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Latest Revision:
2.17.16



off-road driven!™

PRO COMP SUSPENSION

63231

2015 2WD/4WD GM 1500 SUV w/ Magnetic Ride Control

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.
90-40041	UPPER STRUT SPACER	2
90-6638m	HARDWARE PACK	1
	10MM - 1.5 10.9 METRIC FLANGE NUTS	6
31-40042	STUD EXTENDER	6
31-10108	POTENTIOMETER BRACKET: Driver	1
31-10109	POTENTIOMETER BRACKET: Pass	1

NOTE: All part images may vary from catalog and instructions.

Introduction:

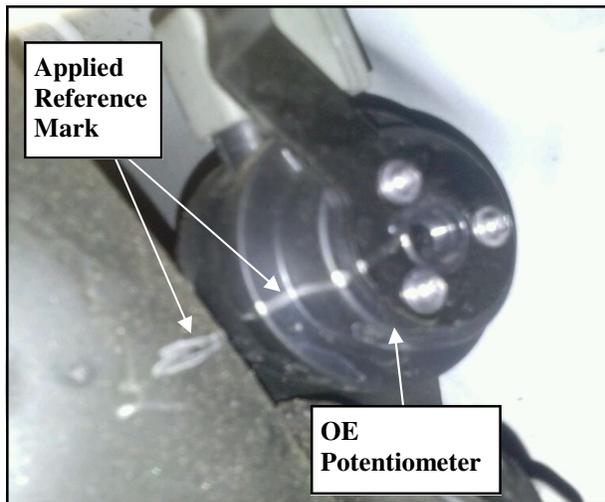
- ◆ This installation requires a professional mechanic!
- ◆ We recommend that you have access to a factory service manual for your vehicle to assist in the disassembly and reassembly of your vehicle. It contains a wealth of detailed information.
- ◆ Prior to installation, carefully inspect the vehicle's 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.**

1. Position your vehicle on a smooth, flat, hard surface (i.e. concrete or asphalt). Block the rear tires and set the emergency brake.
2. Measure and record the distance from the center of each wheel to the top of its fender opening. Record below.

LF: _____ RF: _____

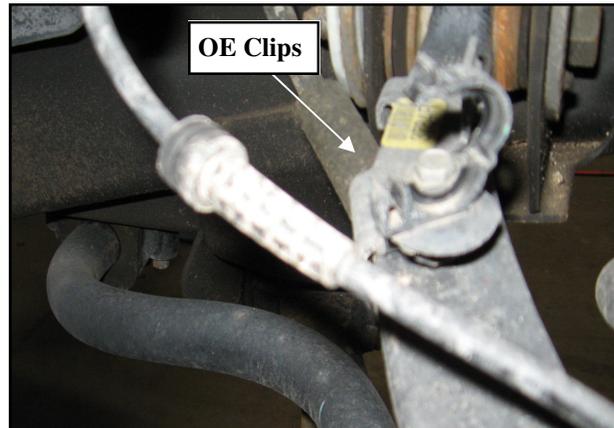
LR: _____ RR: _____

3. Mark location of potentiometer links at ride height.

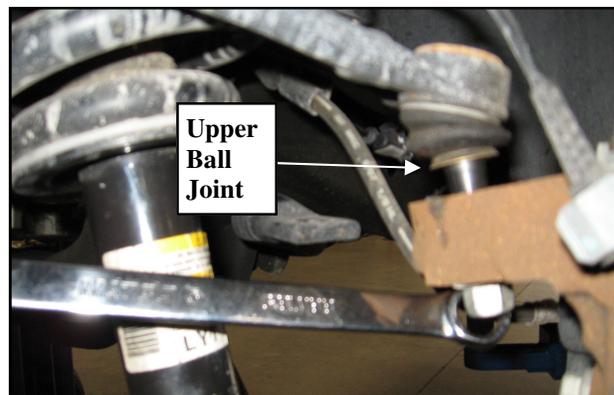


4. Unbolt and remove the skid plate from the vehicle. Save for reinstallation.
5. Place the vehicle in neutral. Place your floor jack under the front crossmember and raise the vehicle. Place jack stands under the frame rails and lower the frame onto the stands. Remove the jack and place the vehicle back in gear, set the emergency brake, and place blocks both in front and behind the rear wheels.
6. Disconnect the wheel speed sensor cable from the retainers on the control arms and the spindles.

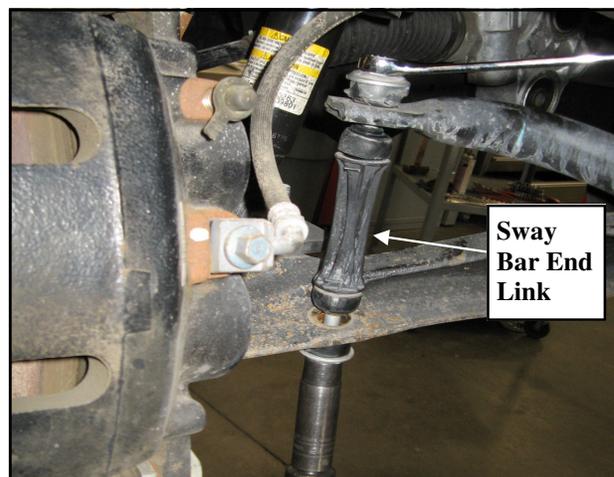
7. Unbolt the brake line bracket from the upper A-arm.



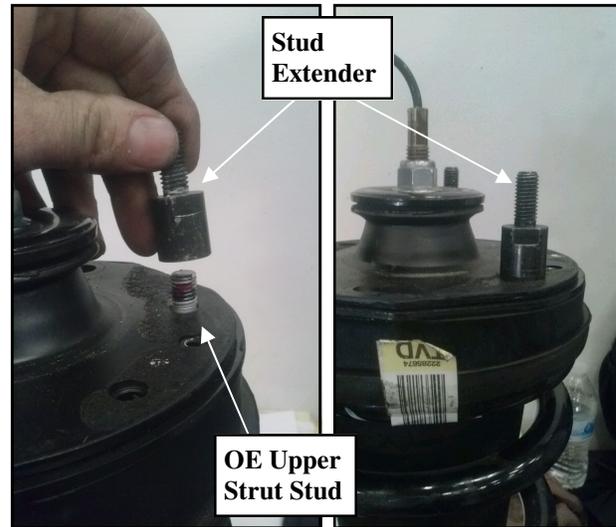
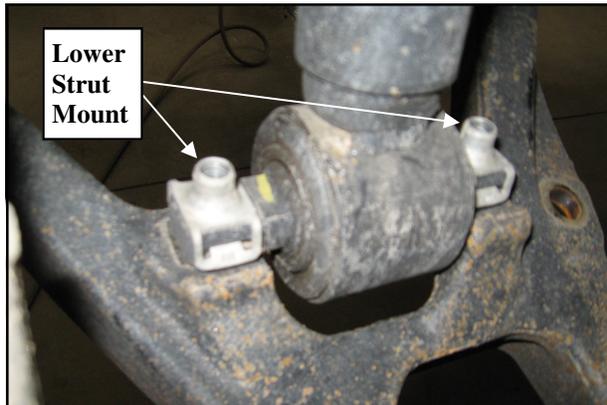
8. Using the proper tool carefully separate the upper ball joint from the knuckle. Loosen but ***DO NOT*** remove the retaining nut from the upper ball joint.



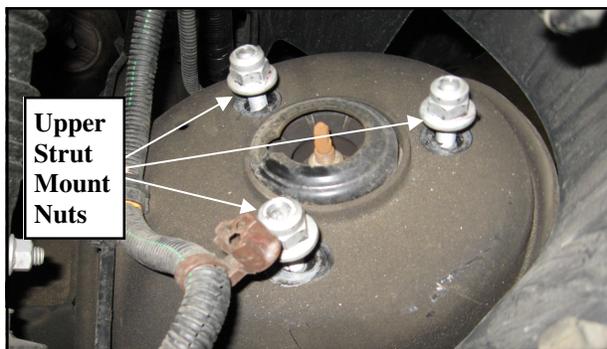
9. Unbolt and remove the sway bar end links from the vehicle.



10. Support the lower control arm with a jack and unbolt the lower strut mounting bolts from the lower control arm mount.



11. Unbolt the nuts on the upper strut mounting studs. Carefully remove the strut from the vehicle.



13. Install the upper strut spacer (31-40041) onto the OE studs on the strut.

NOTE: Because this kit retains the use of the OE studs the vehicle can easily be returned to it's stock form.

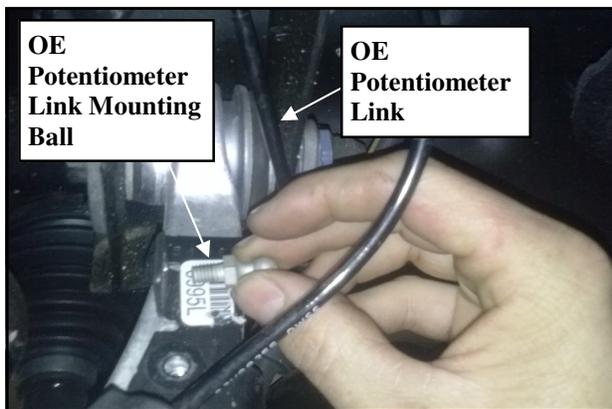
12. Trim the OE upper strut studs so the stud extenders thread onto OE studs and sits flush with the top of the upper coil bucket



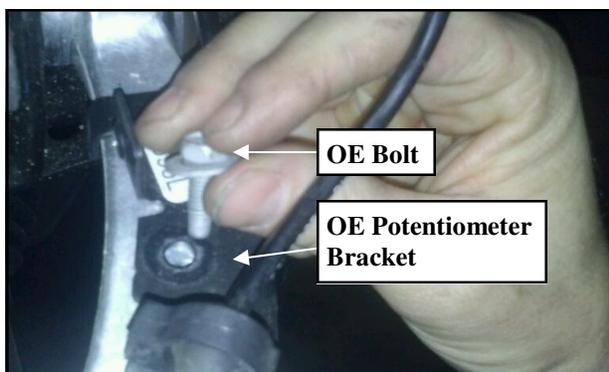
14. Install the strut assembly into the strut tower and secure using the supplied 10mm flange nuts. Leave the bolts hand tight only at this point.

15. Reinstall the lower strut mount onto the lower control arm mounting clips and secure using the previously removed OE hardware.

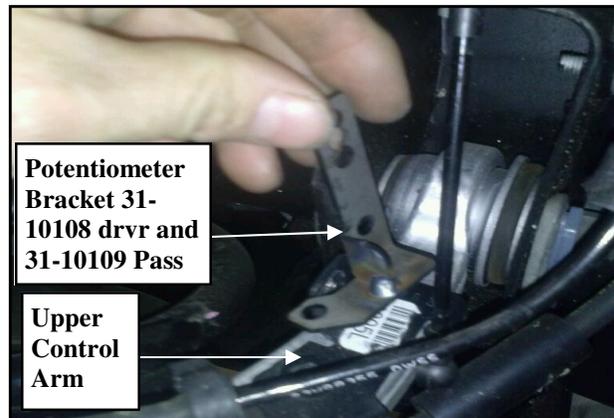
16. Torque the upper and lower strut mounting hardware to manufacturers specifications.
17. Reinstall the spindle to the upper ball joint. Torque the upper ball joint nut to manufacturers specifications.
NOTE: It may be necessary to pry the upper control arm down, using a pry bar inserted into the coil spring, to force the ball joint stem into the spindle.
18. Reinstall the sway bar end link to the lower control arm and secure top the sway bar. Torque according to manufacturers specifications.
19. Reinstall the brake line bracket to the control arm using the previously removed hardware.
20. Reinstall the wheel speed sensor cables into the factory harnesses.
21. Remove **OE** potentiometer link and link mounting ball from the **OE** potentiometer bracket.



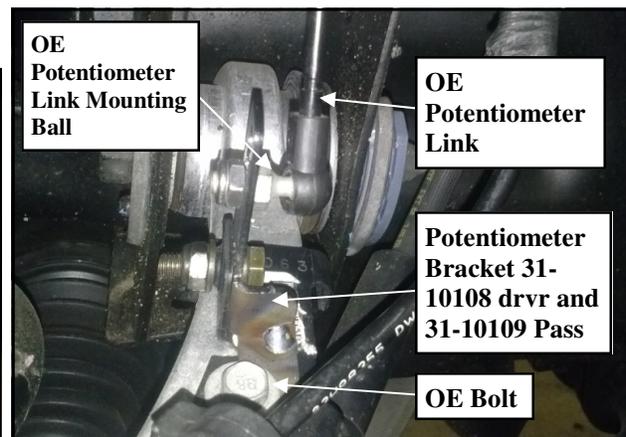
22. Remove the bracket from the upper control arm. Save **OE** hardware for reinstallation.



23. Install new potentiometer bracket (**31-10108 drv**r and **31-10109 pass**) onto the top of the upper control arm and secure using the previously removed **OE** hardware.



24. Insert the **OE** potentiometer mounting ball into the potentiometer bracket (**31-10108 drv**r and **31-10109 pass**) hole that lines up closest with the mark applied prior to disassembly in step 3. Attach the potentiometer link to the mounting ball.



25. Repeat the steps 6 Through 24 on the remaining side of the vehicle.
26. Install the front tires/wheels and lower the vehicle onto the ground.
27. Reinstall the **OE** skid plate to the vehicle using the previously removed **OE** hardware.
28. Torque all bolts to factory specifications. Re-torque all bolts after 500 miles.

IMPORTANT! BE SURE TO BRING THE VEHICLE IMMEDIATELY TO A REPUTABLE ALIGNMENT SHOP TO BE ALIGNED!

Fender Modification for clearance of 285/70/R17 Tires mounted on a 17x8 wheel with 4.5" of backspacing.

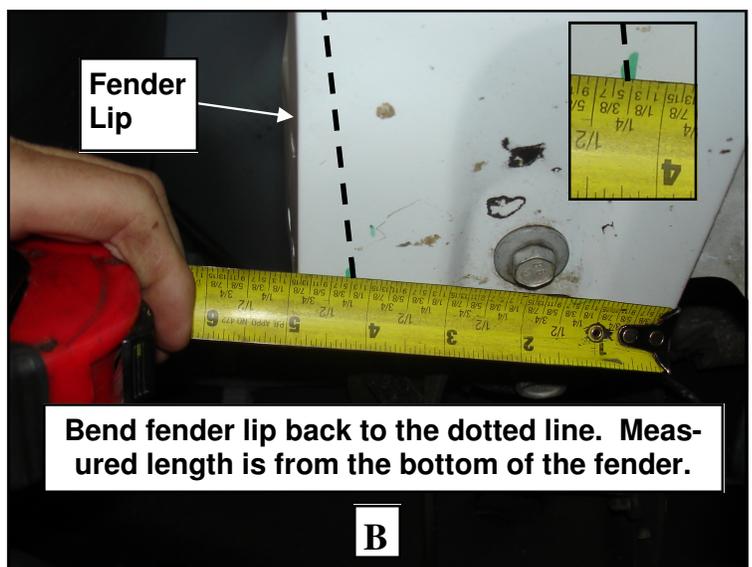
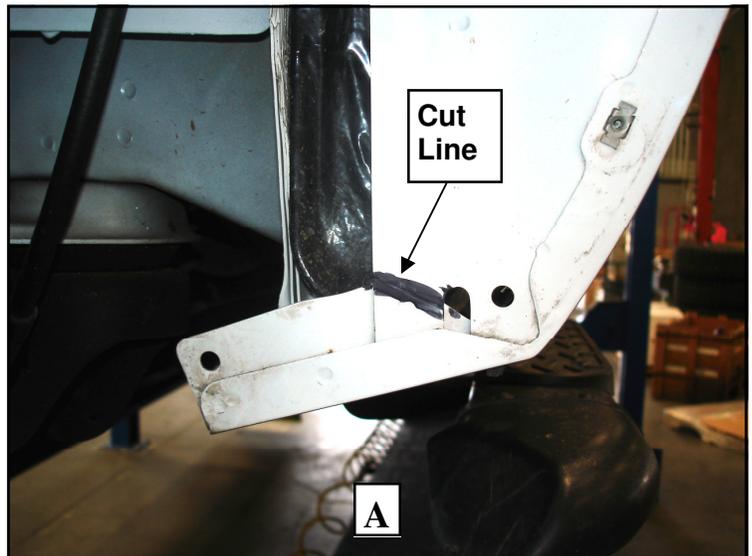
1. Position truck on a flat surface and lift vehicle by the frame so that the front wheels are off the ground using a floor jack and jack stands or a (2) two post lift if available.
2. Remove (2) OE screws and (2) plastic push pin retainers located on the bottom of the front fender rear plastic liner.
3. Using a cut of wheel or another suitable tool, trim the fenders along the cut line in picture A.
4. Using a plastic or rubber mallet, **CAREFULLY** bend the inside of the fender lip back to provide tire clearance. Use the measurement and dotted line in picture B as a guide line for bending. See Picture B.

NOTE: The dotted line is only to be used as a guide line and the fenders may require additional modification.

IMPORTANT!: Make sure the bottom fender bolt is tight prior to flattening the inside fender to avoid movement.

IMPORTANT!: Pay close attention to the spacing between the fenders and the front doors prior to flattening the inner fender. Make sure you haven't reduced this spacing, while flattening out the inner fender, or the doors will make contact with the fenders when opened.

5. Mask any painted areas of the fender. Prep the trimmed or modified areas for paint and using a paint primer, prime the prepared area and let dry. Undercoat the primed area of the fender. Let undercoating dry properly before removing the masking and reinstalling the plastic inner fender liner back onto the lower portion of the fender using the previously removed OE hardware.

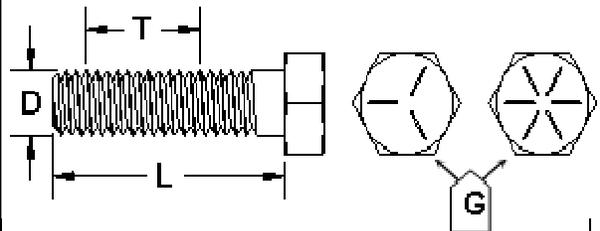
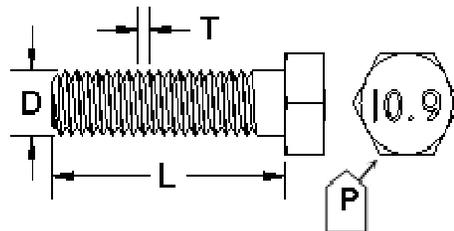


Disclaimer:

It is the vehicle owner's sole responsibility to ensure that all precautions are taken when performing any body or mechanical work. These instructions are only recommendations and not requirements. This type of work should only be performed by a licensed professional. Pro Comp assumes no responsibility and/or liability for any modification to your vehicles inside fender well/wells.

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 D T L X</p>	<p>Grade 5 Grade 8 (No. of Marks + 2)</p>	 <p>M12-1.25x50 HHCS D T L X</p>
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<p>G = Grade (Bolt Strength) D = Nominal Diameter (Inches) T = Thread Count (Threads per Inch) L = Length (Inches) X = Description (Hex Head Cap Screw)</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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Revisions Page:



The PRO COMP PROMISE WARRANTY

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

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

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

That's our Pro Comp Promise!

Notice to Owner, Operator, Dealer and Installer:

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

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

Warranty and Return Policy:

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

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

Claims not covered under warranty

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

* Finish after 90 days.

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

Pro Comp MX Series coil-over shocks are considered a serviceable shock with a one-year warranty against leakage only.

Rebuild service and replacement parts will be available and sold separately by Pro Comp. Contact Pro Comp for specific service charges. Pro Comp accepts no responsibility for any altered product, improper installation, lack of or improper maintenance or improper use of our products.

E-Mail: info@procompusa.com
Website: www.procompusa.com
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Ph: 1-800-776-0767

PLACE
WARRANTY REGISTRATION
NUMBER
HERE: _____