

400 W. Artesia Blvd.
Compton, CA 90220
Fax: (310) 747-3912
Ph: 1-800-776-0767
E-Mail: info@procompusa.com
Website: www.procompusa.com



PRO COMP SUSPENSION

**PN# 64170
2016 & UP
Nissan Titan XD
2WD/4WD
Spacer 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.

Part #	Description	Qty.
94-10866	STRUT SPACER	2
90-6638	HARDWARE PACK: Strut Spacer	1
.10CNFLZ/SERR-CL10	10mm-1.5 SERRATED FLANGE NUT	6
94-10869	BUMP STOP SPACER: Drvr	1
94-10873	BUMP STOP SPACER: Pass	1
31-10875	NUT PLATE	2
90-60621	HARDWARE PACK: Bump Stop	1
.10C30H10I/DIN933	10mm-1.5 30mm BOLT Gr. 10.9	4
.10RLSRZ	10mm SPLIT-LOCK WASHER	4
.10RWHDI	10mm HARDENED FLAT WASHER	4
90-60622	HARDWARE PACK: Bumper Relocation	1
94-10877	BUMPER SPACER BRACKET: Drvr	1
94-10879	BUMPER SPACER BRACKET: Pass	1
90-10881	FENDER TRIM TAB	1
90-6458	HARDWARE PACK: Fender	3
.100F500HCS1Z/FT	10mm-1.25 50mm BOLT Gr. 10.9	2
.100NWDZ	10mm HARDENED FLAT WASHER	2
90-60623	HARDWARE PACK: Fender	1
.10F50H10Z/DIN961	10mm FENDER WASHER: 30mm O.D.	6
90-60624	HARDWARE PACK: Fender	1
94500A239	6mm-1.0 25mm STAINLESS BUTTON HEAD BOLT	2
94205A250	6mm NYLOCK NUT	2
93475A250	6mm FLAT WASHER	4
/MICRO-60SGN01020	NYLON SNAP INSERT: 3/8" width X 1/32" thick	2

NOTE: part images may vary from catalog and instructions.

Optional Equipment Available from your Pro Comp Distributor!

4WD 6" Suspension Lift Kit: K6005B/59010B

Upper Control Arm Kit: 59011B

Titan XD 1" Rear Block Kit: 64171

Call for Shock Pro Comp Options

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

PLEASE NOTE:

Due to differences in manufacturing, dimensions and inflated measurements, tire and wheel combinations should be test fit prior to installation. Tire and wheel choice is crucial in assuring proper fit, performance, and the safety of your Pro Comp equipped vehicle. For vehicles without front modification, we recommend no larger than a 275/60 tire on an 20" wheel with a maximum backspacing of 5". For vehicles with front fender modification, we recommend no larger than a 305/55 tire on an 20" wheel with a maximum backspacing of 5". Additionally, quality tire of radial design wide is also recommended. Violation of these recommendations will not be endorsed as acceptable by Pro Comp Suspension and will void any and all warranties either written or implied.

Introduction:

- ◆ This installation requires a professional mechanic!
- ◆ We recommend that you have access to a factory service manual 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.**

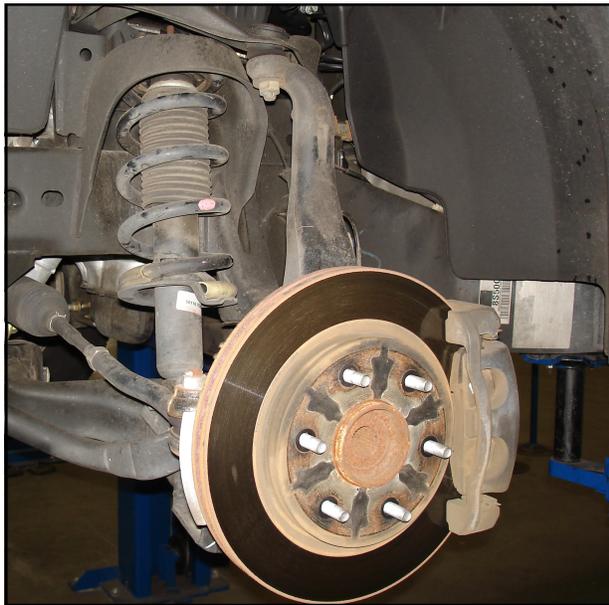
INSTALLATION INSTRUCTIONS:

1. Measure the vehicle from the center of the hub to the fender lip and record this measurement below.

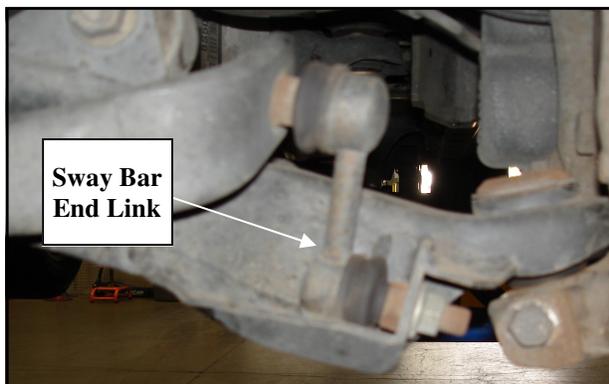
LF: _____ RF: _____

LR: _____ RR: _____

2. Be sure you are working on a level surface. Block the rear tires and raise the front of the vehicle. Support the frame with jack stands.
3. Remove the front wheels.

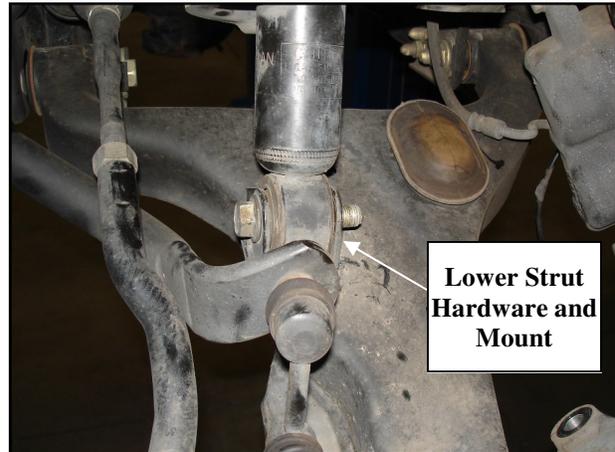


4. Unbolt the sway bar end links from the lower control arm. Save the hardware for reuse.

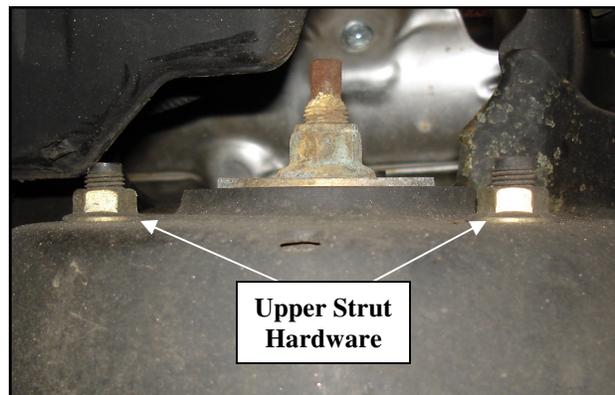


5. Starting on the driver's side, remove the lower strut bolt from the lower control arm.

NOTE: The direction of the bolt for reinstallation.



6. Remove the cotter pins and loosen, but do not remove the steering arm tie rod
7. Separate the steering arm tie rod taper from the spindle.
8. Support the lower control arm.
9. Remove the upper strut **10mm** flange nut on the strut tower (**3**) on each side of the vehicle that holds the strut assembly to the strut tower.

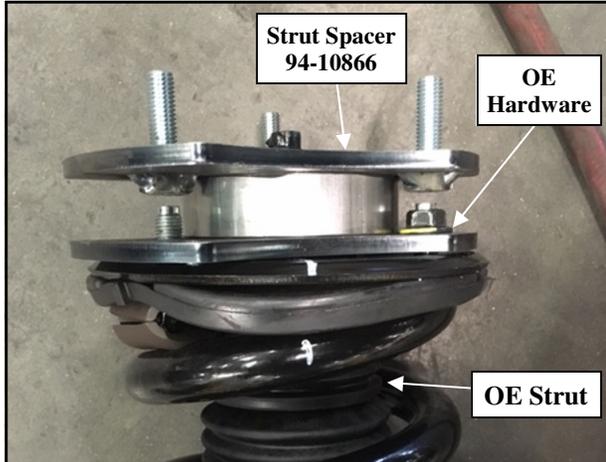


10. Remove the strut assembly from the vehicle and install securely in a bench vise.
11. Now would be a good time to inspect the

front struts for damage or fluid leakage. Replace if necessary.

NOTE: For improved performance Pro Comp struts/shocks are recommended. See the box on page 2 for applications.

12. Install the strut spacer (94-10866) onto the OE strut and secure using the previously removed OE hardware.



13. Rotate the strut (with the spacer installed) 180 degrees.
14. Install the strut assembly into the strut tower and secure using the upper (3) 10mm flange nuts. (Make sure the bottom of the strut is aligned properly)

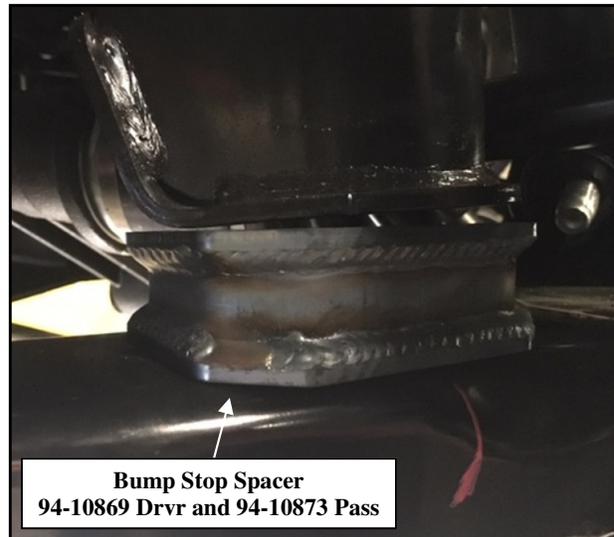
NOTE: The upper strut mounting holes may need to be drilled out to 7/16”.

15. Using the floor jack, raise the lower control arm and reinstall. Torque the steering arm tie rod nut to manufacturer's specification and install a new cotter pin.
16. Torque all of the strut hardware to factory specifications.
17. Repeat steps 4 through 16 on the remaining side of the vehicle.
18. Remove the OE bump stops from the lower control arms. Note the orientation before removal.

19. Install the supplied bump stop spacers (94-10869 Drvr and 94-10873 Pass) with the large end of the wedge shape facing outward.

NOTE: The passenger side bump stop spacer has the one square hole in it.

20. Insert the nut plates (31-10875) into the access hole in the bottom of the lower control arms and secure the bump stop spacers (94-10869 Drvr and 94-10873 Pass) using the supplied 10mm X 30mm bolts and hardware.



21. Install the OE bump stop to the bump stop spacers (94-10869 Drvr and 94-10873 Pass)

NOTE: The index tab on the OE bump stop will be facing inward toward the rear control arm bushing.

22. Install the front tires/wheels and lower the vehicle onto the ground. torque the lug nuts according to manufacturer's specifications.
23. Reinstall the sway bar end links to the lower a-arm using the previously removed OE hardware.
24. Recheck all previously loosened hardware.

25. Torque all bolts to factory specifications.
Re-torque all bolts after 500 miles.

⇒ **Recheck all hardware for tightness after off road use.**

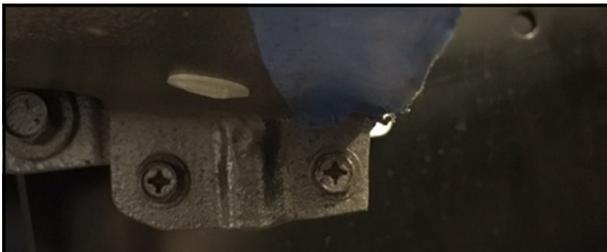
IMPORTANT! BE SURE TO BRING THE VEHICLE IMMEDIATELY TO A REPUTABLE ALIGNMENT SHOP TO BE ALIGNED!

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.**

FRONT FENDER MODIFICATION:

1. Be sure you are working on a level surface. Block the rear tires and raise the front of the vehicle. Support the frame with jack stands.
2. Working on one side at a time, remove the inner fender panel from the vehicle. It is secured with (7) OE screws and (5) OE plastic retainers. Save the OE hardware for reinstallation.
3. Starting in the rear of the wheel well, locate the upper mud flap bolt hole. Using masking tape as a guide, pull a cut line down from below the upper mud flap bolt hole to the forward most fender bolt at the pinch seam on the bottom of the vehicle.



4. Using a suitable cutting tool, (abrasive cutoff wheel, Sawz-all, etc.), trim the front fender along the tape line.



5. Press the nylon snap insert into the square hole in the stainless tab (94-10881).
6. Reinstall the mud flap using only the OE bolt in the upper hole. Install the stainless tab (94-10881) onto the mud flap using the remaining OE bolt.
7. Mark where the nylon snap insert hole in the stainless tab (94-10881) contacts the inside of the front fender.
8. Remove the mud flap and stainless tab (94-10881).
9. Center punch previously applied mark and drill a 6mm hole in the front fender.
10. Install the stainless tab (94-10881) to the hole in the front fender using the supplied 6mm X 25mm bolts and hardware.



11. Using a suitable cutting tool, (abrasive cutoff wheel, Sawz-all, etc.), trim the inner fender pinch weld as much as possible without removing the spot welds.



12. Remove the front inner mud guards to gain access to the front bumper OE hardware. Save the OE hardware for reinstallation.
13. Unplug the OE fog lights wiring harness connectors.



14. Unplug the OE warning sensor wiring harness connector on the passenger side.
15. Loosen the inner support bracket bolts on both sides of the vehicle. Remove the (4) OE nuts holding the support brackets to free the outer edges of the bumper.



16. Remove the **10mm** bolt securing the OE fog light bracket to the body mount.



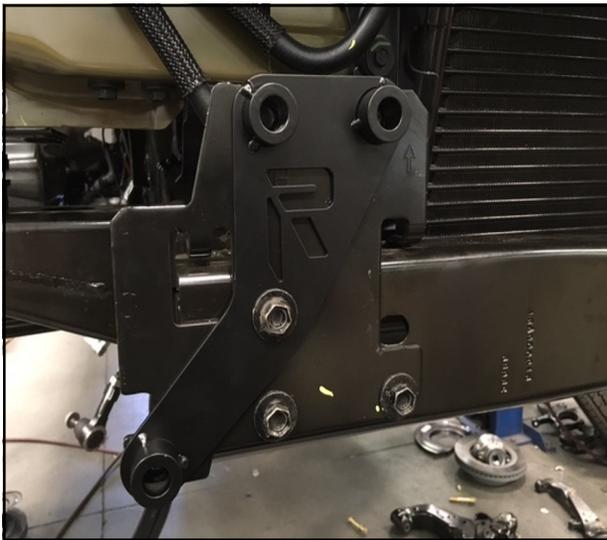
17. Access the (6) OE main bumper bolts at the front of the vehicle by removing the lower plastic cover near the tow hooks.



18. Remove the (2) trim panels left and right of the bumper grille by pulling them out of the bumper with a hooked pick.



19. Remove the (6) remaining OE 10mm bolts securing the bumper.
20. Carefully remove the front bumper from the vehicle.
21. Install the bumper spacer brackets (94-10877 Drvr and 94-10879 pass). The driver side bracket is marked with an "L" and the passenger side bracket is marked with a "R". Secure the brackets in place using the previously removed OE 10mm bolts.



22. Measure forward 3/4" from the OE hole in the body mount and place a mark. Center punch and drill 1/2" hole. This hole will support inner strut brace.



23. Carefully raise the front bumper into place and secure to the bumper spacer brackets (94-10877 Drvr and 94-10879 pass) using the (6) supplied 10mm X 50mm bolts, 10mm hardened flat washer, and 10mm fender washer.

NOTE: The inner support brackets will flex into place on final assembly.

24. Install the (2) previously removed OE 10mm bolts to secure the OE fog light brackets to the body mounts.
25. Install the (4) previously removed OE nuts securing the support brackets to the outer edges of the bumper.
26. Reconnect the OE fog lights wiring harness connectors.
27. Reconnect the OE warning sensor wiring harness connector on the passenger side and install the previously removed plastic trim panels and lower plastic covers.
28. Torque the 10mm and OE hardware to 20 ft./lbs.
29. Reinstall the inner fender panel to the vehicle using the previously removed (7) OE screws and (5) OE plastic retainers.
30. Reinstall the rear mud flap using the previously removed OE screws in the top hole. Press the bottom of the mud flap as far rearward as possible and secure in its new position using the previously removed OE screws.

NOTE: The lower OE mudflap screws are used as self starting screws. Be careful not to strip the holes or break the

screws.

31. After modification, the rear mud flap lower screw location should be approximately **1” to 1-1/4”** further back than stock. The overall wheel well should be approximately **2”** wider at it's lowest point.

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> <div style="display: flex; justify-content: space-around;"> <div style="border: 1px solid black; padding: 2px;">D</div> <div style="border: 1px solid black; padding: 2px;">T</div> <div style="border: 1px solid black; padding: 2px;">L</div> <div style="border: 1px solid black; padding: 2px;">X</div> </div> <p>Grade 5 Grade 8 (No. of Marks + 2)</p>	<p>M12-1.25x50 HHCS</p> <div style="display: flex; justify-content: space-around;"> <div style="border: 1px solid black; padding: 2px;">D</div> <div style="border: 1px solid black; padding: 2px;">T</div> <div style="border: 1px solid black; padding: 2px;">L</div> <div style="border: 1px solid black; padding: 2px;">X</div> </div>
<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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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.

E-Mail: info@procompusa.com
Website: www.procompusa.com
Fax: (310) 747-3912
Ph: 1-800-776-0767

PLACE WARRANTY REGISTRATION NUMBER HERE: _____
