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PRO COMP SUSPENSION

Suspension Systems that Work!

***IMPORTANT!: 18" OR LARGER WHEELS WITH 4 3/4" OF
MAXIMUM BACKSPACING MUST BE USED IN CONJUNC-
TION WITH THIS LIFT KIT! See pg. 7 for details.***

**Part #57007/57007MX
2006-2007
TOYOTA FJ
4WD/2WD**

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.	Illus.	Page
90-3648	FRONT CROSSMEMBER	1	3,6,7	10,12
90-3652	FRONT CROSSMEMBER NUT PLATE	2	3	10
90-6502	HARDWARE PACK: Front Crossmember	1	-	-
70-0501001800	1/2" X 1 1/4" GR. 8 HEX BOLT	2	3	10
73-0500083	1/2" SAE GR. 8 FLAT WASHER	8	3	10
90-6440	HARDWARE PACK: Differential	1	-	-
70-0503251800	1/2" x 3 3/4" GR. 8 HEX BOLT	1	6	12
70-0504001800	1/2" x 4" GR. 8 HEX BOLT	3	6,7	12
72-050100816	1/2" GR. 8 STOVER NUT	4	6,7	12
73-0500083	1/2" SAE GR. 8 FLAT WASHER	8	6,7	12
71-120901501000	12mm-1.5 X 90mm GR. 10.9 HEX BOLT	1	4	11
72-12150816	12mm-1.5 NYLOCK NUT	1	4	11
73-01208840	12mm FLAT WASHER	2	4	11
73-01400834	14mm HARDENED FLAT WASHER	2	4	11
71-140401501000	14mm-1.5 X 30mm HEX BOLT 10.9	2	4	11
90-3654	FRONT BUMP STOP- Driver	1	14	17
90-3657	FRONT BUMP STOP- Passenger	1	-	-
90-6441	HARDWARE PACK: Bump Stop	1	-	-
71-100301251000	10mm-1.25 X 30mm GR. 10.9 HEX BOLT	2	14	17
72-10125816	10mm-1.25 STOVER NUT	2	14	17
73-01008840	10mm FLAT WASHER	4	14	17
90-6506	HARDWARE PACK: Tacoma Diff Bushings	1	-	-
90-2533	DIFFERENTIAL SLEEVE SHORT	1	4	11
90-2109	DIFFERENTIAL SLEEVE LONG	3	4	11
90-2629	DIFFERENTIAL SPACER SHORT	1	4	11
90-2630	DIFFERENTIAL SPACER LONG	1	4	11
15-11148	COMPRESSION STRUT BUSHING	8	4	11
90-6507	HARDWARE PACK: Front Brake Line	1	-	-
90-55089-4	FRONT BRAKE LINE EXTENSION- Drvr	1	-	-
90-55089-3	FRONT BRAKE LINE EXTENSION- Pass	1	-	-
90-3659	DIFF VENT RELOCATION EXTENSION	1	10	14
90-3660	REAR BRAKE LINE EXTENSION BRACKET	1	25	24
90-6299	HARDWARE PACK: E-Brake Line/Brake Line/ABS Line	2	-	-
70-0311001500	5/16" X 1" GR.5 HEX BOLT	2	10,25	14,24
72-03100100512	5/16" NYLOCK NUT	2	10,25	14,24
73-03100030	5/16" SAE FLAT WASHER	4	10,25	14,24
90-2537	COMPRESSION STRUTS	2	19	20
90-6263	HARDWARE PACK: Bushings and Sleeves	1	-	-
15-11148	COMPRESSION STRUT BUSHING	8	19	20
90-2109	SLEEVE; COMPRESSION STRUT - 2.75"	4	19	20
90-6234	HARDWARE PACK: Compression Struts	1	-	-
70-0501251800	1/2" X 1 1/4" GR 8 HEX BOLT	2	19	20
70-0504001800	1/2" X 4" GR 8 HEX BOLT	4	19	20
72-050100816	1/2" GR 8 STOVER NUT	4	19	20
73-05000034	1/2" SAE HARDENED FLAT WASHER	10	19	20

Part #	Description	Qty.	Illus.	Page
90-1435	COMPRESSION STRUT MOUNTS	2	19	20
90-3353	COMPRESSION STRUT NUT PLATE	2	19	20
90-3887	FRONT SWAY BAR DROP BRACKET	2	15	18
90-6223	HARDWARE PACK: Sway Bar	1	-	-
70-0371251800	3/8" X 1 1/4" GRADE 8 HEXBOLT	4	15	18
72-037100816	3/8" USS STOVER NUT	4	15	18
73-03700034	3/8" SAE GRADE 8 WASHER	8	15	18
90-4134	REAR DRIVESHAFT SPACER	1	-	-
90-6509	HARDWARE PACK: Driveshaft	1	-	-
100F650HCS1Y	10mm-1.5 X 65mm 10.9 HEX BOLT	4	-	-
72-10150816	10mm-1.5 NYLOCK NUT	4	-	-
73-01200830	10mm SAE FLAT WASHER	8	-	-
Box 2 of 5-PN 57007/57008MX-2				
90-4144	STEERING KNUCKLE- Driver	1	-	-
90-4145	STEERING KNUCKLE- Passenger	1	-	-
90-6452	HARDWARE PACK: Knuckle	1	-	-
70-0622001800	5/8" X 2" Gr. 8 HEX BOLT	4	-	-
73-06200838	5/8" A.N. FLAT WASHER	4	-	-
90-6453	HARDWARE PACK: Bump Stop	1	-	-
70-0622001800	ADEL CLAMP (w/ 10mm hole)	2	-	-
90-6454	HARDWARE PACK: Weld On Knuckle Steering Stop	1	-	-
90-3399	KNUCKLE STEERING STOP EXTENSION - Driver	1	13	16
90-3400	KNUCKLE STEERING STOP EXTENSION - Pass	1	13	16
90-6571	HARDWARE PACK: Weld On A-Arm Steering Stop	1	-	-
96-3888	A-ARM STEERING STOP EXTENSION	2	13	16
Box 3 of 5-PN 57007/57008MX-3				
90-3661	REAR CROSSMEMBER	1	1,2,8,9	9,13
90-6445	HARDWARE PACK: Nut Plate	1	-	-
70-0371001800	3/8" X 1" GR. 8 HEX BOLT	3	9	13
73-0370083	3/8" SAE GR. 8 FLAT WASHER	3	9	13
90-3342	REAR CROSSMEMBER NUT PLATE	1	9	13
90-3346	DIFFERENTIAL MOUNT- Driver Rear	1	4	11
90-3348	DIFFERENTIAL MOUNT- Driver Front	1	4	11
90-3350	DIFFERENTIAL MOUNT- Passenger	1	4	11
90-6314	HARDWARE PACK: Diff Vent/Bump Stop	1	-	-
70-0311001800	5/16" X 1" HEX BOLT GR. 8	1	10	14
72-031100816	5/16" STOVER NUT	1	10	14
73-03100838	5/16" USS FLAT WASHER	2	10	14

Part #	Description	Qty.	Illus.	Page
70-0371501800	3/8" X 1 1/2" HEX BOLT GR. 8	2	14	17
72-037100816	3/8" STOVER NUT GR. 8	2	14	17
73-03700034	3/8" HARDENED FLAT WASHER	4	14	17
90-6444	HARDWARE PACK: Crossmembers	1	-	-
70-0755001800	3/4" X 5" GR. 8 HEX BOLT	2	3	10
72-075100816	3/4" GR. 8 STOVER NUT	2	3	10
73-0750083	3/4" SAE GR. 8 FLAT WASHER	4	3	10
70-0501501800	1/2" X 1 1/2" GR.8 HEX BOLT	1	1	9
70-0505501800	1/2" X 5 1/2" GR. 8 HEX BOLT	2	1	9
72-050100816	1/2" GR. 8 STOVER NUT	2	1	9
73-0500083	1/2" SAE GR. 8 FLAT WASHER	5	1	9
90-6447	HARDWARE PACK: Block Off Plates	1	-	-
90-3344	CAM BLOCK OFF PLATES- Small Hole	4	1	9
90-3345	CAM BLOCK OFF PLATES- Large Hole	4	3	10
90-3665	REAR BUMP STOP- Driver	1	24	24
90-3668	REAR BUMP STOP- Passenger	1	-	-
90-2631	REAR SWAY BAR END LINKS	2	20	22
90-6508	HARDWARE PACK: Rear Sway Bar	1	-	-
72-037200510	3/8" SAE GR. 5 HEX NUT	2	20	22
600056	3/8" STEM CUSHION SOFT	4	20	22
060408	RET. WASHER	4	20	22
600006	BUSHING	2	20	22
54314	SLEEVE	2	20	22
90-3674	REAR TRACK BAR RELOCATION BRACKET	1	23	23
90-6511	HARDWARE PACK: Rear Track Bar Bracket	1	-	-
90-3678	SPACER PLATE: Track Bar Bracket	1	23	23
70-0501251800	1/2" X 1 1/4" GR. 8 HEX BOLT	1	23	23
73-0500083	1/2" SAE FLAT WASHER	1	23	23
70-0563501800	9/16" X 3 1/2" GR. 8 HEX BOLT	1	26	25
72-056100816	9/16" GR. 8 STOVER	1	26	25
73-05600034	9/16" SAE FLAT WASHER	2	26	25
90-3679	NUT PLATE: Track Bar Bracket	1	23	23
90-2634	REAR UPPER CONTROL ARM	2	22	23
90-6512	HARDWARE PACK: Rear Upper Control Arms	1	-	-
90-2637	REAR CONTROL ARM SLEEVE	4	22	23
15-11190	BUSHINGS	8	22	23
90-6299	HARDWARE PACK: Rear Bump Stop	2	-	-
70-0311001500	5/16" X 1" GR.5 HEX BOLT	2	10,24	14,24
72-03100100512	5/16" NYLOCK NUT	2	10,24	14,24
73-03100030	5/16" SAE FLAT WASHER	4	10,24	14,24
90-6283	HARDWARE PACK: Rear Shock Spacer	1	-	-
73-05000030	1/2" SAE FLAT WASHER	4	20	22
72-05000100512	1/2" NYLOCK NUT	2	20	22
70-0502751800	1/2" X 2 3/4" GR. HEX BOLT	2	20	22

Part #	Description	Qty.	Illus.	Page
Box 4 of 5-PN 57007/57008MX-4				
57470-1	REAR COIL SPRING	2	-	-
Box 5 of 5-PN 57007-5				
ES9024	ES SERIES REAR SHOCK	2	-	-
90-6317	HARDWARE PACK: Spacer Mount	1	-	-
72-043200810	7/16" GR. 8 PLATED HEX NUT	6	11a,11b,12	15
73-04300830	7/16" SAE FLATWASHER	6	11a,11b,12	15
73-04300836	7/16" LOCK WASHER	6	11a,11b,12	15
6300.01	URETHANE SPRING ISOLATOR	2	11a	15
90-3398	3/8" COIL SPRING SPACER	2	11a	15
90-2539	STRUT SPACER	2	11b	15
90-6510	HARDWARE PACK: Rear Shock Relocation Bracket	1	-	-
90-3682	LOWER SHOCK MOUNT	2	21	22
90-6283	HARDWARE PACK: Rear Shock Spacer	1	-	-
73-05000030	1/2" SAE FLAT WASHER	4	21	22
72-05000100512	1/2" NYLOCK NUT	2	21	22
70-0502751800	1/2" X 2 3/4" GR. HEX BOLT	2	21	22
OR Box 5MX of 6-PN 57008MX-5				
626001	COIL OVER	1	11b,12	15
90-6450	HARDWARE PACK: Coil over mounting spacers	1	-	-
90-2433	UPPER SPACERS	4	12	15
90-2550	LOWER SPACERS	4	12	15
90-3391	COIL OVER MOUNT: Upper Bracket	1	12	15
MX6024	MX6 SHOCKS	1	-	-
90-6317	HARDWARE PACK: Spacer Mount	1	-	-
72-043200810	7/16" GR. 8 PLATED HEX NUT	6	11b,12	15
73-04300830	7/16" SAE FLATWASHER	6	11b,12	15
73-04300836	7/16" LOCK WASHER	6	11b,12	15
90-3396	COIL OVER SPACER- DRVR: Upper Bracket	1	12	15
90-6510	HARDWARE PACK: Rear Shock Relocation Bracket	1	-	-
90-3682	LOWER SHOCK MOUNT	2	21	22
90-6283	HARDWARE PACK: Rear Shock Spacer	1	-	-
73-05000030	1/2" SAE FLAT WASHER	4	21	22
72-05000100512	1/2" NYLOCK NUT	2	21	22
70-0502751800	1/2" X 2 3/4" GR. HEX BOLT	2	21	22
Box 6MX of 6-PN 57008MX6				
626001	COIL OVER	1	11b,12	15
90-3010	COIL OVER WRENCH: Large	1	-	-

Part #	Description	Qty.	Illus.	Page
90-3011	COIL OVER WRENCH: Small	1	-	-
90-6318	HARDWARE PACK: Coil Over Mount	1	-	-
70-0502751800	1/2" X 2 3/4" HEX BOLT	2	12	15
73-05000830	1/2" SAE FLAT WASHER	4	11b,12	15
72-050100816	1/2" STOVER NUT	2	11b,12	15
90-3391	COIL OVER MOUNT: Upper Bracket	1	21	22
MX6024	MX6 SHOCKS	1	21	22

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.**

Important!

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 an 18" X 8" wheel with a maximum backspacing of 4 3/4". Additionally, a quality tire of radial design, not exceeding 35" tall X 12.5" wide is recommended. Please note that the use of a 35" X 12.5" tire may require fender modification. Installation of larger wheels may be possible. Be sure to check fit all wheel and tire combinations before purchasing and installation. 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.

IMPORTANT!: 18" OR LARGER WHEELS MUST BE USED IN CONJUNCTION WITH THIS LIFT KIT!

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.
- * Always use NEW cotter pins on re-assembly! (These items are NOT supplied)
- * **IT IS ADVISABLE THAT YOU HAVE HELP AVAILABLE WHEN INSTALLING THIS KIT. SOME COMPONENTS ARE HEAVY AND AWKWARD. ADDITIONAL HELP IS GOOD INSURANCE AGAINST INJURY!**

Special Tools:

Please refer to your service manual for more information.
A special removal tool is required for safe removal of the tie rods.
These tools may be purchased at your local Toyota dealer.
You may be able to rent any of these tools at your local parts store.

Optional Equipment Available from your Pro Comp Distributor!

Coil Over Upgrade Kit: 57008

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

For 2WD installation skip steps 17-26, 29-33, 35, 43, 81.

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 park. Disconnect the negative battery cable from the battery. 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 front wheels.
3. Remove the skid plate and the skid plate support brackets.
4. If the vehicle is equipped with factory frame support bars, that connect the transmission crossmember to the inside of the frame rails, remove the bars from the vehicle.
5. Un clip the ABS line from the knuckle, unbolt the anti-lock wiring and sensor from the hub and the brake line from the rear of the knuckle.
6. Using the appropriate tool, remove the outer tie rod end nut and separate from the knuckle.
7. Unbolt the sway bar end links and remove them from the vehicle. Unbolt the sway bar frame mount brackets and remove the sway bar. Save the parts and hardware for reuse.
8. Work on one side of the vehicle at a time.
9. Remove the brake caliper from the rotor and

secure them clear from the work area. **DO NOT** let the caliper hang by the brake line or damage may result.

10. Remove the front rotors from the front hub.
11. Remove the dust cap and the axle retaining nut.
12. Unbolt the (4) bolts holding the hub flange to the knuckle and remove the hub. Save for reinstallation.

NOTE: You will not be able to remove the bolts from the hub assembly after the hub is removed from the knuckle.

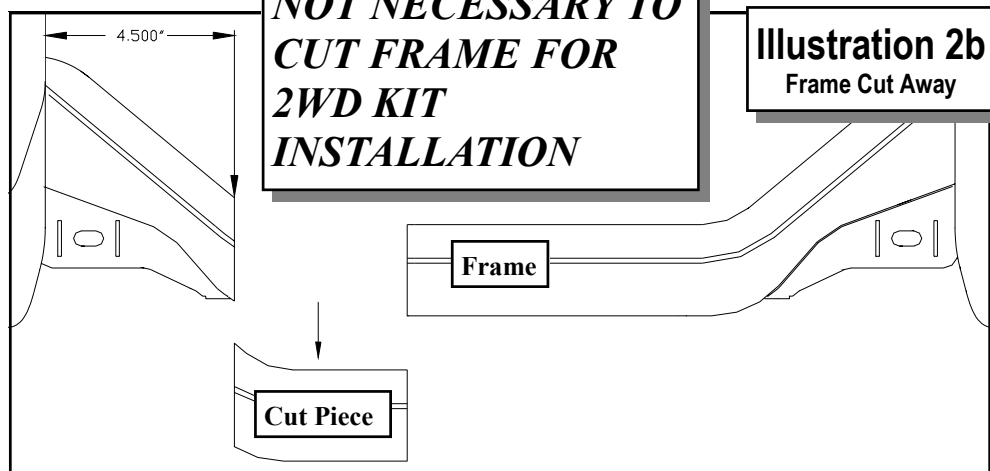
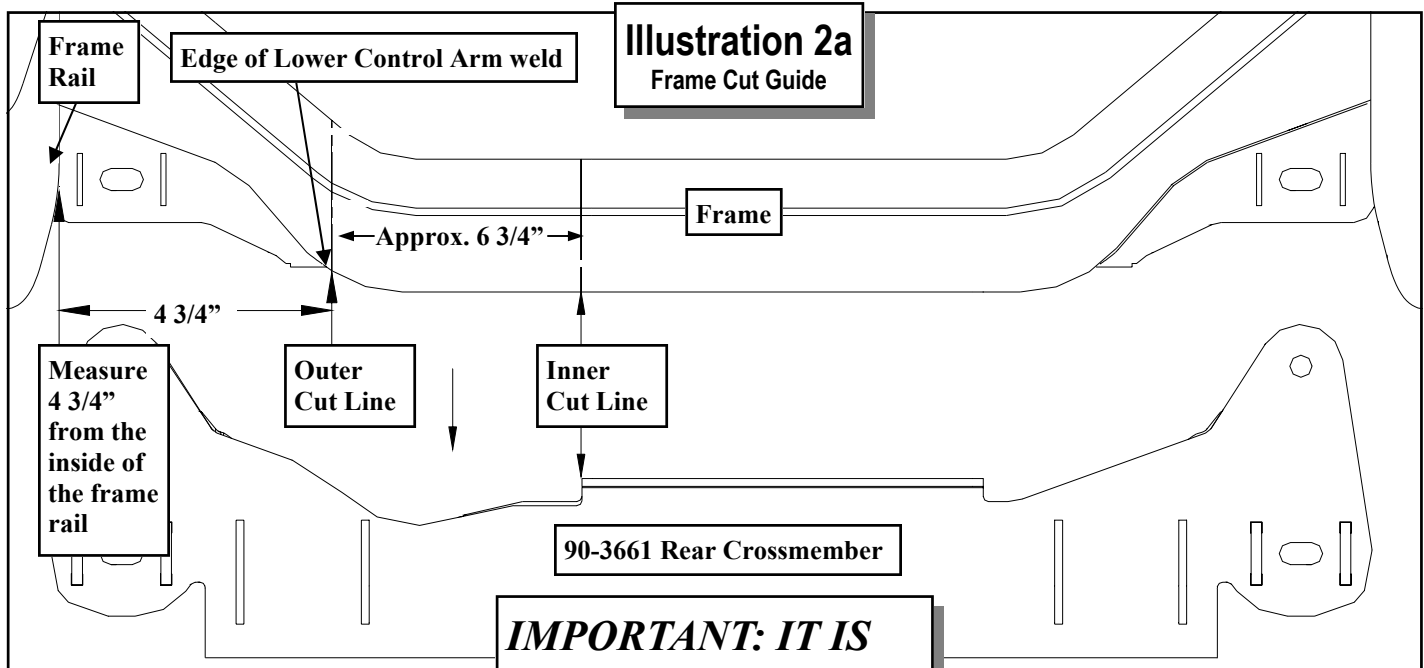
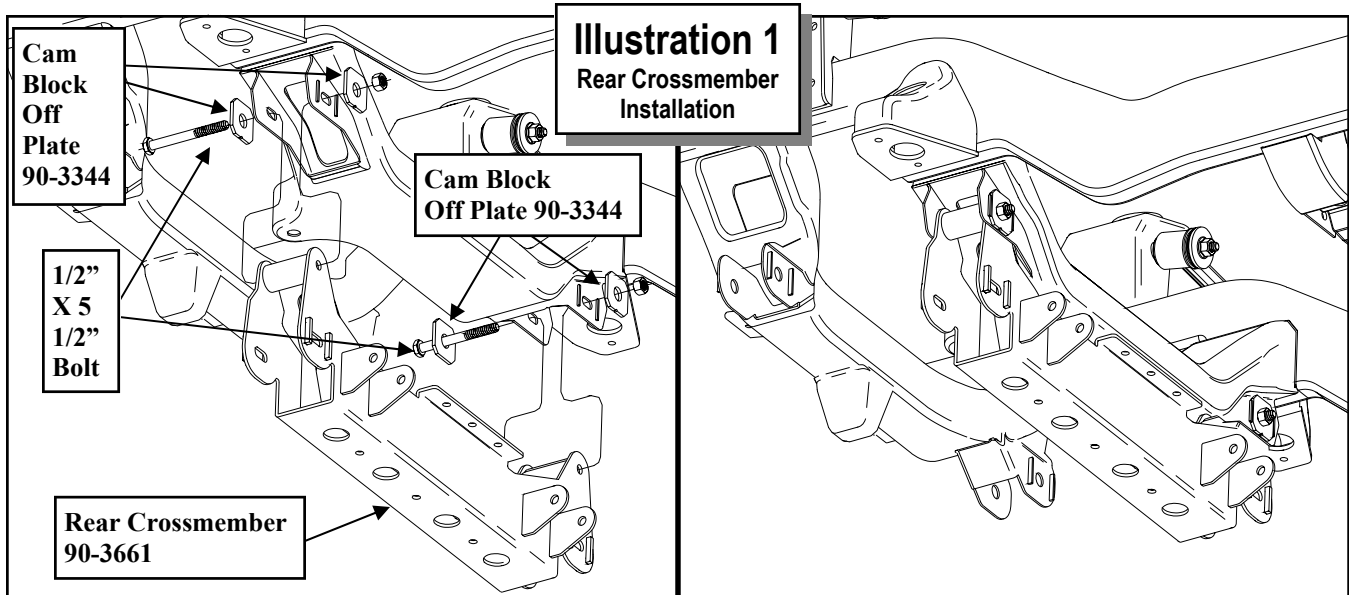
13. Support the knuckle and remove the upper ball joint nut from the knuckle and separate using the appropriate tool.
14. Remove the (2) bolts from the lower ball joint bracket. Remove the knuckle from the vehicle.
15. Unbolt and remove the factory coil over assembly from the vehicle. Save the hardware for reuse.
16. Remove the lower A-arm from the vehicle.

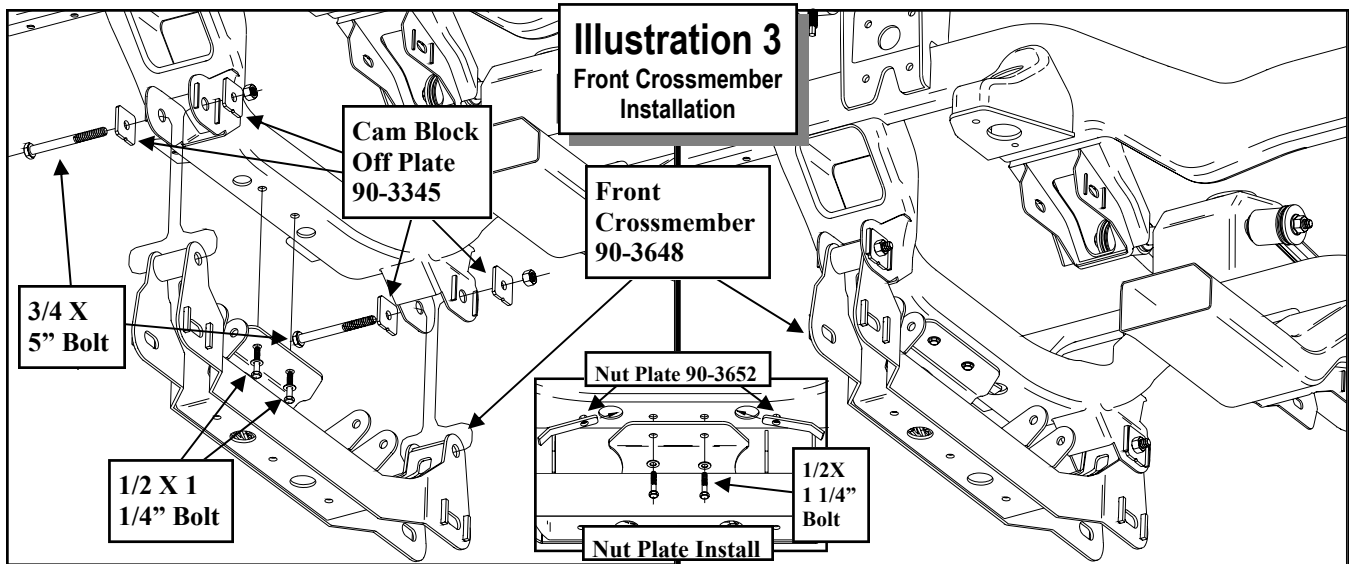
NOTE: Be sure to support the CV axles before removing the lower A-arm. DO NOT allow the axles to hyperextend or damage to the bearings might result.

17. Repeat steps 9 through 16 on the remaining side of the vehicle.

IMPORTANT!: Cutting the frame is not necessary for 2WD installation of this kit.

18. Unbolt the front driveshaft from the differential. Secure the driveshaft up and out of the work area.
19. Unclip all electrical wiring, vacuum lines and vent lines from the differential. Unbolt and remove all the diff harness brackets from the engine block.





20. Support the differential with a jack and unbolt the rear mount differential mount.
21. Remove the (2) front differential mount bolts from the front crossmember. Remove the differential from the vehicle.
22. Raise the rear crossmember (90-3361) into the rear frame mounting pockets and hang in place using the supplied 1/2" X 5 1/2" bolts and small hole cam block off plates (90-3344). See ILLUSTRATION 1.

NOTE: Due to variations in frame tolerances from the factory, the holes in the cam block off plates are offset to provide adjustability. If the bolt holes do not line up with the cam block off plate notches facing down they can be rotated to aid installation of the cam bolts. In order for the crossmember to stay centered in the vehicle the notches in the cam block off plates must be facing the same way on both driver and passenger sides. Ex. Both notches facing up, down, in or out.

23. Use the rear crossmember (90-3661) as a template for marking the frame for cutting.
24. Use the driver side edge of the rear crossmember lip to mark the frame for the inside edge of the cut. See ILLUSTRATION 2a.
25. Measure in 4 3/4" from the inside of the driver side frame rail. Make sure the measurement is square and mark a line around the

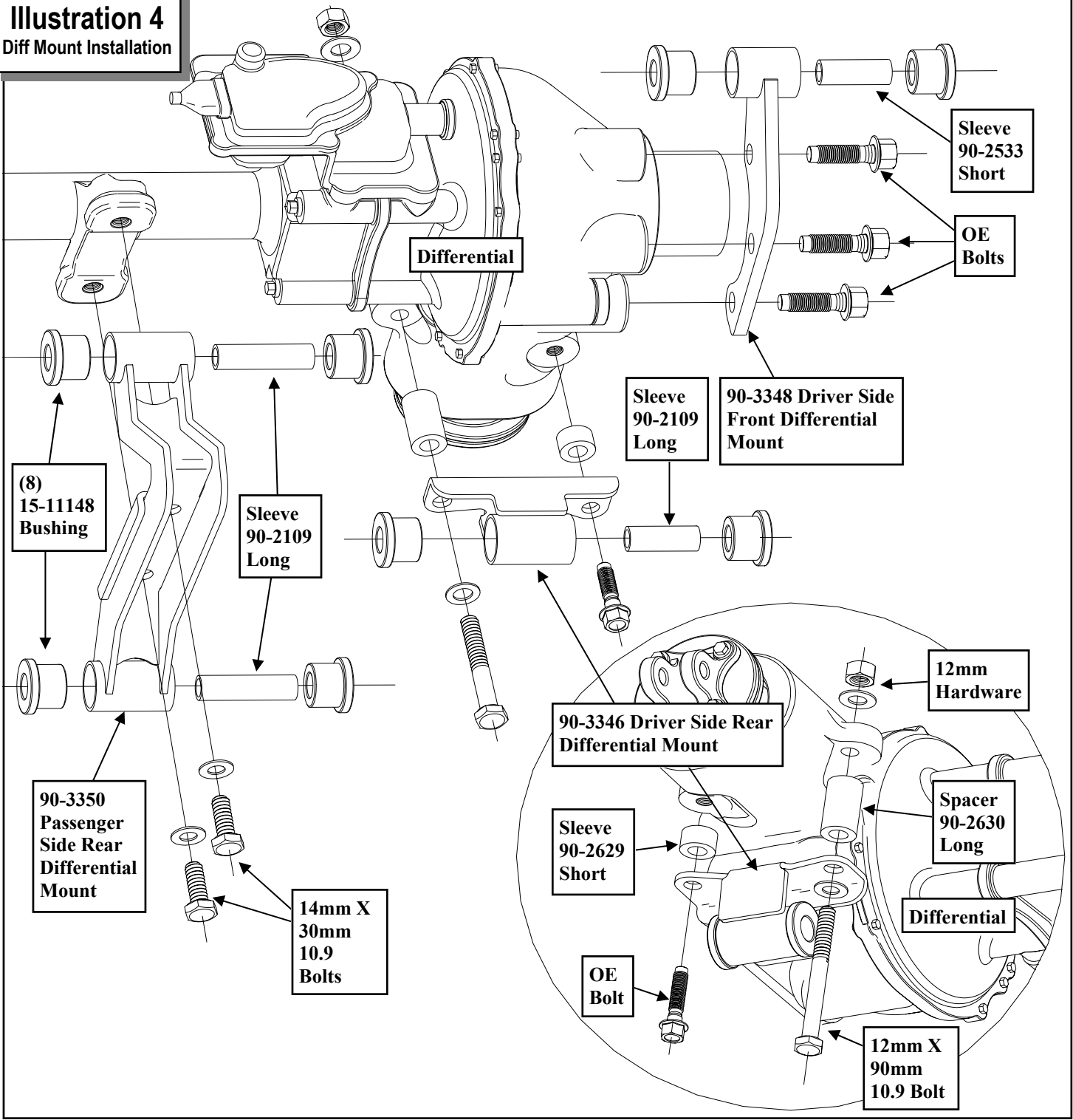
frame for the outer edge of the cut. See ILLUSTRATION 2a.

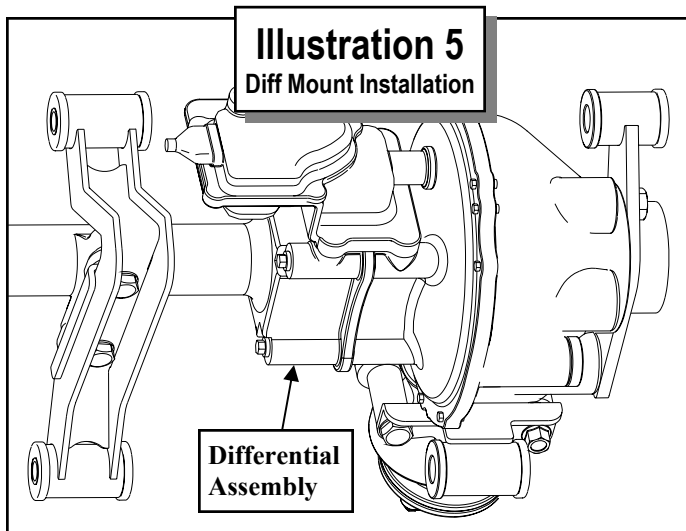
NOTE: Be sure that the outer cut line is at least an 1/8" to 1/4" from the bottom of the rear lower control arm pocket welds.

26. Remove the rear crossmember to allow access for cutting the frame.
27. Using a suitable cutting tool, (abrasive cutoff wheel, Sawz-all, etc.) cut the frame along the previously marked lines as shown in ILLUSTRATION 2a. After cutting the section out of the frame, clean the area thoroughly and paint the exposed metal with a good quality paint.
28. Install the front crossmember (90-3648) into the front mounting pockets using the supplied 3/4" X 5" bolts and cam block off plates (90-3345). Install the cam block off plates with the notches facing down. See ILLUSTRATION 3.

NOTE: Due to variations in frame tolerances from the factory, the holes in the cam block off plates are offset to provide adjustability. If the bolt holes do not line up with the cam block off plate notches facing down they can be rotated to aid installation of the cam bolts. In order for the crossmember to stay centered in the vehicle the notches in the cam block off plates must be facing the same way on both driver and passenger sides. Ex. Both notches

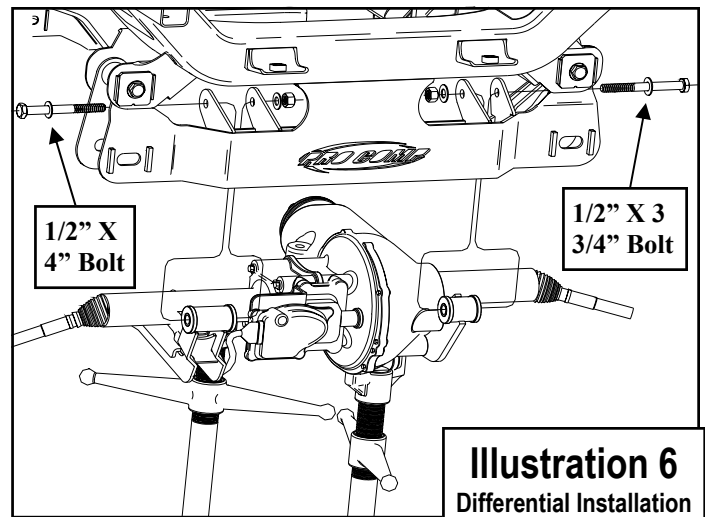
Illustration 4
Diff Mount Installation





facing up, down, in or out.

29. Slide the front crossmember nut plates (90-3652) through the large holes in the frame on each side of the upper lip of the front crossmember (90-3648). Insert the supplied 1/2" X 1 1/4" bolts and washers through the crossmember into the installed nut plate. See ILLUSTRATION 3.
30. Remove the (2) front and (1) rear factory differential brackets from the differential.
31. Install the supplied bushings and sleeves from hardware pack (90-6506) into differential mounts (passenger side differential mount 90-3350, driver side front differential mount 90-



3346, and the rear differential mount 90-3348). See ILLUSTRATION 4.

32. Install the (3) supplied differential brackets (pass side mount 90-3350, driver side rear mount 90-3346, and the front mount 90-3348) to the differential. Leave bolts slightly loose. See ILLUSTRATION 4.
33. Support the CV axles and carefully raise the differential assembly into place.

NOTE: DO NOT allow the axles to hyperextend or damage to the bearings might result.

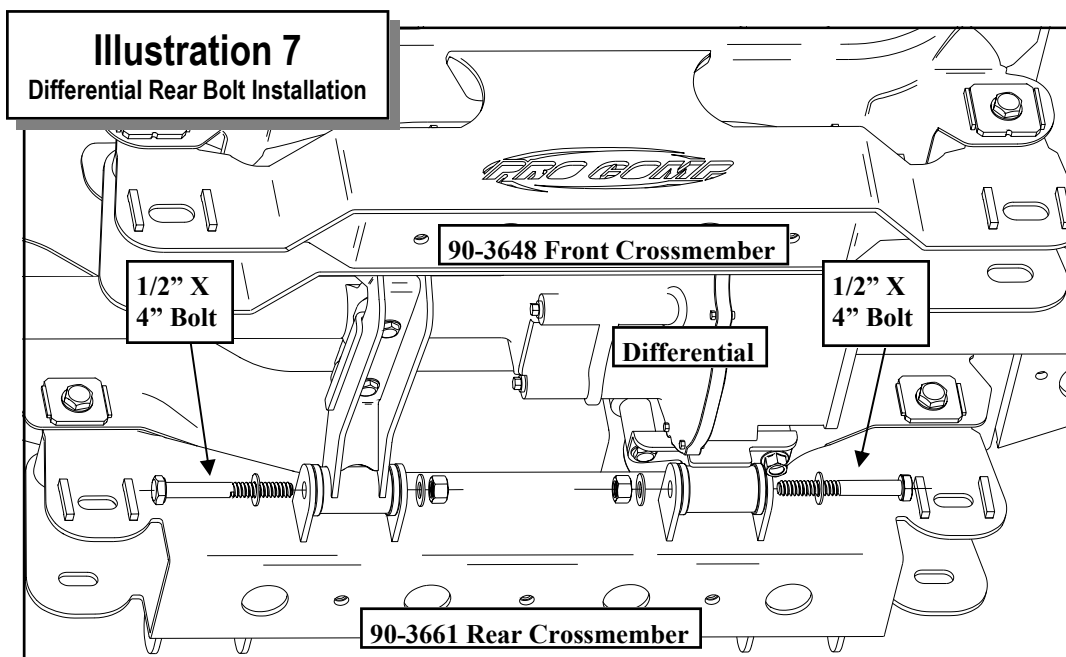


Illustration 8
Rear Crossmember Drill Picture

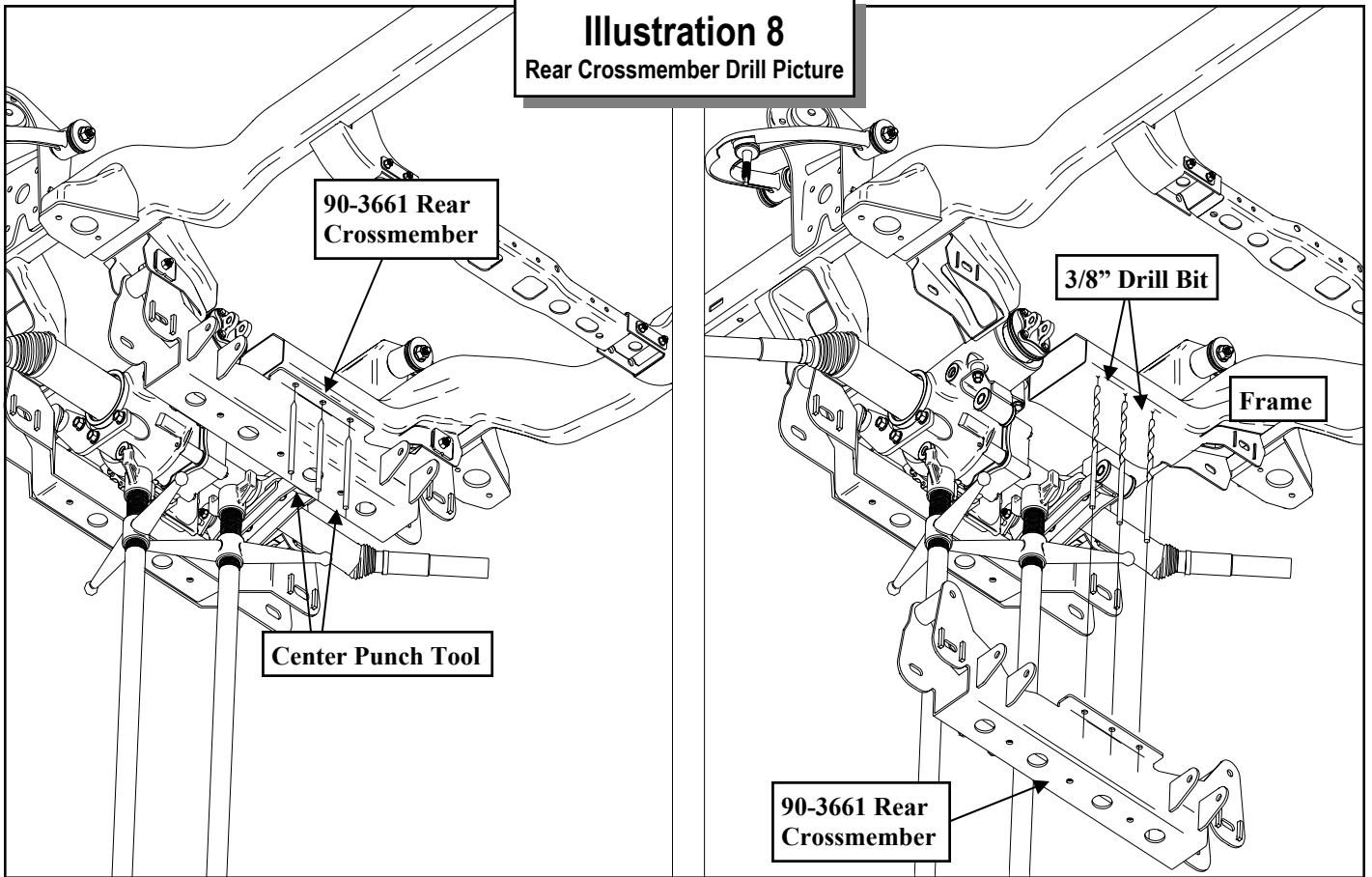
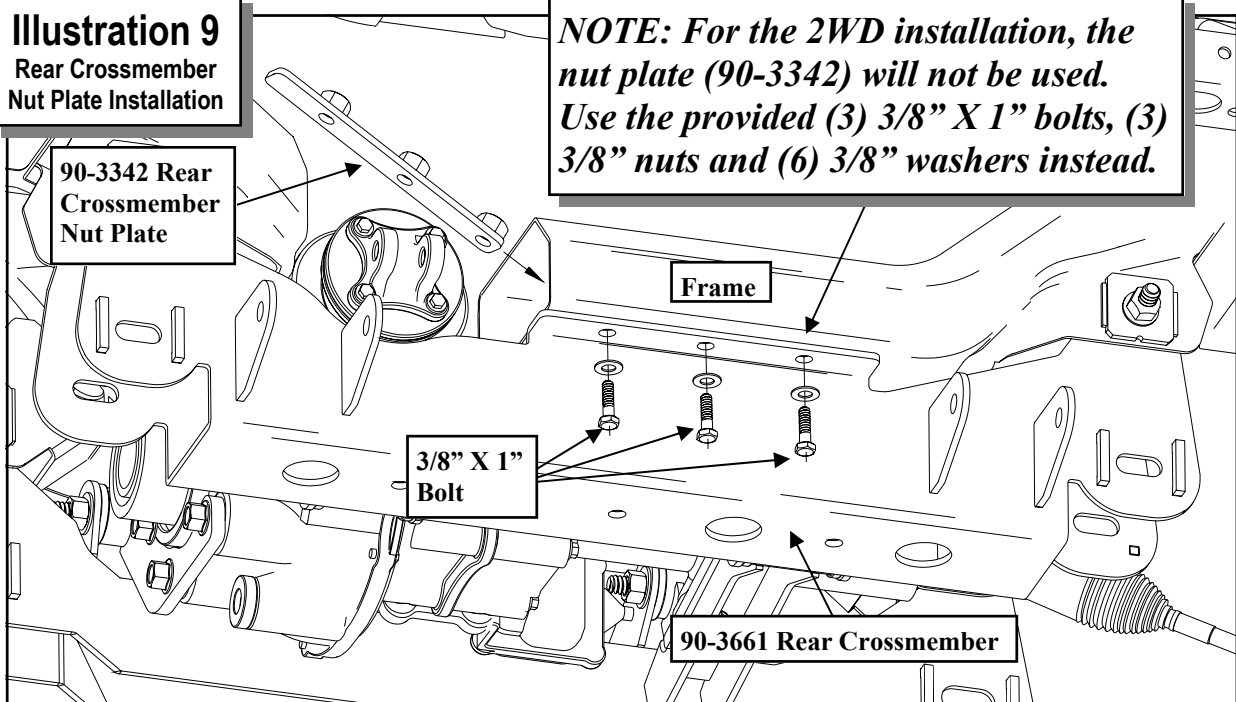


Illustration 9
Rear Crossmember
Nut Plate Installation



34. Raise differential and secure the front driver differential mount (90-3348) and passenger side differential mount (90-3350) to the front crossmember using the supplied 1/2" X 3 3/4"-drvr side and 1/2" X 4"-pass side bolts and hardware. See ILLUSTRATION 6.
35. Install the rear crossmember (90-3661) into the rear frame mounting pockets using the supplied 1/2" X 5" bolts and cam block off plates (90-3344). Install the cam block off plates with the notch facing down. See ILLUSTRATION 1.
36. Secure the driver side rear differential mount (90-3346) and the rear of the passenger side differential mount (90-3350) to the rear crossmember using the supplied 1/2" X 4" bolts and hardware. See ILLUSTRATION 7.
37. Mark the (3) holes in the rear crossmember (90-3661) lip for drilling. See ILLUSTRATION 8.
38. Center punch and drill out the previously marked holes in the frame using a 3/8" drill bit. See ILLUSTRATION 8.
39. Insert the rear crossmember nut plate (90-3342) inside the previously drilled frame section See ILLUSTRATION 9.

NOTE: For the 2WD installation the nut plate (90-3342) will not be used. Use the provided (3) 3/8" X 1", (3) 3/8" nuts and (6) 3/8" washers from pack (90-6445). Early production kit will not have the extra 3/8" hardware.

40. Secure the rear crossmember lip to the nut plate (90-3342) using the supplied 3/8" X 1". Torque bolts according to the torque chart on page 25. See ILLUSTRATION 9.
41. Install the lower A-arms into the front and rear crossmember mounting pockets. Secure using the OE cam bolts.

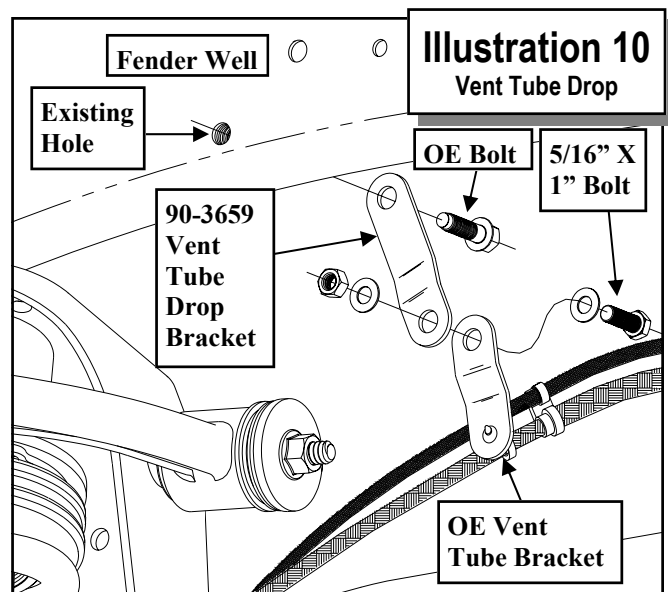
NOTE: When installing the lower control arms into the crossmembers be sure to push the cam eccentrics all the way out. The vehicle should end up with 2 to 3 degrees of caster, with the necessary 1/2 de-

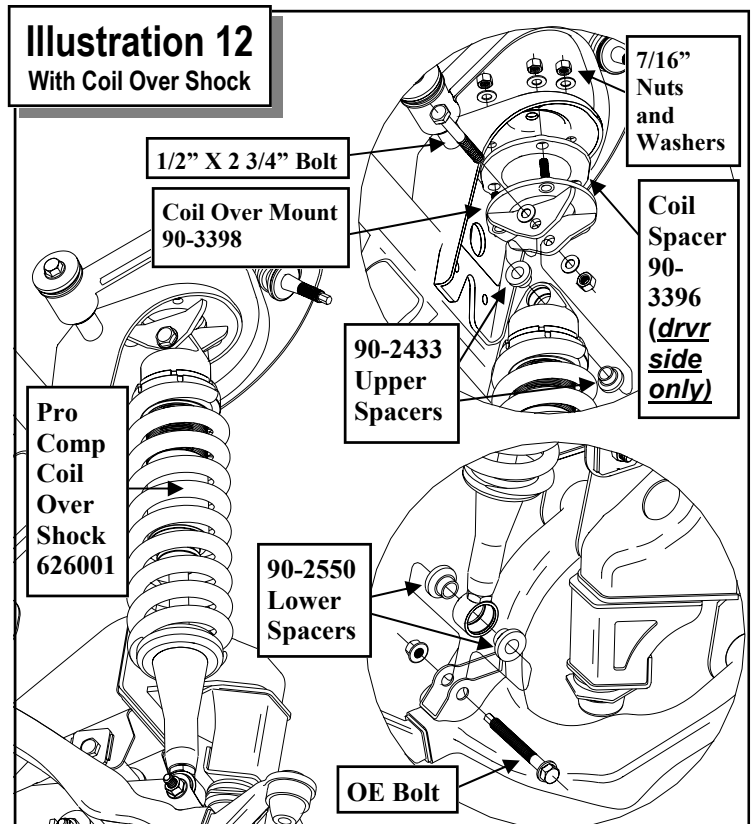
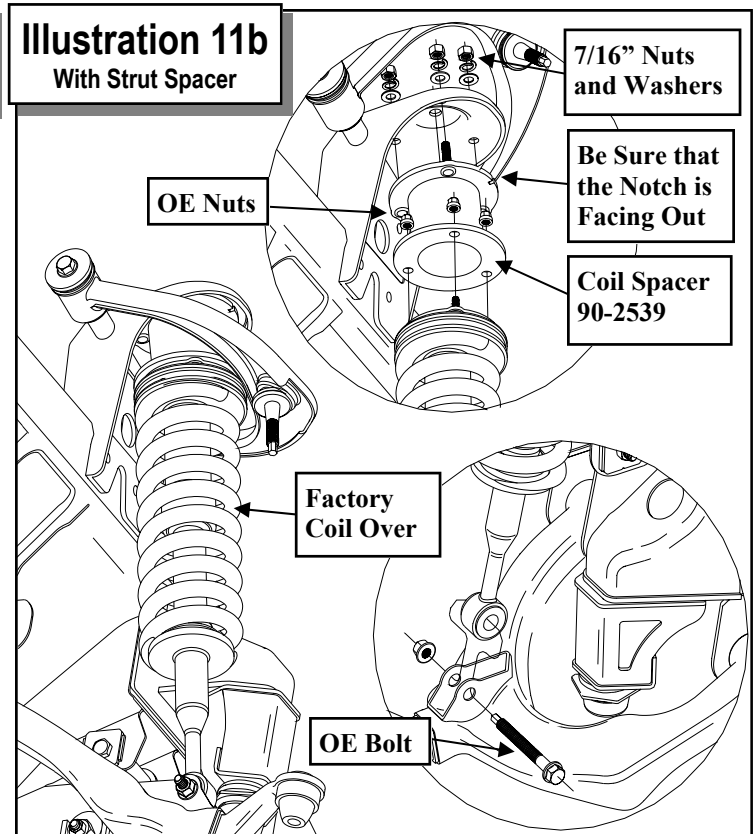
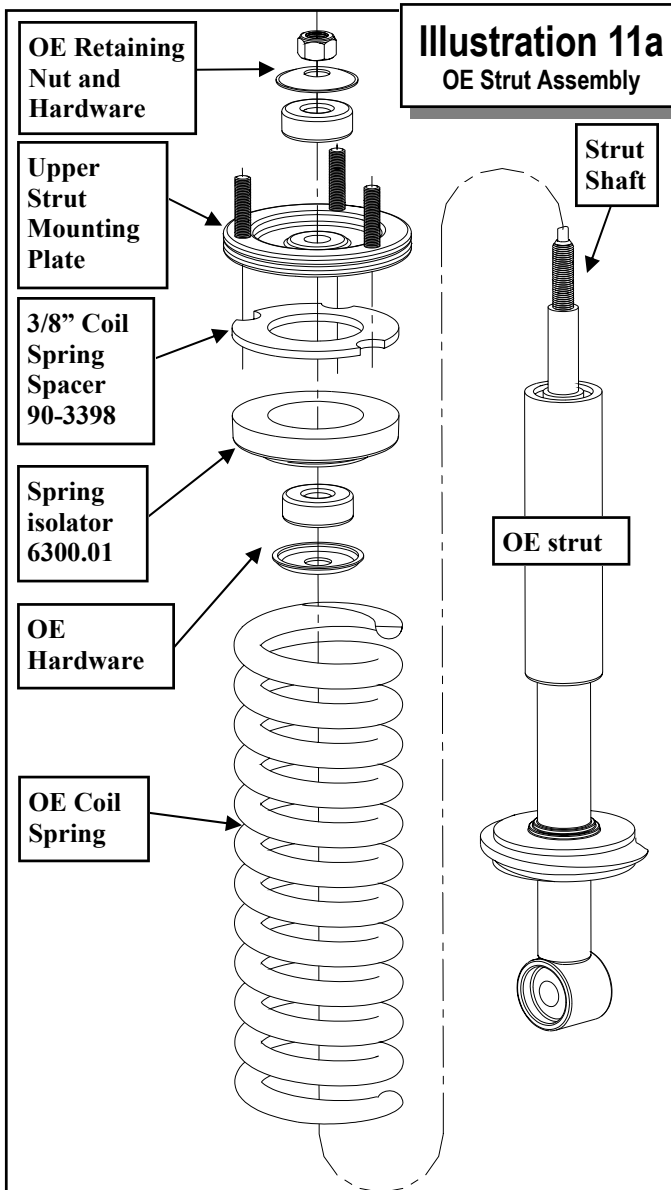
gree of split. If the caster ends up any less than 2 to 3 degrees the tires will rub the wheel wells.

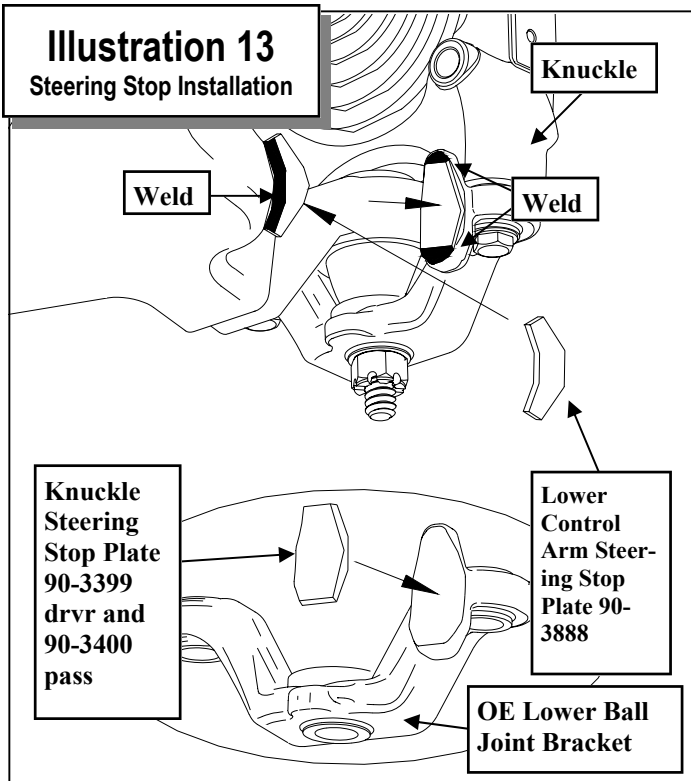
42. Torque all crossmember and differential bolts according to the torque chart on page 25. **DO NOT** torque the lower cam bolts until the vehicle is back on the ground.
43. Under the hood, the previously disconnected differential breather line and vacuum line will need to be unbolted from the driver side fender well. Bolt the differential vent drop bracket (90-3659) to the fender well using the OE bolt. Attach the vacuum and breather lines to the installed drop bracket using the supplied 5/16" X 1" bolt and hardware. See ILLUSTRATION 10.
44. Reattach differential electrical, vacuum and vent connections. Reattach the front drive-shaft and torque the OE nuts to 65 ft./lbs.
45. **WITH THE STRUT SPACERS.** Scribe an index mark on the top of the OE coil spring to the upper strut mounting plate.

CAUTION: The coil is under extreme pressure and severe bodily injury may occur if the coil spring is disassembled without using a coil spring compressor.

46. Compress the coil spring on the strut assembly with a suitable coil spring compressor so







that the coil spring has about 3/8" play in the strut and remove the upper strut isolator retaining nut.

NOTE: Do not use an impact gun to remove the retaining nut. It will damage the strut shaft.

47. Remove the OE coil spring isolator from the upper strut mounting plate and discard.

NOTE: Inspect the front shock assembly for any damage or fluid leakage. Replace if necessary.

48. Install the supplied 3/8" coil spring spacer (90-3398) and the new spring isolator (6300.01) to the upper strut mounting plate. See ILLUSTRATION 11a.
49. Reinstall the compressed coil spring onto the strut assembly and re-attach the upper strut mount plate using the stock hardware. Torque the upper strut mounting plate retaining nut to 20 ft./lbs. See ILLUSTRATION 11a.
50. Decompress the coil spring on the strut assembly. Make sure that the spring is seated

correctly into the strut assembly and aligned with the previously scribed index mark on the upper strut mounting plate.

51. Attach the new strut spacer (90-2539) to the top of the shock using the OE hardware. Torque to 47 ft./lbs. Fit the strut assembly and spacer into the stock mounting locations. Fasten using the supplied hardware on the top from hardware pack (90-6317) torque to 45-50 ft./lbs. See ILLUSTRATION 11b.

NOTE: Be sure that the notch in the strut spacer (90-2539) is facing to the outside of the vehicle.

52. Install the OE bolt through the lower strut mount and a-arm. Torque to 100 ft./lbs.
53. **WITH THE COIL OVERS.** Insert the mono ball spacers (90-2433) from pack (90-6450) in the top of the coil over as shown in ILLUSTRATION 12.
54. Insert the mono ball spacers (90-2550) from pack (90-6450) in the bottom of the coil over as shown in ILLUSTRATION 12.

NOTE: The spacers are a tight fit. A press might be needed to fit the spacers into the mono balls.

55. Install the new Pro Comp coil over shock (626001) to the upper bracket (90-3391) with the supplied 1/2" X 2 3/4" hardware from hardware pack (90-6318).
56. **ON THE DRIVER SIDE ONLY**, install the coil spacer (90-3396) onto the driver side upper coil over mount (90-3391) studs. See ILLUSTRATION 12.
57. Fasten upper bracket to truck using the supplied 7/16" hardware on the top from hardware pack (90-6317) and torque to 45-50 ft./lbs. See ILLUSTRATION 12.
58. Install the OE bolt through the lower shock mount and a-arm. Torque to 100 ft./lbs.

NOTE: Supplemental instructions for MX coil over installation are located in box 57007BMX-4/57008BMX-1.

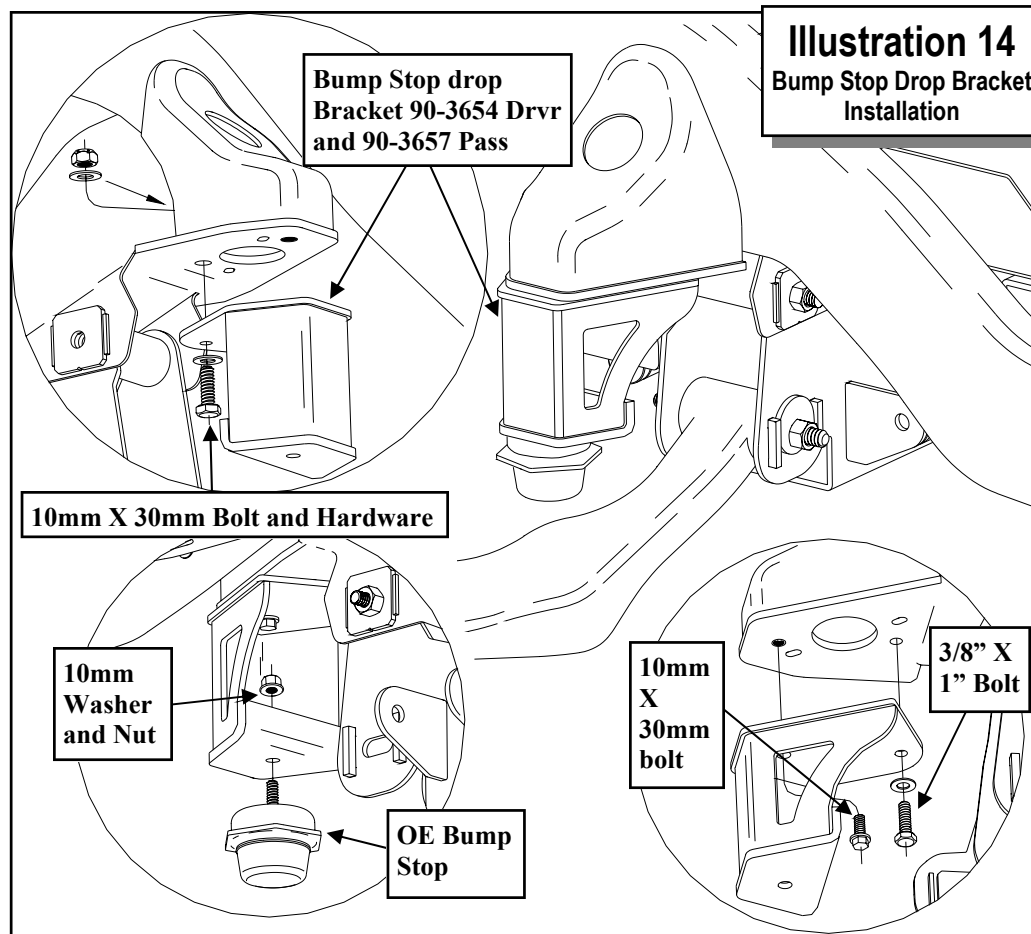
59. Repeat steps 45 through 52 (*for use with strut spacer*) or 53 through 58 (*for use with coil over*) on the remaining side of the vehicle.
60. Work on one side of the vehicle at a time.
61. Transfer rear dust seal out of the **OE** knuckles to the new Pro Comp knuckles (**90-4144 drvr** and **90-4145 pass**).

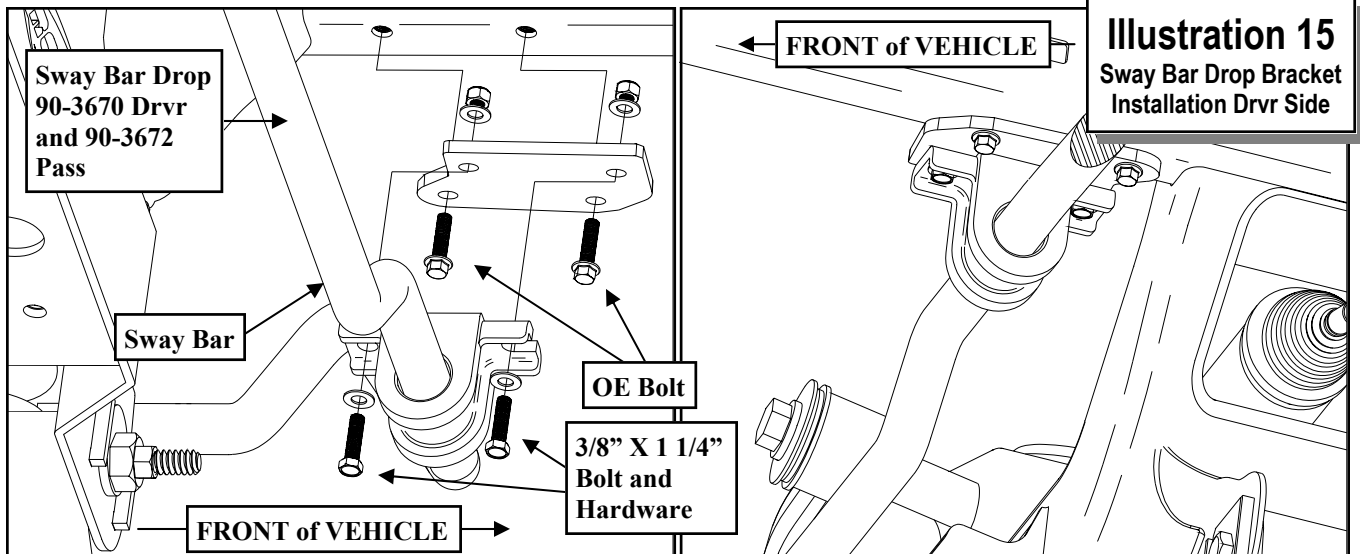
NOTE: *The factory backing plates will not be transferred and reused.*

62. Support the lower A-arms and position the new knuckle (**90-4144 drvr** and **90-4145 pass**) in place. Slide the CV axle through the knuckle from the rear and attach the knuckle to the upper ball joint. Torque to 81 Ft./lbs.
63. Secure the knuckle to the lower ball joint bracket using the (2) supplied **5/8" X 2"** mounting bolts. Apply thread locking compound to the bolts. Torque the bolts to 125-

150 ft./lbs.

64. Clean and grind the paint off of the upper and lower lip of the steering stop on the lower ball joint bracket. Clamp the knuckle steering stop extension plates (**90-3399 drvr** and **90-3400 pass**) into place on the steering stop. Place wet rags over the lower ball joint to protect from welding sparks. See ILLUSTRATION 13.
65. Weld a bead along the top and bottom of the knuckle steering stop extension plates (**90-3399 drvr** and **90-3400 pass**) to secure it to the lower ball joint bracket. See ILLUSTRATION 13.
66. Clean and grind the paint off of the lower control arm factory bump stop pad. Clamp the lower control arm steering stop extension (**90-3888**) onto the factory lower bump stop pad. See ILLUSTRATION 13.



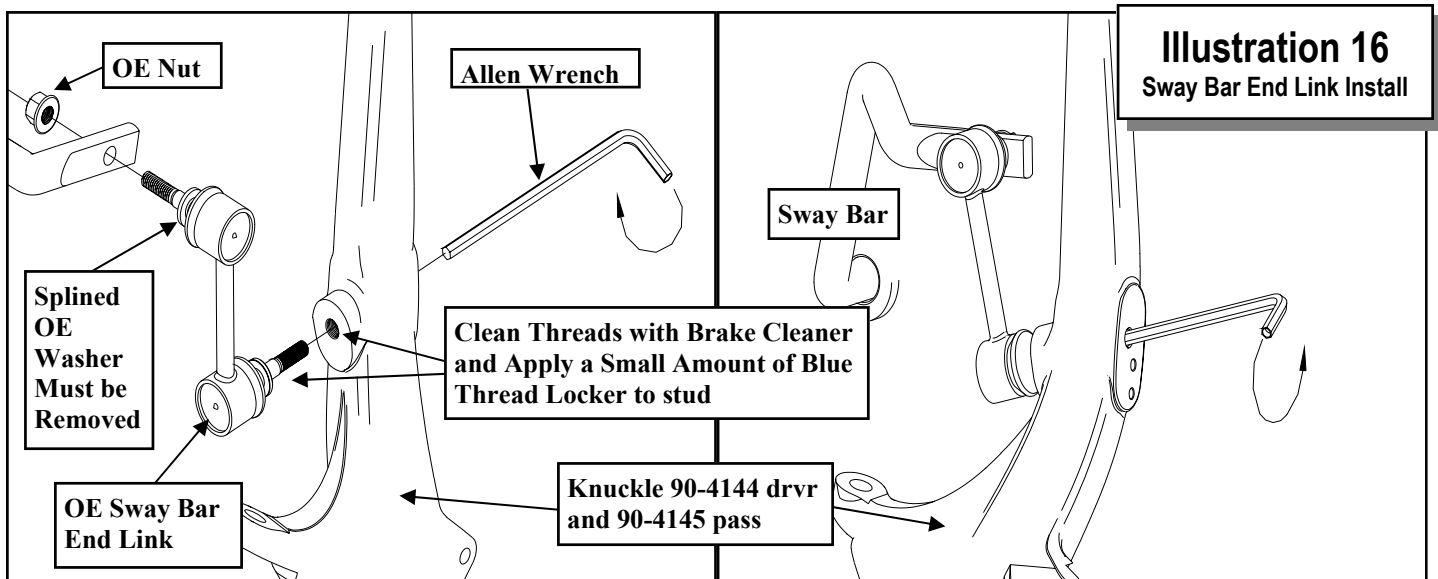


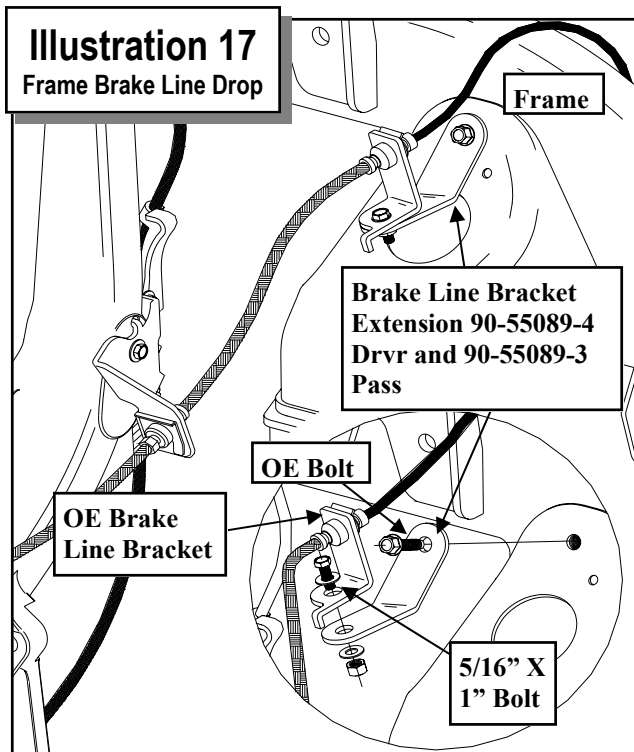
67. Weld a bead around the edges of the lower control arm steering stop extension plates (**90-3888**) to secure it to the lower control arm. See ILLUSTRATION 13.
68. After welding on the knuckle and lower control arm steering stop extension plates, clean the area thoroughly and paint the exposed metal with a good quality paint.

NOTE: *If you do not have access to a welder at this time the extension plates can be welded on at the completion of this installation or lower ball joint bracket can be removed and taken to a qualified welding shop.*

69. Repeat steps 61 through 68 on the remaining side of the vehicle.

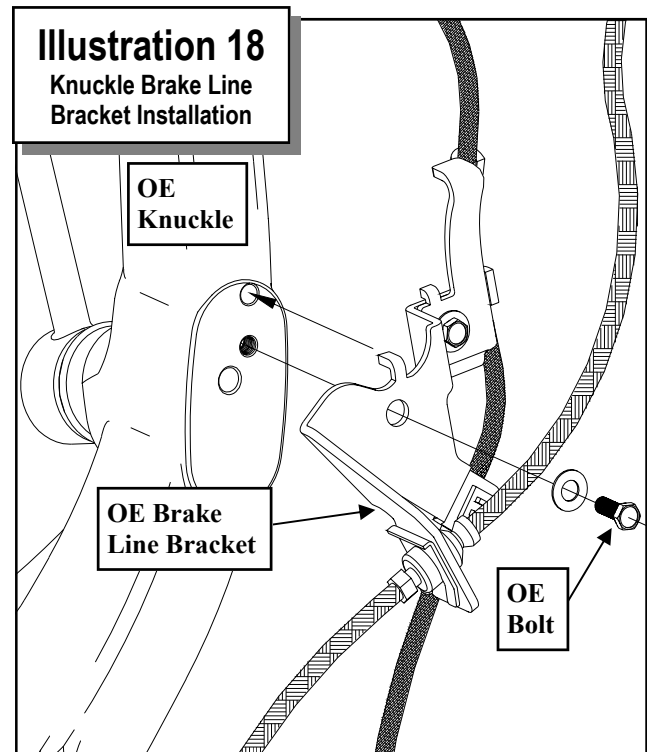
70. Remove the factory bump stops from the frame.
71. Install the previously removed factory bump stop to the bump stop drop brackets (**90-3654 drvr** and **90-3657 pass**) secure using the supplied **10mm** washer and nut. See ILLUSTRATION 14.
72. Install the new bump stop drop brackets to the frame using the **10mm** bolt and washer in the front threaded hole and the **3/8\" X 1\"** bolt and hardware in the rear unthreaded hole. Torque the hardware according to the chart on page 25. See ILLUSTRATION 14.
73. Repeat steps 70 through 72 on the remaining side of the vehicle.





74. Reinstall the tie rod ends, from the top, to the new Pro Comp knuckle and torque to **67** ft./lbs.
75. Install the sway bar drop brackets (**90-3887**) to the original sway bar mounting holes in the frame, with the protruding rounded portion on the outside facing the rear of the vehicle. Secure to the frame using the **OE** bolts. Torque to 30 ft./lbs. See ILLUSTRATION 15.
76. Install the previously removed **OE** driver side sway bar end link on to the passenger side knuckle. Install the link facing up. Torque the **OE** nut to **52** ft./lbs. See ILLUSTRATION 16.
77. Install the previously removed **OE** passenger side sway bar end link on to the driver side knuckle. Install the link facing up. Torque the **OE** nut to **52** ft./lbs. See ILLUSTRATION 16.

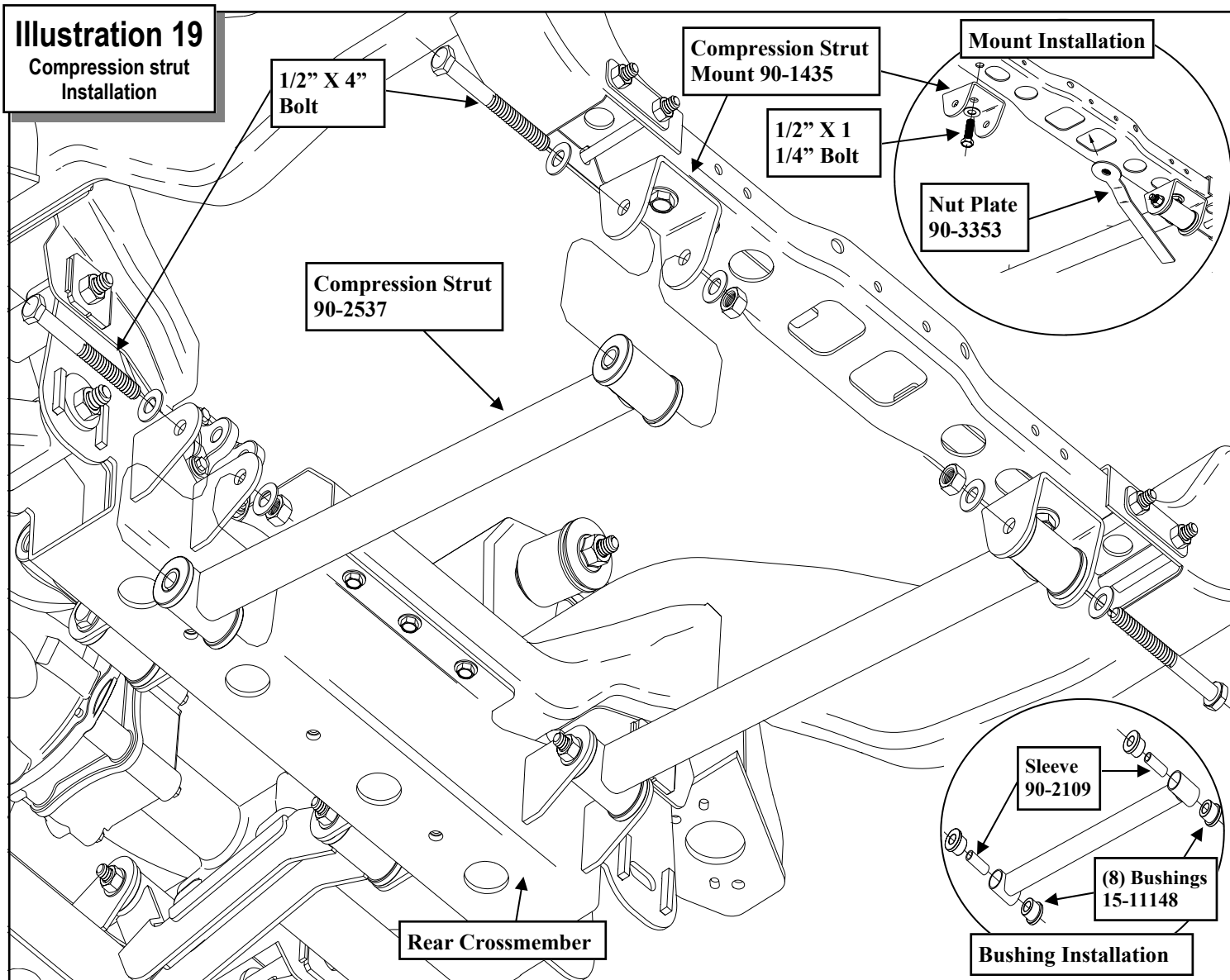
NOTE: Be sure to clean the sway bar end link mounting threads in the knuckle with brake cleaner. When dry apply a small amount of blue thread locker to the sway bar end link mounting stud. Do not over tighten and strip the stud.



78. The **OE** splined washers on the top end of the sway bar end links must be removed. Carefully tap the washer off the stud. See ILLUSTRATION 16.
79. Using a die grinder carefully remove the factory aluminum sway bar collar from the sway bar.
NOTE: Take care not to damage the sway bar during removal of the collar.
80. Reinstall the sway bar to the new sway bar drop brackets using the supplied **3/8 inch X 1 1/4 inch** bolts and hardware. Leave hardware loose at this time. See ILLUSTRATION 15.
81. Reconnect the sway bar end links to the sway bar. Place the previously removed splined **OE** washer under the **OE** nut and secure.
82. Push the sway bar back, in the slotted drop bracket holes, so the end of the sway bar is as close to the knuckle as possible without making contact.
83. Torque the remaining **3/8 inch** sway bar drop hardware according to the chart on page 25.
84. On both sides of the vehicle, install the **OE** hub onto the CV axles and into new Pro

Illustration 19

Compression strut Installation



Comp knuckles. Tighten all the **OE** hardware carefully. Be sure to follow the factory assembly procedures and torque the (4) wheel hub mounting bolts to **59** ft./lbs.

85. Attach the previously removed **OE** retaining nut to the end of the CV shaft. Torque to **174** ft./lbs. Install a new cotter pin and reattach the dust cap.
86. Install the front rotors on to the front hubs.
87. Unbolt the factory brake line bracket from the frame. Install the brake line drop (**90-55089-4** **drv**r and **90-55089-3** **pass**) to the factory brake line bracket using the supplied **5/16"** X

1". Secure the new brake line drop bracket to the original brake line mounting hole in the frame using the **OE** bolt. See ILLUSTRATION 17.

NOTE: You may need to unbolt the upper bracket behind the inner fender to provide enough slack in the line for it's new position.

88. Reinstall the brake calipers to the new knuckle using the previously removed **OE** bolts. Torque to **75-85** ft./lbs.
89. Reattach the **OE** knuckle brake line bracket to the new knuckle using the **OE** bolt. See ILLUSTRATION 18.

90. Connect the anti-lock wiring harness and sensor to the hub if applicable. Reroute the ABS line and secure the line to the threaded hole on the back of the new knuckle using the supplied Adel clamp and **OE** bolt. Secure the ABS sensor in place with the previously removed **OE** bolt.
91. Install the bushings (**15-11148**) and sleeves (**90-2109**) from hardware pack (**90-6263**) into the compression struts (**90-2537**).
92. Install the compression struts into the mounting tabs on the rear crossmember using supplied **1/2" X 4"** hardware. See ILLUSTRATION 19.
93. Using the existing outer hole attach the compression strut mounts (**90-1435**) to the transmission crossmember. Use the **1/2" X 1 1/2"** bolt and nut plate (**90-3353**) to secure the mounts to the crossmember. See ILLUSTRATION 9.
94. Rotate the compression struts up and secure them to the mounts using the supplied **1/2" X 4"** bolt and hardware. See ILLUSTRATION 19.
95. Torque the compression strut hardware according to the chart on page 25.
96. 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.
97. Reconnect the negative battery cable to the battery.
98. Reinstall the wheels and lower the vehicle to the ground. Torque the lug nuts according to the wheel manufacturers recommendations.
99. With the vehicle on the ground, torque the lower A-arm cam bolts to 100 ft./lbs.
100. Recheck all hardware for proper installation

and torque at this time.

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

NOTES:

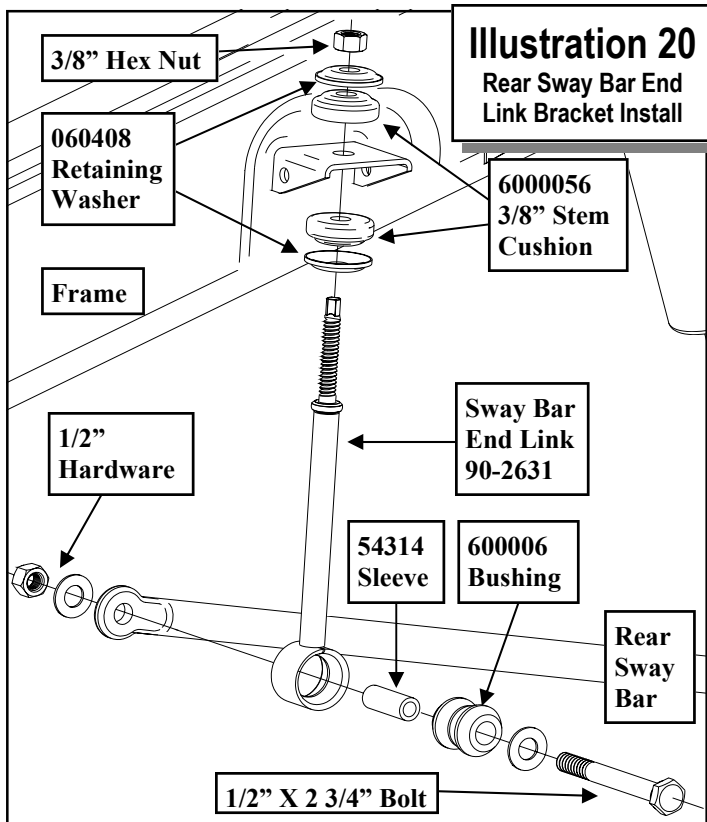
- ⇒ **On completion of the installation, have the suspension and headlights re-aligned.**
- ⇒ **After 100 miles recheck for proper torque on all newly installed hardware.**
- ⇒ **Recheck all hardware for tightness after off road use.**

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 rear wheels.
3. Remove the shocks on both sides of the vehicle. It may be necessary to slightly raise the axle to unload the shocks for removal.
4. Lower the rear axle enough to remove the coil springs from the front spring pockets. Save the factory isolators for re-use.

NOTE: Be sure to support the axle while the springs and shocks are removed.

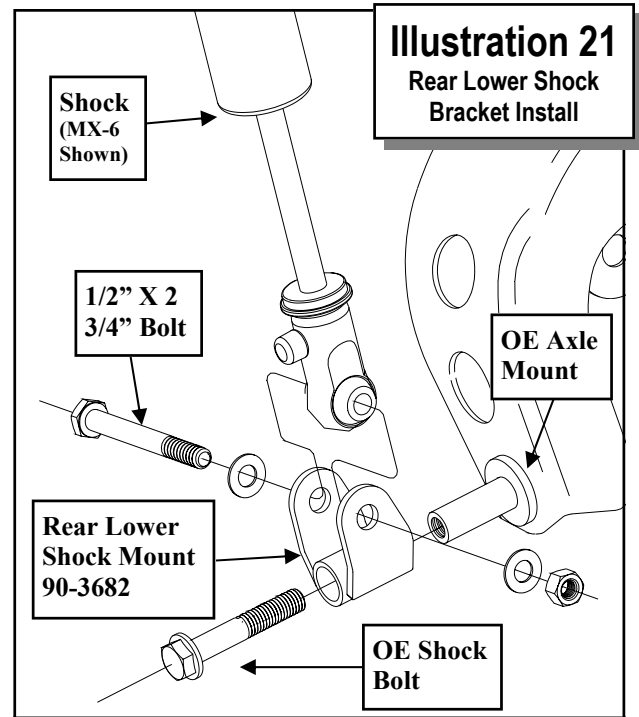
5. Unbolt the track bar from the rear axle mount and secure up and out of the work area. Save the hardware for reinstallation.
6. Unbolt and remove the sway bar end links from the vehicle. Save the hardware for re-use.
7. Unbolt the OE bump stops from the frame. Save the hardware for reuse.



8. On both sides of the vehicle, bend the emergency brake cable brackets on the lower control arm toward the center of the vehicle to provide more slack in the line.
9. Unbolt the differential sensor/vent tube line bracket from the rear axle.
10. Carefully pull the ABS brake lines down to provide them with additional slack.
11. Unclip the ABS line from the inside of the rear axle track bar mount and re-clip it to the outside of that bracket.
12. Unbolt the OE brake line bracket, that connects the two rubber lines to the metal lines, from the rear axle.
13. Work on one side of the vehicle at a time.
14. Unbolt and remove the upper control arm from the vehicle. Save the hardware for re-use.

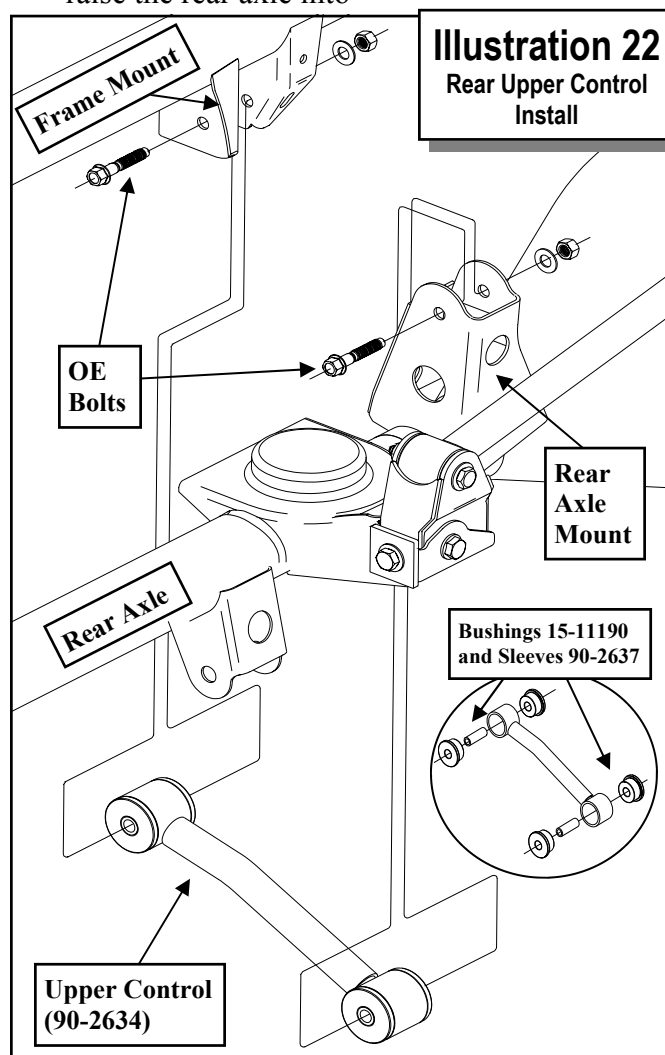
NOTE: Be sure to support the axle while the upper control arm is removed.

15. Install the new upper control (90-2634) into the upper control arm pockets using the OE hardware. Torque the OE hardware to 59 ft./



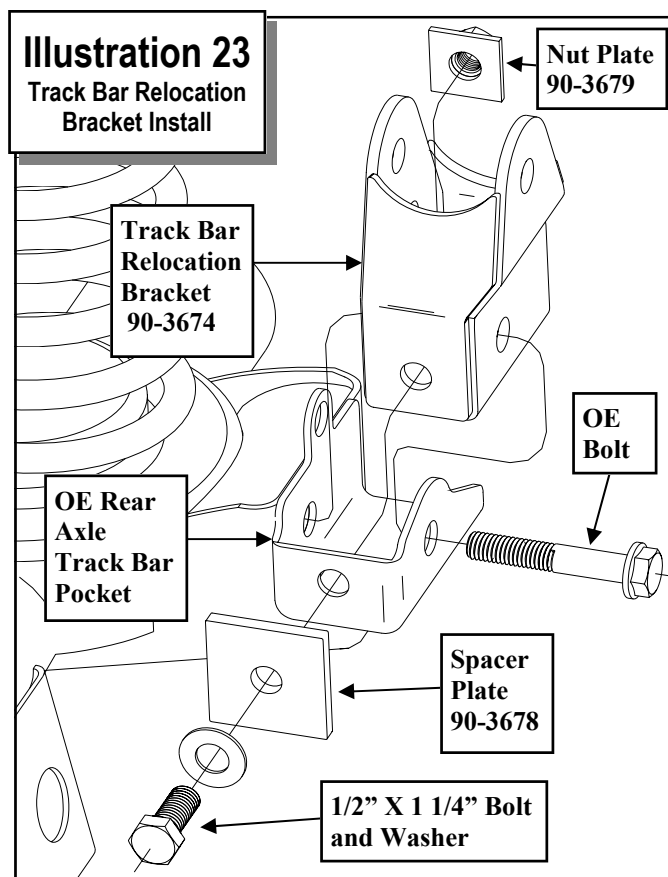
lbs. See ILLUSTRATION 22.

16. Install the stem end of the sway bar end link **(90-2631)** into original mounting bracket on the frame using the provided hardware from pack **(90-6058)**. See ILLUSTRATION 20.
17. Slide the rear lower shock mount **(90-3682)** into the original shock mounting position and secure using the **OE** hardware. Torque the **OE** bolt to **72** ft./lbs. See ILLUSTRATION 21.
18. On both sides of the vehicle support the rear end with a jack and unbolt the lower control arm at the axle.
19. Carefully lower the rear end to ease in the new coil spring installation. Using the factory isolators install the Pro Comp coil springs **(57470-1)** into the spring buckets and raise the rear axle into



place. Make sure the coil spring seats properly on the lower spring perch.

20. Carefully raise the axle and bolt the lower control arm back to the axle. Torque the **OE** hardware to **96** ft./lbs.
21. Install the new track bar bracket **(90-3674)** into the original track bar mounting pocket on the rear axle using the provided **OE** bolt and hardware through the rear hole and the supplied **1/2" X 1 1/4"** and track bar spacer plate **(90-3678)** in the rear hole. See ILLUSTRATION 23.
22. Install the bump stop spacer **(90-3665** **drvr** and **90-3668** **pass**) to the frame using the **OE** bolts. See ILLUSTRATION 24.
23. Bolt the bump stop to the newly installed bump stop drop using the supplied **5/16" X 1"** bolts and hardware from packs **(90-6299)**. See ILLUSTRATION 24.
24. Bolt the remaining end of the sway bar end link to the sway bar using the supplied **1/2" X 2"** bolt and hardware. See ILLUSTRATION



20. Torque the 1/2" hardware according to the torque chart on page 25.
25. Install your new Pro Comp shocks (**MX6024 or ES9024 w/shaft end up**) to the previously installed lower shock mount bracket (**90-3682**). Torque the mounting hardware to according to the torque chart on page 25. See ILLUSTRATION 21.
26. Repeat the installation on the other side of the vehicle.
27. Slip in the new aluminum rear driveshaft spacer (**90-4143**) in between the driveshaft and the transfer case. Fasten using the supplied **10mm X 65mm** bolts and hardware from hardware pack (**90-6509**). Be sure to apply thread locking compound to these bolts. Torque the hardware according to the torque chart on page 25. Rotate driveshaft to check for binding. If it binds the driveshaft must be clearanced by a qualified driveline shop.

NOTE: The use of this driveshaft spacer is intended for light usage only. If the intended usage is for high speed off road, this spacer should not be installed. The factory rear driveshaft should be lengthened

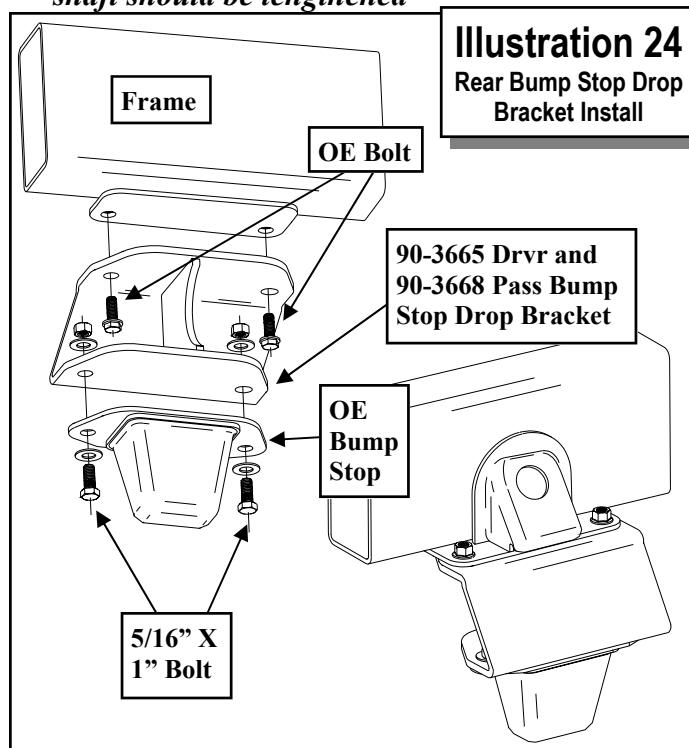


Illustration 24
Rear Bump Stop Drop
Bracket Install

by a qualified driveline shop.

IMPORTANT!: Fully cycle the rear suspension and check for driveshaft plunge. If the driveshaft is too long it will destroy the transfer case. Pro Comp takes **NO** responsibility for damage caused as a result of the installation of this kit.

28. Install the rear brake line relocation bracket (**90-3660**) to the frame in it's original hole using the **OE** bolt. See ILLUSTRATION 25.
29. Secure the **OE** brake line bracket to the rear brake line relocation bracket using the **5/16" X 1"** bolt and hardware. See ILLUSTRATION 25.
30. Check all hardware at this time to ensure that everything is tight. Check for adequate clearance on all repositioned brake lines and emergency brake cables. Make sure you check with the suspension fully extended, and compressed.
31. Reinstall the wheels and lower the vehicle to the ground. Torque the lug nuts according to the wheel manufacturers recommendations.
32. With the vehicle on the ground reinstall the track bar to the newly installed bracket (**90-**

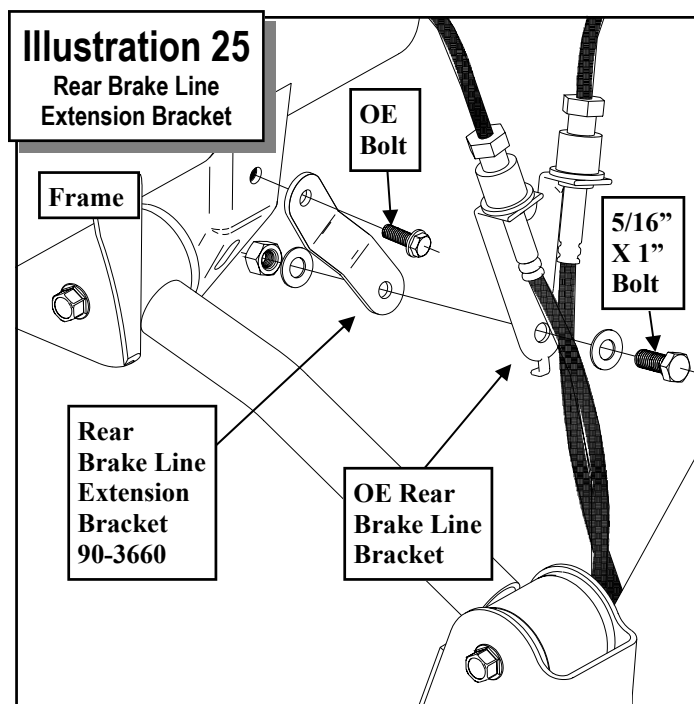
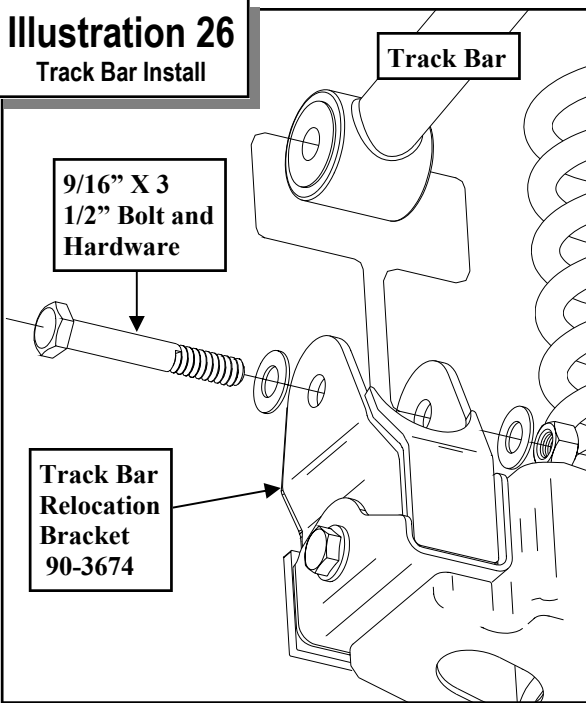


Illustration 25
Rear Brake Line
Extension Bracket

Illustration 26

Track Bar Install



3674) on the rear axle using the previously removed OE hardware. Torque the OE hardware to 96 ft./lbs. See ILLUSTRATION 26.

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.

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

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X

Grade 5 Grade 8
(No. of Marks + 2)

M12-1.25x50 HHCS

D

T

L

X

P = Property Class (Bolt Strength)
D = Nominal Diameter (Millimeters)
T = Thread Pitch (Thread Width, mm)
L = Length (Millimeters)
X = Description (Hex Head Cap Screw)

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.

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PLACE
WARRANTY REGISTRATION
NUMBER
HERE: _____