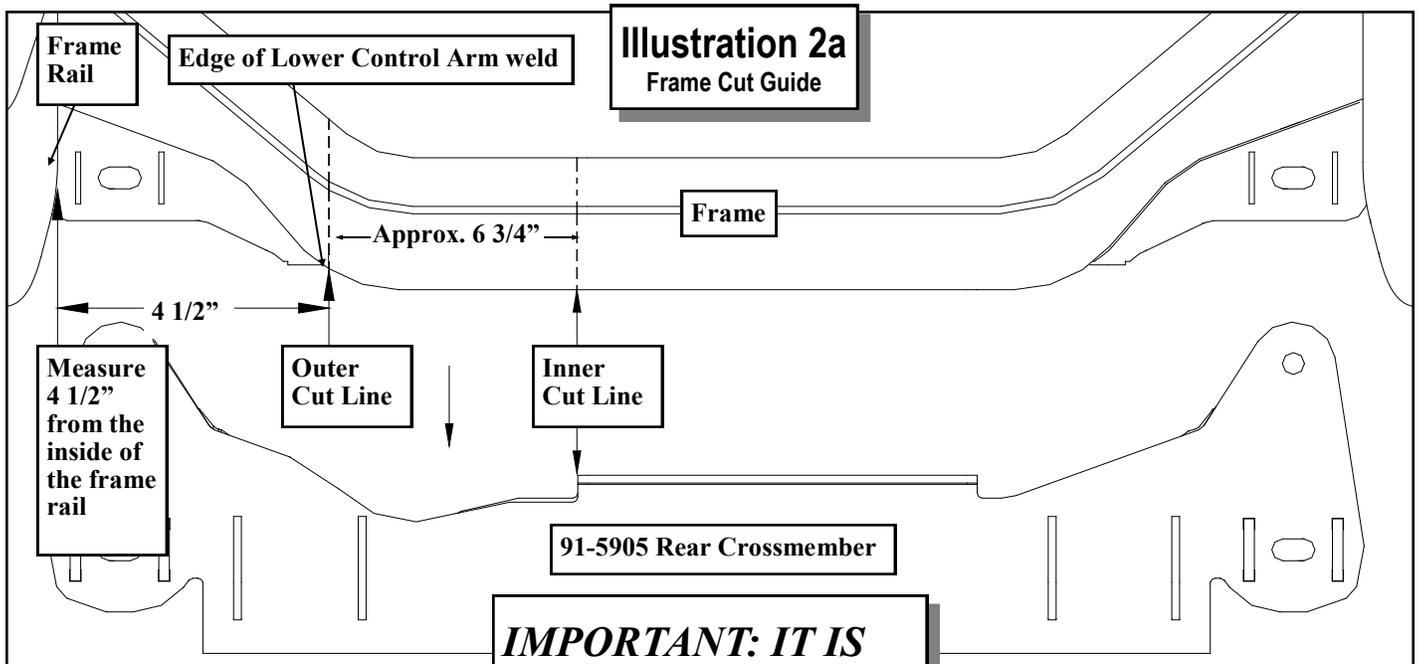
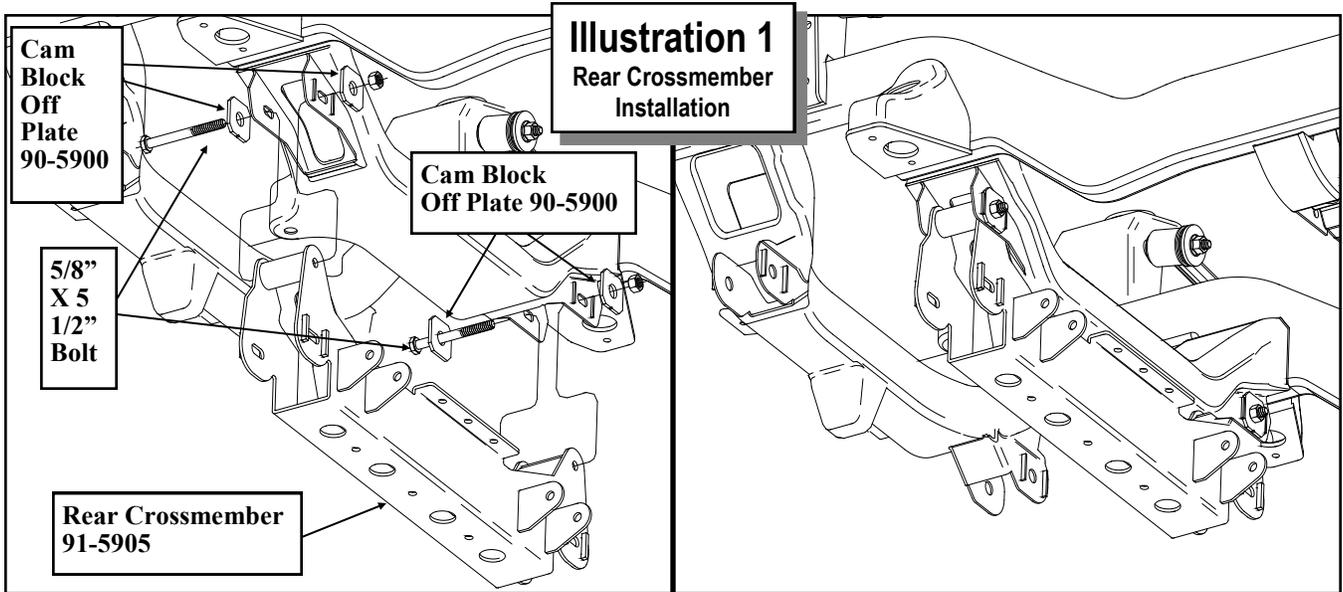
12. Support the knuckle and remove the upper ball joint nut from the knuckle and separate using the appropriate tool.
13. Remove the (2) bolts from the lower ball joint bracket. Remove the knuckle from the vehicle.
14. Unbolt and remove the factory coilover assembly from the vehicle. Save the hardware for reuse.
15. Remove the lower A-arm from the vehicle. See note below before removal.

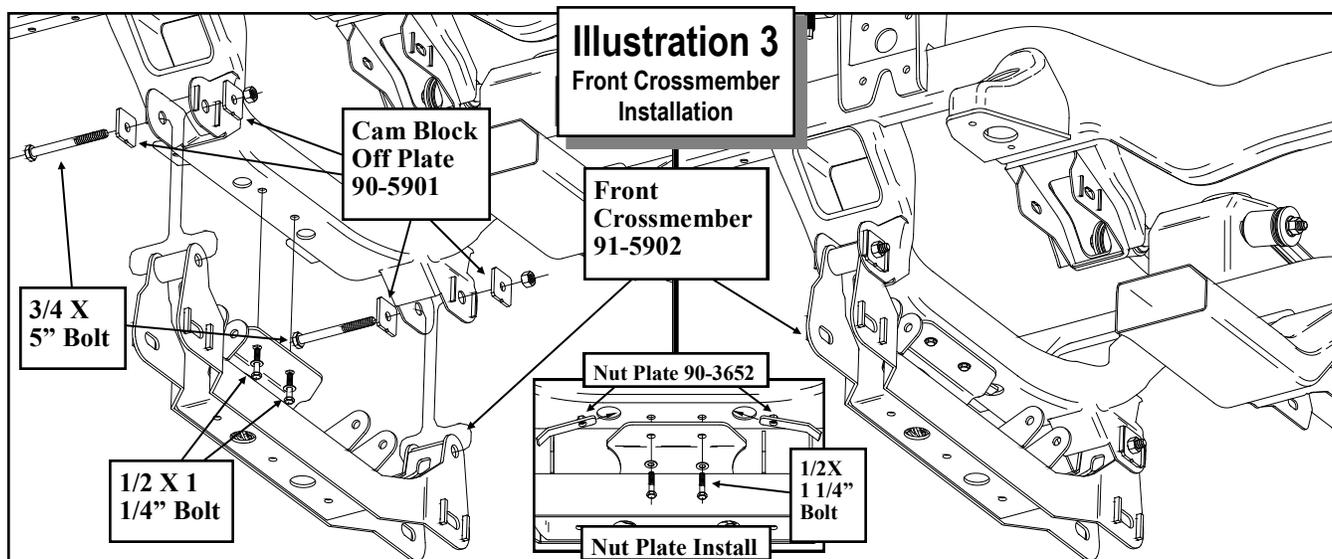
NOTE: Be sure to support the CV axles before removing the lower A-arm. DO NOT allow the axles to hyperextend or damage to the bearings might result.

16. Repeat steps 5 through 15 on the remaining side of the vehicle.

IMPORTANT!: Cutting the frame is not necessary for 2WD installation of this kit.

17. Unbolt the front driveshaft from the differential. Secure the driveshaft up and out of the work area.
18. Unclip all electrical wiring, vacuum lines and vent lines from the differential. Unbolt and remove all the diff harness brackets from the engine block.
19. Support the differential with a jack and unbolt the rear differential mount.
20. Remove the (2) front differential mount bolts from the front crossmember. Remove the differential from the vehicle.
21. Raise the rear crossmember (91-5905) into the rear frame mounting pockets and hang in place using the supplied 5/8" X 5 1/2" bolts





and small hole cam block off plates (90-5900). See ILLUSTRATION 1.

NOTE: Due to variations in frame tolerances from the factory, the holes in the cam block off plates are offset to provide adjustability. If the bolt holes do not line up with the cam block off plate notches facing down they can be rotated to aid installation of the cam bolts. In order for the crossmember to stay centered in the vehicle the notches in the cam block off plates must be facing the same way on both driver and passenger sides. Ex. Both notches facing up, down, in or out.

22. Use the rear crossmember (91-5905) as a template for marking the frame for cutting.
23. Use the driver side edge of the rear crossmember lip to mark the frame for the inside edge of the cut. See ILLUSTRATION 2a.
24. Measure in 4 1/2" from the inside of the driver side frame rail. Make sure the measurement is square and mark a line around the frame for the outer edge of the cut. See ILLUSTRATION 2a.

NOTE: Be sure that the outer cut line is at least an 1/8" to 1/4" from the bottom of the rear lower control arm pocket welds.

25. Remove the rear crossmember to allow access for cutting the frame.
26. Using a suitable cutting tool, (abrasive cutoff wheel, Sawz-all, etc.) cut the frame along the previously marked lines as shown in ILLUS-

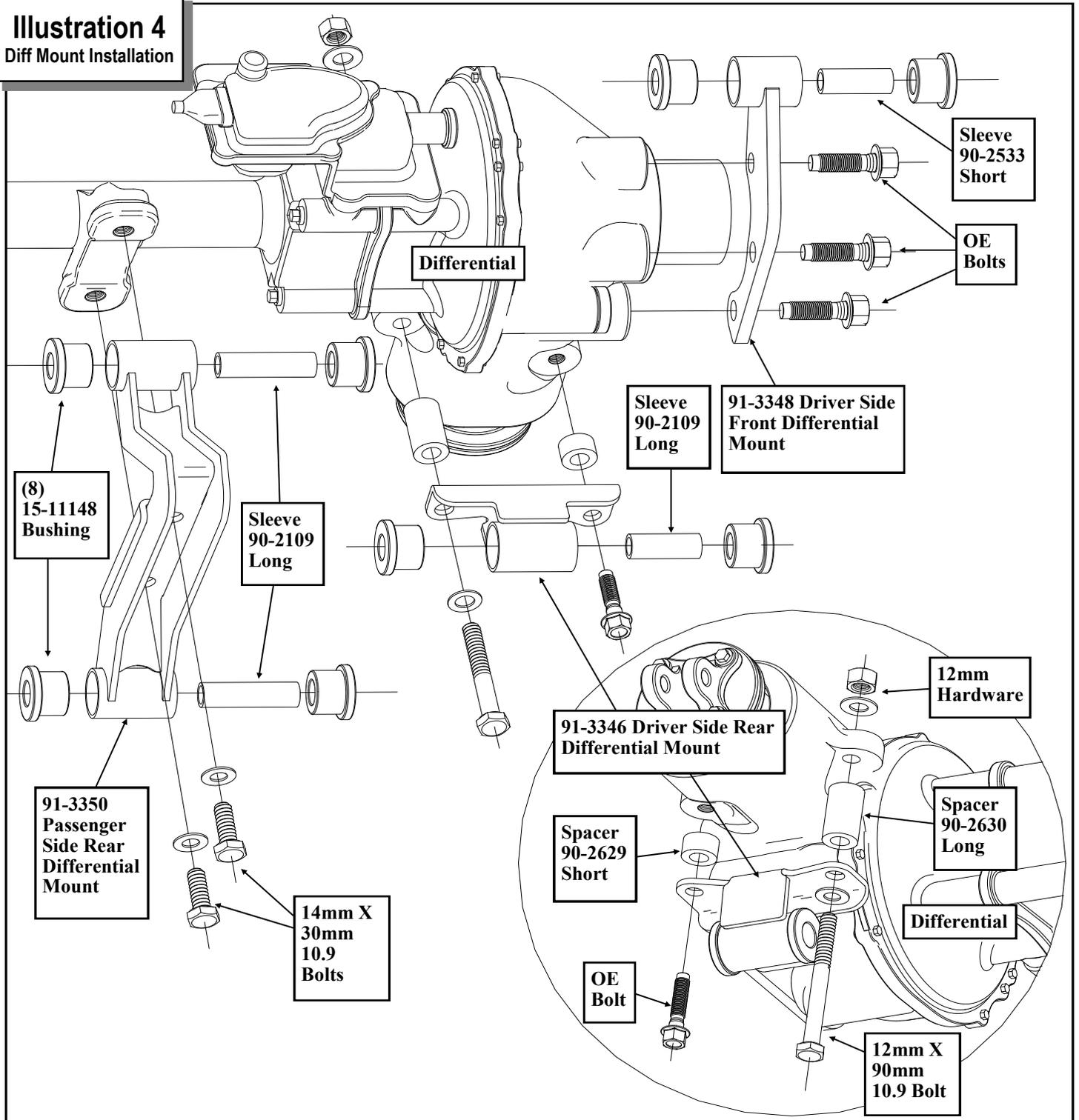
TRATION 2a. After cutting the section out of the frame, clean the area thoroughly and paint the exposed metal with a good quality paint.

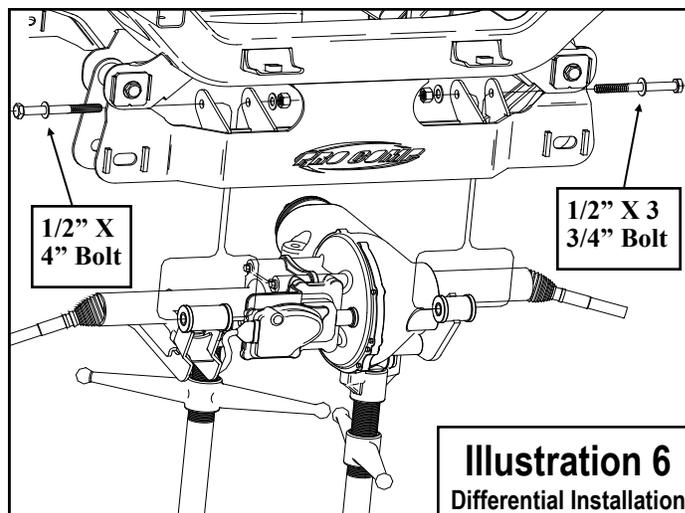
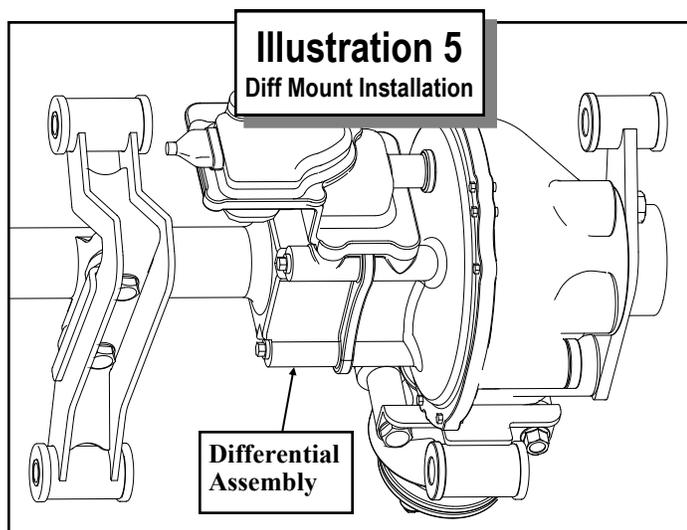
27. Install the front crossmember (91-5902) into the front mounting pockets using the supplied 3/4" X 5" bolts and cam block off plates (90-5901). Install the cam block off plates with the notches facing down. See ILLUSTRATION 3.

NOTE: Due to variations in frame tolerances from the factory, the holes in the cam block off plates are offset to provide adjustability. If the bolt holes do not line up with the cam block off plate notches facing down they can be rotated to aid installation of the cam bolts. In order for the crossmember to stay centered in the vehicle the notches in the cam block off plates must be facing the same way on both driver and passenger sides. Ex. Both notches facing up, down, in or out.

28. Slide the front crossmember nut plates (90-3652) through the large holes in the frame on each side of the upper lip of the front crossmember (91-5902). Insert the supplied 1/2" X 1 1/4" bolts and washers through the crossmember into the installed nut plate. See ILLUSTRATION 3.
29. Remove the (2) front and (1) rear factory differential brackets from the differential.
30. Install the supplied bushings and sleeves from hardware pack (90-6506) into differential

Illustration 4
Diff Mount Installation





mounts (passenger side differential mount **91-3350**, driver side front differential mount **91-3348**, and the rear differential mount **91-3346**). See ILLUSTRATION 4.

31. Install the (3) supplied differential brackets (pass side mount **91-3350**, driver side rear mount **91-3346**, and the front mount **91-3348**) to the differential. Leave bolts slightly loose. See ILLUSTRATION 4.
32. Support the CV axles and carefully raise the differential assembly into place.

NOTE: DO NOT allow the axles to hyperextend or damage to the bearings might result.

33. Raise differential and secure the front driver differential mount (**91-3348**) and passenger side differential mount (**91-3350**) to the front crossmember using the supplied **1/2" X 3 3/4"-drv side** and **1/2" X 4"-pass side** bolts and hardware. See ILLUSTRATION 6.
34. Install the rear crossmember (**91-5905**) into the rear frame mounting pockets using the supplied **5/8" X 5 1/2"** bolts and cam block off plates (**90-5900**). Install the cam block off plates with the notch facing down. See ILLUSTRATION 1.
35. Secure the driver side rear differential mount (**91-3346**) and the rear of the passenger side differential mount (**91-3350**) to the rear cross-

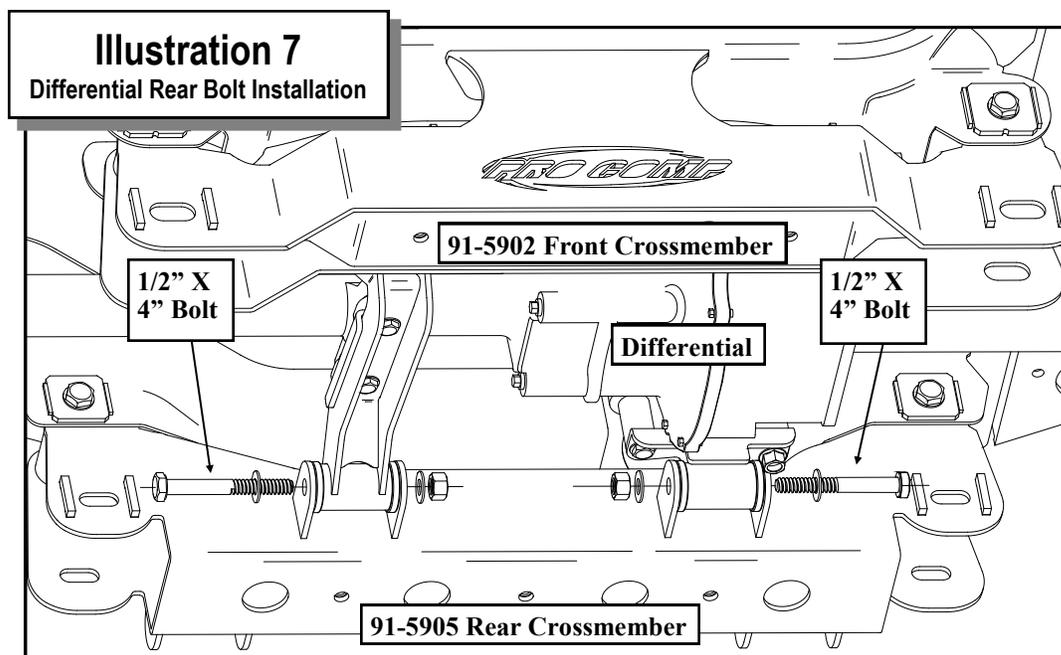


Illustration 8
Rear Crossmember Drill Picture

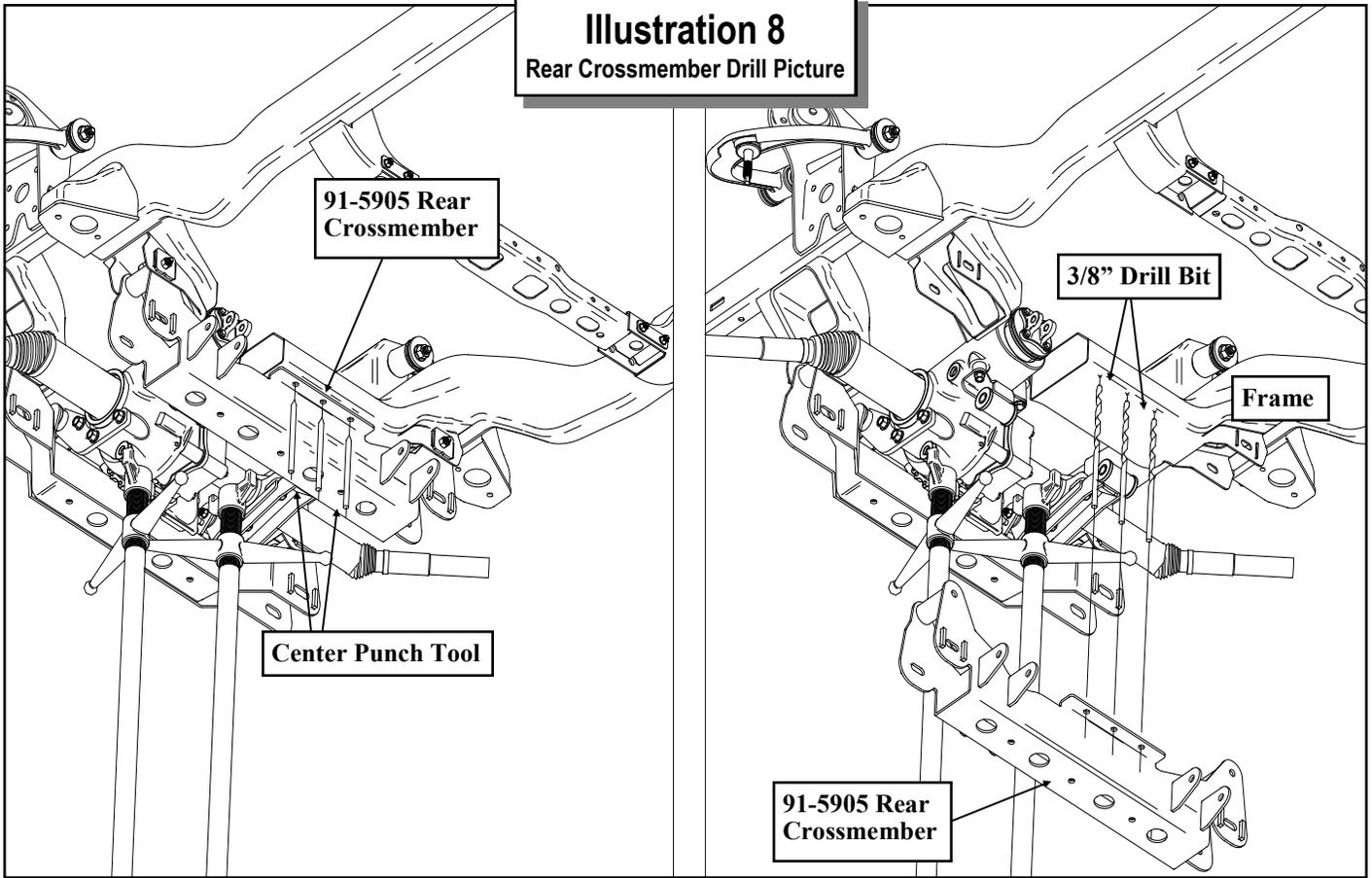
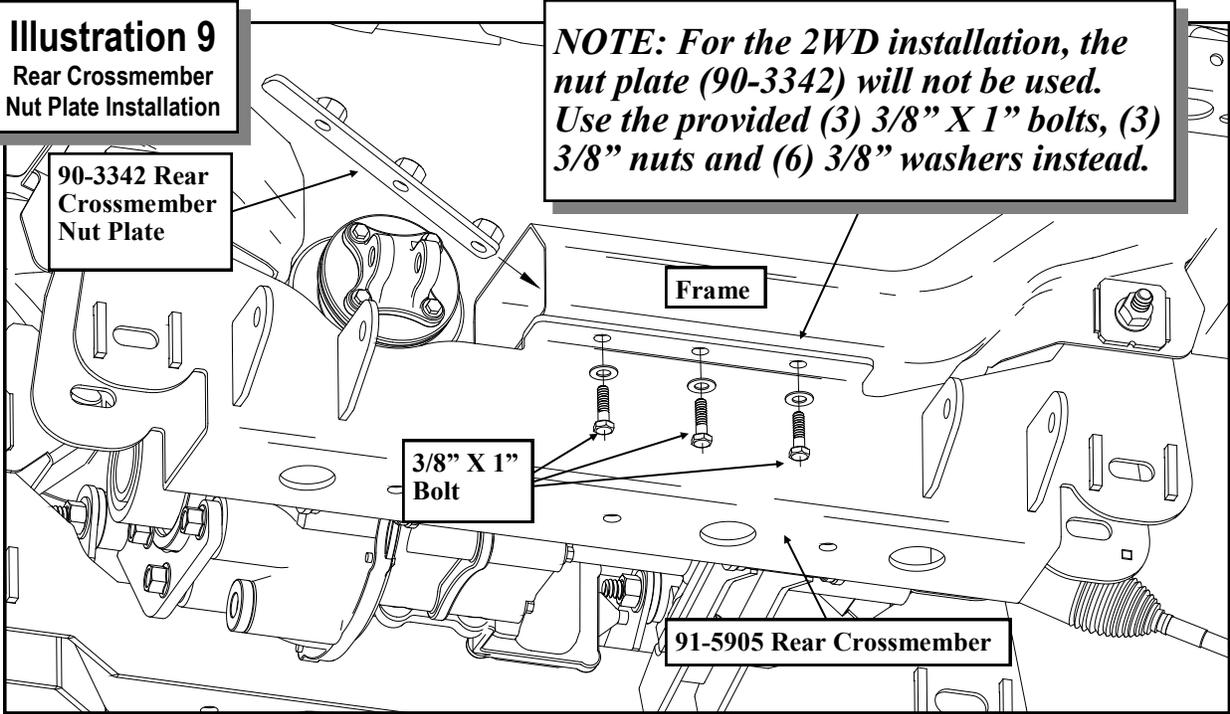


Illustration 9
Rear Crossmember
Nut Plate Installation



NOTE: For the 2WD installation, the nut plate (90-3342) will not be used. Use the provided (3) 3/8" X 1" bolts, (3) 3/8" nuts and (6) 3/8" washers instead.

member using the supplied 1/2" X 4" bolts and hardware. See ILLUSTRATION 7.

36. Mark the (3) holes in the rear crossmember (91-5905) lip for drilling. See ILLUSTRATION 8.
37. Center punch and drill out the previously marked holes in the frame using a 3/8" drill bit. See ILLUSTRATION 8.
38. Insert the rear crossmember nut plate (91-3342) inside the previously drilled frame section. See ILLUSTRATION 9.

NOTE: For the 2WD installation the nut plate (90-3342) will not be used. Use the provided (3) 3/8" X 1", (3) 3/8" nuts and (6) 3/8" washers from pack (90-6445).

39. Secure the rear crossmember lip to the nut plate (90-3342) using the supplied 3/8" X 1" bolts and washers. Torque bolts according to the torque chart on page 25. See ILLUSTRATION 9.

40. Install the lower A-arms into the front and rear crossmember mounting pockets. Secure using the OE cam bolts.

NOTE: When installing the lower control arms into the crossmembers be sure to push the cam eccentrics all the way out. The vehicle should end up with 2 to 3 degrees of caster, with the necessary 1/2 degree of split. If the caster ends up any less than 2 to 3 degrees the tires will rub the wheel wells.

41. Torque all crossmember and differential bolts according to the torque chart on page 25. **DO NOT** torque the lower cam bolts until the vehicle is back on the ground.
42. Under the hood, the previously disconnected differential breather line and vacuum line will need to be unbolted from the driver side fender well. Bolt the differential vent drop bracket (90-3659) to the fender well using the OE bolt. Attach the vacuum and breather lines to the installed drop bracket using the supplied 5/16" X 1" bolt and hardware. See ILLUSTRATION 10.
43. Reattach differential electrical, vacuum and vent connections. Reattach the front driveshaft and torque the OE nuts to manu-

facturer's specifications.

44. This kit can offer a lift height of 5" or 6". For the 5" lift option, skip to step 51. For the 6" lift option, continue to the next step.
45. For coilover spacer installation, scribe an index mark on the top of the OE coil spring to the upper coilover mounting plate.

CAUTION: The coil is under extreme pressure and severe bodily injury may occur if the coil spring is disassembled without using a coil spring compressor.

46. Compress the coil spring on the coilover assembly with a suitable coil spring compressor so that the coil spring has about 3/8" play in the coilover and remove the upper coilover isolator retaining nut.

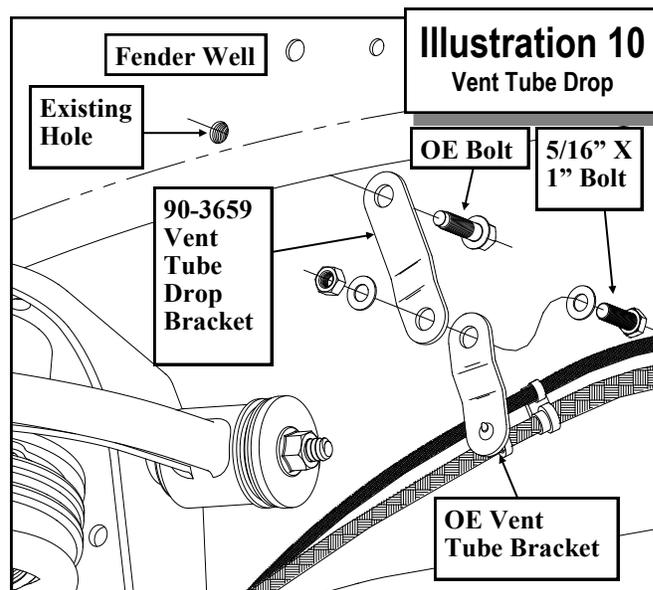
NOTE: Do not use an impact gun to remove the retaining nut. It will damage the shock shaft.

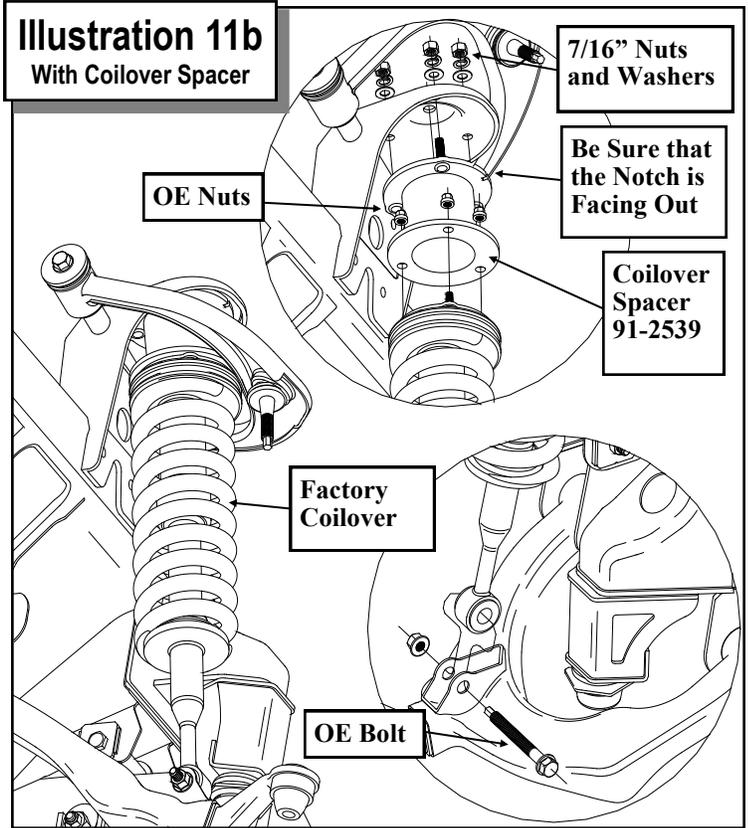
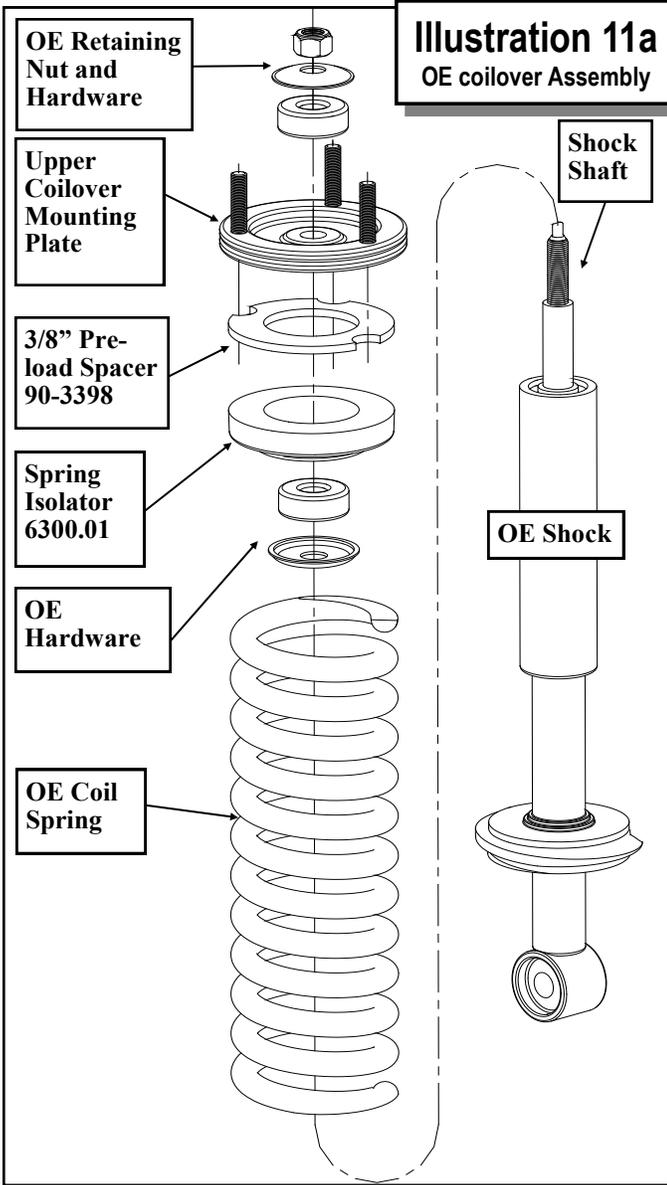
47. Remove the OE coil spring isolator from the upper coilover mounting plate and discard.

NOTE: Inspect the front shock assembly for any damage or fluid leakage. Replace if necessary.

48. Install the supplied 3/8" preload spacer (90-3398) and the new spring isolator (6300.01) to the upper coilover mounting plate. See ILLUSTRATION 11a.

49. Reinstall the compressed coil spring onto the





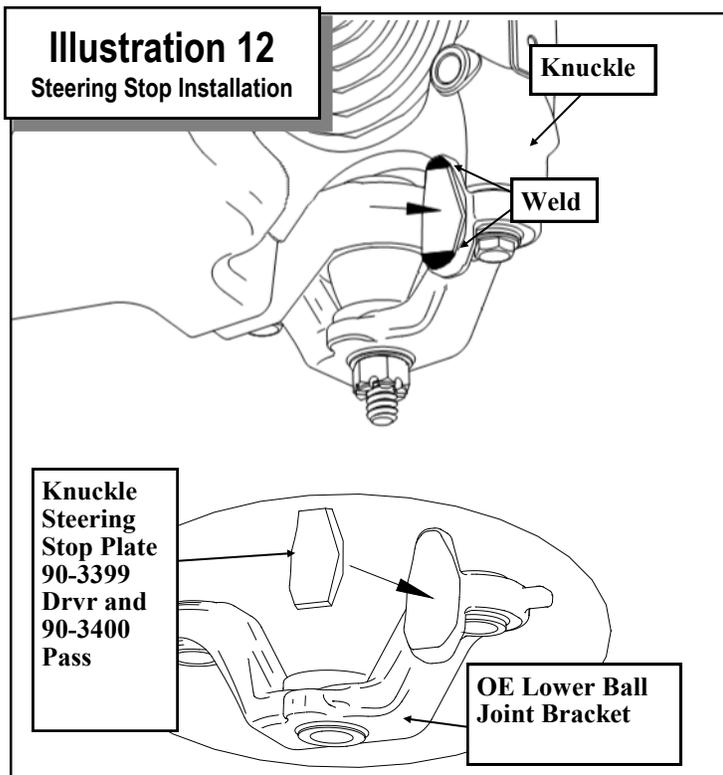


Illustration 12
Steering Stop Installation

coilover assembly and re-attach the upper coilover mount plate using the stock hardware. Torque the upper coilover mounting plate retaining nut to factory specifications. See ILLUSTRATION 11a.

50. Decompress the coil spring on the coilover assembly. Make sure that the spring is seated correctly into the coilover assembly and aligned with the previously scribed index mark on the upper coilover mounting plate.
51. Attach the new coilover spacer (91-2539) to the top of the coilover using the OE hardware. Torque to manufacturer's specifications. Fit the coilover assembly and spacer into the stock mounting locations. Fasten using the supplied hardware on the top from hardware pack (90-6317). Torque hardware according to torque chart on page 25. See ILLUSTRATION 11b.

NOTE: Be sure that the notch in the coilover spacer (91-2539) is facing to the outside of the vehicle.

52. Install the OE bolt (with the head facing toward the rear of the vehicle) through the lower coilover mount and a-arm. Do not torque OE hardware until vehicle is on the ground.

53. Work on one side of the vehicle at a time.
54. Transfer rear dust seal out of the OE knuckles to the new Pro Comp knuckles (90-44001 drvr and 90-44002 pass).

NOTE: The factory backing plates will not be transferred and reused.

55. Support the lower A-arms and position the new knuckle (90-44001 drvr and 90-44002 pass) in place. Slide the CV axle through the knuckle from the rear and attach the knuckle to the upper ball joint. Torque to manufacturer's specifications.
56. Secure the knuckle to the lower ball joint bracket using the (2) supplied 5/8" X 2" mounting bolts. Apply thread locking compound to the bolts. Torque the bolts according to the torque chart on page 25.
57. Clean and grind the paint off of the upper and lower lip of the steering stop on the lower ball joint bracket. Clamp the knuckle steering stop extension plates (90-3399 drvr and 90-3400 pass) into place on the steering stop. Place wet rags over the lower ball joint to protect from welding sparks. See ILLUSTRATION 12.
58. Weld a bead along the top and bottom of the knuckle steering stop extension plates (90-3399 drvr and 90-3400 pass) to secure it to the lower ball joint bracket. See ILLUSTRATION 12.
59. After welding on the knuckle and lower control arm steering stop extension plates, clean the area thoroughly and paint the exposed metal with a good quality paint.

NOTE: If you do not have access to a welder at this time the extension plates can be welded on at the completion of this installation or lower ball joint bracket can be removed and taken to a qualified welding shop.

60. Repeat steps 54 through 59 on the remaining side of the vehicle.
61. Remove the factory bump stops from the frame.
62. Install the previously removed factory bump stop to the bump stop drop brackets (91-3654 drvr and 91-3657 pass) and secure using the

supplied **10mm** washer and nut. See ILLUSTRATION 13.

63. Install the new bump stop drop brackets to the frame using the **10mm** bolt and washer in the front threaded hole and the **3/8" X 1"** bolt, nut plate (**90-5898**) and hardware in the rear unthreaded hole. Torque the hardware according to the chart on page 25. See ILLUSTRATION 13.
64. Repeat steps 61 through 63 on the remaining side of the vehicle.
65. Reinstall the tie rod ends, from the top, to the new Pro Comp knuckle and torque to manufacturer's specifications.
66. Unbolt the **(2)** OE transmission cooler line brackets from the bottom of the front frame crossmember.
67. Carefully reroute the transmission cooler lines so that they can be mounted on top of the front frame crossmember. Secure the **(2)** OE brackets to the existing holes in the frame

crossmember using the supplied **5/16" X 1"** bolts and hardware.

IMPORTANT!: *Be sure that the coolant lines do not make contact with any parts. Reposition if necessary.*

68. Install the sway bar drop brackets (**91-11833** **drv** and **91-11836** **pass**) to the original sway bar mounting holes in the frame, with the offset facing toward the front of the vehicle, using the **OE** bolts. Torque to manufacturer's specifications. See ILLUSTRATION 14.
69. Flip the sway bar over (drv side to pass side) and install it to the new sway bar drop brackets using the supplied **3/8" X 1 1/4"** bolts and hardware. Leave hardware loose at this time. See ILLUSTRATION 14.
70. Reinstall the **OE** sway bar end links to the knuckles using the **OE** hardware. Be sure to apply thread locking compound to the end link threads and they are oriented facing down. Torque the links according to factory specifications.

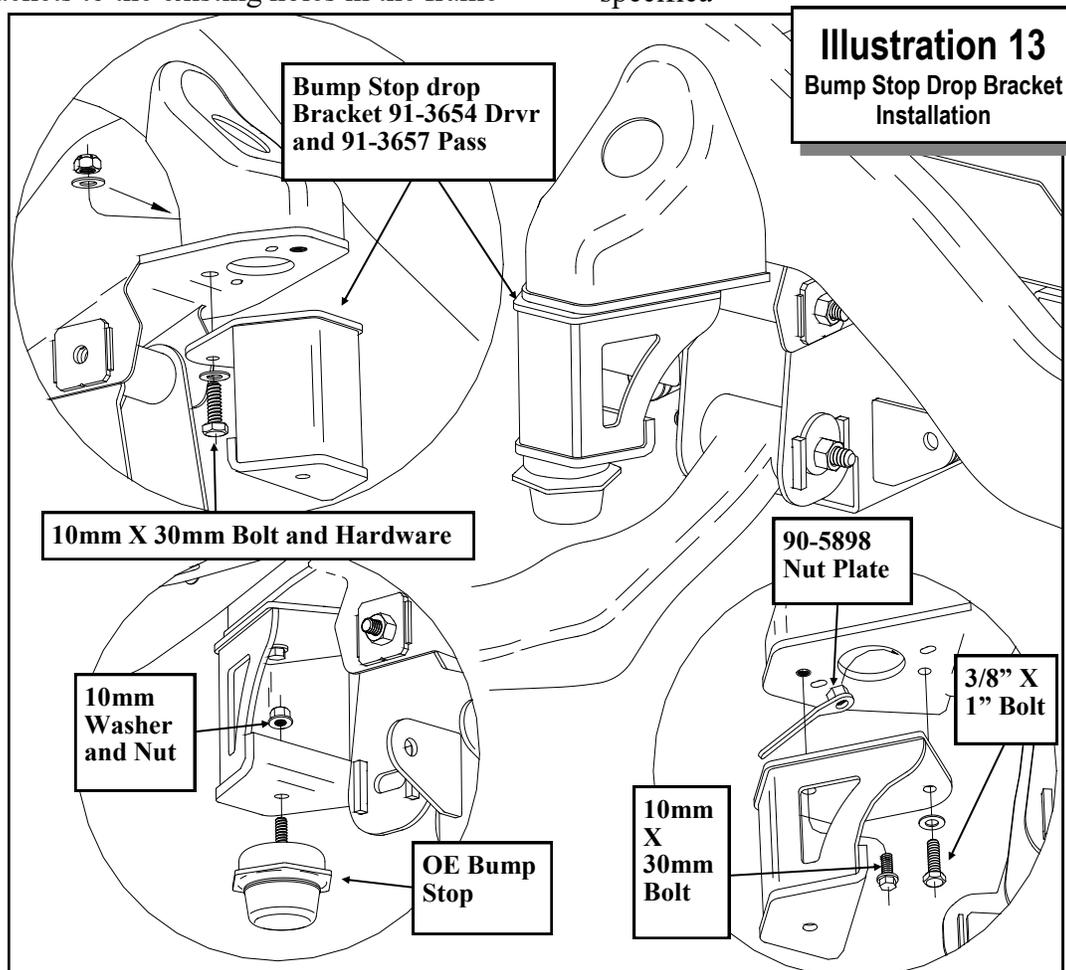
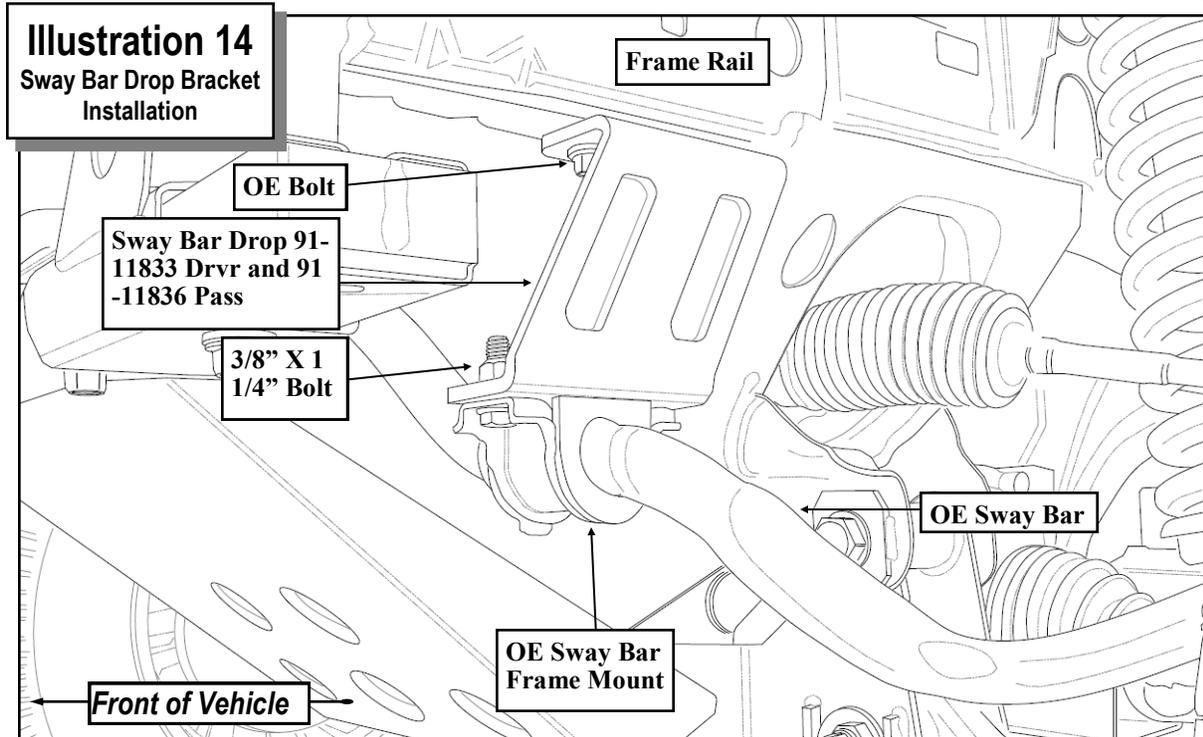


Illustration 13
Bump Stop Drop Bracket Installation



per

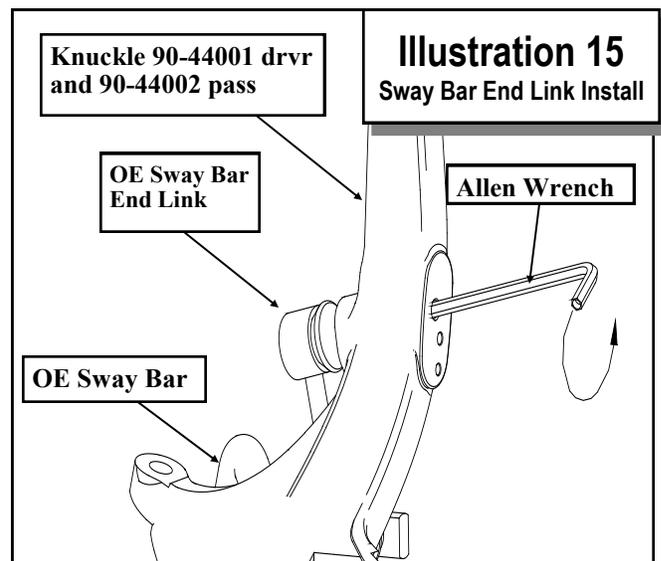
See ILLUSTRATION 15. **NOTE:** Be sure that the power steering or transmission coolant lines do not contact the sway bar. Reroute the lines if necessary.

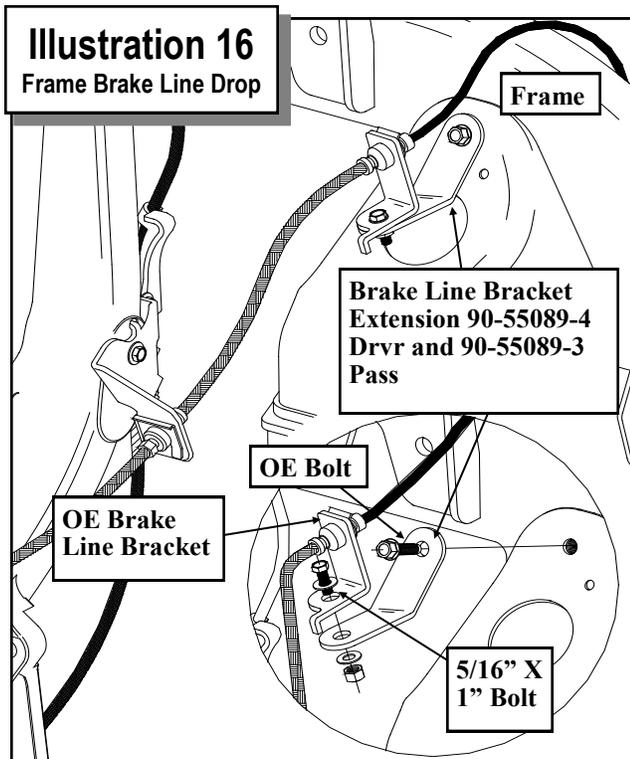
71. Torque the remaining 3/8" sway bar drop hardware according to the chart on page 25.
72. On both sides of the vehicle, install the OE hub onto the CV axles and into new Pro Comp knuckles. Tighten all the OE hardware carefully. Be sure to follow the factory assembly procedures and torque the (4) wheel hub mounting bolts to manufacturer's specifications.
73. Attach the previously removed OE retaining nut to the end of the CV shaft. Torque to manufacturer's specifications. Install a new cotter pin and reattach the dust cap.
74. Install the front rotors on to the front hubs.
75. Install the brake line drop (90-55089-4 drvr and 90-55089-3 pass) to the factory brake line bracket using the supplied 5/16" X 1" bolts and hardware. Secure the new brake line drop bracket to the original brake line mounting hole in the frame using the OE bolt. See ILLUSTRATION 16.

NOTE: You may need to unbolt the up-

per bracket behind the inner fender to provide enough slack in the line for it's new position.

76. Reinstall the brake calipers to the new knuckle using the previously removed OE bolts. Torque to factory specifications.
77. Reattach the OE knuckle brake line bracket to the new knuckle using the OE bolt. See ILLUSTRATION 17.
78. Connect the anti-lock wiring harness and sensor to the hub if applicable. Reroute the ABS line and secure the line to the threaded hole

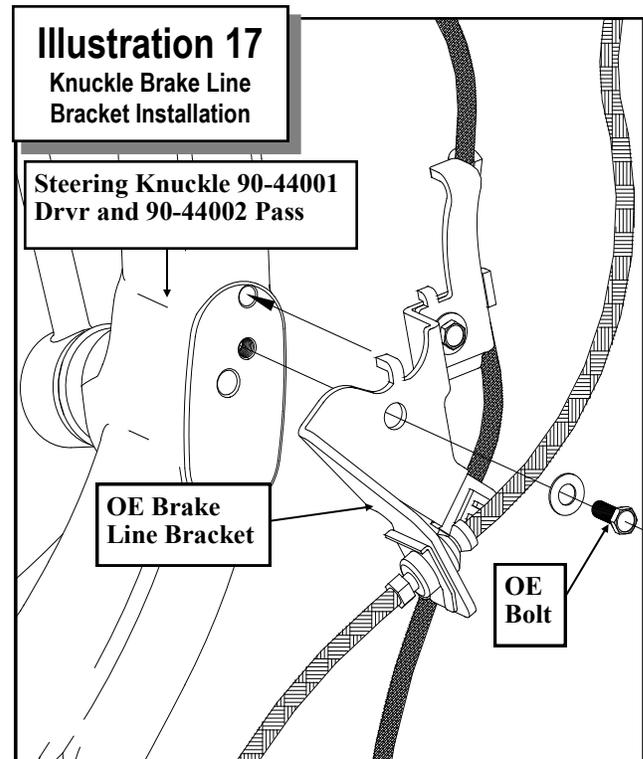




on the back of the new knuckle using the supplied Adel clamp and OE clamp. Secure the ABS sensor in place with the previously removed OE bolt.

79. 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. Use zip ties to secure these items to the steering components. At full droop, cycle the steering from lock to lock while observing the reaction of these components. Reposition them if needed.
80. Reconnect the negative battery cable to the battery.
81. Reinstall the wheels and lower the vehicle to the ground. Torque the lug nuts according to the wheel manufacturers recommendations.
82. With the vehicle on the ground, torque the lower A-arm cam bolts and lower coilover mounting bolts to manufacturer's specifications.
83. Recheck all hardware for proper installation and torque at this time.

IMPORTANT! BE SURE TO BRING THE VEHICLE TO A REPUTABLE ALIGN-



MENT SHOP TO BE ALIGNED!

IMPORTANT!: IF THE STEERING WHEEL AND FRONT WHEELS ARE NOT CENTERED PROPERLY IT WILL TRIGGER THE ANTI-LOCK BRAKE AND TRACTION CONTROL WARNING LIGHTS.

NOTES:

- ⇒ **On completion of the installation, have the suspension and headlights re-aligned.**
- ⇒ **After 100 miles recheck for proper torque on all newly installed hardware.**
- ⇒ **Recheck all hardware for tightness after 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 rear wheels.
3. Remove the shocks on both sides of the vehicle. It may be necessary to slightly raise the axle to unload the shocks for removal.
4. Unbolt the track bar from the rear axle mount and secure up and out of the work area. Save the hardware for reinstallation.
5. Lower the rear axle enough to remove the coil springs from the front spring pockets. Save the factory isolators for re-use.

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

6. Unbolt and remove the sway bar end links from the vehicle. Save the hardware for re-use.
7. Unbolt the **OE** bump stops from the frame. Save the hardware for reuse.
8. On both sides of the vehicle, bend the emergency brake cable brackets on the lower con-

trol arm toward the center of the vehicle to provide more slack in the line.

9. Unbolt the differential sensor/vent tube line bracket from the rear axle.
10. Carefully pull the ABS brake lines down to provide them with additional slack.
11. Unclip the ABS line from the inside of the rear axle track bar mount and re-clip it to the outside of that bracket.
12. Unbolt the **OE** brake line bracket, that connects the two rubber lines to the metal lines, from the rear axle.
13. Work on one side of the vehicle at a time.
14. Install the supplied bushings (**600006**) and sleeves (**54314**) from pack (**90-60058**) into the sway bar end links (**91-2631**).
15. Install the stem end of the sway bar end link (**91-2631**) into original mounting bracket on the frame using the provided hardware from pack (**90-6508**). See ILLUSTRATION 18.
16. Slide the rear lower shock mount (**90-3682**) into the original shock mounting position and secure using the **OE** hardware. Torque the **OE** bolt to manufacturer's specifications. See

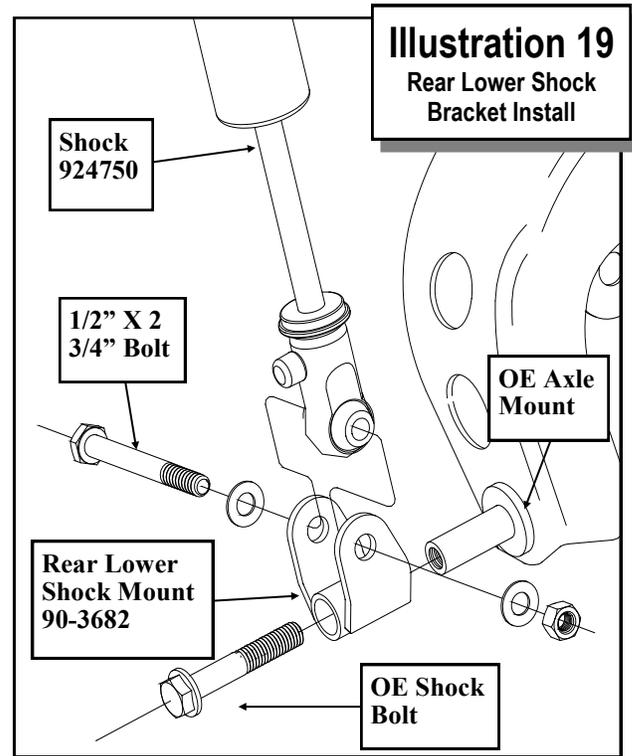
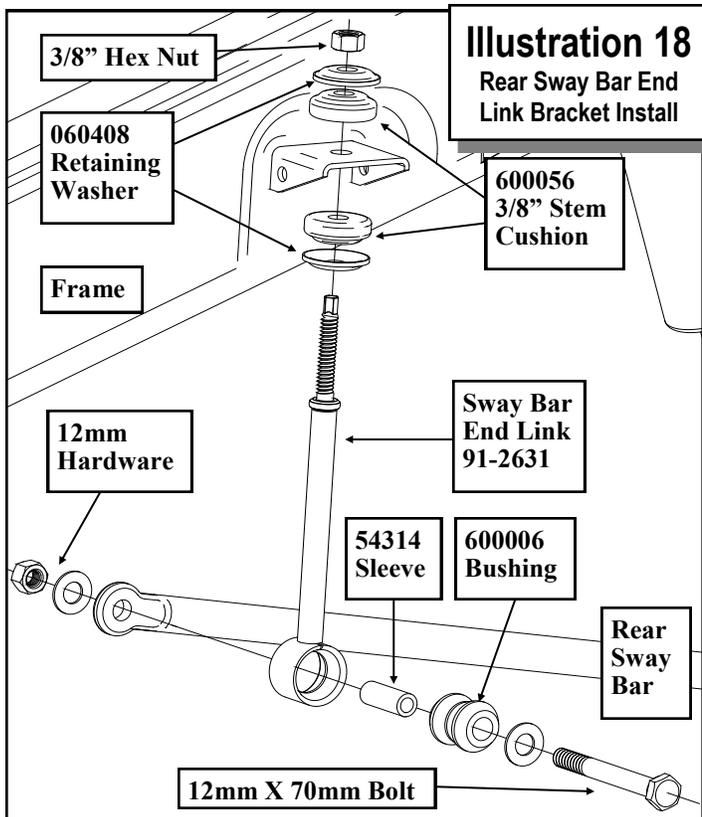


ILLUSTRATION 19.

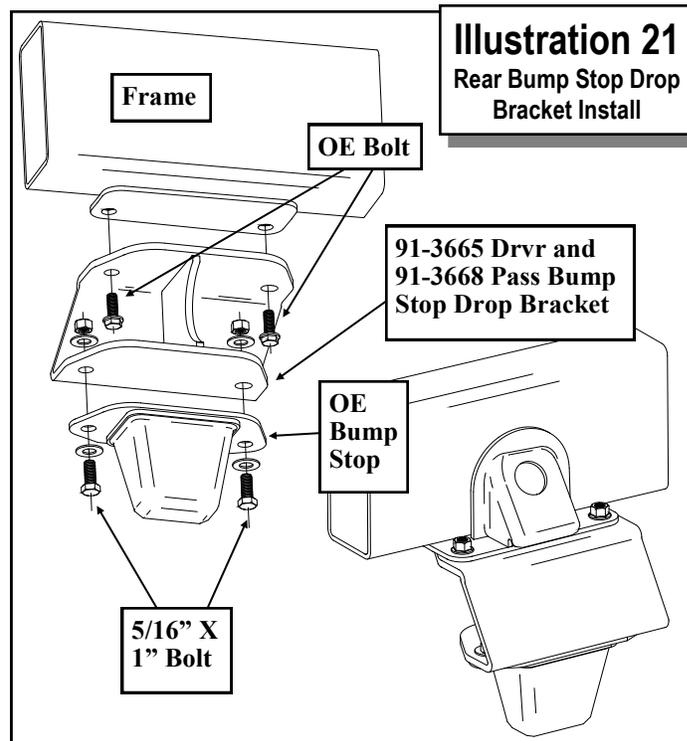
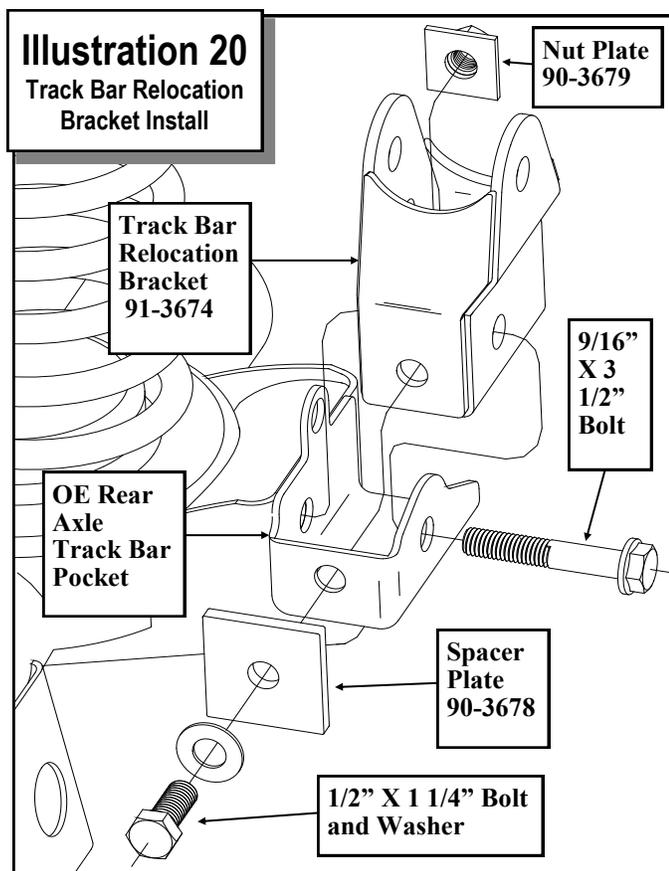
17. On both sides of the vehicle support the rear end with a jack and unbolt the upper control arm at the axle. Loosen, but do not remove the lower control arm.
 18. Carefully lower the rear end to ease in the new coil spring installation. Remove the factory isolators from the OE coil springs and install onto the Pro Comp coil springs (57470-1). Install the coil spring spacers (91-11838) with the step facing down onto the top of the factory isolators. Make sure the coil springs seat properly on the lower spring perches and that the coil spacer seats properly into the spring buckets on the frame.
- IMPORTANT!:** For the 5" lift option, do not install the coil spacers with the factory isolators and Pro Comp coil springs.
19. Carefully raise the axle and bolt the upper control arm back to the axle. Do not torque until the vehicle is on the ground.
 20. Install the new track bar bracket (91-3674) into the original track bar mounting pocket on the rear axle using the provided 9/16" X 3

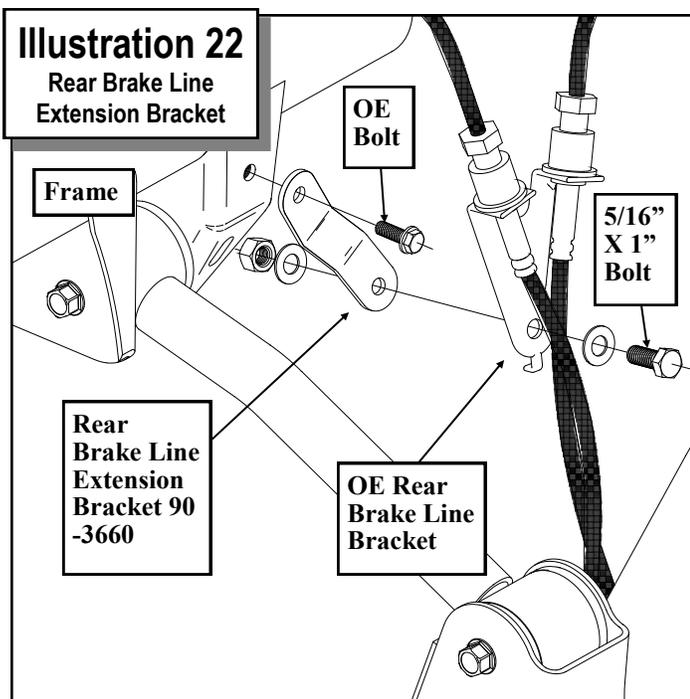
1/2" bolt and hardware (from pack 90-6511) through the rear hole and the supplied 1/2" X 1 1/4" bolt, track bar spacer plate (90-3678), and nut plate (90-3679) in the side hole. See ILLUSTRATION 20.

21. Install the bump stop spacer (91-3665 driver and 91-3668 pass) to the frame using the OE bolts. See ILLUSTRATION 21.
22. Bolt the bump stop to the newly installed bump stop drop using the supplied 5/16" X 1" bolts and hardware from packs (90-6299). See ILLUSTRATION 21.
23. Bolt the remaining end of the sway bar end link to the sway bar using the supplied 12mm X 70mm bolt and hardware from pack (90-60058). See ILLUSTRATION 18. Torque the 12mm hardware according to the torque chart on page 25.
24. Install your new Pro Comp shocks (924750 w/shaft end up) to the previously installed lower shock mount bracket (90-3682). Torque the mounting hardware to according to the torque chart on page 25. See ILLUSTRATION 19.

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

26. Slip in the new aluminum rear driveshaft



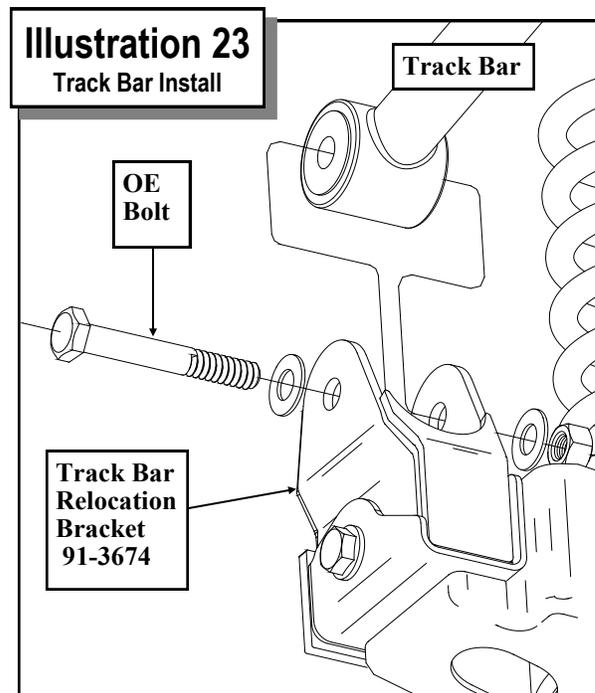


spacer (90-4143) in between the driveshaft and the rear differential flange. Fasten using the supplied **10mm X 65mm** bolts and hardware from hardware pack (90-6509). Be sure to apply thread locking compound to these bolts. Torque the hardware according to the torque chart on page 25. Rotate driveshaft to check for binding. If it binds the driveshaft must be cleared by a qualified driveline shop.

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

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

27. Install the rear brake line relocation bracket (90-3660) to the frame in it's original hole using the OE bolt. See ILLUSTRATION 22.
28. Secure the OE brake line bracket to the rear brake line relocation bracket using the 5/16" X 1" bolt and hardware. See ILLUSTRATION 22.



29. Check all hardware at this time to ensure that everything is tight. Check for adequate clearance on all repositioned brake lines and emergency brake cables. Make sure you check with the suspension fully extended, and compressed.
30. Reinstall the wheels and lower the vehicle to the ground. Torque the lug nuts according to the wheel manufacturers recommendations.
31. With the vehicle on the ground reinstall the track bar to the newly installed bracket (91-3674) on the rear axle using the previously removed OE hardware. Torque the track bar, upper control arm, and lower control arm hardware to manufacturer's specifications. See ILLUSTRATION 23.

NOTES:

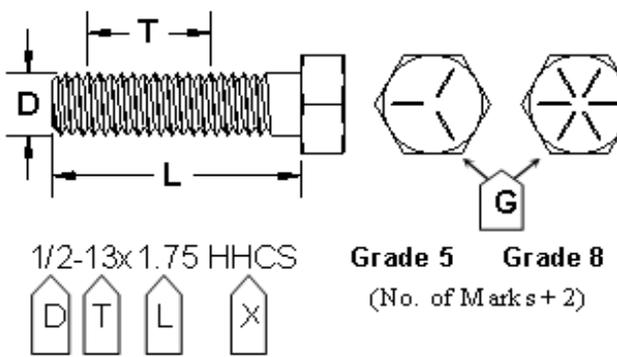
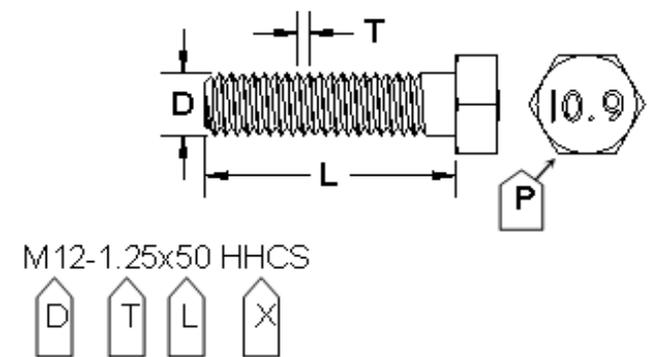
- ⇒ **On completion of the installation, have the suspension and headlights re-aligned.**
- ⇒ **After 100 miles recheck for proper torque on all newly installed hardware.**
- ⇒ **Recheck all hardware for tightness after each off road use.**

Revision Page:

10.10.19: Added KDSS not to cover
8.24.21: Added T instance for K5156

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

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

 <p>1/2-13x1.75 HHCS</p> <p>Grade 5 Grade 8 (No. of Marks + 2)</p> <p>D = Nominal Diameter (Inches) T = Thread Count (Threads per Inch) L = Length (Inches) X = Description (Hex Head Cap Screw)</p>	 <p>M12-1.25x50 HHCS</p> <p>P = Property Class (Bolt Strength) D = Nominal Diameter (Millimeters) T = Thread Pitch (Thread Width, mm) L = Length (Millimeters) X = Description (Hex Head Cap Screw)</p>
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The PRO COMP PROMISE WARRANTY

At Pro Comp, we know you have many choices when selecting products to personalize your vehicle. You should demand nothing but the highest quality available and have total confidence that the products you selected are the best in the industry. It is for these reasons that Pro Comp Suspension products are backed by the best warranty in the industry...the Pro Comp Promise!

Pro Comp promises that its products will last a lifetime or we will replace it free of charge. It's that simple! Because of our commitment to quality and manufacturing excellence, we are able to stand behind our products. FOREVER.

It is Pro Comp's Promise that if one of our suspension products breaks not due to misuse, neglect or vandalism, we will replace it. Whether you are the original purchaser or not, you can be assured that we will make it right. The Pro Comp Promise covers all suspension products including shocks and steering stabilizers. Buy Pro Comp Suspension today and enjoy it for the rest of your life!

That's our Pro Comp Promise!

Notice to Owner, Operator, Dealer and Installer:

Vehicles that have been enhanced for off-road performance often have unique handling characteristics due to the higher center of gravity and larger tires. This vehicle may handle, react and stop differently than many passenger cars or unmodified vehicles, both on and off-road. You must drive your vehicle safely! Extreme care should always be taken to prevent vehicle rollover or loss of control, which can result in serious injury or even death. Always avoid sudden sharp turns or abrupt maneuvers and allow more time and distance for braking! Pro Comp reminds you to fasten your seat belts at all times and reduce speed! We will gladly answer any questions concerning the design, function, maintenance and correct use of our products.

Please make sure that the Dealer / Installer explains and delivers all warning notices, warranty forms and instruction sheets included with Pro Comp product.

Warranty and Return Policy:

Pro Comp warrants its full line of products to be free from defects in workmanship and materials for the life of the product. Pro Comp's obligation under this warranty is limited to repair or replacement, at Pro Comp's option, of the defective product. Any and all costs of removal, installation, freight or incidental or consequential damages are expressly excluded from this warranty. Pro Comp is not responsible for damages and / or warranty of other vehicle parts related or non-related to the installation of Pro Comp product. A consumer who makes the decision to modify his vehicle with aftermarket components of any kind will assume all risk and responsibility for potential damages incurred as a result of their chosen modifications. Warranty coverage does not include consumer opinions regarding ride comfort, fitment and design. Warranty claims can be made directly with Pro Comp or at any factory authorized Pro Comp dealer.

IMPORTANT! To validate the warranty on this purchase please be sure to mail in the warranty card.

Claims not covered under warranty

* Parts subject to normal wear; this includes bushings, bump stops, ball joints, tie rod ends and heim joints.

* Finish after 90 days.

* Damage caused as a result of not following recommendations or requirements called out in the installation manuals.

Pro Comp MX Series coil-over shocks are considered a serviceable shock with a one-year warranty against leakage only. Rebuild service and replacement parts will be available and sold separately by Pro Comp. Contact Pro Comp for specific service charges. Pro Comp accepts no responsibility for any altered product, improper installation, lack of or improper maintenance or improper use of our products.

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PLACE
WARRANTY REGISTRATION
NUMBER
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