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**Latest Revision**  
**11/12/2018**



**K1175B/ K1175BP**  
**51070B/ 51070BP**  
**6" 2019 & Up Chevrolet Silverado 4WD**

**W/OE Forged Aluminum Knuckles, Forged Aluminum Upper Control Arms,  
and Stamped Steel Lower Control Arms**

\* This kit is not to be installed on a Trailboss Edition or AT4 edition vehicles.

**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
<b>51070B-1</b>				
91-11885	RR XMBR ASM GM1500	1		
91-11895	FRT DIFF SKID GM1500	1		
90-6939	<b>HARDWARE PACK: SKID PLATE</b>	1		
37C100HC8I/IMP	3/8-16 X 1 HEX CAP SCREW GRADE 8 - ZINCII	4		
37RWHDI/IMP	3/8 ASTM F436 HARD WASHER (A325) USS ZINC II	4		
35-44033	DIFF DROP PAS SPCR	1		
91-11896	DIFF DROP DVR GM1500	1		
91-11900	DIFF DROP PAS GM1500	1		
90-60735	<b>HARDWARE PACK: DIFF DROP</b>	1		
70-0565001800	9/16-12 X 5 HEX BOLT GR 8 ZINC II	1		
56CNPTZ/GRC	9/16-12 TOPLOCK GRADE C ZINC	1		
56RWFLZ/SAE-PC	9/16 FL WSHR SAE ZINC	1		
90-6963	<b>HARDWARE PACK</b>	2		
56C400HC8I/IMP	9/16-12 X 4 HEX BOLT J429 GR 8 ZINC II	1		
56CNPTZ/GRC	9/16-12 TOPLOCK GRADE C ZINC	1		
56RWFLZ/SAE-PC	9/16 FL WSHR SAE ZINC	2		
<b>51070B-2</b>				
90-44022	KNUCKLE DVR MACH GM1500	1		
<b>51070B-3</b>				
90-44023	KNUCKLE PAS MACH GM1500	1		
<b>51070B-4</b>				
91-11906	FRT XMBR GM1500	1		
90-60736	<b>HARDWARE PACK:</b>	1		
71-1812025010900	M18(2.50) X 120 METRIC HEX SC GR 10.9 ZINC II	4		
72-01825010912	M18(2.50) NYLON INS L/N ZINC	4		
73-01800040	M18 FLAT WASHER ZINC DIN HV200-125	8		
91-11913	SB DROP DVR ASM GM1500	1		
90-6577	<b>HARDWARE PACK</b>	1		
37C100HC8I/IMP	3/8-16 X 1 HEX CAP SCREW GRADE 8 - ZINCII	4		
37CNPTZ/GRC	3/8-16 TOPLOCK GRADE C ZINC	4		
37RWHDI/IMP	3/8 ASTM F436 HARD WASHER SAE (A325) ZINC II	8		
91-11916	SB DROP PAS ASM GM1500	1		

Part #	Description	Qty.	Illus.	Page
<b>51070B-5</b>				
95-401	REAR KIT BLOCK 4" TAPER CAST 9/16" PIN	2		
13-90086	9/16"x 2.650" x 11.50" U-BOLT	4		
20-65302	U-BOLT HARDWARE PACK: 9/16"-18	1		
91-11922	E BRK WIRE BRKT GM1500	1		
90-60733	HARDWARE PACK:E BRK WIRE BRKT	1		
70-0251251800	1/4-20 X 1 1/4 HEX CAP SC GR8 ZINC	2		
25CNNLI/GR-C	1/4-20 NYLON INS L/N IFI 100/107 ZINC II GR C	2		
25RWHDI/IMP	1/4 ASTM F436 HARD WASHER (A325) ZINC II	4		
91-11923	BRK LINE DROP BRKT	1		
90-6299	HARDWARE PACK: REAR BRAKE LINE	1		
31C100HC8I/IMP	5/16-18 X 1 HEX BOLT J429 GR 8 ZINC II	2		
31CNNLZ	5/16-18 NYLON INSERT LOCKNUT ZINC PLTD	2		
31RWHDI/IMP	5/16 ASTM F436 HARD WASHER (A325)	4		
90-44036	BUMP STOP EXT GM1500	2		
90-60734	HARDWARE PACK:BUMPSTOP EXTENSION	1		
.10C90SOCZ	M10 (1.5) X 90 SOCK C/S GR 12.9 ZINC PLATED	2		
90-60737	HARDWARE PACK:	1		
10999	11" 50LB UV BLACK NYLON CABLE TIES	6		
90-4337	1/4" POLY SLEEVING	5		
90-2724	SLEEVE	2		
90-60625	HARDWARE PACK:	1		
25C100HC8I/IMP	1/4-20 X 1 HEX BOLT J429 GR 8 ZINC II	2		
25RLSAI	1/4 *HI-ALLOY*LOCK WASHER ZINC II	2		
25RWHDI/IMP	1/4 ASTM F436 HARD WASHER (A325) ZINC II	2		
90-3240	-6 ADEL CLAMP W/ LARGER	4		
<b>51070B-6</b>				
91-20200	STRUT SPCR GM1500	2		
90-6317	HARDWARE PACK:	1		
	7/16-20 HEX NUT GR8 ZINC II	6		
	7/16 SPLT LW ZINC PLTD	6		
	7/16 FL WSHR SAE ZINC	6		

Part #	Description	Qty.	Illus.	Page
929505	SHOCKS <b>SHOCKS W/ 51070B (K1175B)</b>	2		
ZX2001	SHOCKS <b>SHOCKS W/ 51070BP (K1175BP)</b>	2		

Product available for the 2019 GM 1500

63230

63235

\*not to be installed in conjunction with this kit

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 and performance of your Pro Comp equipped vehicle. Body and or fender modifications may be required to properly install the maximum tire diameter and maximum wheel width listed. Tire and wheel choice is crucial in assuring proper fit, performance, and the safety of your Pro Comp equipped vehicle. For this application, a 20" or larger wheel is required, not to exceed 10" in width. 20" rims have a maximum of 5" of backspace and a minimum of 4.5" of backspace. A quality tire of radial design, not exceeding 35" tall X 12.5" wide. Pro Comp recommends 295/60-20 or equivalent. Please note that the use of a 35" X 12.5" tire may require fender modification and may interfere with the crash bar at full lock. 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!:** The factory rims and factory spare tire cannot be used with this lift kit. 17"/18" Spare can only be used for the rear wheels only. If a flat tire occurs on the front, the 20"+ rim from the back will need to be placed on the front.

**The following rims have been test fit and DO clear the 2019 GM caliper.**

PXA 5034-2983 (20" x 9" w/ 5" B.S.) has been test fit and approved for installation.

PXA 5041-298345 (20" x 9" w/ 4.5" B.S.) has been test fit and approved for installation.

PXA 5161-298350 (20" x 9" w/ 5" B.S.) has been test fit and approved for installation.

PXA 5163-218347 (20" x 10" w/ 4.75" B.S.) ) has been test fit and approved for installation.

PXA 5172-21039 (20" x 10" w/ 4.75" B.S.) has been test fit and approved for installation.

PXA 5173-21083 (20" x 10"w/ 4.75" B.S.) has been test fit and approved for installation.

LRG 10729083712N (20" x 9" w/ 4.5" B.S.) has been test fit and approved for installation.

**The following rims have been test fit and DO NOT fit.**

OE rims 17", 18" or 20" do not fit the new Pro Comp Knuckles.

GM aftermarket 22" GM PN19301164 rim does not fit the new Pro Comp Knuckles.

PXA 5140-298352 does not fit due to caliper clearance.

PXA 5044-2983 does not fit due to caliper clearance.

PXA 5050-293945 does not fit due to caliper clearance.

PXA 5139-2983 does not fit due to caliper clearance.

PXA 5140-298352 does not fit due to caliper clearance.

PXA 5143-2983 does not fit due to caliper clearance.

PXA 8142-29539 does not fit due to caliper clearance.

LRG 11621083912N does not fit due to caliper clearance.

LRG 11721083312N does not fit due to caliper clearance.

LRG 11821083912N does not fit due to caliper clearance.

**IMPORTANT!:** Please drive the vehicle prior to installation. It has come to our attention that the 2019 GM 1500 4WD, as delivered from the factory, has a vibration in the drive line. Pro Comp Engineering, through thousands of miles of testing lifted vehicles and stock units has determined that the application of this suspension lift does not change this inherent attribute.

## 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.
- ◆ Ensure that your work space is of adequate size and the work surface is level. Place the vehicle in neutral. Place your floor jack under the front cross member and raise vehicle. Place jack stands under the frame rails behind the front wheel wells and lower the frame onto the stands. Remove the jack and place the vehicle back in gear, set the emergency brake, and place blocks both in front and behind the rear wheels.
- ◆ 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 PHOTOS 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 locking 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 end and head light realignment is necessary!
- Speedometer and ABS recalibration will be necessary if larger tires (10% more than stock diameter) are installed.

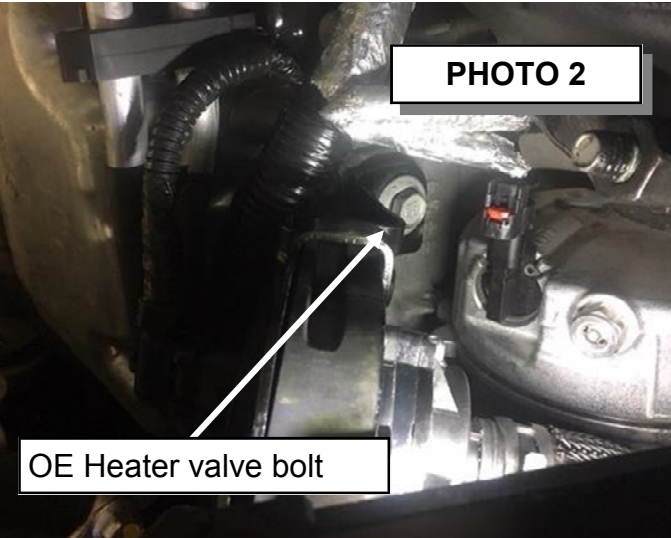
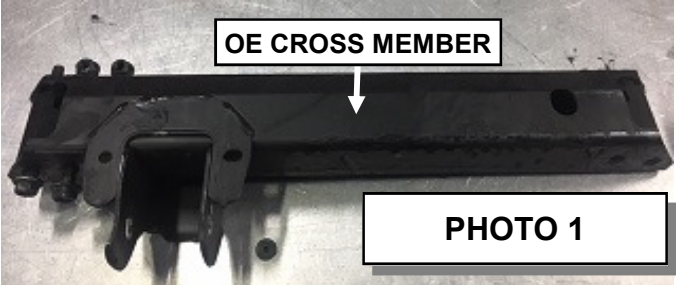
# FRONT INSTALLATION:

1. Position your vehicle on a smooth, flat, hard surface (i.e. concrete or asphalt). Block the rear tires and set the emergency brake.
2. Measure and record the distance from the center of each wheel to the top of its fender opening. Record below.

LF: \_\_\_\_\_ RF: \_\_\_\_\_

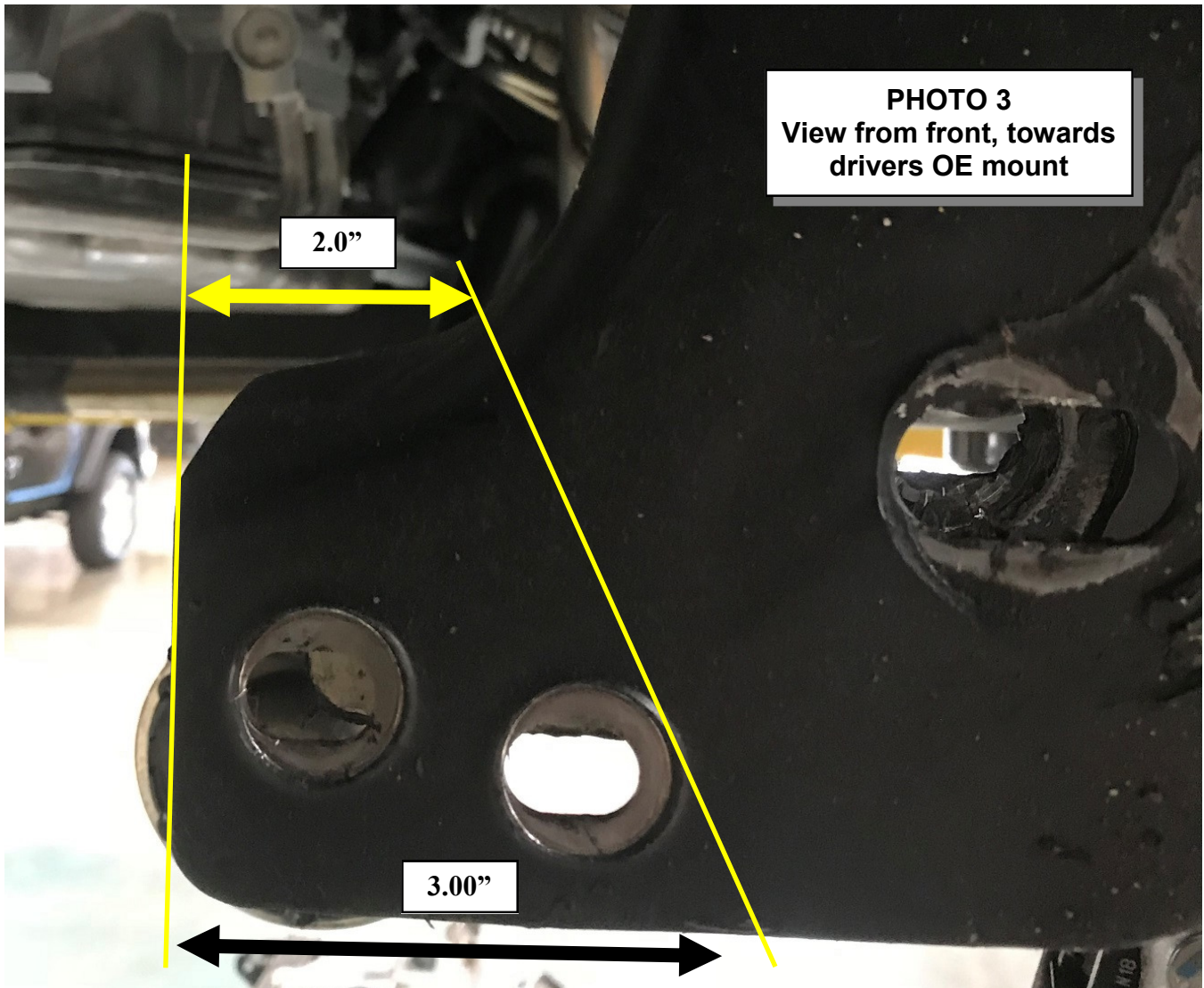
LR: \_\_\_\_\_ RR: \_\_\_\_\_

3. Place the vehicle in neutral. Place your floor jack under the front axle and raise the vehicle. Place jack stands under the frame rails and lower the frame onto the stands.
4. Remove the jack and place the vehicle back in gear, set the emergency brake, and place blocks both in front and behind the rear wheels.
5. Mark all of the wheels locations on the vehicle. Remove the front wheels from the vehicle. Remove the OE tire pressure monitors from the wheels and mark the location where they were removed from on vehicle.
6. Unbolt and remove the OE skid plates and save hardware for reuse.
7. Unbolt the ABS sensor and wires from the A-arm and knuckle. On the **Driver's side only** unbolt the brake pad wear sensors from the knuckle and A-arm. On the **Passenger side** unclip the top clip for the ABS sensor from the wire harness tray. Keep fasteners for reuse. Unbolt the brake lines from the knuckle.
8. Using the proper tool, carefully separate the outer tie rod end from the knuckle.



9. Remove the brake caliper, caliper bracket assembly and the rotor. Secure them clear from the work area. **DO NOT let the caliper hang by the brake line or damage may result.**
10. Unbolt the sway bar end links from the lower control arm. Save the OE hardware for reinstallation.
11. Mark the orientation of the sway bar and remove it from the vehicle. Save the OE hardware for reinstallation.
12. Unbolt the CV axle retaining nut in order to remove the CV axle from the OE knuckle.
13. Using the proper tool, carefully separate the upper ball joint from the knuckle. Loosen, but **DO NOT** remove the retaining nut from the upper ball joint.
14. Using the proper tool, carefully separate the lower ball joint from the knuckle. Loosen, but **DO NOT** remove the retaining nut from the lower ball joint.
15. Support the lower control arm with a jack.
16. Unbolt the previously loosened upper ball joint retaining nut.
17. Separate the knuckle from the lower control arm and remove the lower ball joint nut then remove the OE knuckle.
18. Unbolt the bottom of the strut from the LCA. Unbolt the lower control arm retaining bolts. Save cam bolt fasteners for reuse and mark location and orientation before removing. A photo on your phone is a





**PHOTO 3**  
View from front, towards  
drivers OE mount

- great way to document the orientation.
19. Using a small pry bar or flat blade screw driver carefully lift the wire harness trays from the top of the strut towers.
  20. Mark the shock, spring, spring isolator and top plate orientation. **See PHOTO 13.**
  21. Unbolt the nuts on the upper strut mounting studs. Carefully remove the strut from the vehicle.
  22. Unbolt the front driveshaft from the differential and secure it out of the way of the work area. Save the hardware for reuse.
  23. Unplug the differential wiring harness clips and vent tube. Unclip the first three plastic clips from the frame.
  24. Remove the factory rear cross member support brace from the vehicle and keep



**PHOTO 4**





the fasteners for reuse. **See PHOTO 1.**  
25. On the passenger side loosen both of the bolts for the heater valve to remove the factory differential bolt. **See PHOTO 2.**

- 26. Support the differential with a jack and unbolt the driver and passenger side mounts. Carefully remove the differential from the vehicle. Save fasteners for reuse.
- 27. On the DRIVER'S side only measure 2.0" from the top inside edge of the lower control arm pocket and 3.0" from the bottom inside edge of the lower control arm pocket and scribe a line connecting the two points. Cut along the line using a suitable cutting tool (abrasive cutoff wheel, reciprocating saw, etc.) through both sides of the pocket. **See PHOTO 3 and PHOTO 4.**
- 28. Paint trimmed areas with a quality paint to prevent rust.
- 29. Install the Differential Drop Passenger Spacer (35-44033) into the hole in the frame on the passenger side OE differential mount location. **See PHOTO 5.**
- 30. With the differential in a level position, remove the front differential fill level plug. Fill the front differential, with an approved GM fluid, until the fluid starts to slightly pour out. Reinstall the fill level plug.
- 31. Install the driver differential drop bracket



**PHOTO 7**  
View from center out to  
passenger side of vehicle



(91-11896) onto the frame using the M12 OE bolt. The passenger differential drop bracket (91-11900) is installed to the frame using the 9/16 x 5" bolt and hardware from hardware pack (90-60735). Make sure the head of the 9/16" bolt is located inside the hex on the passenger differential drop bracket. **SECURE THESE BOLTS ONLY DO NOT TORQUE. See PHOTO 6, PHOTO 7 and PHOTO 8.**

32. Tighten the heater valve hardware to factory specifications.
33. Carefully raise and secure the differential into the differential drops by installing the 9/16 x 4" bolts and fasteners from hardware packs (90-6963) with the passenger head of the bolts towards the front and the head of the drivers to the outside of the vehicle. **SECURE THESE BOLTS ONLY, DO NOT TORQUE.**
34. Install the rear cross member (91-11885)

with the differential mount tabs towards the rear of the vehicle into the rear mounting pockets using the supplied M18 x 120mm bolts and fasteners from hardware pack (90-60736). Hand tighten only. On the passenger side install the two M12 OE bolts back into the lower control arm pocket and hand tighten. **IMPORTANT!** Install M18x120mm rear cross member bolts with the heads facing toward the front of the vehicle.

35. Install the differential into the rear cross member, and using the M14 OE bolt tighten the rear differential mounting bolt to spec.
36. Check clearance between the differential and the trimmed area of the frame. If needed, remove more material until adequate clearance is achieved.
37. Check that the differential is centered in the vehicle. **IMPORTANT! Make sure there is a 1/4" of clearance between the**

**PHOTO 8**





**differential and any other component such as the steering rack and the frame to prevent any vibration.**

38. Reattach the wiring harness, first two wiring clips and the vent tube to the differential. **IMPORTANT:** Secure the vacuum line out of the way of the steering rack. **NOTE: The differential vent tube may need to be carefully pulled down to provide more slack for its new mounting position.**
39. Mark the plastic skid plate 2.75" up from the bottom edge, draw a line and connect to the molded edge near the mounting bosses. Cut along the marked line and smooth the edges. **See PHOTO 9.**
40. Install the skid plate using the OE hardware.
41. Install the front cross member (91-11906) into the front mounting pockets by sliding one end of the cross member into the passenger side mounting pocket from the outside. Push the installed end of the cross member as far as it will go to the passenger side in the mounting pocket. Swing the cross member up into the drivers side pocket pinching the rear edge of the plastic skid plate. Center the cross member in the mounting pockets, and secure using the M18 X 120mm bolts and fasteners from hardware pack (90-60736). **See PHOTO 10. IMPORTANT!: Be sure to install the M18 X 120mm cross member bolts with the heads facing toward the front of the vehicle. NOTE: DO NOT cut the front cross member frame mounting pockets.**
42. Reinstall the front driveshaft to the front differential using the previously removed OE hardware.
43. Torque to spec the differential drops and differential mounts in the following order to keep the differential centered in the frame: A. Passenger differential drop at



PHOTO 10



the frame. B. Passenger differential mount to the differential. C. Driver differential mount to the differential. D. Driver differential drop at the frame and torque to 75 ft/lbs on the OE bolt.

44. Disassemble the OE knuckle on your work bench; remove the bearing hub assembly from the OE knuckle by removing the OE bolts. Save the inner o-ring, mounting bolts, bearing and dust shield for re-use. Recycle the OE knuckles.
45. Reassemble the bearing hub with the OE o-rings and brake dust shields onto the new Pro Comp steering knuckles (90-44022 Drvr and 90-44023 Pass). Using the OE hub bolts with red thread locking compound, hand tighten the hub hardware. Upon installation make sure that the ABS wiring is oriented in exactly the same position as it came from the OE knuckle and out of the way of the tire.
46. Torque the bearing to the knuckle with the OE bolts. Torque to 133 ft./lbs. Repeat on the other side.
47. Install the lower control arms into the cross member mounting pockets. Secure using the OE bolts and hardware in the front pocket and the OE bolts and hardware in the rear pocket. Note orientation below and see **PHOTO 11 AND PHOTO 12**. Driver Front: Flip cam assembly 180° head of bolt needs to be towards front of vehicle. Driver Rear: Use passenger front cam assembly and head of bolt needs to be towards the rear of the vehicle. Passenger Front: Use driver rear cam assembly and head of the bolt needs to be towards the front of the vehicle. Passenger

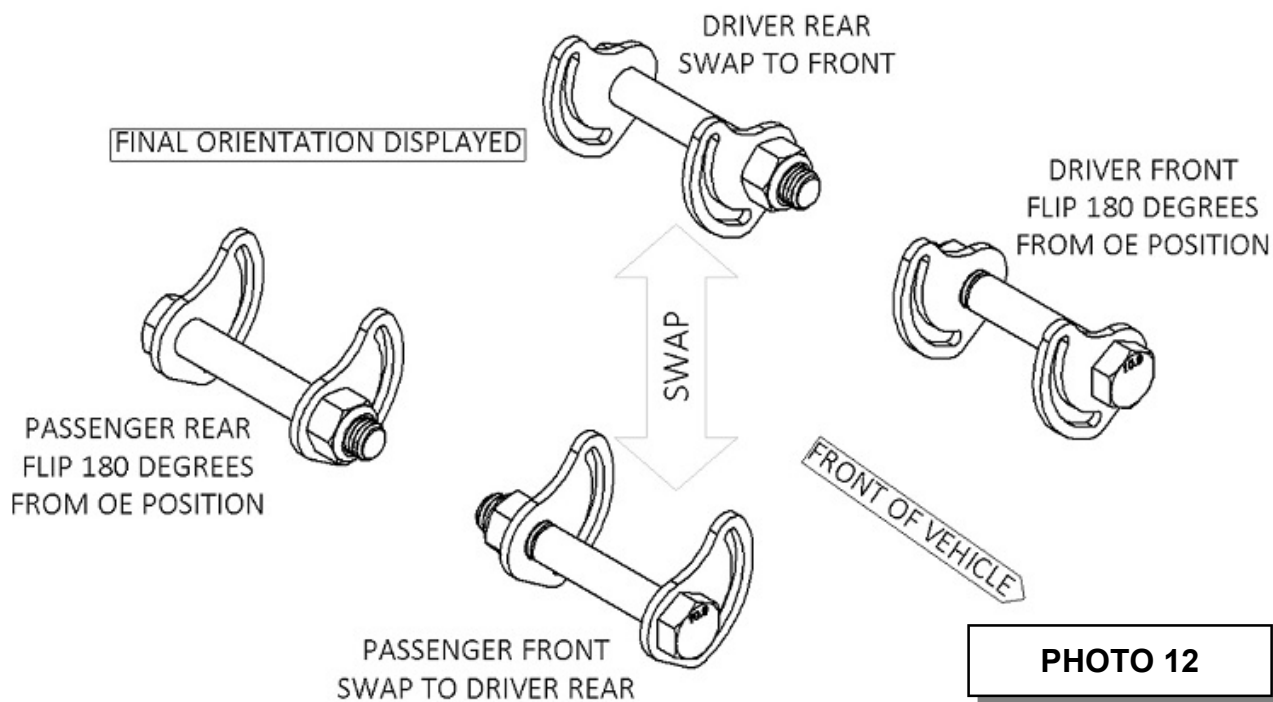


**PHOTO 11**

Rear: Flip cam assembly 180° head of bolt needs to be towards rear of vehicle.  
**IMPORTANT!: Make sure cams cannot be rotated below the cross members**

during alignment.

48. Torque upper cross member bolts to 160 ft./lbs. and M12 OE bolts to 50 ft./lbs.
49. You will have one of three versions of 51070B-6 (box six). Version one has (2) 91-20200 with three holes in the bottom spacer. Version two has (1) 91-20200 with three holes and (1) 91-20200 with 6 holes in the bottom spacer. Version three has (2) 91-20200 with six holes in the bottom spacer.
50. For version one, on the **Drivers side** only, use the following steps when installing version one, skip version two steps and version three steps. The using a spring compressor, compress the spring and remove the nut. **THE SPRING IS UNDER A LOT OF TENSION DO NOT JUST REMOVE THE TOP NUT. See PHOTO 13.**
51. Lay the components of the strut out and separate the plastic isolator from the top plate and using an abrasive remove the top locating tabs. Barrel sand the inside of the isolator to remove the locating tabs in the center of the part. The final standing step is to apply a chamfer to match



**PHOTO 12**

PHOTO 13



assembly turned 90° from the OE location. One of the studs should be inside the closest hole to the notch on the strut extension. Install the OE nuts and torque to the manufacturer's specification. The purpose of this rotation is to turn the coil spring, creating clearance for the tie rod boot. **See Photo 15.**

56. Holding the strut extension assembly in a vice, turn the shock body 90° to realign it back to the OE position. The mark made before removing from the vehicle on the shock body needs to be aligned with the notch on the strut extension. **See Photo 16.**

57. On the **PASSENGER** side only on all **three versions**, install the strut into the OE location by aligning the bump on the OE strut assembly with the notch on the 91-20200 strut extension. Install the OE nuts and torque to manufacturer's specification. **See Photo 17. NOTE: SOME KITS WILL COME WITH ONE STRUT**

the notched chamfers on the top side of the part. **See PHOTO 14.**

52. Install the spring isolator to the top plate and make sure the spring isolator sits flush with the top plate. Remove more material if necessary to make it sit flush from the spring isolator.
53. Build the strut assembly with the spring, protector boot and spring isolator turned 90° towards the rear of the vehicle. This will allow proper tie rod boot clearance to the coil spring. Install the top plate to the strut in the OE orientation aligned with the original mark on the shock. Compress the coil using the proper tool and install the nut onto the strut shaft to manufacturer's torque spec.
54. Attach the strut spacer (91-20200) to the top of the strut using the OE hardware. Torque to manufacturer's specifications.
55. **Version two and three ONLY!** On the **DRIVER'S** side only, install the strut

PHOTO 14  
Version one spacer







**PHOTO 15**  
Version two and three  
install steps, drivers only.

**EXTENSION THAT HAS THREE HOLES ON THE BOTTOM. USE THIS ON THE PASSENGER SIDE ONLY.**

- 58. Fit the strut and spacer assembly into the stock mounting locations. Fasten using the supplied hardware on the top from hardware pack (90-6317) torque to 45-50 ft/lbs. **IMPORTANT!: Be sure the OE wiring harness trays are reinstalled to the strut spacer studs. Failure to do so may result in the wiring harnesses being damaged by the steering column. NOTE: Be sure that the locating notch on the top ring of the strut spacer is facing toward the outside of the vehicle.**
- 59. Secure the lower strut cross pin to the lower A-arm using the OE bolts.
- 60. Torque coil over and strut hardware to spec.
- 61. Repeat strut and spacer assembly installation on the opposite of the vehicle (for

- use with OE strut) on the remaining side of the vehicle.
- 62. Snug the lower control arm bolts in the center of the cams. **DO NOT** torque the lower A-arms until the vehicle is on the ground.
- 63. Install the new knuckle to the lower ball joint.
- 64. Install the new knuckle to the upper ball joint. Start the nut and leave hand tight until CV axle installation is complete.
- 65. Reinstall the CV shaft washer and retaining nut to CV axle, tighten.
- 66. Torque the lower ball joint nut 120 ft/lbs.
- 67. Torque the upper ball joint nut to 50 ft/lbs.
- 68. Work on one side of the vehicle at a time.
- 69. Reinstall the rotors and brake calipers to the new knuckle using the previously removed OE bolts. Be sure to use thread locker on the caliper bracket mounting bolts. Torque to factory specifications.
- 70. Torque the CV nut to factory specifications. (See your GM service manual for details).
- 71. Bolt the ABS sensors and wire mounts to the knuckle using the OE hardware.
- 72. On the driver's side, unclip the grey clip from the brake cable mount install the sleeve (90-2724) with the 1/4 hardware from (90-60625) into the 1/4-20 bolt hole on back of the knuckle on the brake caliper mount side. Cable tie (10999) the ABS wire to the brake cable mount. **See PHOTO 18.**
- 73. On the driver's side the ABS wire and brake pad sensors are attached to the knuckle using the -6 Adel clamps (90-3240) using M6 OE bolts in 3 locations. Before installing the Adel clamps, install 1/4" poly sleeve (90-4337) onto the ABS wire and brake pad sensor wire. **See PHOTO 19.**
- 74. Insert from the top and secure the tie rod end to the knuckle and torque to factory specifications. Be sure to clean the threads and use thread locking compound on the tie rod end nut.





75. The ABS and brake pad sensor wires need to be unclipped from the upper control arm OE mount. Install one 1/4" poly sleeve on the unprotected wire near the top of the upper control arm. The wire loom needs to be placed into the OE bracket on the upper control arm. Use 2 cable ties (10999) to secure loose wires. **See PHOTO 18 and PHOTO 21.**
76. On the passenger side bolt the brake line mount to the knuckle using the sleeve (90-2724) and the 1/4" hardware from hardware pack (90-60625) to the knuckle in the 1/4-20 hole towards the caliper side. Bolt the ABS wire mount to the M6 OE hole near the hub. **See PHOTO 20.**
77. With the ABS wire mount bolted to the steering arm, unclip and carefully pull the wire through the clip removing any slack, attach cable ties (10999) between the brake line and ABS wire on the rubber grommets. NOTE: Be sure that the lines do not rub or contact anything or have the potential to be pinched. Some of the OE mounts might require slight bending once installed.
78. Install the sway bar drop brackets (91-





PHOTO 18

11913 drv and 91-11916 pass) to the original sway bar mounting holes in the frame, angled with the small side toward the rear of the vehicle, using the OE bolts and hardware. TD designates top driver

and TP designates top passenger. **See PHOTO 22.**

79. Secure the OE sway bar and mounts to the sway bar drops using the supplied 3/8 x 1" fasteners and torque to spec. Attach the sway bars end links to the lower control arms in the OE location using the OE hardware to manufacture's specification. **See PHOTO 22.**

80. 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 suspension components. At full droop, cycle the steering from lock to lock while observing the reaction of these components. Reposition them if needed.

81. Check the ABS harness at full droop, if it is too tight it may cause the ABS light to activate.

82. With the new front wheels, tires and OE tire pressure monitors installed cycle the steering from lock to lock to check to make sure the front wheels have enough clearance in the wheel well. If the wheel contacts the front or rear of the wheel well some trimming will be necessary. Check the caliper banjo fitting to ensure the line has the proper amount of slack.

83. Install the skid plate (91-11895) to the

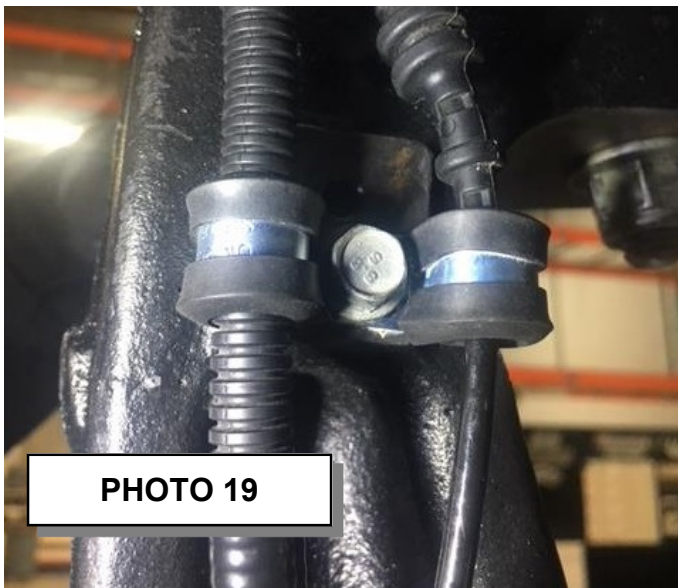


PHOTO 19

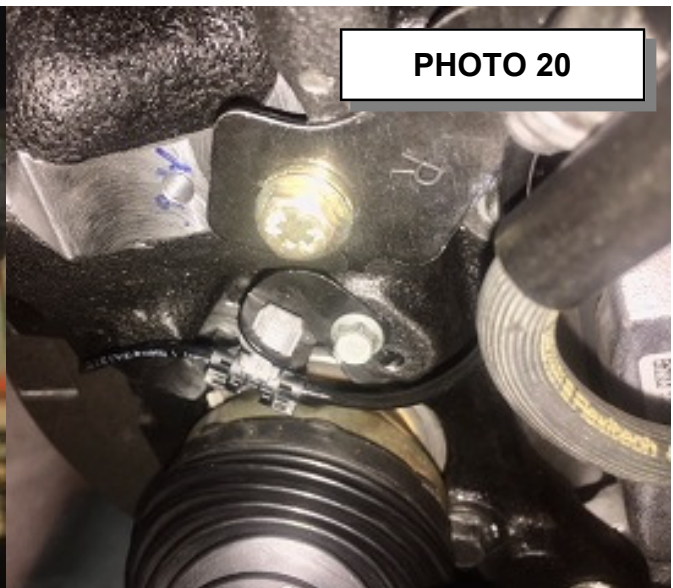


PHOTO 20





PHOTO 21 Drivers UCA shown

centered properly it will trigger the anti-lock brake and traction control warning lights.

87. Lock the outer tie rod ends by tightening the OE jam nuts.

88. Recheck all hardware for proper installation and torque at this time. **IMPORTANT! BE SURE TO BRING THE VEHICLE IMMEDIATELY TO A REPUTABLE ALIGNMENT SHOP TO BE ALIGNED!**

On completion of the installation, have the suspension and headlights re-aligned.

mounting holes on the front and rear cross members using the supplied 3/8" X 1" bolts and hardware from hardware pack (90-6939). **See PHOTO 23.**

84. Lower the vehicle to the ground. Torque the new lug nuts to the manufacture's specifications.
85. With the truck on the ground torque the OE **18mm** cam bolts to 170 ft./lbs.
86. Center the steering wheel and lock it in place. Set the toe by adjusting the tie rod ends properly. **IMPORTANT!: If the steering wheel and front wheels are not**

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

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

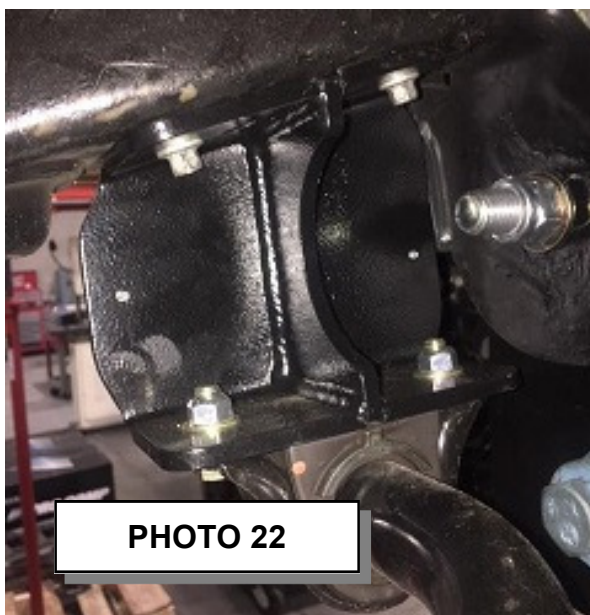


PHOTO 22

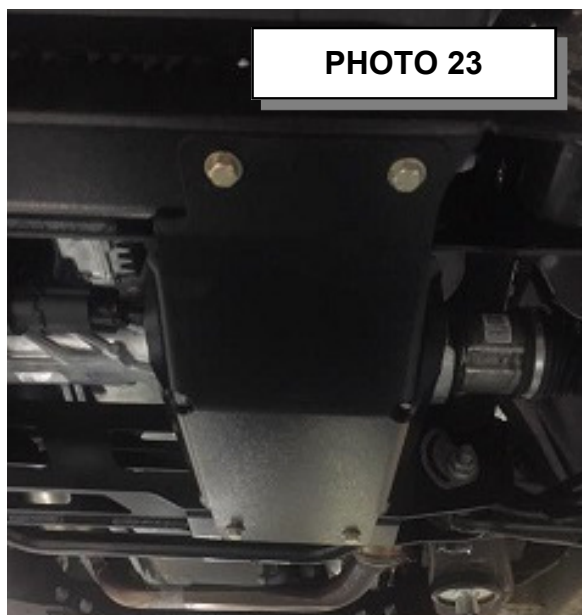


PHOTO 23

## SPLASH GUARD TRIMMING FOR 2019+ GM1500 MODELS

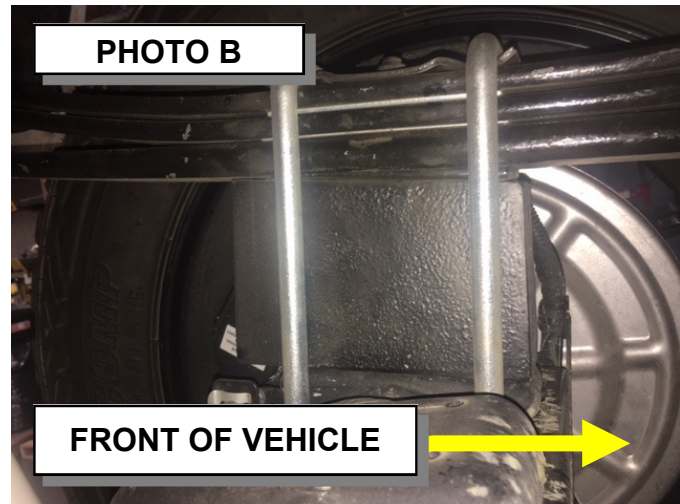
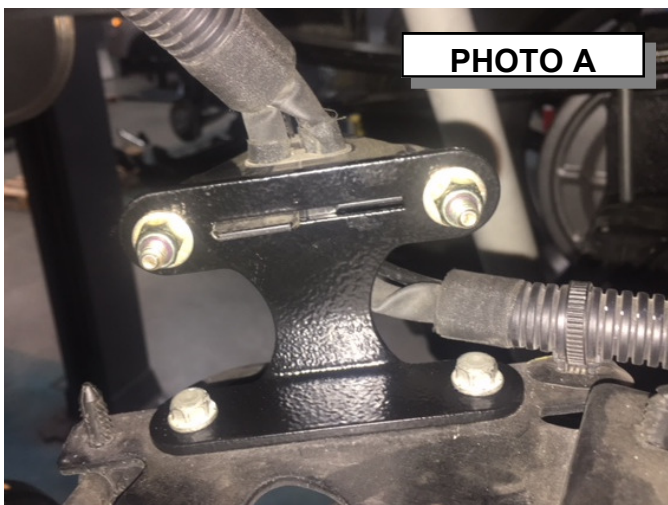
1. Remove the fender splash guard and metal support bracket behind the fender liner. **See PHOTO I.**
2. Mark and cut 4" over from the outside of the splash guard using the mold edge as a guide. Use an abrasive to smooth the edges. **See PHOTO II.**
3. Mark  $\frac{3}{4}$ " towards the center of the car from the slit in the fender liner and  $\frac{5}{8}$ " from the bottom. Drill with a  $\frac{7}{16}$ " drill into the fender liner to be able to bolt the fender liner to the nut plate using one of the OE 10mm bolts. **See PHOTO III.**
4. Loosely start the OE 10mm bolt. The install the cut splash guard onto the fender.
5. Install the OE torx bolts and tighten.
6. Tighten the OE 10mm bolt.
7. Mask and paint exposed body mounts with black paint. **See PHOTO IV.**





## REAR INSTALLATION:

1. Raise the rear of the truck enough for the tires to clear the ground and use jack stands on the frame to support the truck.
2. Remove the rear wheels from the vehicle. Remove the OE tire pressure monitors from the wheels and mark the location where they were removed from on the vehicle.
3. Carefully remove the **OE** shock absorbers. It may be necessary to raise the differential housing slightly to facilitate their removal.
4. Unbolt the **OE** bump stops from the frame. Save the bump stops for reuse.
5. Unbolt the emergency brake wire relay from the top of the differential. Save the **OE** bolts for reuse.
6. Install the emergency brake wire bracket (91-11922) using the OE bolts to attach the bracket to the differential and the 1/4-20 X 1 1/4 fasteners from (90-60733) to attach the emergency brake wire relay to the mount. **See PHOTO A.**
7. Unbolt the rear brake line bracket from the frame. Save the **OE** bolts for reuse.
8. One side at a time, support the differential housing on the side being modified. Remove the "U" bolts from the axle end and discard. Carefully lower the differen-



- tial away from the **OE** springs.
9. As shown in **PHOTO B**, place the 4" (95-401) blocks in position. Make sure the pin in the block is in the hole of the axle housing spring pad. The short end of the block goes toward the front of the vehicle. Install the block so the pinion moves up. **DO NOT** remove the factory axle wedge or alter its orientation. **NOTE: The block pins may need to be ground down so that the blocks sit flat on the axle housing spring pads.**
  10. Install the new "U" bolts (13-90086) over the leaf spring assembly and using the new washers and nuts supplied along with the existing spring plates, torque the U-bolt nuts to 105 ft./lbs. **See PHOTO B.**
  11. Repeat these steps on the other side of the vehicle.
  12. Bolt the rear brake line drop bracket (91-11923) to the frame using the OE hardware in the top holes and the 5/16 X 1" fasteners from hardware pack (90-6299) to reattach the brake line bracket. **See PHOTO C.**
  13. Bolt the **OE** rear bumps stop and supplied bump stop spacer (90-44036) to the original frame mounting position using the supplied **10mm X 90mm** Allen head



bolt. **See PHOTO D.**

14. Before installing your new Pro Comp shock absorbers, it is necessary that you check for adequate clearance. Temporarily install your Pro Comp shocks **(929505 or provided)** into the shock mounts. Carefully check for clearance issues. If there are areas that come in contact with or are very close to your new shocks, carefully remove sufficient material to ensure trouble free operation. Pay particular attention to the area around the lower shock mount. When all clearance issues have been resolved, install your new Pro Comp shock absorbers and recheck all fasteners for proper installation and torque.
15. Install the new front wheels, tires and OE tire pressure monitors and lower the vehicle to the ground. Torque the new lug nuts to the manufacture's specifications.

16. After installation is complete, double check that all nuts and bolts are tight. Refer to the chart at the end of this document for torque specifications. (Do not retighten nuts and bolts where thread locking compound was used).

**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.**

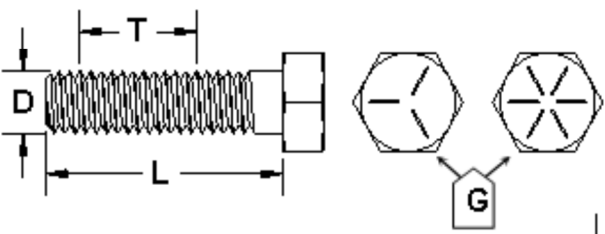
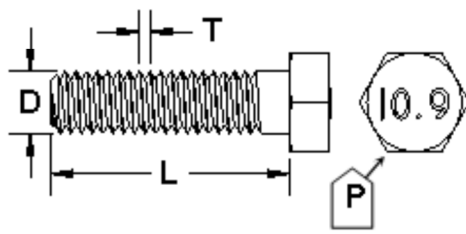
**Recheck all hardware for tightness after off road use.**

## Final notes:

1. If new tires are installed that are more than 10% taller than original tires, the speedometer must be recalibrated for the rear wheel anti-lock brake system to function properly. Contact an authorized GM dealer for details on recalibration.
2. With vehicle on the floor, cycle the steering from lock to lock and inspect the steering, suspension and driveline systems for proper operation, tightness and adequate clearance. Recheck brake hose/fittings for leaks. Be sure all brake lines are long enough for safe operation.
3. Have headlights readjusted to the proper settings.
4. Realign front end to factory specifications. Be sure the vehicle is at the desired ride height prior to realignment.
5. Recheck ALL fasteners at 100 miles to make sure they have not come loose. Due to the additional wear and tear created by larger tires and wheels, we recommend that you periodically check the suspension system and steering components to ensure service life and safe vehicle operation.

<b>Bolt Torque and ID</b>						
<b>Decimal System</b>			<b>Metric System</b>			
All Torques in Ft. Lbs.						
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 style="margin-top: 10px;">1/2-13x1.75 HHCS      <b>Grade 5    Grade 8</b>              (No. of Marks + 2)</p> <p style="margin-top: 10px;"> <span style="border: 1px solid black; padding: 2px;">D</span> <span style="border: 1px solid black; padding: 2px;">T</span> <span style="border: 1px solid black; padding: 2px;">L</span> <span style="border: 1px solid black; padding: 2px;">X</span> </p>	 <p style="margin-top: 10px;">M12-1.25x50 HHCS</p> <p style="margin-top: 10px;"> <span style="border: 1px solid black; padding: 2px;">D</span> <span style="border: 1px solid black; padding: 2px;">T</span> <span style="border: 1px solid black; padding: 2px;">L</span> <span style="border: 1px solid black; padding: 2px;">X</span> </p>
<p>G = Grade (Bolt Strength)              D = Nominal Diameter (Inches)              T = Thread Count (Threads per Inch)              L = Length (Inches)              X = Description (Hex Head Cap Screw)</p>	<p>P = Property Class (Bolt Strength)              D = Nominal Diameter (Millimeters)              T = Thread Pitch (Thread Width, mm)              L = Length (Millimeters)              X = Description (Hex Head Cap Screw)</p>



## **Revision Page:**

**10/18/2018: Initial release**

**10/19/2018: Added tie rod installation. Added new brake line photos. Changed wheel fitment requirements.**

**10/23/2018: Added drivers side strut isolator rotation.**

**10/29/2018: 51070B-6 Version one, two and three with installation steps. Added 10" wheel fitments. Added Fender trimming instructions for 10" wide wheel.**

**11/8/2018: Modified step #27 cut dimension.**

**11/12/2018: Added trucks this does not fit. Changed the skid plate trimming notes for aftermarket bumper.**



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At Pro Comp, we know you have many choices when selecting products to personalize your vehicle. You should demand nothing but the highest quality available and have total confidence that the products you selected are the best in the industry. It is for these reasons that Pro Comp Suspension products are backed by the best warranty in the industry...the Pro Comp Promise!

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Vehicles that have been enhanced for off-road performance often have unique handling characteristics due to the higher center of gravity and larger tires. This vehicle may handle, react and stop differently than many passenger cars or unmodified vehicles, both on and off-road. You must drive your vehicle safely! Extreme care should always be taken to prevent vehicle rollover or loss of control, which can result in serious injury or even death. Always avoid sudden sharp turns or abrupt maneuvers and allow more time and distance for braking! Pro Comp reminds you to fasten your seat belts at all times and reduce speed! We will gladly answer any questions concerning the design, function, maintenance and correct use of our products.

Please make sure that the Dealer / Installer explains and delivers all warning notices, warranty forms and instruction sheets included with Pro Comp product.

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IMPORTANT! To validate the warranty on this purchase please be sure to mail in the warranty card.

**Claims not covered under warranty**

- \* Parts subject to normal wear; this includes bushings, bump stops, ball joints, tie rod ends and heim joints.
- \* Finish after 90 days.
- \* Damage caused as a result of not following recommendations or requirements called out in the installation manuals.

Pro Comp MX Series coil-over shocks are considered a serviceable shock with a one-year warranty against leakage only. Rebuild service and replacement parts will be available and sold separately by Pro Comp. Contact Pro Comp for specific service charges. Pro Comp accepts no responsibility for any altered product, improper installation, lack of or improper maintenance or improper use of our products.

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<b>NUMBER</b>
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