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PRO COMP SUSPENSION

Suspension Systems that Work!

IMPORTANT!: Before beginning the installation of this kit, look at the factory steering shaft in the engine bay that connects the steering wheel to the rack. This kit is designed to fit the later vehicles with the forged steering shaft retainer. This kit will not fit the earlier machined steering shaft retainer.

IMPORTANT!: DO NOT USE THIS SUSPENSION LIFT KIT IN CONJUNCTION WITH A BODY LIFT KIT.

Part #
56706B/56706BMX
2002-2005 2WD 1500
DODGE
6" LIFT KIT

NOTE: PRO COMP COIL SPRINGS PN 52160 ARE REQUIRED FOR THIS INSTALLATION

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 56706/56706MX-1

Part #	Description	Qty.	Illus.	Page
90-3047	FRONT CROSSMEMBER	1	4,5	8
90-3041	REAR CROSSMEMBER	1	8,9	10
90-6346	HARDWARE PACK: BUMPSTOPS	1	-	-
90-6344	HARDWARE PACK: STEERING RACK SPACER	1	-	-
90-2466	STEERING RACK SPACER	4	4,5	8
90-6345	HARDWARE PACK: STEERING RACK & EXTENSION	1	-	-
70-160802001000	16MM X 2.0 X 80MM 10.9 HEX BOLT	2	3,6	7,8
.160CNUCZ	16MM X 2.0 X UNITORQUE NUT	4	3,6	7,8
73-01610930	16MM HARDENED FLAT WASHER	4	3,6	7,8
73-05000042	1/2" USS HARDENED FLAT WASHER	2	3	7
72-05000100816	1/2" USS GR. 8 STOVER NUT	2	3	7
25C31KKK	1/4"- 20 X 5/16" KNURLED POINT SET SCREW	1	2	7
90-4111	STEERING SHAFT EXTENSION	1	7	9
90-6349	HARDWARE PACK: BRAKELINE/COMP STRUT/SWAY BAR	1	-	-
90-1915	COMPRESSION STRUT NUT PLATE	2	12	13
90-55089-3	BRAKE LINE DROP	2	-	-
90-1092	SWAY BAR MOUNT	2	11a	12
90-1104	COMPRESSION STRUT MOUNT	2	12	13
90-6263	HARDWARE PACK: COMP STRUT BUSHINGS	1	-	-
15-11148	BUSHINGS DIFFERENTIAL MOUNT	8	12	13
90-2109	SLEEVE - GM COMPRESSION STRUTS	4	12	12
90-6023	HARDWARE PACK: SWAY BAR BUSHING/SLEEVES	1	-	-
60859H	12MM. I.D SLEEVE-(NOT USED)	2	-	-
61150	3/8" ID SLEEVE	2	11C	12
45359	5/8" HOURGLASS BUSHING	2	11C	12
90-2039	SWAY BAR ADAPTER SLEEVE	2	11C	12

Box 2 of 5-PN 56706/56706MX-2

90-4112	STEERING KNUCKLE DRIVER	1	-	-
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Box 3 of 5-PN 56706/56706MX-3

90-4113	STEERING KNUCKLE PASSENGER	1	-	-
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Box 4 of 5-PN 56706/56706MX-4

90-3052	STEERING RACK DROP	1	3,4	8
13-90326	U-BOLT	4	13	14
20-65302	HIGH NUT PACK: 9/16"	1	13	14
90-2467	SWAY BAR END LINK EXTENSION	2	11B	12

Part #	Description	Qty.	Illus.	Page
90-6024	HARDWARE PACK: BOLTS	1	-	-
70-0371501500	3/8" X 1 1/2" USS GR. 5 BOLT	2	11A	12
70-03725001500	3/8" X 2 1/2" USS GR. 5 BOLT	2	11C	12
72-03700100512	3/8" USS LOCKNUT	4	11A,C	12
73-03700030	3/8" SAE FLAT WASHER	4	11A,C	12
73-03700042	3/8" USS HARDENED FLAT WASHER	2	11A,C	12
90-2403	COMPRESSION STRUT	2	12	13
90-6234	HARDWARE PACK: COMPRESSION STRUT	1	-	-
70-0501251800	1/2"-13 X 1 1/4" GR 8 HEX BOLT	2	12	13
70-0504001800	1/2"-13 X 4" GR 8 HEX BOLT	4	12	13
72-050100816	1/2"-13 GR 8 STOVER NUT	4	12	13
73-05000034	1/2" SAE HARDENED FLAT WASHER	10	12	13
90-6299	HARDWARE PACK: BRAKELINE DROP	1	-	-
70-0311001500	5/16" X 1" GR. 5 HEXBOLT	2	-	-
72-03100100512	5/16" NYLOCK NUT	2	-	-
73-03100030	5/16" SAE FLAT WASHER	4	-	-
95-304D	3" ALUMINUM BLOCK	2	13	14
90-6305	HARDWARE PACK: CROSSMEMBER	2	-	-
70-0625751800	5/8"-11 X 6" HEX CAP SCREW GR. 8	2	4	8
72-062100816	5/8"-11 STOVER NUT GR. 8	2	9	10
73-06200034	5/8" SAE WASHER GR. 8	4	4,8	9,10
Box 5 of 5-PN 56706				
921010	ES9000 SERIES FRONT SHOCK	2	-	-
930001	ES9000 SERIES REAR SHOCK	2	-	-
OR Box 5 of 5-PN 56706MX-5				
MX6022	MX-6 SERIES FRONT SHOCK	2	10	11
MX6100	MX-6 SERIES REAR SHOCK	2	-	-
90-6395	HARDWARE PACK: Shock Adapter	2	-	-
90-3162	SHOCK ADAPTER BRACKET	1	10	11
90-6396	HARDWARE PACK: Adapter Bracket	1	-	-
73-05000100512	1/2" SAE FLAT WASHER	2	10	11
70-0502751500	1/2" X 2 3/4" USS GR. 5 BOLT	1	10	11
72-05000100512	1/2" USS GR. 5 NYLOCK NUT	1	10	11
72-06200100512	5/8" USS GR. 5 NYLOCK NUT	1	10	11
73-06200032	5/8" SAE FLAT WASHER	1	10	11
54314	SHOCK SLEEVE 1/2" X 5/8" X 1"	1	10	11

Optional Equipment Available from your Pro Comp Distributor!

PRO COMP COIL SPRINGS ARE REQUIRED FOR THIS INSTALLATION.

PN 52160

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

Special Equipment:

SPECIAL TOOLS

- ⇒ PLEASE REFER TO YOUR SERVICE MANUAL FOR MORE INFORMATION.
 - ⇒ A SPECIAL REMOVAL TOOL IS REQUIRED FOR SAFE REMOVAL OF THE OUTER TIE RODS.
 - ⇒ A SPECIAL REMOVAL TOOL IS REQUIRED FOR SAFE REMOVAL OF THE COIL SPRINGS.
 - ⇒ THESE TOOL MAY BE PURCHASED AT YOUR LOCAL DEALER.
- YOU MAY BE ABLE TO RENT ANY OF THESE TOOLS AT YOUR LOCAL PARTS STORE.

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" to a maximum of 4.5" 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.

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.***

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: _____

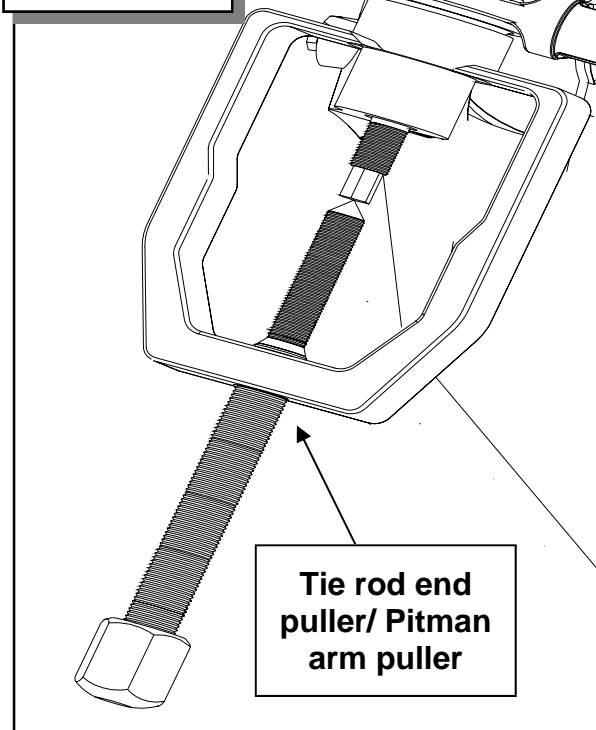
2. Ensure that your work space is of adequate size and the work surface is level. Place the vehicle in neutral. Place your floor jack under the front cross member and raise vehicle. Place jack stands under the frame rails behind the front wheel wells and lower the frame onto the stands. Remove the jack and place the vehicle back in gear, set the emergency brake, and place blocks both in front of and behind the rear wheels. Remove the wheels.
3. Remove any skid plates or debris shields from the bottom of the vehicle.

Work on one side of the vehicle at a time.

4. Remove the shock absorbers. Using a wrench hold the shock absorber stem while backing the nut off the stem. Remove the bottom bolts from the lower control arm and remove the shock from the bottom.
5. Remove the top bolt and bushing assembly from the sway bar end link assemblies from both sides of the vehicle.
6. If your vehicle is equipped with ABS brakes, disconnect the wiring. Move it clear of the work area where it will not get damaged.

Illustration 1

Puller Tool



7. Remove the brake line clamp from the frame and control arm.
8. Remove the nuts from the tie rod ends. Using the tie rod end puller, remove the tie rod end from the **OE** knuckle. Save the nuts for reuse. Be careful that you do not damage the dust guard or the tie rod ends. See ILLUSTRATION 1.
9. Remove the two bolts to the disk brake caliper, lift the calipers off the rotor. Use wire tie or tie wraps to secure them clear of the work area.
NOTE: Be careful that you do not damage the brake lines! Never hang the calipers from the brake lines!
10. Remove the disc brake rotor retaining clips. Then remove the rotor and set it clear of the work area.
11. Using a floor jack support the front lower control arm near the spring seat. Raise the jack until it just supports the lower control arm.

CAUTION: The floor jack

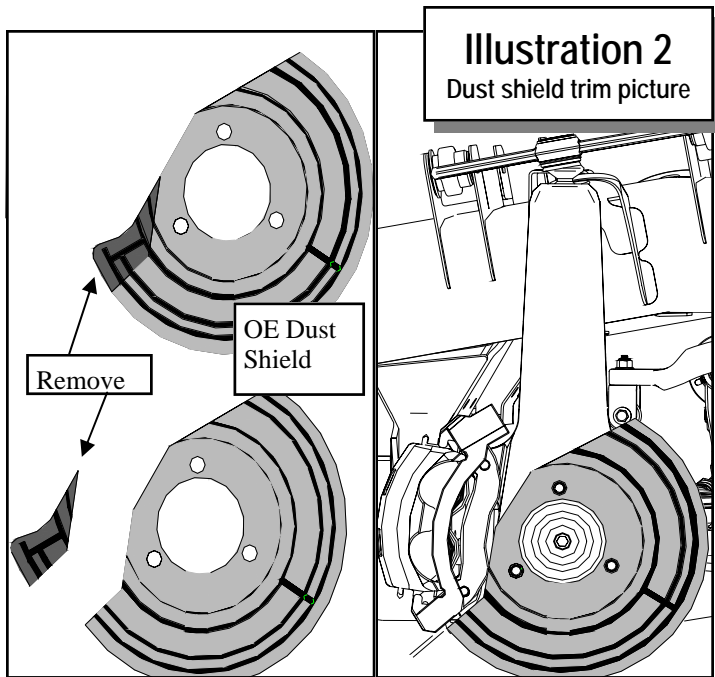


Illustration 2
Dust shield trim picture

must remain under the front control arm spring seat during disassembly to retain the spring and control arm position or personal injury may result.

12. Mark the end of the springs location in the bucket for new coil installation.

13. Install coil spring compressor tool and compress the coil spring.
14. Locate the upper ball joint, remove the nut from the ball joint. Using the ball joint separator tool apply pressure to the tool until the ball joint breaks loose from the upper part of the knuckle.
15. locate the lower ball joint, remove the nut from the ball joint. Using the ball joint separator tool apply pressure to the tool until the ball joint breaks loose from the lower part of the front knuckle.
16. Remove the knuckle.
17. Slowly release the floor jack until all of the pressure has been released. Remove the front coil spring and the compressor. Save the coil spring isolators for reuse.
18. Remove the three bolts from the backside attaching the bearing hub assembly and the dust shield from the **OE** knuckle. Set these parts aside for installation on new knuckle.

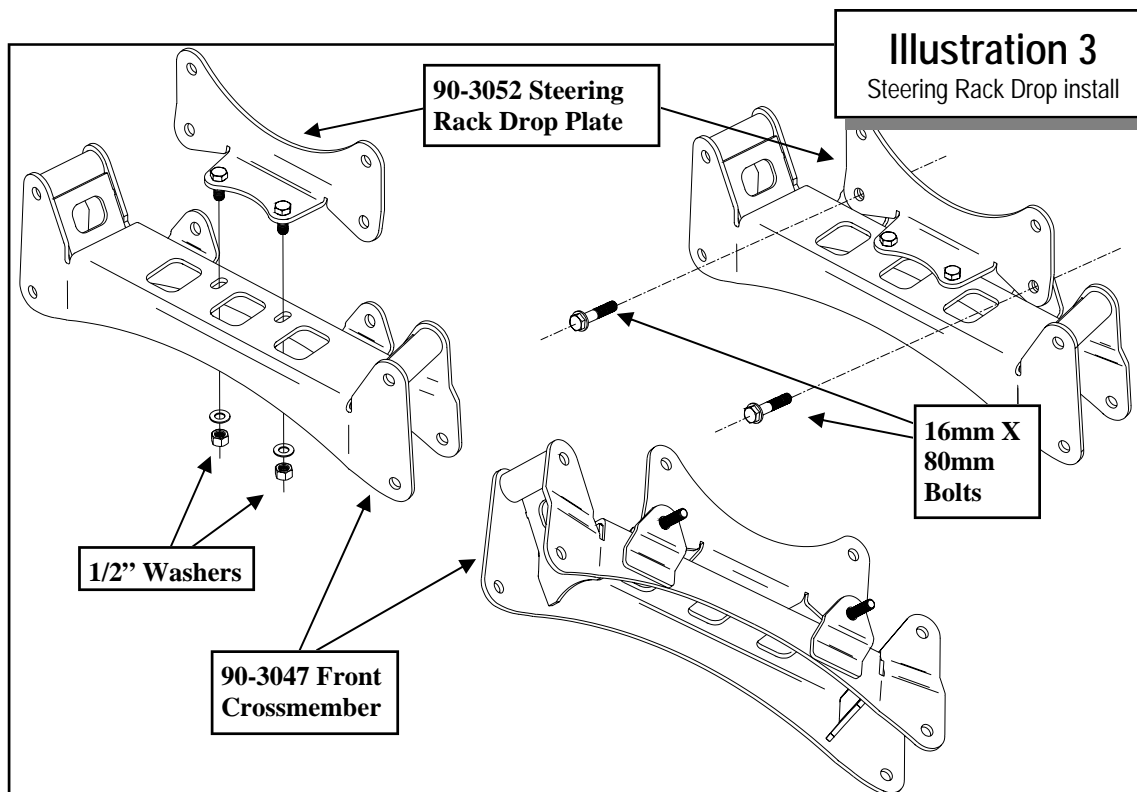


Illustration 3
Steering Rack Drop install

Illustration 4
Front Crossmember
Assembly Install

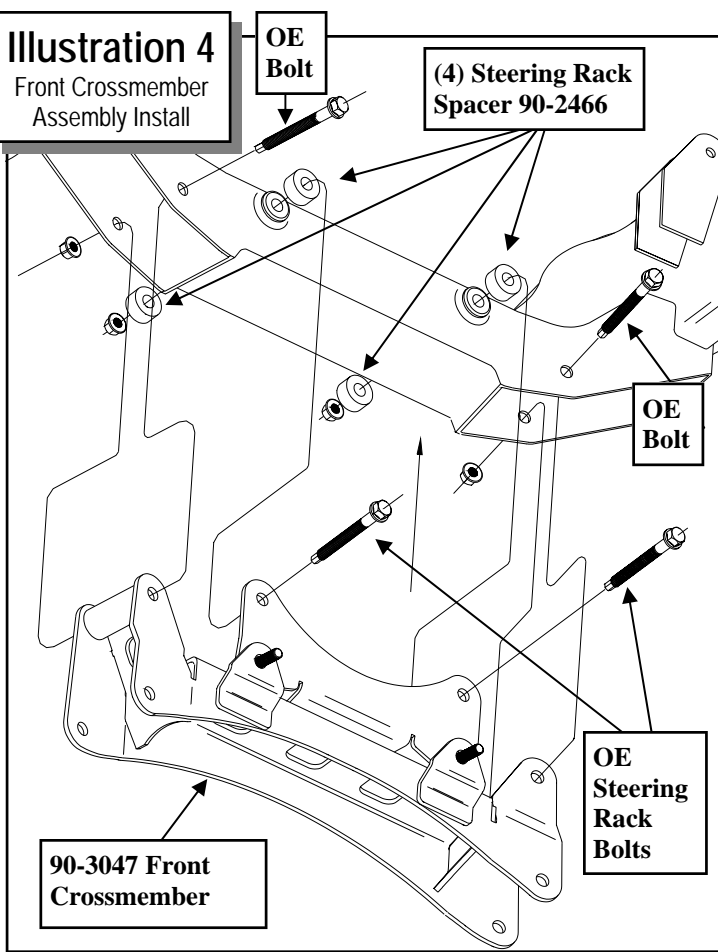


Illustration 5
OE Steering Rack Bolt
Install

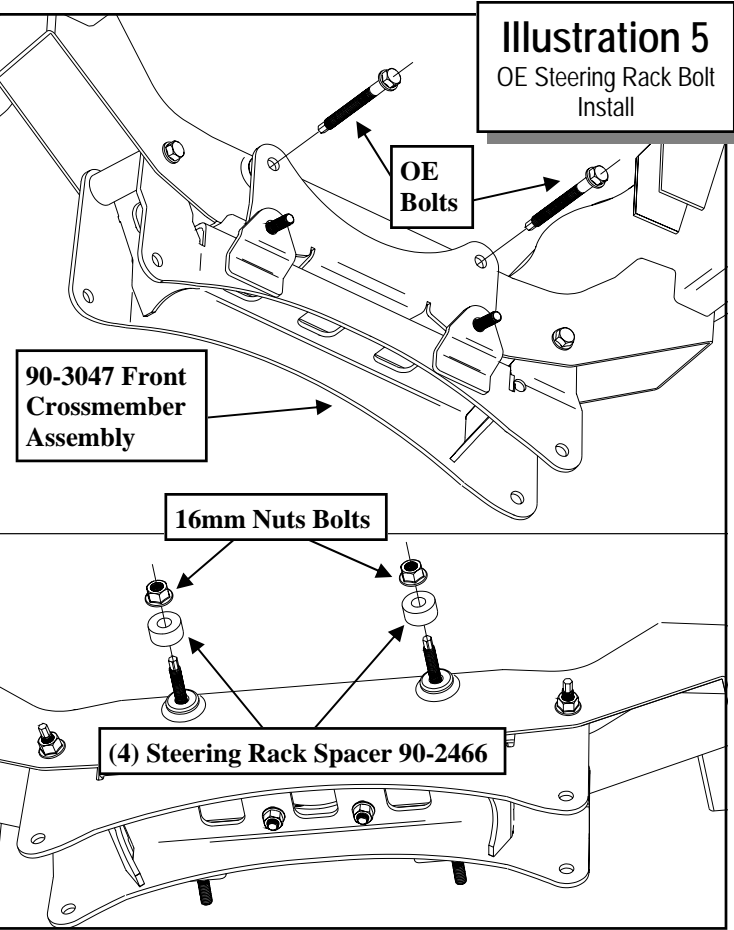
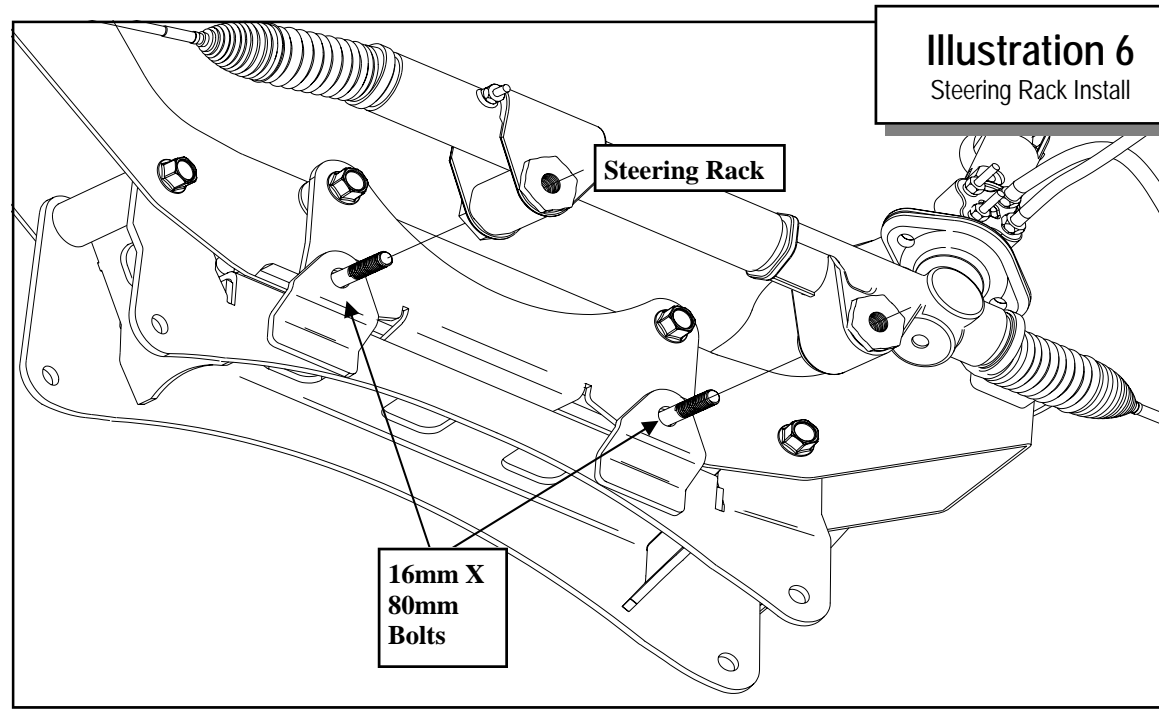
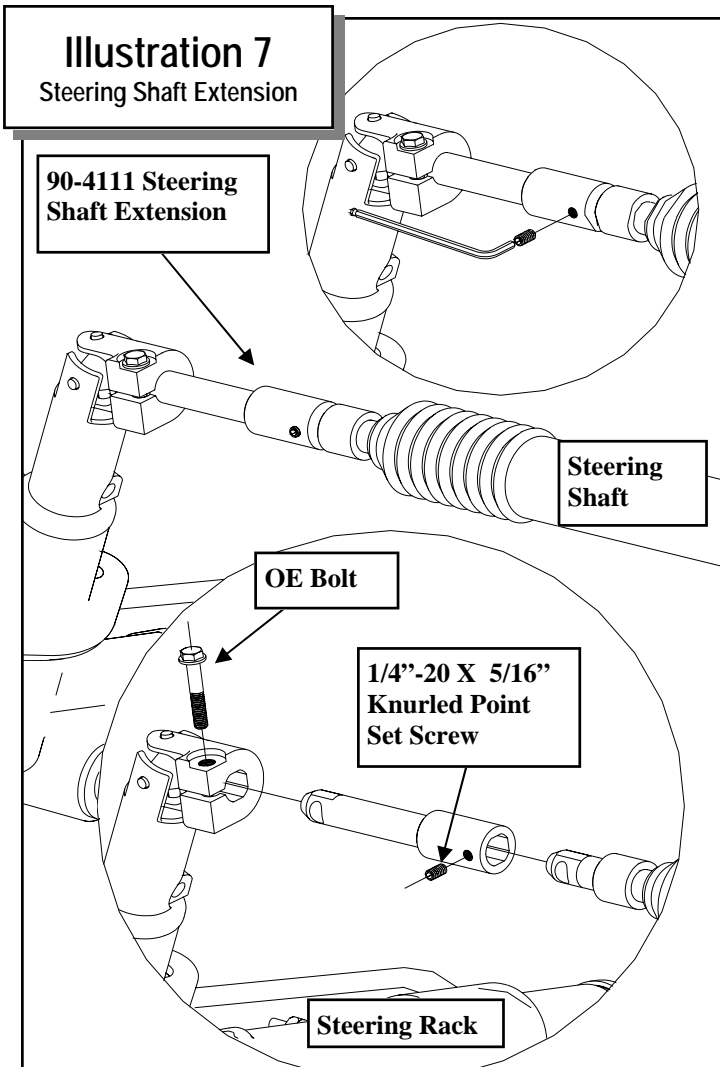


Illustration 6
Steering Rack Install





Note: Trimming of the factory dust shields is required before reinstallation. See ILLUSTRATION 2.

19. Install the three **OE** bolts to the backside of the new knuckle attaching the bearing hub assembly and the dust shield. Apply thread locking compound to these bolts. Make sure drivers hardware goes to the new drivers knuckle and the passengers goes to the passengers knuckle. Torque this hardware to factory specs.
20. Remove the nuts, washers and bolts fastening the lower control arm to the frame. Set these parts aside for future use.
21. Remove the lower control arms.

⇒ **Repeat on other side of the vehicle.**

22. Mark the steering shaft and the steering rack coupler for reinstallation and remove.

VERY IMPORTANT! Make sure you turn the truck off and remove the key. DO NOT turn the steering wheel while removing steering shaft. Deployment of or Serious damage to airbag system can occur!

23. Remove steering rack mounting bolts and secure rack up and out of the work area.
24. Install the **16mm X 80mm** bolts into the steering rack drop. Fasten the steering rack drop plate (**90-3052**) to the front crossmember (**90-3047**) using the supplied **1/2"** hardware. See ILLUSTRATION 3.
25. Install the front crossmember and steering rack drop plate assembly into the existing front lower control arm mounting position, using the **OE** hardware previously removed. Make sure that the bolt heads are facing towards the front of the vehicle. Do not tighten at this time. See ILLUSTRATION 4.
26. Secure the steering rack drop plate (**90-3052**) to the frame using the supplied (**4**) steering rack spacers (**90-2466**) and the previously removed **OE** steering rack bolts. See ILLUSTRATIONS 4 & 5.
27. Secure the steering rack to the previously installed **16mm X 80mm** bolts in the steering rack drop plate (**90-3052**). See ILLUSTRATION 6.

IMPORTANT!: Make sure the power steering hoses are not rubbing against any moving parts. Reposition them if necessary.
28. Install steering shaft extension (**90-4111**). Reinstall factory pinch bolt. Install and tighten **1/4"** knurled point set screw. See ILLUSTRATION 7.

NOTE: The use of a thread locking compound is recommended on the set screw.

29. With the supplied 3/8" hardware from pack (90-6346), attach the bump stops (15-11031) to the new rear cross-member (90-3041).
30. Place the rear crossmember, (90-3041), into the existing lower control arm mounting position using the OE hardware previously removed. Make sure that the bolt heads are facing to the rear of the vehicle. See ILLUSTRATION 8.
31. Torque crossmember OE mounting bolts and steering rack relocation hardware according to the factory manual or the torque chart on page 15.

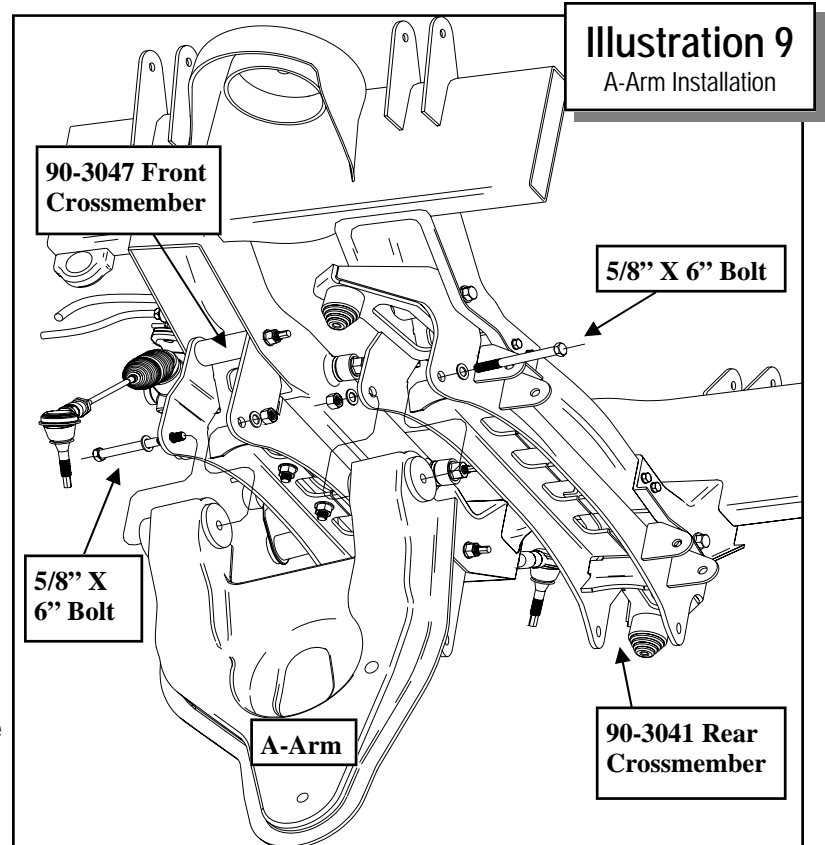
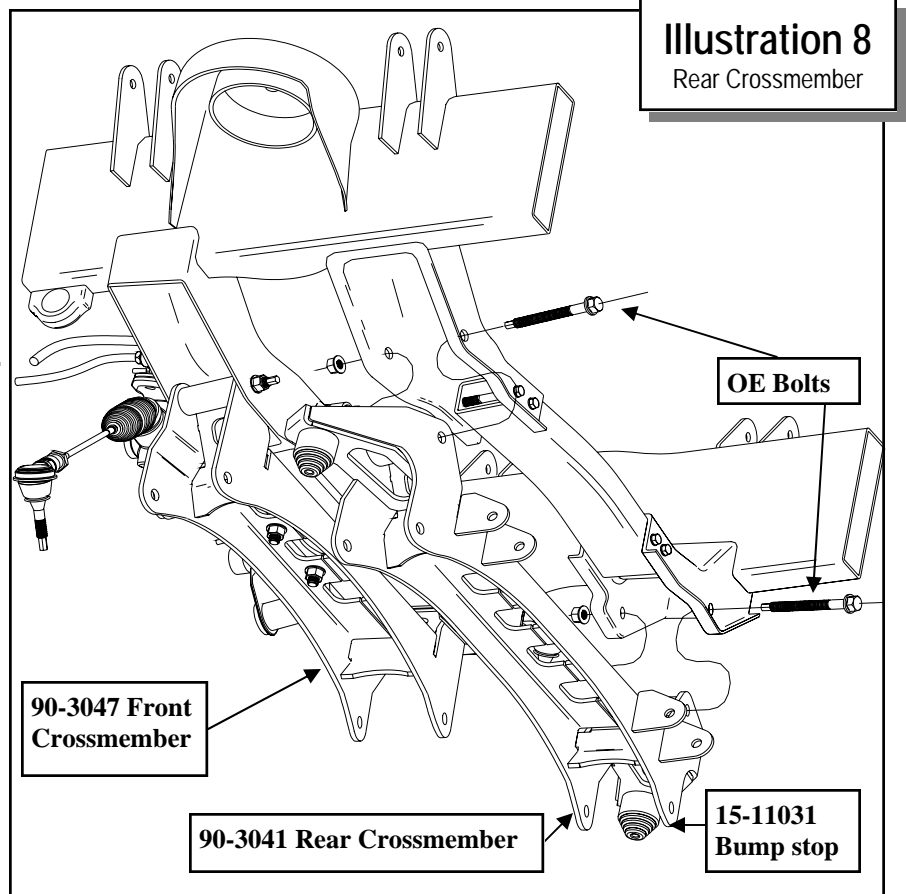
⇒ **Work on one side of the vehicle at a time.**

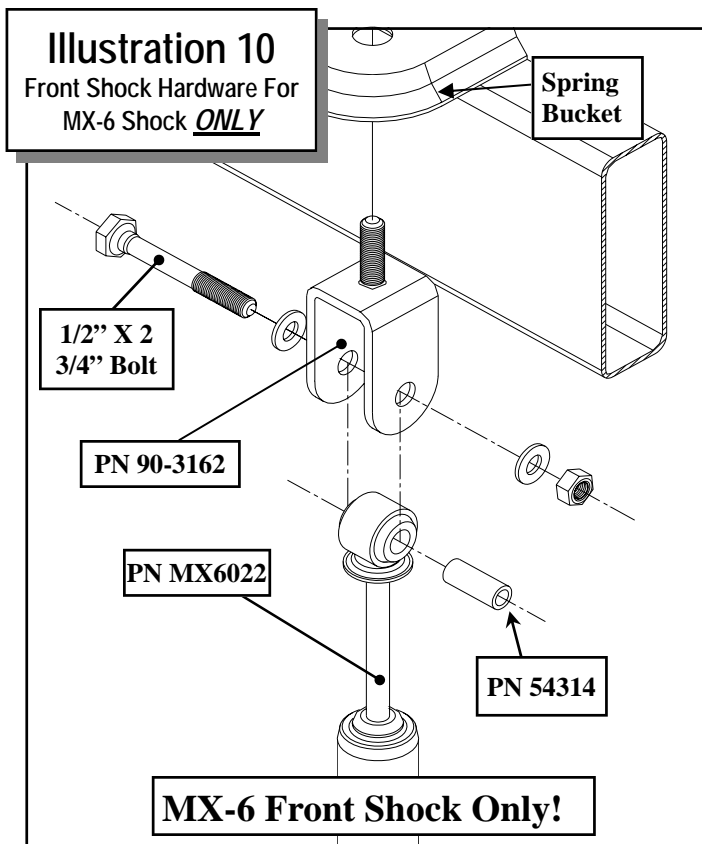
32. Install the lower control arm into the new front and rear crossmember mounting areas. Use 5/8" X 6" hardware provided from pack (90-6305). Make sure that the front bolts heads are facing to the front of the vehicle and rear bolts heads are facing to the rear of the vehicle. Do not torque until the vehicle is on the ground. See ILLUSTRATION 9.

33. Install the OE coil spring isolators on to the new coil spring PN 52160 in the proper factory location.

NOTE: Applying a small amount of grease on the upper isolator will reduce friction and lessen chances of squeaking

34. Position the coil spring PN 52160 in the lower control arm spring seat. Match





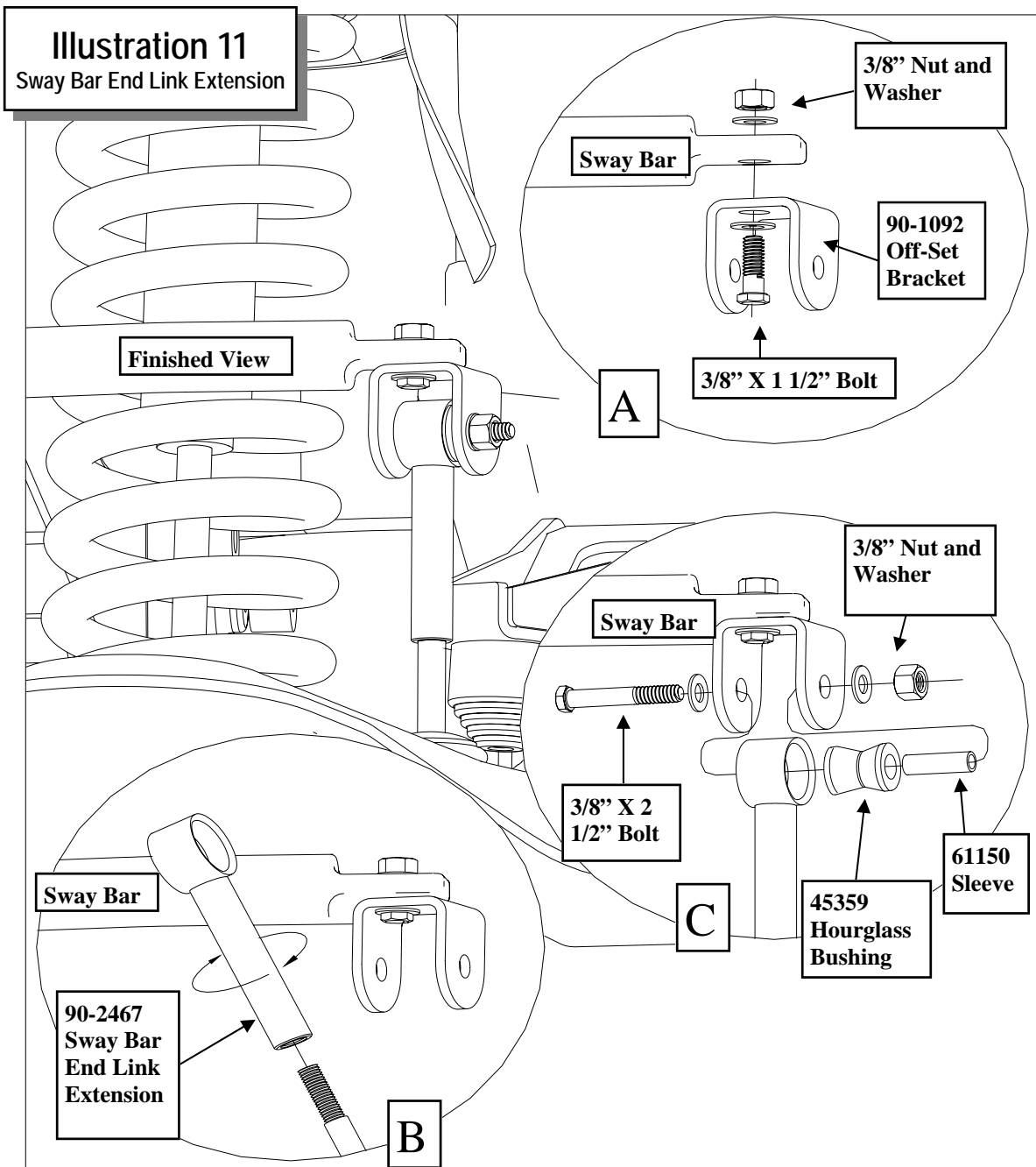
up with the mark from the original coils location.

35. While the lower control arm is supported with the floor jack, compress the coil with the spring compressor. Place the top of the spring in the upper frame spring pocket.
36. Install new front knuckle (**90-4112 DRVR** and **90-4113 PASS**) to lower control arm ball joint. Fasten with the **OE** nuts. Torque the lower ball joint nut to 74 ft./lbs.
37. Raise the lower control arm using the floor jack. Attach the front knuckle to the upper ball joint.
38. Remove the coil spring compressor tool.
39. Torque the upper ball joint nut to 37 ft./lbs.
40. If applicable, re-attach ABS sensors to the factory harness.

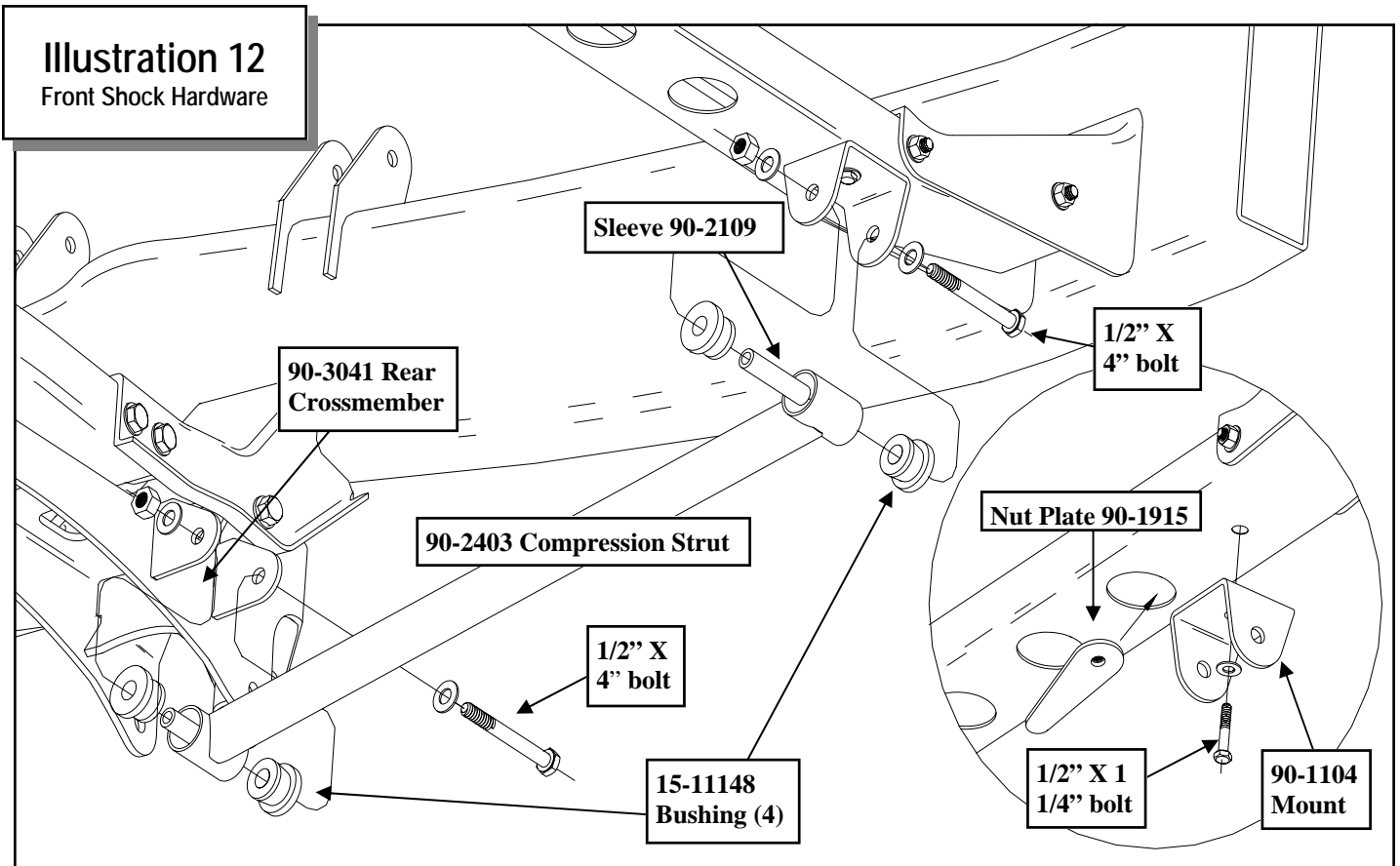
NOTE: Make sure the ABS wire runs on the a-arm so the tire will not hit it.

41. Install brake rotor onto the front spindle.

42. Attach the brake caliper assembly to the new front spindle. Torque the bolts to **90** ft./lbs.
43. Install the front Pro Comp shock absorber (**921010 w/the shaft end up or MX6022**) to the original position using adapter kit (**90-6181**) for the upper mount and the **OE** bolts for the bottom mount. See ILLUSTRATION 10 **FOR MX-6 ONLY**.
44. Reinstall the tie rod ends and fasten with the **OE** nuts.
45. Install and torque the tie rod ends to 33 ft./lbs.
46. Assemble sway bar end link extensions using hardware from packs (**90-6023** and **90-6024**). ILLUSTRATION 11a.
47. Install the sway bar end link extension (**90-2467**) to existing sway bar stud on lower control arm. Use thread locking compound on the sway bar stud. See ILLUSTRATION 11b.
48. Secure the end link assembly to end of sway bar. See ILLUSTRATION 11c.
NOTE: Make sure the bracket (90-1092) offset end is oriented toward the outside of the vehicle.
⇒ **Repeat steps 32 through 48 on other side of the vehicle.**
49. Remove stock brake line bracket from frame. Remount bracket with the supplied brake line drops (**90-55089-3** both **PASS** and **DRVR**) in between bracket and frame. Use factory hardware to fasten the shorter end of the bracket to the frame. Position the drops, best for your application. Use the supplied hardware from pack (**90-6299**) to fasten **OE** bracket to the new brake line drop.
50. Install the bushings and sleeves from hardware pack (**90-6263**) into both ends of the compression struts (**90-2403**). See ILLUSTRATION 12.



51. Install the compression struts into mounts on the rear crossmember using supplied **1/2" X 4"** hardware. See ILLUSTRATION 12.
52. Place the supplied nut plates (**90-1915**) inside the transmission crossmember and attach mounts (**90-1104**) using the supplied **1/2" X 1 1/4"** hardware. See ILLUSTRATION 12.
53. Rotate the compression struts up and secure them to the mounts using the supplied **1/2" X 4"** hardware. See ILLUSTRATION 12.
54. Repeat on the other side.
55. Torque the **1/2"** hardware to 65 ft./lbs.
56. Install your wheels and tires and lower the vehicle to the ground. Tighten the lug nuts to 90 ft./lbs.



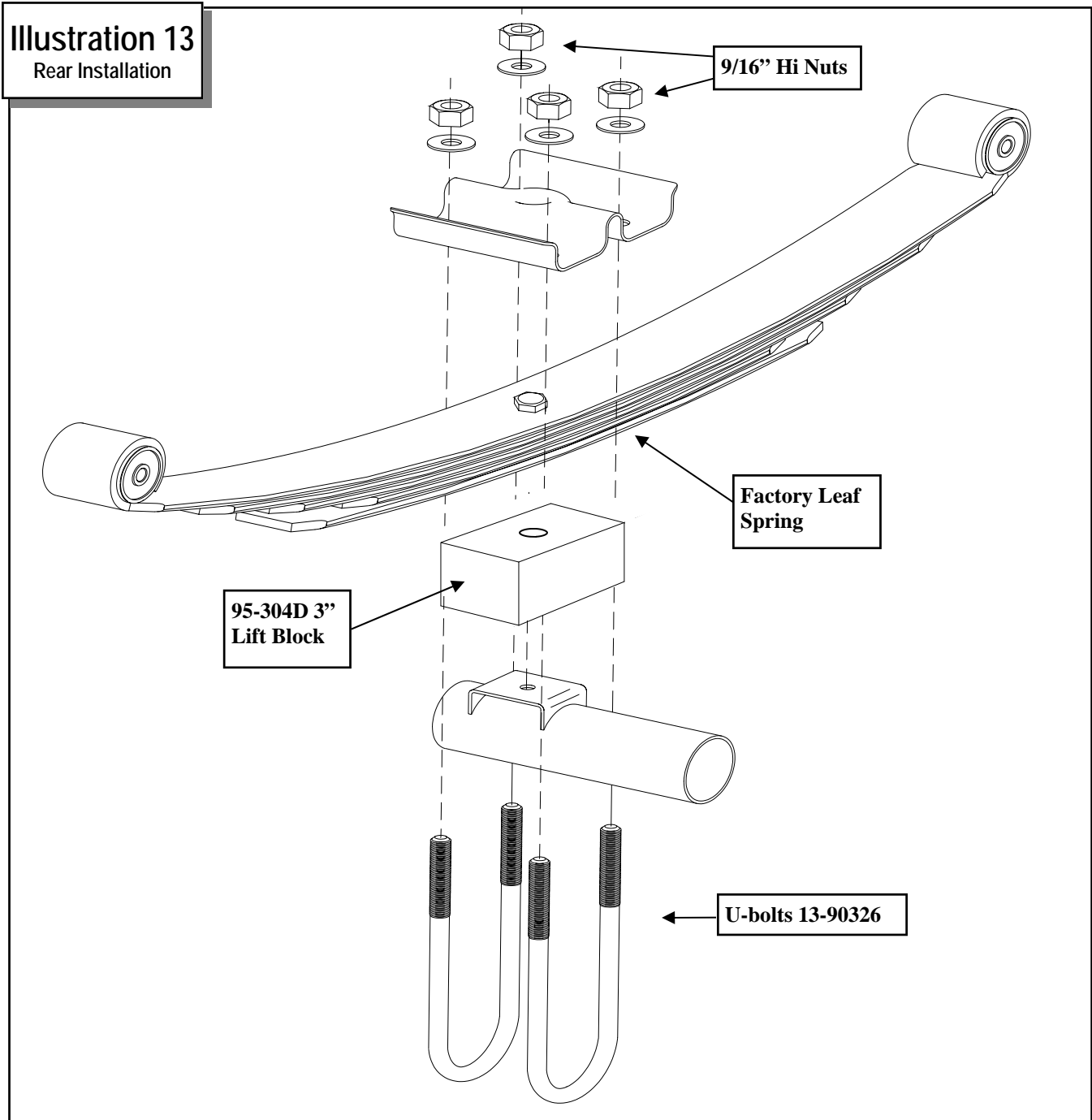
- 57. Torque sway bar end link to according to the torque chart on page 15.
- 58. Torque the lower A-arm **5/8"** bolts according to the torque chart on page 15.
- 59. On both sides of the vehicle, check the routing of the brake lines and the ABS wire harnesses. There must be no pinching, rubbing, or 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.
- 60. Recheck for proper installation and torque all newly installed hardware.
- 61. After 100 miles recheck for proper torque on all newly installed hardware.
- 62. Have your headlights adjusted.

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 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 wheels and tires.
3. Remove the retaining clips on the wheel studs.
4. Remove the shocks on both sides of the vehicle. It may be necessary that you slightly raise the axle to unload the shocks for removal.
5. Support the rear axle with a floor jack and loosen the **U-bolts** on the passenger side.
6. remove the **U-bolts** on the driver side.
7. Install the lift block (**95-304D**) on the axle pad and use your floor jack to raise the axle to the spring. Apply a slight amount of pres-



sure with your floor jack against the spring pack and engage the centering stud into the locating hole at the top of the lift block. Secure the assembly with the supplied U-bolts (13-90326) and new high-nuts and washers from hardware pack (20-65302). Do not tighten the U-bolts at this time. See ILLUSTRATION 13.

NOTE: make sure the block sits flush on the axle perch.

⇒ **Repeat the installation on the other side of the vehicle.**

8. When the installation of the remaining side is complete, torque the **U-bolts** to 100 ft. lbs.

NOTE: Make sure the brake lines do not rub against the frame. If they do you can carefully bend them out of the way.

9. Install your new Pro Comp shocks (930001

w/the shaft end up or MX6100) and torque this hardware to 60 ft./lbs.

10. Reinstall the wheels and tires and lower the vehicle to the ground.

11. Recheck the wheel lug torque on all four wheels at this time.

12. Recheck all hardware for proper installation and torque at this time.

NOTES:

⇒ **On completion of the installation, have the suspension and headlights realigned.**

⇒ **After 100 miles recheck for proper torque on all newly installed hardware.**

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

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

1/2-13x1.75 HHCS D T L X Grade 5 Grade 8 (No. of Marks + 2)	M12-1.25x50 HHCS D T L X P 10.9

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)
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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

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