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## **PRO COMP SUSPENSION**

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Suspension Systems that Work!

**PN# PLJ09100  
1997-2006  
Jeep TJ/ 1984-  
2001 XJ/ 1993-  
1998 ZJ Grand  
Cherokee 2WD &  
4WD Coil Spring  
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.

<b>Part #</b>	<b>Description</b>	<b>Qty.</b>
<b>M02532-BK-01</b>	<b>TOP SPACER</b>	<b>2</b>

**TOOLS REQUIRED:**

<b>WRENCH SET &amp; SOCKET SET</b>	<b>1</b>
<b>FLOOR JACK</b>	<b>1</b>
<b>JACK STAND</b>	<b>1</b>

**RECOMMENDED PRO COMP SHOCKS**

<b><u>97-06 Jeep TJ:</u></b>	<b>921515</b>	<b>921500</b>
<b><u>93-98 Jeep ZJ Grand Cherokee:</u></b>	<b>921515</b>	<b>922509</b>

**Optional Equipment Available from your Pro Comp Distributor!**

**55495 97-02 JEEP (TJ) STAGE 1 SUSPENSION LIFT KIT**

**55499 97-02 JEEP (TJ) STAGE 2 SUSPENSION LIFT KIT w/ Power Steering Only**

**55699 97-06 JEEP (TJ) STAGE 2 SUSPENSION LIFT KIT**

**55794 04-06 JEEP (TJ) STAGE 3 UNLIMITED/RUBICON LIFT KIT 6 cyl w/ automatic trans**

**55795 04-06 JEEP (TJ) STAGE 3 UNLIMITED/RUBICON KIT 6 cyl w/manual trans**

**55796 03-06 JEEP (TJ) STAGE 3 UNLIMITED/RUBICON KIT 6 cyl w/ automatic & manual trans**

**55797 03-06 JEEP (TJ) STAGE 3 WRANGLER TJ/ RUBICON KIT 6 cyl w/ automatic trans**

**55798 97-02 JEEP (TJ) STAGE 3 WRANGLER TJ KIT 6 cyl w/manual trans**

**55799 97-02 JEEP (TJ) STAGE 3 WRANGLER TJ KIT 6 cyl w/ automatic trans**

**Winch Spacer, 1" (Front) - Pair: 55496**

**Steering Stabilizer: 219505**

**Slip Yoke Eliminator Kit: 4007**

**Jeep TJ CV Style Driveshaft: 4042**

**Also, check out our outstanding selection of Pro Comp tires**

**to compliment your new installation!**

**Before You Begin:**

- ⇒ Read the instructions and study the illustrations before attempting the installation.
- ⇒ Separating the 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 parts and hardware against the parts list to assure that your kit is complete.
- ⇒ ALWAYS wear safety glasses when using power tools or working beneath your vehicle.
- ⇒ A pitman arm removal tool and tie rod separating tool are required to perform the installation. See the special tools at the top of this page.
- ⇒ Always use NEW cotter pins on re-assembly! (These items are NOT supplied)

## Introduction:

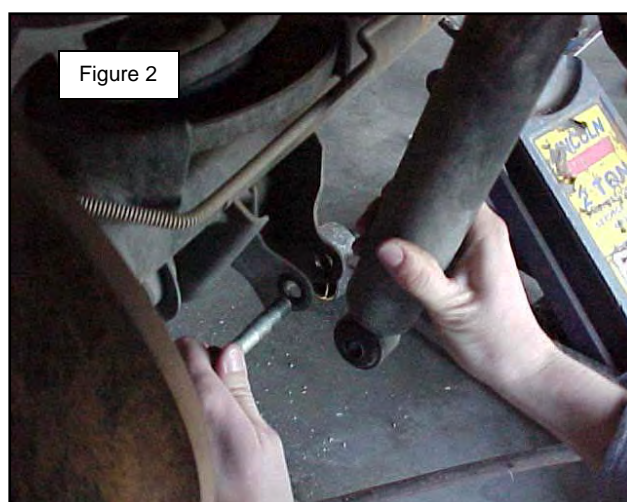
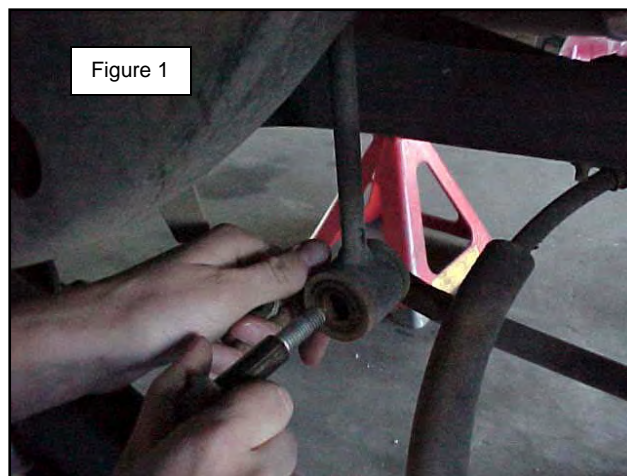
- ◆ **This installation requires a professional mechanic!**
- ◆ We recommend that you have access to a factory service manual to assist in the disassembly and reassembly of your vehicle. It contains a wealth of detailed information.
- ◆ Prior to installation, carefully inspect the vehicle's steering and driveline systems paying close attention to the tie rod ends, ball joints, wheel bearing preload, pitman and idler arms. 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.***

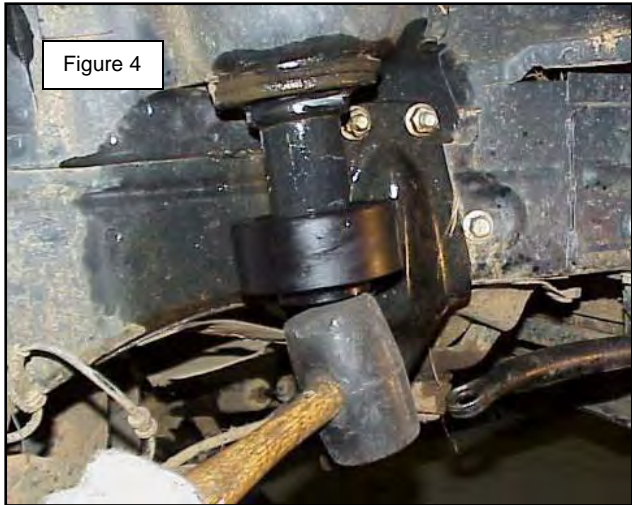
## Please Note:

- ⇒ 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.
- ⇒ **IT IS ADVISABLE THAT YOU HAVE HELP AVAILABLE WHEN INSTALLING THIS KIT. SOME COMPONENTS ARE HEAVY AND AWKWARD. AN ADDITIONAL SET OF HANDS IS GOOD INSURANCE AGAINST INJURY!**

## Installation:

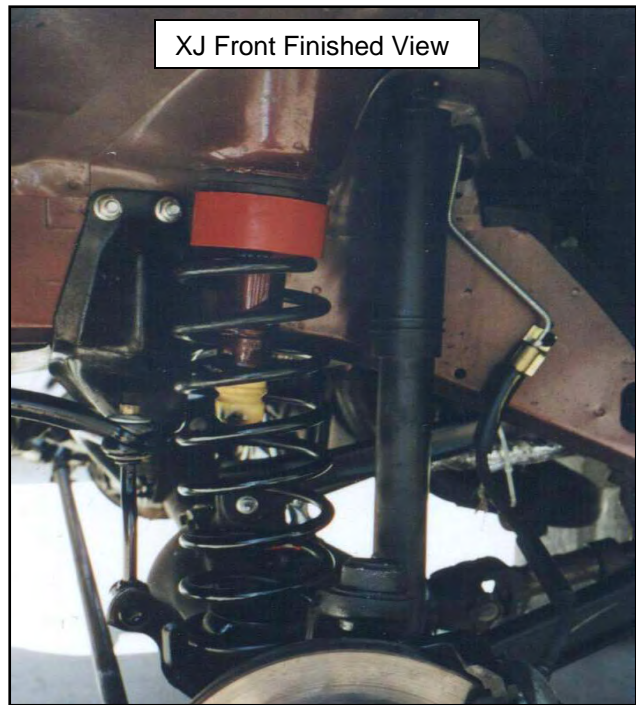
1. Jack the front of the vehicle with the floor jack under the differential and place jack stands under the frame just behind the lower control arm frame mounts. Leave the jack stands high enough to let the floor jack down and still have the front tires suspended in the air. Keep the floor jack under the differential with slight pressure for support.
2. Remove the front tires and wheels and disconnect the lower sway bar end links from the differential. See figure 1.
3. Disconnect the lower shock mounts. See figure 2.
4. Disconnect the tie rod ends with a suitable tool.
5. Remove the clamps from the springs. (if equipped)
6. Disconnect the track bar from the axle.
7. Lower the jack carefully. Watch the brake lines for overextending.
8. Remove the coil springs and the bump stops. Label the springs as to which side they were removed, Left and Right so that they are reinstalled in the side in which they were removed.
9. Remove the bump stop-mounting cup as shown in figure 3. (ZJ & TJ only)
10. If doing a 1" lift, remove the factory rubber isolator and replace with new M02532-BK-01 (1 3/4") spacers. If doing a 1 3/4" lift, leave the factory isolators **or** replace with part number M03759-BK-01 (3/4" spacers) then add new 1 3/4" spacers. If doing a 2 3/4" lift, remove the factory isolators and put 2 of the 1 3/4" spacers on one side. See figure 4.
11. Reinstall the bump stop-mounting cup.
12. Install the bump stops or the new ones (if supplied) and reinstall the coil spring in the same location as removed. See figure





5.

13. Raise the front differential and make sure that the coil springs are in their saddles and reconnect the track bar to the axle.
14. Reconnect the lower sway bar end links at the differential and the tie rod ends.
15. Reconnect the front lower shock mounts and install the tires and wheels.
16. Lower the vehicle to the ground.
17. Torque all bolts to factory specs and re-check after 500 miles.



1. Jack the rear of the vehicle with the floor jack under the differential and place jack stands under the frame just in front of the lower control arm frame mounts. Leave the jack stands high enough to let the floor jack down and still have the rear tires suspended in the air. Keep the floor jack under the differential with slight pressure for support.
2. Remove the rear tires and wheels.
3. Disconnect the sway bar end links from the differential. See figure 1.
4. Disconnect the lower shock mounts and disconnect the rear track arm at the axle. See figure 2.
5. Lower the rear differential so that the springs come loose. Make sure to watch the brake line, lowering too far could cause damage.
6. Remove the rear coil springs and the bump stops from the bump stop mounting cups. See figure 3.
7. Remove the bump stop mounting cup. ZJ & TJ only. See figure 4.
8. Install the coil spring spacer onto the upper mount and reinstall the bump stop mounting cup. See figure 5.
9. Install the bump stops or the new ones if supplied and reinstall the coil spring in the same location as removed.
10. Raise the rear differential and make sure that the coil springs are in their saddles.
11. Reconnect the rear track arm and the rear lower sway bar end links.
12. Reconnect the rear lower shock mounts and install the tires and wheels.
13. Lower the vehicle to the ground.
14. Torque all bolts to factory specifications and recheck after 500 miles.

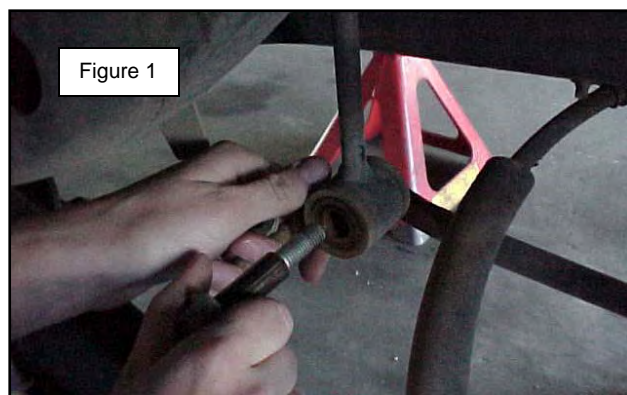


Figure 1

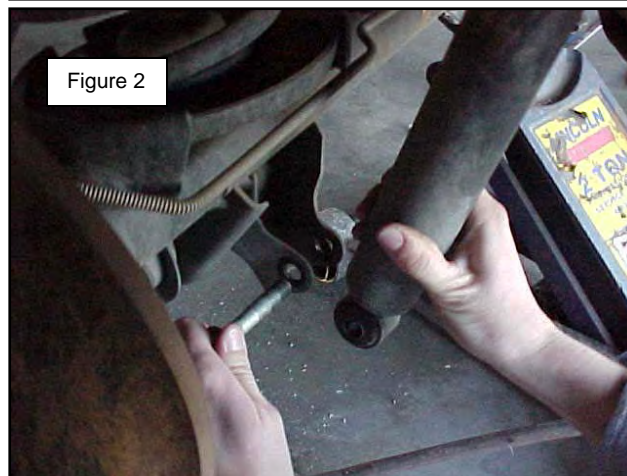


Figure 2

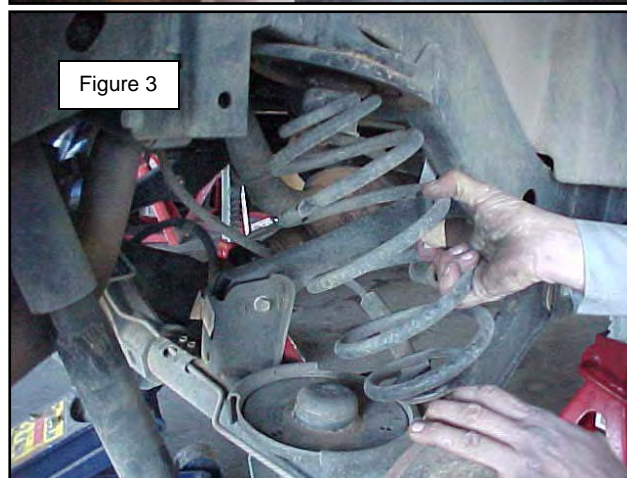


Figure 3



Figure 4

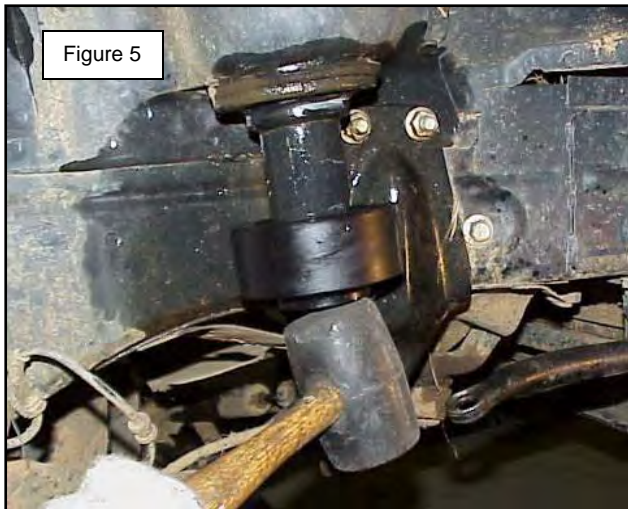
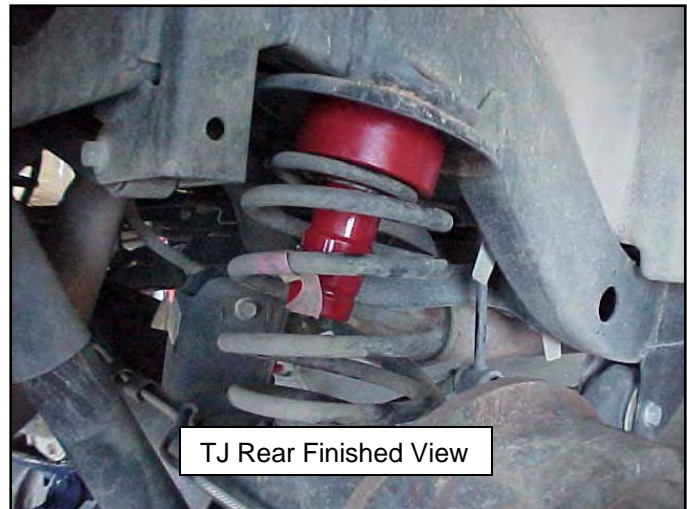


Figure 5



TJ Rear Finished View

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

<b>Bolt Torque and ID</b>						
<b>Decimal System</b>			<b>Metric System</b>			
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>D T L X</p>	<p>Grade 5    Grade 8</p> <p>(No. of Marks + 2)</p>	<p>M12-1.25x50 HHCS</p> <p>D T L X</p>	<p>P</p>
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<p>G = Grade (Bolt Strength)</p> <p>D = Nominal Diameter (Inches)</p> <p>T = Thread Count (Threads per Inch)</p> <p>L = Length (Inches)</p> <p>X = Description (Hex Head Cap Screw)</p>	<p>P = Property Class (Bolt Strength)</p> <p>D = Nominal Diameter (Millimeters)</p> <p>T = Thread Pitch (Thread Width, mm)</p> <p>L = Length (Millimeters)</p> <p>X = Description (Hex Head Cap Screw)</p>
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**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.

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Ph: (619) 216-1444

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