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PRO COMP SUSPENSION

Suspension Systems that Work!

**Part # 51020MX
1999-2003 Silverado
5 Inch Lift 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 5-PN 51020MX-1

Part #	Description	Qty.	Illus.	Page
13-30330	9/16" GR 8 FLAT WASHER	8	18	15
13-10423	9/16" HI-NUT	8	18	15
90-1435	COMPRESSION STRUT MOUNTS	2	13	12
90-1761	FRONT CROSS MEMBER	1	5	8
90-1752	DIFFERENTIAL DROP BRACKET, PASSENGER	1	8	9
90-1755	DIFFERENTIAL DROP BRACKET, DRIVER	1	4	7
90-2144	BUMP STOP SPACER	2	19	16
90-4077	CV JOINT SPACER	2	11	11
90-6227	HARDWARE PACK, CROSS MEMBER	1		
70-0625001800	5/8" X 5" GR 8 HEX BOLT	2	10	11
70-0625501800	5/8" X 5 1/2" GR 8 HEX BOLT	2	10	11
72-062100816	5/8" USS GR 8 STOVER NUT	4		
73-06200034	5/8" SAE GR 8 FLAT WASHERS	8		
90-6262	HARDWARE PACK, CROSS MEMBER BRACES	1		
70-0621501500	5/8" X 1 1/2" GR 5 HEX BOLT	2	5	8
72-062100512	5/8" USS GR 5 NYLOCK NUT	2		
73-06200034	5/8" SAE GR 8 FLAT WASHERS	4		
72-056100512	9/16" USS GR 5 NYLOCK NUT	2	5	8
73-05600034	9/16" SAE GR 8 FLAT WASHER	2		
90-6263	HARDWARE PACK, BUSHINGS AND SLEEVES	1		
15-11148	COMPRESSION STRUT BUSHING	8	13	13
90-2109	SLEEVE, COMPRESSION STRUT - 2.75"	4	13	13
90-6264	HARDWARE PACK, LOW-PROFILE BUMPSTOP	1		
15-11018	LOW-PROFILE BUMPSTOP	2	6	8
72-037100512	3/8" GR 5 NYLOCK NUT	2		
73-03700530	3/8" GR 5 FLAT WASHER	2		
90-6251	HARDWARE PACK, DIFFERENTIAL / CV	1		
70-0564001800	9/16" X 4" GR 8 HEX BOLT	1	7	9
70-0561751800	9/16" X 1 3/4" GR 8 HEX BOLT	2	9	10
72-056100816	9/16" USS GR 8 STOVER NUT	3		
73-05600034	9/16" SAE GR 8 FLAT WASHER	4		
73-05600042	9/16" USS GR 8 FLAT WASHER	2		
70-0433001800	7/16" X 3" GR 8 HEX BOLT	1	4	7
72-043100816	7/16 USS GR 8 STOVER NUT	1		
73-04300034	7/16" SAE GR 8 FLAT WASHER	2		
71-100601508800	M10-1.5 X 60MM HEX BOLT	16	4, 11	7, 11
73-01008840	M10 FLAT WASHER	16	4, 11	7, 11
90-6252	HARDWARE PACK	1		
90-1476	NUT PLATE	2	13	13
15-11148	BUSHING, DIFFERENTIAL MOUNT	2	4	7
90-2108	SLEEVE, DIFFERENTIAL MOUNT-2.39"	1	4	7
13-90420	3/8" X 14 1/2" STUD	2	12	12
72-037100816	3/8" GR 8 STOVER NUT	4		
90-2329	SPACER, .625" X .120" WALL, 9 1/2"	2	12	12
P-438	STEM CUSHION PACK	4	12	12
90-6177	HARDWARE PACK, TORSION DROP BUSHINGS	1		
90-2011	SPACER, 1" X .05" X 1 1/2"	2	16	14
15-11149	BUSHING, URETHANE	4	16	14
90-6181	HARDWARE PACK, SHOCK ADAPTER	1		
90-1079	SHOCK ADAPTER	2		
70-0502751500	1/2" X 2 3/4" GR 5 HEX BOLT	2		
72-05000100512	1/2" USS GR 5 NYLOCK NUT	2		
72-06200100512	5/8" USS GR 5 NYLOCK NUT	2		
73-06200032	5/8" USS BR 5 FLAT WASHER	2		
54314	SHOCK SLEEVE, 1/2" X 5/8" X 1"	2		

Part #	Description	Qty.	Illus.	Page
Box 2 of 5-PN 51020MX-2				
90-4078	SPINDLE, DRIVER SIDE	1		
90-4079	SPINDLE, PASSENGER SIDE	1		
Box 3 of 5-PN 51020MX-3				
96-1505	WELD PLATE, 3 1/2" X 4" X 1/8"	1	2	6
90-1635	TORSION DROP BRACKET, UNIVERSAL	2	14, 15	14
90-1636	TORSION DROP ADAPTER, SMALL	2	15	14
90-1638	TORSION DROP ADAPTER, LARGE	2	15	14
90-1740	REAR CROSS MEMBER	1	5	8
90-2126	COMPRESSION STRUTS	2	13	13
90-2333	CROSS MEMBER BRACE, DRIVER	1	5	8
90-2334	CROSS MEMBER BRACE, PASSENGER	1	5	8
90-6223	HARDWARE PACK, TORSION DROP ADAPTERS	1		
70-0371251800	3/8" X 1 1/4" GR 8 HEX BOLT	4	16	14
72-03700100816	3/8" NC SELF LOCKING NUT	4		
73-03700034	3/8" SAE GR 8 FLAT WASHER	8		
90-6234	HARDWARE PACK, COMPRESSION STRUT	1		
70-0501251800	1/2" X 1 1/4" GR 8 HEX BOLT	2	13	13
70-0504001800	1/2" X 4" GR 8 HEX BOLT	4	13	13
72-050100816	1/2" GR 8 STOVER NUT	4		
73-05000034	1/2" GR 8 FLAT WASHER	10		
90-6250	HARDWARE PACK, TORSION DROP MOUNT	1		
70-0431251800	7/16" X 1 1/4" GR 8 HEX BOLT	8	14	14
72-043100816	7/16" USS GR 8 STOVER NUT	8		
73-04300034	7/16" SAE GR 8 FLAT WASHER	16		
70-0371251800	3/8" X 1 1/4" GR 8 HEX BOLT	2		
72-037100816	3/8" USS GR 8 STOVER NUT	2		
73-03700034	3/8" SAE GR 8 FLAT WASHER	4		
Box 4 of 5-PN 51020MX-4				
MX6003	SHOCKS, REAR	2		16
MX6019	SHOCKS, FRONT	2		11
Box 5 of 5-PN 51020MX-5				
13-90087	U-BOLTS	4	18	15
20-65302	HARDWARE PACK, U-BOLTS	1		
95-550	LIFT BLOCK	2	18	15

Warning!

Be extremely careful when unloading or loading the torsion bars on your vehicle. There is a tremendous amount of stored energy! Keep your hands and body clear of the adjuster arm assembly and puller tool in case anything slips or breaks!

Special Equipment

- ⇒ A special removal tool is required for safe removal and installation of the torsion adjuster arms. This special puller can be purchased from your local GM dealer (Tool #J36202) or from the Kent Moore Tool Group in Roseville, MI. (800) 345-2233 or (313) 774-9500 (Part #J22517-C). You may be able to rent these at your local parts store. Please refer to your GM service manual for more information.
- ⇒ A welding machine and someone with welding experience is required for a small portion of this installation.

Introduction:

- ◆ **This installation requires a professional mechanic!**
- ◆ We recommend that you have access to a GM 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 Loctite® 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.*

Please Note:

- ⇒ 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
- ⇒ 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 this application, we recommend a wheel not to exceed 8" in width with a minimum backspacing of 4" must be used, additionally, a quality tire of radial design, not exceeding 35" tall X 12.5" wide is also recommended. Please note that the use of a 35" X 12.5" tire may require fender modification. 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.

1. Ensure that your work space is of adequate size and the work surface is level. Place the vehicle in neutral. Place your floor jack under the front cross member 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 and behind the rear wheels.

2. Measure and record the distance from the center of each wheel to the top of its fender opening.

LF: _____ RF: _____

LR: _____ RR: _____

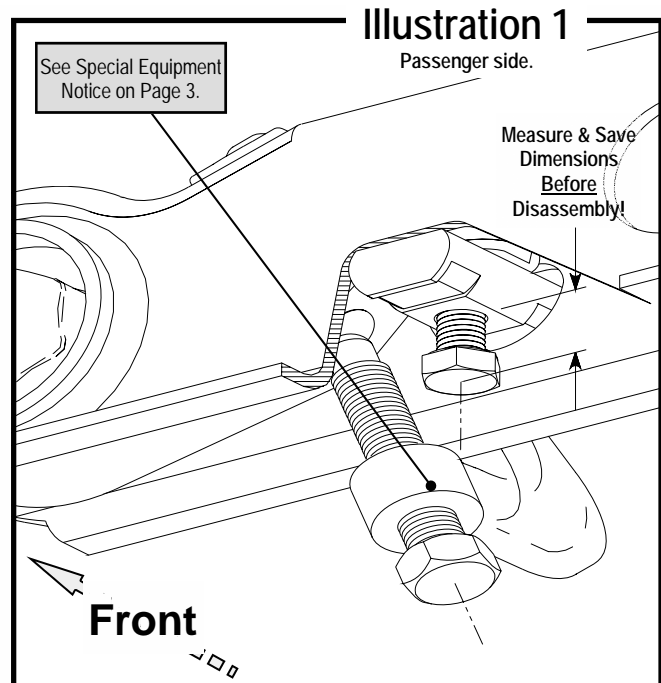
3. Remove any skid plates or debris shields from the vehicle.
4. Measure the torsion bar adjusting screw depth and record this dimension for later use on reassembly. See **Illustration 1**.

LEFT: _____ RIGHT: _____

5. Remove the torsion bar adjusting screw. Apply a small amount of lubrication grease to the puller threads and the puller shaft-to-adjuster arm contact point. Load the puller and torsion adjuster arm until the adjuster nut can be removed from the cross member. Release the puller to unload the torsion bar. With the bar unloaded, slide it forward into the lower control arm until the adjuster arm falls free.

Note: If the bar seems stuck, use a hammer and punch through the hole in the rear of the cross member to dislodge it.

6. Repeat this procedure on the other side of the vehicle.
7. Remove the torsion bar cross member by unbolting it from the frame.



8. Remove the torsion bars from the lower A-arms.
9. Remove the front shock absorbers.
10. Remove the sway bar end links.
11. If you have a steering damper mounted, remove it from the vehicle.

Work on one side of the vehicle at a time.

12. Remove the nut from the OE tie rod end. Using an appropriate removal tool, remove the tie rod end from the spindle.
13. Remove the brake calipers from the rotor and secure them clear of the work area. Secure calipers up with wire so they do not hang.
Caution: Do not suspend them by the brake lines! Damage will result!
14. If your vehicle is equipped with ABS brakes, disconnect the wiring from the vehicle wire loom and any wiring clamps located on the frame.
15. Mark the CV joints to ensure they are re-installed in their original positions. (i.e. right

side, left side and front) and remove the 6 retaining bolts from each CV joint. Remove the outer retaining nut from the CV (under the dust cap) and very carefully remove the CV axle from the side of the vehicle you are currently working on.

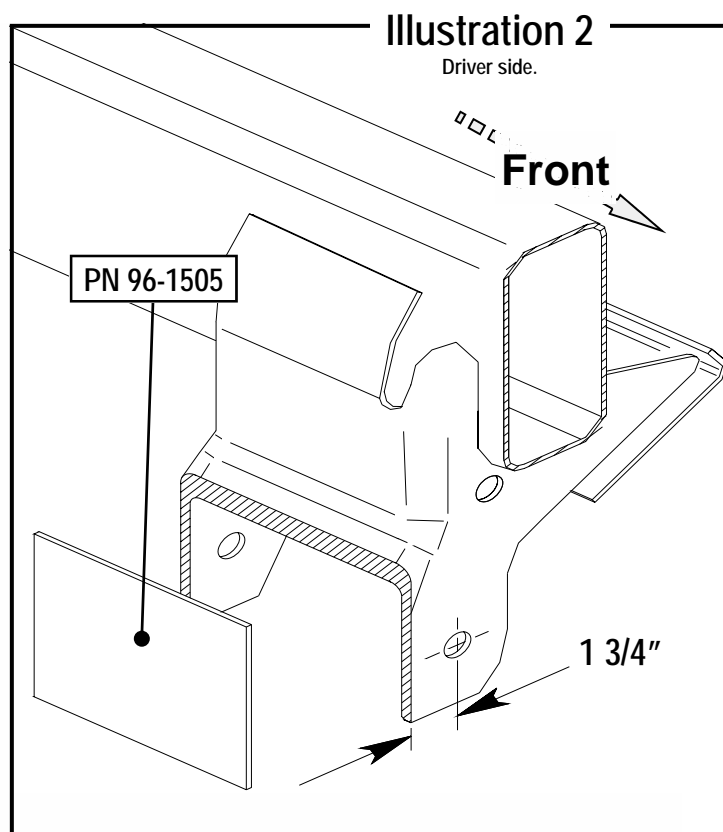
Note: Be extra cautious with the CV boots. **DO NOT** damage them!

16. Support the lower A-arm assembly with your floor jack and remove the upper and lower ball joint bolts and again using the tools recommended in your GM service manual. Remove the spindle from the vehicle.
17. Support the lower A-arm assembly with your floor jack and remove the lower A-arm pivot bolts. Carefully remove the lower A-arms from the vehicle.

Repeat steps 12 thru 17 on the remaining side of the vehicle.

18. Disconnect the front drive shaft from the front differential and secure it clear of the work area. Tape the U-joint caps in place.
19. Disconnect the differential vent line and any electrical control wire harnesses that may be present. Secure these clear of the work area.
20. Remove the lower differential carrier mount hardware.
21. Remove the driver side differential mount hardware. Save this hardware for re-use.
22. Support the differential assembly with your floor jack and remove the upper differential mount bolt from the mount. Lower the differential to the ground and move it clear of the work area. Using a suitable cutting tool, (abrasive cutoff wheel, Sawz-all, etc.) cut the driver side, rear differential bracket as shown in **Illustration 2**. Follow the dimensions shown closely!

Note: It is very important that you measure carefully. If you cut too much, the lower drop will not fit. If you cut too little, you may have to

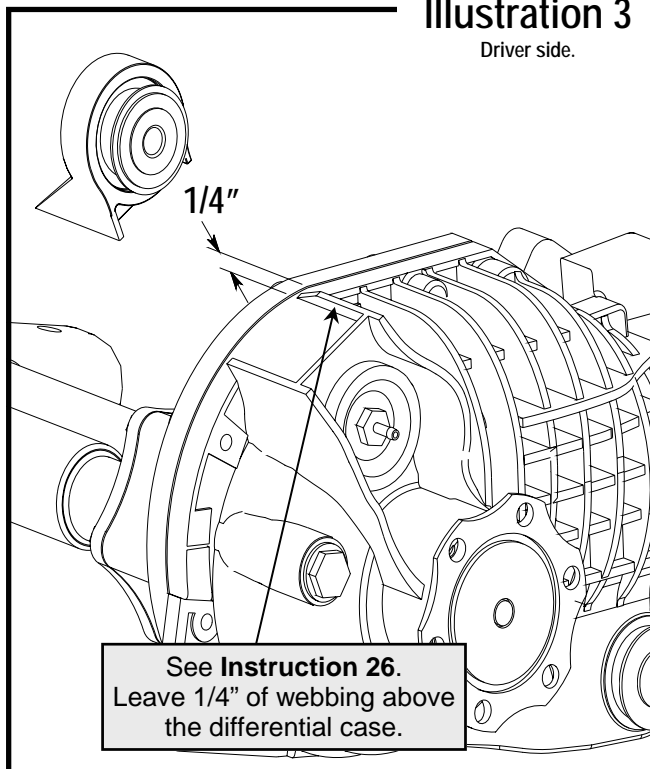


grind material from the differential to clear the adapter.

23. Clean the cut edges of all undercoat material and any oxidation that may be present. Place the weld in plate (**PN 90-1505**) into position as shown. Trim excess material if needed and weld the plate in place.
24. After welding the plate, clean the area thoroughly and paint the exposed metal with a good quality paint.
25. Cut the upper differential mount ear from the differential case as shown in **Illustration 3**. Leave 1/4" of material above the case.
Caution: Be very careful while cutting. **DO NOT CUT INTO THE CASE!**
26. Install the urethane bushings (**PN 15-11148**) and sleeve (**PN 90-2108**) from hardware pack **90-6252**, into the sleeve on part **90-1755**. See **Illustration 4**.
27. Rotate the front differential until the case bolt

Illustration 3

Driver side.



heads are oriented up. Carefully remove the factory bolts from the differential as shown in **Illustration 4**.

Note: You will probably notice some differential grease seeping from the area where the bolts are removed. This is normal and not something to worry about.

If you do not stand the differential as directed, you will see a LOT more grease on your floor.

Place adapter **90-1755** as shown and install the **M10 X 60MM** hardware (bolts, washers) from hardware pack **90-6251**. Torque these fasteners to 32 ft. lbs.

28. Assemble the front cross member (**PN 90-1761**), rear cross member (**PN 90-1740**), and cross member braces (**PN's 90-2333 & 90-2334**) on your work bench. Use **Illustration 5** as a guide. Leave all these fasteners loose for the moment.

Illustration 4

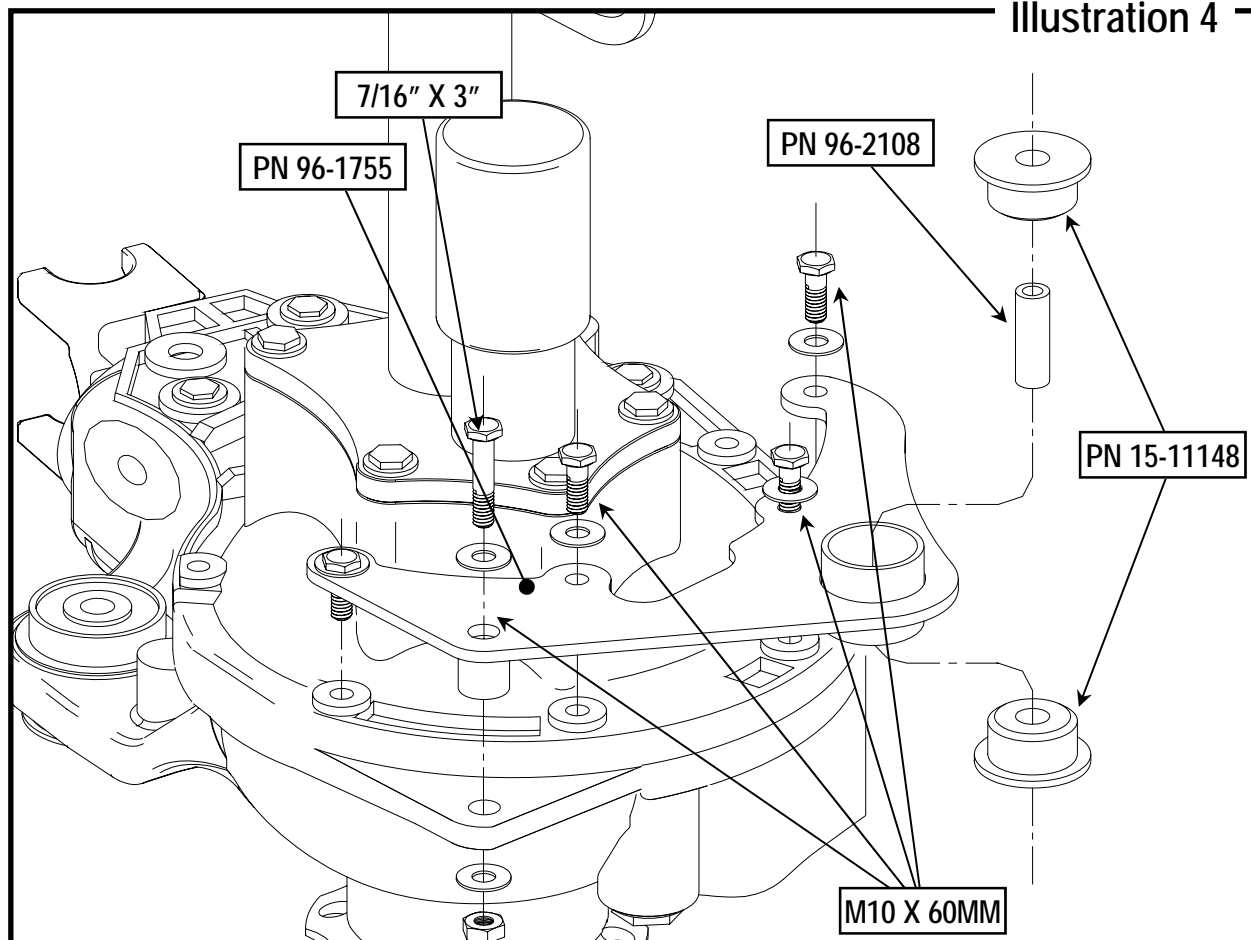
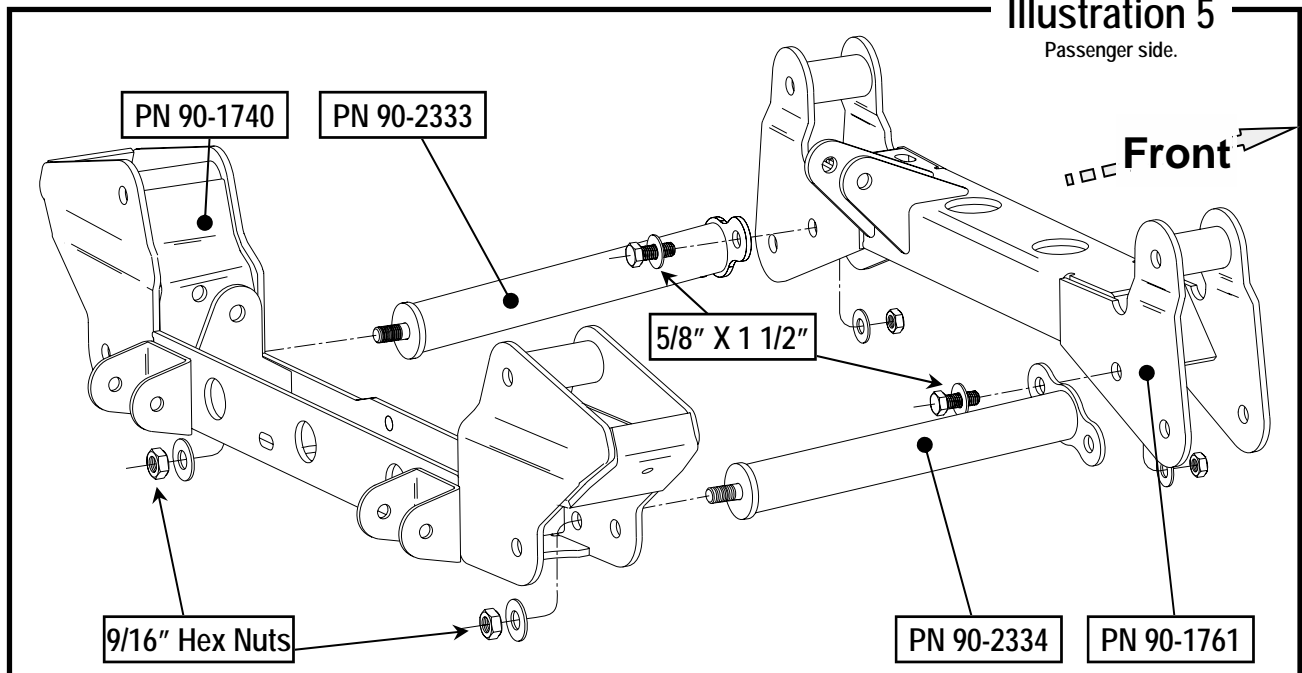


Illustration 5

Passenger side.



29. Install the urethane bump stops (**PN 15-11018**) from hardware pack **90-6264**, onto the rear cross member as shown in **Illustration 6**.
30. Set the differential into the cradle as shown in **Illustration 7**. Use the **9/16\" X 4\"** bolt from hardware pack **90-6251** on the upper mount and the OE hardware at the bottom. Leave all hardware loose for the moment.
31. Loosely install the passenger side differential mount (**PN 90-1752**) to the OE aluminum forging on the driver side. Use the OE hardware as shown in **Illustration 8**.
32. Support the entire drop assembly with the differential on your floor jack.
***Note:** Use a section of 1/2\" plywood on your jack to assist in maintaining control of this assembly.*
Move the assembly into position under your vehicle and carefully raise it into the OE lower A-arm mounts. Use the OE hardware to locate the assembly to the frame as shown in **Illustration 9**. Again leave the fasteners loose.
33. Install the **9/16\" X 1 3/4\"** bolts from hardware pack **90-6251** through the passenger side differential mount and the drop adapter as shown in **Illustration 9**.
34. Install the lower A-arms into the new drops using the **5/8\" X 5\"** bolts in the front and the **5/8\" X 5 1/5\"** bolts in the rear. This hardware can be found in hardware pack **90-6227**. Make sure the 5\" bolts pass through the cross member brace flanges on both sides of the vehicle.
35. Apply pressure to the cradle assembly with your floor jack to fully seat it into the mounts. Torque the upper mount bolts to 107 ft. lbs. Torque the remaining fasteners (differential and cradle) in the assembly to specifications. ***DO NOT*** torque the A-arm pivot bolts at this time.

Illustration 6

Passenger side.

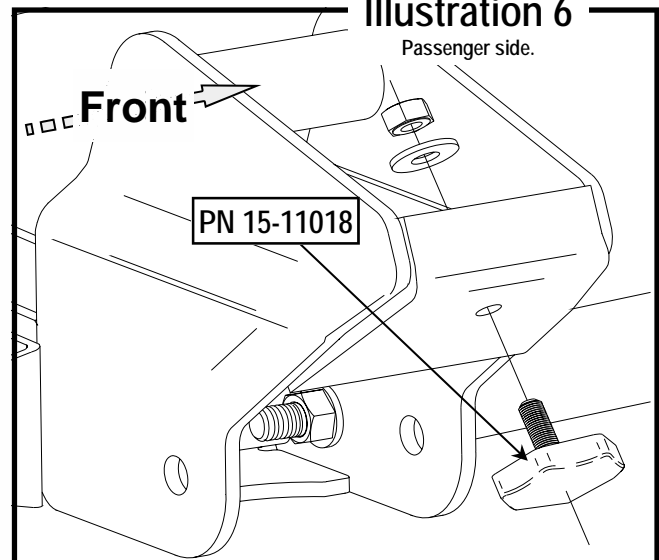
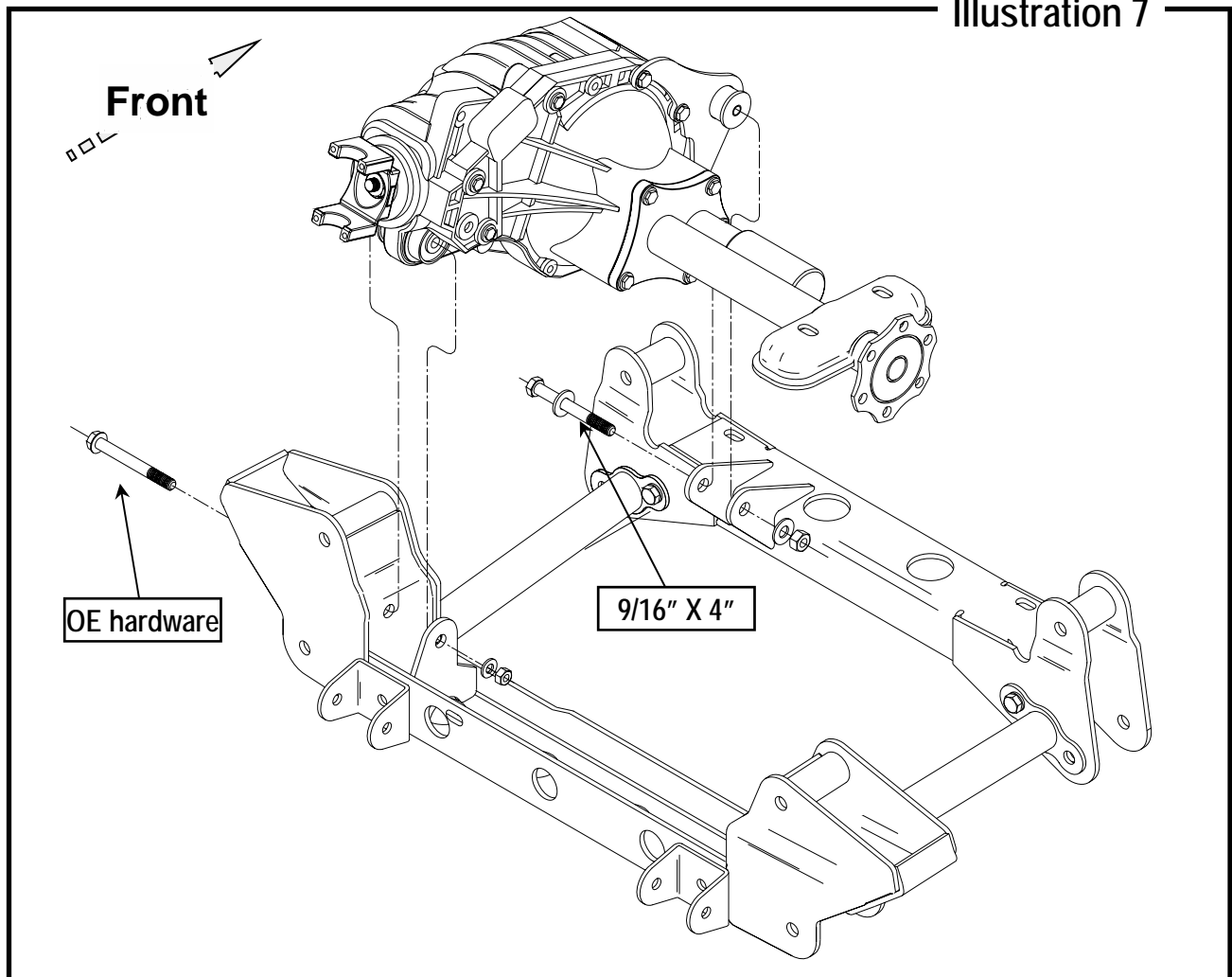


Illustration 7



36. Carefully check the entire installation for adequate clearance. Pay particular attention to the clearance between the front differential and the modified OE A-arm mount.

Critical Note: A minimum of 3/16 " between these components is mandatory. Insufficient clearance will result in an annoying rattle at the least and component failure at the worst.

Perform steps 37 - 46 on one side of the vehicle at a time.

37. Disassemble the OE spindles on your work bench. Remove the metric fasteners from the rear of the spindle and remove the bearing cartridge and dust shield.

Note: Be very careful with the ABS sensor and wire loom that is attached to the bearing cartridge.

Illustration 8

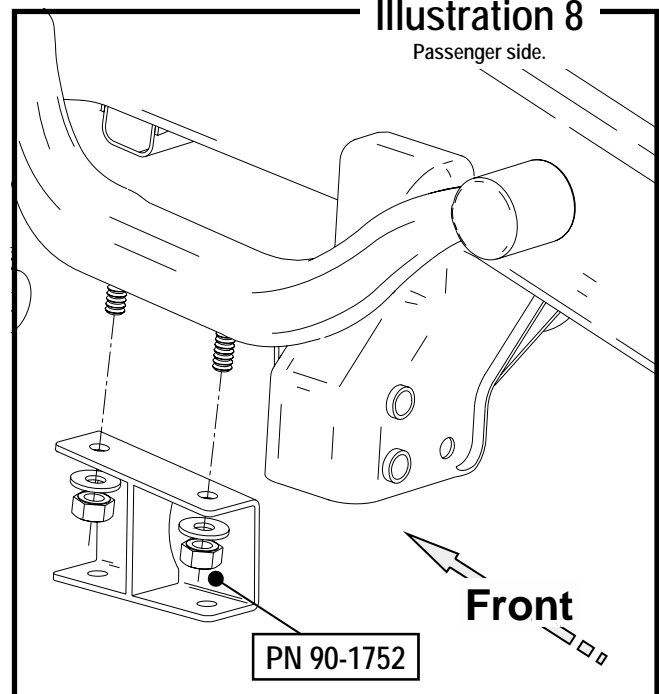
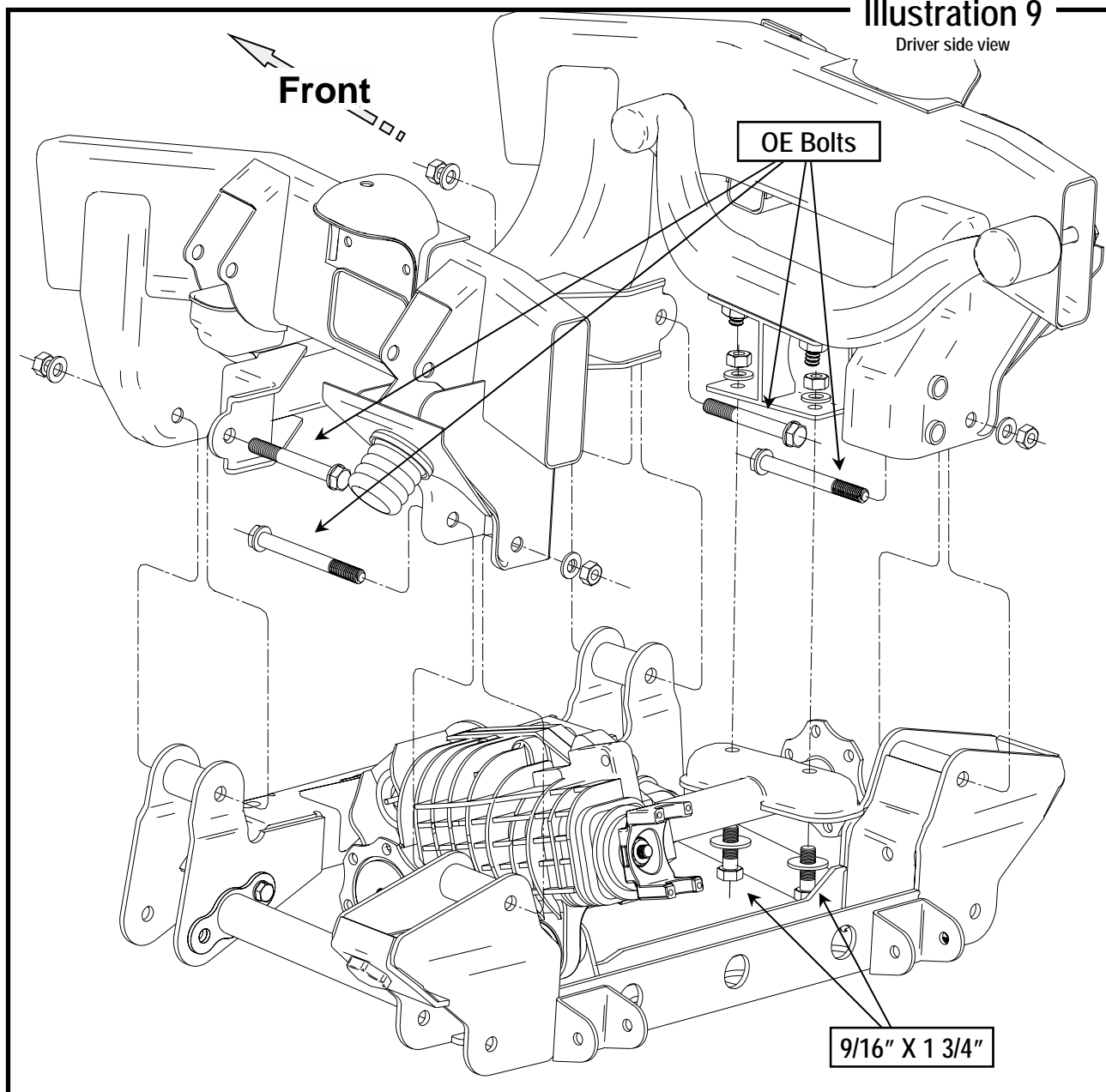


Illustration 9



38. Reassemble the dust cover and bearing cartridge into the new steering knuckle (**PN's 90-4078 Driver, 90-4079 Passenger**). Make sure that the ABS wiring is oriented in exactly the same position as it came from the OE knuckle.

Important: Now would be an excellent time to make sure the bearing is in good condition.

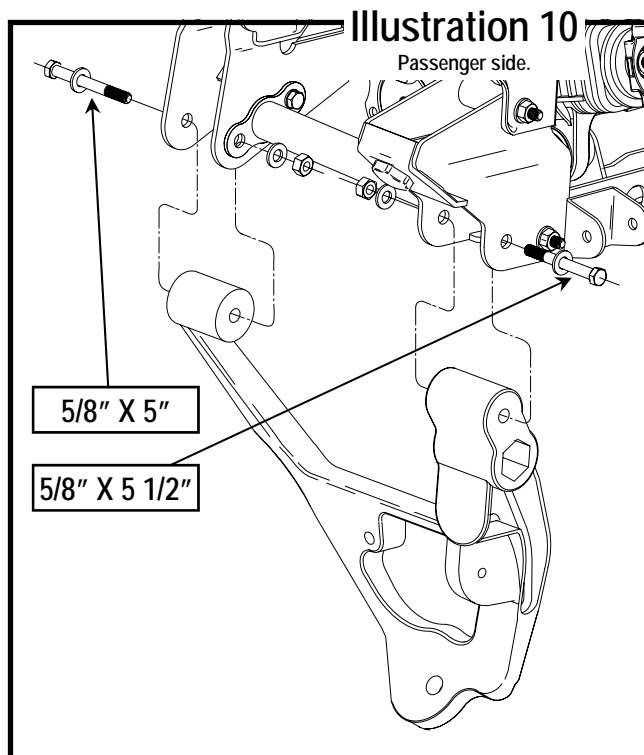
Torque the bearing to the knuckle with the OE bolts. Torque to 133 ft. lbs.

39. Install the assembled knuckle to the upper and lower ball joints using the OE hardware.

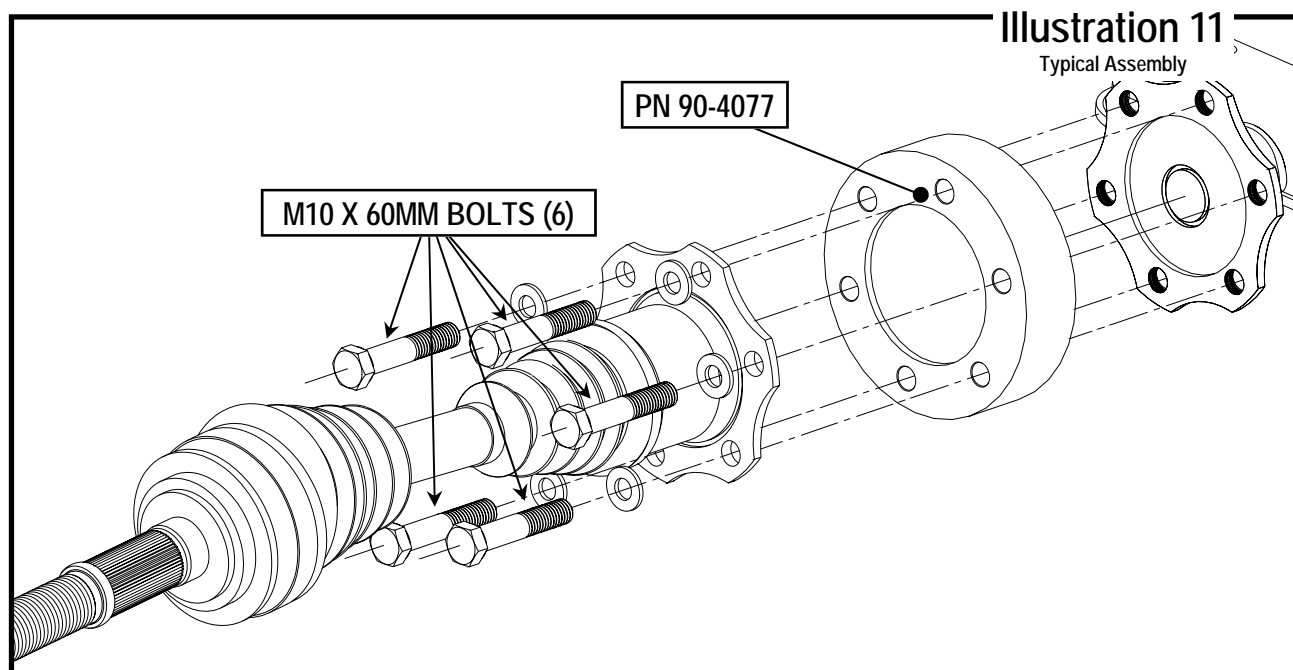
Torque the upper ball joint to 37 ft. lbs. and the lower ball joint to 74 ft. lbs.

40. Loosen the tie rod end jam nut and thread the tie rod end inward two complete turns. Retighten the jam nut and attach the tie rod end to the new knuckle. Torque the factory nut to 33 ft. lbs.
41. Insert the CV shaft into the steering knuckle and reinstall the shaft washer and nut. Torque this nut to factory specs. (See your GM service manual for details)

42. Place one of the CV spacers between the front differential drive flange and the CV. Use the **10MM X 60MM** bolts and washers provided in hardware pack **90-6251** through the CV and adapter and into the differential drive flange. Torque the fasteners to 35 ft. lbs.
43. Reinstall the disk brake rotors and calipers and torque the calipers to the knuckle to 129 ft. lbs. Using a drift or large screwdriver through the caliper, hold the disk firmly. Torque the axle nut to 165 ft. lbs. See **Illustration 17** for brake line routing.
44. Slide the brake hose clamp down and attach it to the top hole in the back of the steering knuckle. Use a clamp bolt from the original knuckle.
45. If you have ABS brakes, attach the ABS cable to the knuckle and upper control arm with zip ties.
46. Use the new hardware from pack **90-6252** to assemble the sway bar linkage. Start by threading one of the lock-nuts onto one end of the threaded rod (**PN 13-90420**) while holding the threaded rod in your bench vise. Finish the assembly as shown in **Illustration 12**.



47. Install the new Pro Comp shock absorbers (**PN MX6019**) to the front installation.
48. Assemble the compression strut assemblies as shown in **Illustration 13**. Use the urethane bushings (**PN 15-11148**) and sleeves (**PN 90-2109**) from parts pack **90-6263**.



49. The compression struts are next. One end is welded at an angle. Install this end into the mounts on the A-arm cross member with the strut angled out toward the frame. Use one of the **1/2" X 4"** bolts supplied in hardware pack **90-6234** through each front mount and strut. Use **Illustration 13** for a reference.

50. Swing the compression strut up and to the rear until it is near the transmission cross member. Hold one of the compression strut mounts (**PN 90-1435**) in place and rotate it until one of the holes is lined up between the strut mount and an existing hole in the cross member and at the same time is lined up with the compression strut sleeve. Insert one of the **1/2" X 1 1/4"** bolts from hardware pack **90-6234** through the mount and frame. Install one of the nut plates (**PN 90-1476**) over the bolt and snug up the bolt. Install another **1/2" X 4"** bolt through the compression strut mount and end as shown in **Illustration 13**. Repeat this procedure for the remaining side. Torque the compression strut hardware to spec.

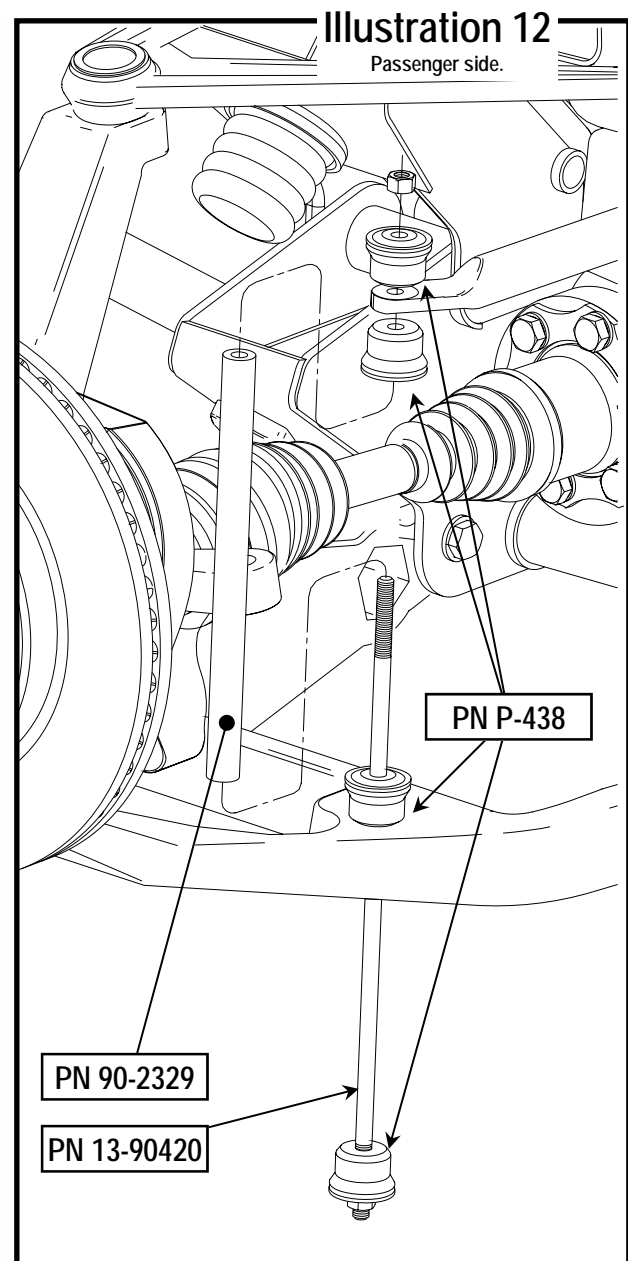
51. Place the torsion drop bracket under the frame rail directly below the OE cross member bracket. Clamp them firmly in place with vise-grips or C-clamps.

Note: the large holes in the bracket should be very close to centered over the rivets at the bottom of the vehicle frame.

Caution: Make sure you check the inside of the frame before proceeding with the next operation. Make sure no wiring harnesses or brake lines are in the way!

Mark and center punch the two bottom and two side mount holes. See **Illustration 14**. Drill the holes to **7/16"** and install the **7/16" X 1 1/4"** bolts from hardware pack **90-6250**. Torque these fasteners to spec.

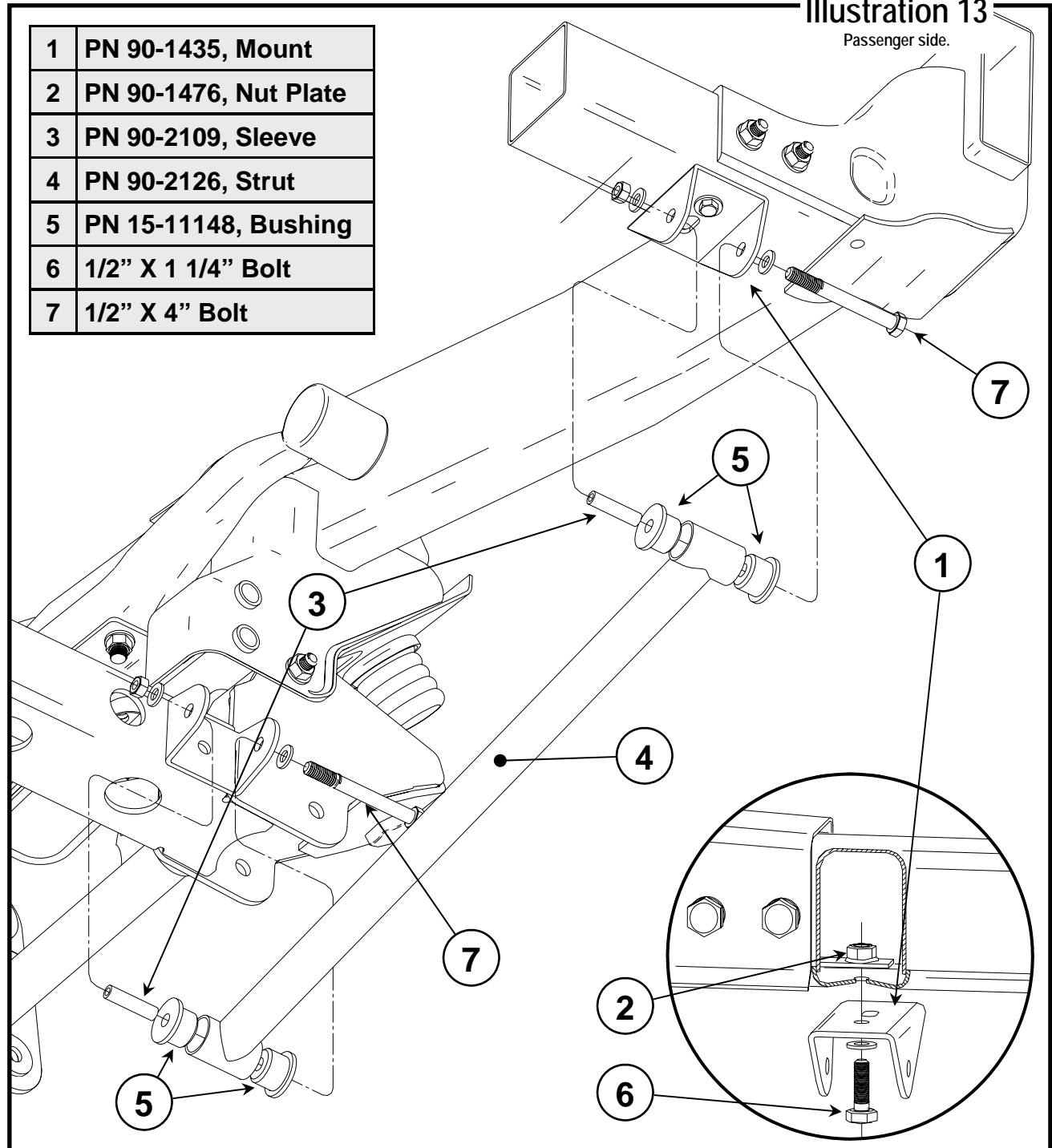
52. From the factory, there are at least two different configurations for the torsion drop brackets. Included in the kit are adapters made specifically for these differences. The primary difference between the cross members is the width. Models with a torsion cross member



width of **40 1/2"** (bolt center to bolt center) will use torsion drop adapters **PN 90-1636**. cross members with a width of **39"** will use **PN 90-1638**. they are mounted to the universal adapters previously installed using four **3/8" X 1 1/4"** bolts from parts pack **PN 90-6223** as shown in **Illustration 15**.

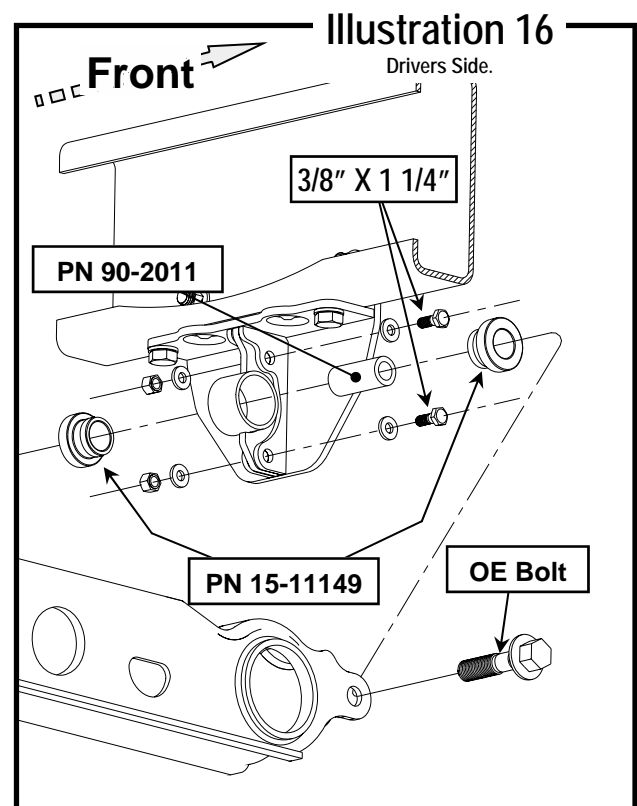
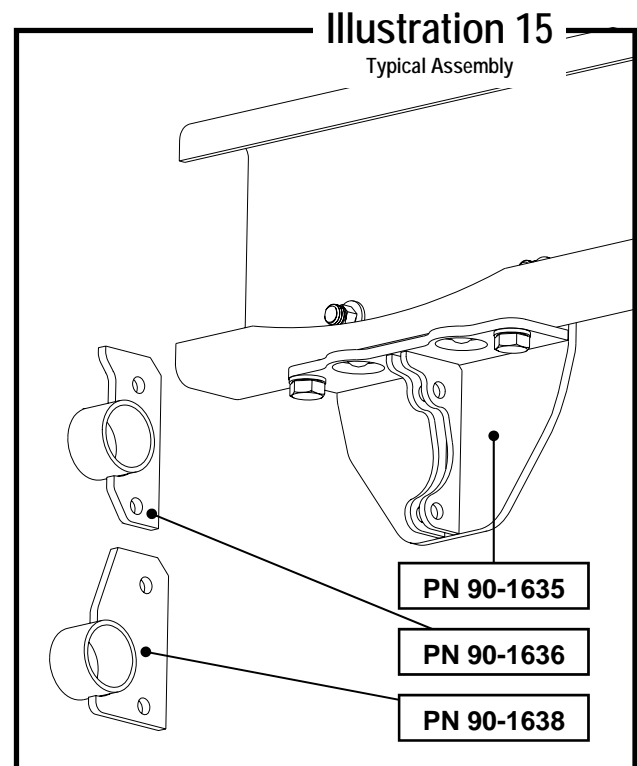
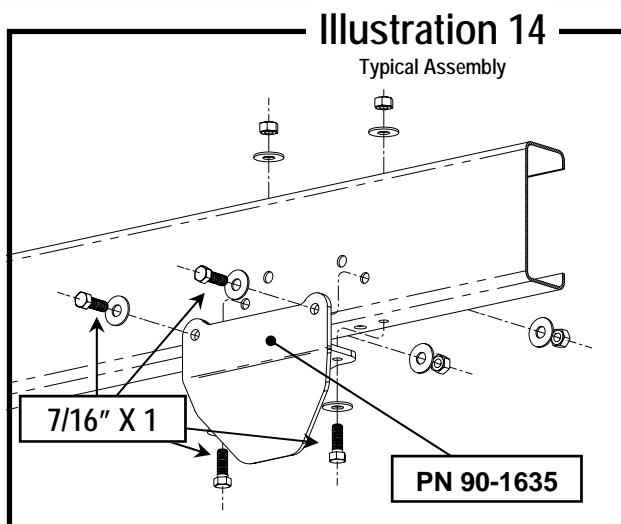
53. Insert two bushings and one sleeve into each of the selected adapters. Use the **3/8" X 1 1/4"** bolts from hardware pack **91-6223** and fasten the adapters to the torsion drop bracket. See **Illustration 16**.

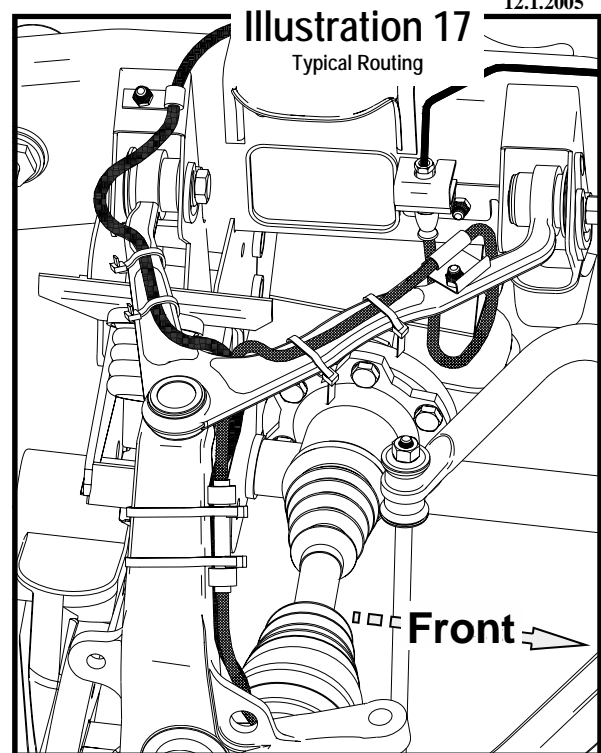
Illustration 13



54. Re-install the torsion bars into the front A-arms in the same positions they occupied prior to installation of the lift kit.
55. Attach the cross member to the newly installed adapters using the OE bolts. See **Illustration 16**.
56. Slide one of the torsion bars rearward through the cross member while holding the adjustment arm in its proper position.
57. Use the torsion bar unloading tool and reinstall the torsion bars. Set the adjuster bolt to the same height as previously recorded on page 5.

58. Repeat these steps on the remaining side of the vehicle.
59. Re-install the front driver shaft using the OE hardware.
60. 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. **Illustration 17** shows an example of the routing. 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.
61. Install your wheels and tires and lower the vehicle to the ground. Tighten the lug nuts to 110 ft. lbs.
62. Tighten the lower A-arm bolts to 107 ft. lbs.
63. Recheck for proper installation and torque, all newly installed hardware.



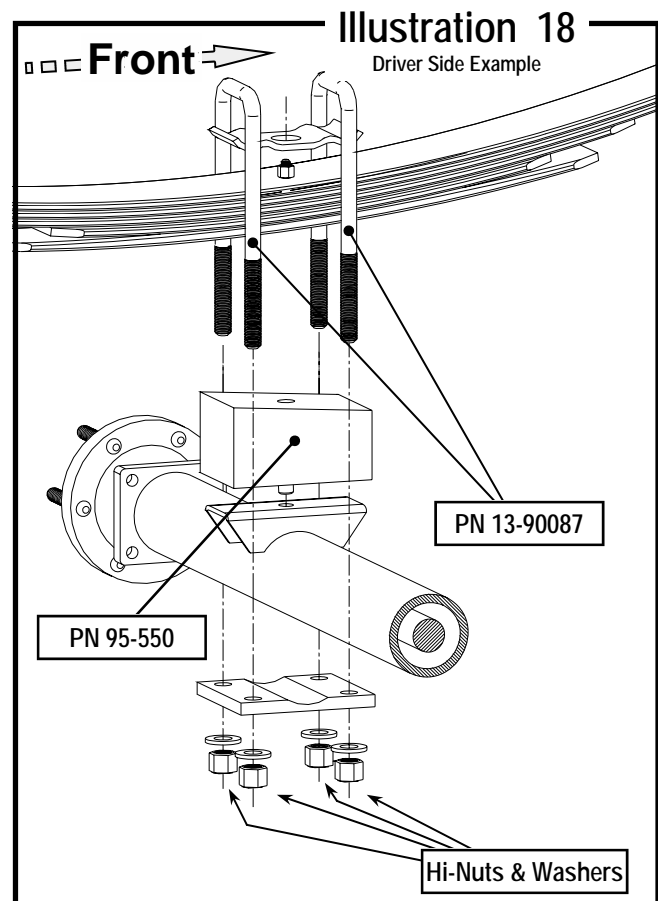


Rear kit installation

1. Raise the rear of the truck enough for the tires to clear the ground and use jack stands on the frame to support the truck. Remove the rear tires and wheels.
2. Carefully remove the OEM shock absorbers. It may be necessary to raise the differential housing slightly to facilitate their removal.
3. One side at a time, support the differential housing on the side being modified. Remove the “U” bolts from that axle end and discard. Carefully lower the differential away from the OEM springs. Remove and discard the OEM riser block from its mount pad. Take careful note of the position of the factory spring packs.
4. Install the riser block (**PN 90-550**), short end to the front, to the mount pad on the axle housing and raise the axle housing until the riser block hole fits around the new leaf spring center bolt.

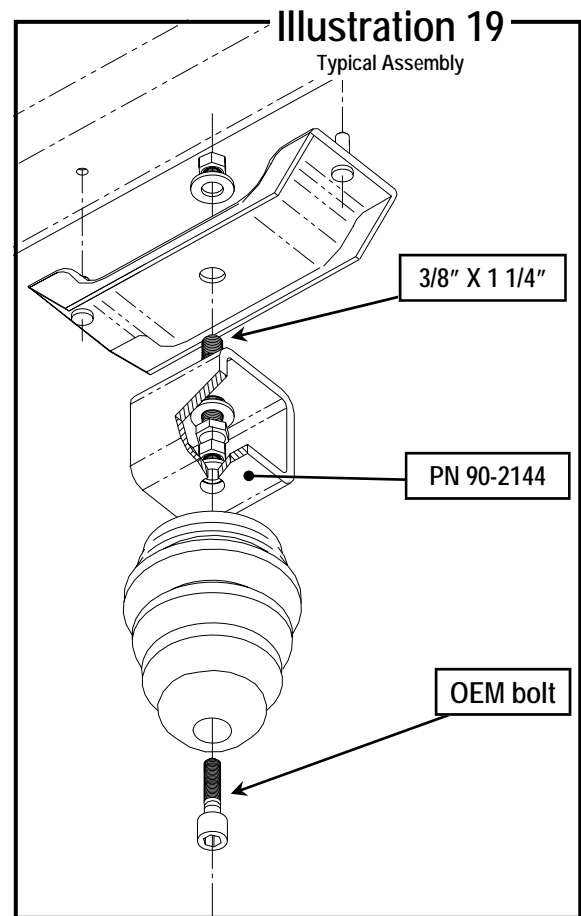
NOTE: Make sure the bottom of the riser block sits flat on the axle pad, if not the pin needs to be ground down until it does not hit the axle.

5. Install the new “U” bolts over the leaf spring

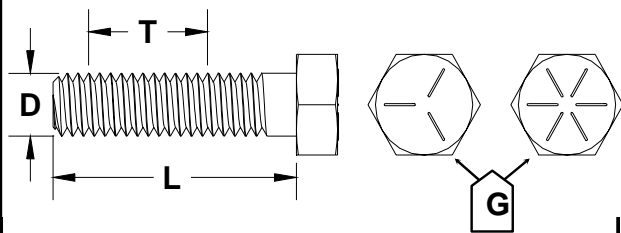


assembly and using the new washers and nuts supplied along with the existing spring plates, torque the U-bolt nuts to 105 ft./lbs. See **Illustration 18**.

6. Repeat these steps on the other side of the vehicle.
7. Remove the factory bump stops and install the bump stop extensions provided (**PN 90-2144**). See **Illustration 19**.
8. Before installing your new Pro Comp shock absorbers (**PN MX6003**), it is necessary that you check for adequate clearance. Temporarily install your Pro Comp shocks into the shock mounts with the rod end down and the adjuster knob away from the axle. Carefully check for clearance issues. If there are areas that come in contact with or are very close to your new shocks, carefully remove sufficient material to ensure trouble free operation. Pay particular attention to the area around the lower shock mount. When all clearance issues have been resolved, install your new Pro Comp shock absorbers and recheck all fasteners for proper installation and torque.
9. Install your wheels and tires and lower the vehicle to the ground.
10. After installation is complete, double check that all nuts and bolts are tight. Refer to the chart at the end of this document for torque specifications. (Do not retighten nuts and bolts where Loctite® may have been used).



Bolt Torque and ID						
Decimal System			Metric System			
All Torques in Ft. Lbs.						
Bolt Size	Grade 5	Grade8	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



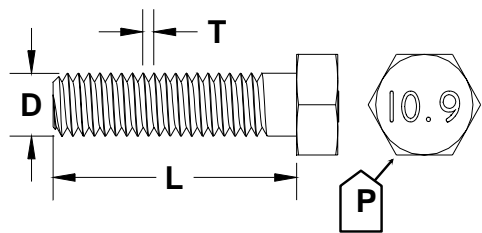
1/2-13x1.75 HHCS **Grade 5 Grade 8**
(No. of Marks + 2)

D

T

L

X



M12-1.25x50 HHCS

D

T

L

X

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)

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 your Dealer/Installer explains and delivers all warning notices, warranty forms and instruction sheets included with Pro Comp product.

Application listings in this catalog have been carefully fit checked for each model and year denoted. However, Pro Comp reserves the right to update as necessary, without notice, and will not be held responsible for misprints, changes or variations made by vehicle manufacturers. Please call when in question regarding new model year, vehicles not listed by specific body or chassis styles or vehicles not originally distributed in the USA.

Please note that certain mechanical aspects of any suspension lift product may accelerate ordinary wear of original equipment components. Further, installation of certain Pro Comp products may void the vehicle's factory warranty as it pertains to certain covered parts; it is the consumer's responsibility to check with their local dealer for warranty coverage before installation of the lift.

Warranty and Return policy:

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

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
 - Discontinued products at Pro Comp's discretion
- Bent or dented product
- Finish after 90 days
- Leaf or coil springs used without proper bump stops
- Light bulbs
- Products with evident damage caused by abrasion or contact with other items
- Damage caused as a result of not following recommendations or requirements called out in the installation manuals
- Products used in applications other than listed in Pro Comp's catalog
- Components or accessories used in conjunction with other manufacturer's systems
- Tire & Wheel Warranty as per Pro Competition Tire Company policy
- Warranty claims without "Proof of Purchase"
- Pro Comp Pro Runner 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: tech@explorerprocomp.com
Website: www.explorerprocomp.com
Fax: (619) 216-1474
Ph: (619) 216-1444

<p style="text-align: center;"><u>PLACE</u></p> <p style="text-align: center;"><u>WARRANTY REGISTRATION</u></p> <p style="text-align: center;"><u>NUMBER</u></p> <p>HERE: _____</p>
