

400 W. Artesia Blvd.
Compton, CA 90220
Fax: (310) 747-3912
Ph: 1-800-776-0767
E-Mail: info@procompusa.com
Website: www.procompusa.com

**Latest Revision:
1.8.2015**



off-road driven!™

PRO COMP SUSPENSION

**IMPORTANT!: REVISION FOR VEHICLES EQUIPPED WITH
ELECTRIC STEERING RACKS:
SEE PG. 9 AND PG. 10 STEPS 26 THROUGH 31.**

**NOTE: THIS KIT DESIGNED FOR USE WITH FACTORY RAM DRIVE-
SHAFT, ANY OTHER DRIVESHAFT IS NOT RECOMMENDED. CALL THE
PRO COMP TECH DEPARTMENT WITH ANY QUESTIONS.**

***IMPORTANT!: Tire and wheel choice is crucial in assuring proper fit, performance,
and the safety of your Pro Comp equipped vehicle. See the wheel and tire recommen-
dations on page 7.***

56755B/56755BMX/56755BP/56755BPS/56755BPX

K2101B/K2101BMX/K2101BP/K2101BPS/K2101BPX

2014 RAM 1500 DIESEL 4WD IFS with 5-Link Rear Suspension Lift Kit

***Fits: 2014 Models Without Air Ride Only.**

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 6 PN 56750B-1

| PART # | DESCRIPTION | QTY. | ILLUS. | PAGE |
|---------------|-----------------------------------------------|------|--------|------|
| 91-9460 | REAR CROSSMEMBER | 1 | 7 | 11 |
| 91-10000 | FRONT DIFF DROP BRACKET: DRVR | 1 | 3,5 | 10 |
| 91-10002 | REAR DIFF DROP BRACKET: DRVR | 1 | 4,5 | 10 |
| 91-10004 | DIFF DROP BRACKET FRONT PLATE: Passenger | 1 | 3,5 | 10 |
| 91-10007 | DIFF DROP BRACKET REAR PLATE: Passenger | 1 | 3,5 | 10 |
| 90-6485 | HARDWARE PACK: Crossmember | 1 | - | - |
| .180C1500HCS1 | 18mm X 150mm 10.9 HEX BOLT | 4 | 7,8 | 11 |
| .180CNUCZ | 18mm- 1.5 STOVER NUT | 4 | 7,8 | 11 |
| .180NWUSZ | 18mm FLAT WASHER | 8 | 7,8 | 11 |
| 90-6486 | HARDWARE PACK: Cam Block Off Plates | 1 | - | - |
| 90-3602 | CAM BLOCK OFF PLATE | 8 | 7,8 | 11 |
| 90-6856 | HARDWARE PACK: Diff Drops | 1 | | |
| | 12mm-1.75 x 30mm FLANGED HEAD HEX BOLT 10.9 | 5 | 3,4 | 10 |
| | 12mm-1.75 x 35mm FLANGED HEAD HEX BOLT 10.9 | 3 | 4 | 10 |
| | 12mm-1.75 x 45mm FLANGED HEAD HEX BOLT 10.9 | 2 | 3 | 10 |
| | 12mm-1.75 x 70mm FULLY THREADED HEX BOLT 10.9 | 4 | 3,4 | 10 |
| | 12mm HARDENED FLAT WASHER | 4 | 3 | 10 |
| | 12mm-1.75 FLANGED NUT 10.9 | 9 | 3,4 | 10 |
| 90-4430 | DRIVESHAFT SPACER | 1 | 16 | 16 |
| 90-2602 | SWAY BAR END LINK EXTENSION | 2 | 15 | 16 |
| 90-4136 | RAM WIRING HARNESS: (PN# 04801487AA) | 1 | - | - |
| 7525 | HARDWARE PACK: Front Brake Line | 1 | - | - |
| 7525-1 | FRONT BRAKE LINE | 2 | - | - |

Box 2 of 6 PN 56747B-2

| | | | | |
|---------------|-----------------------------------------|---|----|----|
| 90-4138 | STEERING KNUCKLE: Driver | 1 | - | - |
| 90-60020 | HARDWARE PACK: Front Brake Lines | 1 | - | - |
| 90-5578 | BRAKE LINE BRACKET | 2 | 14 | 15 |
| 90-6626 | HARDWARE PACK: Front Brake Lines | 1 | - | - |
| 70-0250751800 | 1/4" X 3/4" Hex Bolt Gr. 8 | 2 | 14 | 15 |
| 72-025100512 | 1/4" Nylock Nut | 2 | 14 | 15 |
| 73-02500030 | 1/4" SAE Flat Washer | 4 | 14 | 15 |
| 90-3240 | -6 Adel Clamp | 4 | 14 | 15 |
| 70-0251501800 | 1/4" X 1 1/2" Hex Bolt Gr. 8 | 4 | 14 | 15 |
| 72-025100512 | 1/4" Nylock Nut | 4 | 14 | 15 |
| 73-02500030 | 1/4" SAE Flat Washer | 8 | 14 | 15 |

Box 3 of 6 PN 56747B-3

| | | | | |
|---------|-----------------------------|---|---|---|
| 90-4139 | STEERING KNUCKLE: Passenger | 1 | - | - |
|---------|-----------------------------|---|---|---|

Box 4 of 6 PN 56755B-4

| PART # | DESCRIPTION | QTY. | ILLUS. | PAGE |
|-----------------|-----------------------------------------|------|--------|------|
| 91-9453 | FRONT CROSSMEMBER | 1 | 8 | 11 |
| 91-2403 | COMPRESSION STRUT | 2 | 17a | 17 |
| 91-9178 | COMPRESSION STRUT MOUNT | 2 | 17b | 17 |
| 73-05000042 | 1/2" USS GR. 8 FLAT WASHER | 2 | 17a,b | 17 |
| 90-6698 | HARDWARE PACK: Spare Tire Spacer | 1 | - | - |
| 90-5486 | SPARE TIRE SPACER | 1 | - | - |
| 90-6234 | HARDWARE PACK: Compression Strut | 1 | - | - |
| 70-0501251800 | 1/2" X 1" 1/4" Gr. 8 HEX BOLT | 2 | 17b | 17 |
| 70-0504001800 | 1/2" X 4" GR. 8 HEX BOLT | 4 | 17a | 17 |
| 72-050100816 | 1/2" USS GR. 8 STOVER NUT | 4 | 17a,b | 17 |
| 73-05000034 | 1/2" SAE GR. 8 FLAT WASHER | 10 | 17a,b | 17 |
| 90-1582 | NUT PLATE | 2 | 17b | 17 |
| 90-6263 | HARDWARE PACK: Compression Strut | 1 | - | - |
| 15-11148 | BUSHING, URETHANE | 8 | 17a | 17 |
| 90-2109 | SLEEVE, COMPRESSION STRUT | 4 | 17a | 17 |
| 90-6408 | HARDWARE PACK: Driveshaft Spacer | 1 | - | - |
| 71-120651751000 | 12mm- 1.75 X 65mm 10.9 HEX BOLT | 4 | 16 | 16 |
| 73-01208840 | 12mm Flat Washers | 4 | 16 | 16 |
| 91-9459 | SKID PLATE | 1 | 7 | 11 |
| 90-6223 | HARDWARE PACK: Skid Plate | 1 | - | - |
| 70-0371251800 | 3/8-16 X 1 1/4" GRADE 8 HEXBOLT | 4 | 7 | 11 |
| 72-037100816 | 3/8"-16 USS STOVER NUT | 4 | 7 | 11 |
| 73-03700034 | 3/8" SAE GRADE 8 WASHER | 8 | 7 | 11 |

Box 5 of 6 PN 56747B-5

| | | | | |
|---------------|----------------------------------------------|---|-------|-------|
| 91-5462 | REAR CONTROL ARM DROP BRACKET: Drvr | 1 | 18,19 | 19,20 |
| 91-5468 | REAR CONTROL ARM DROP BRACKET: Pass | 1 | 18,19 | 19,20 |
| 90-5472 | NUT PLATE: Control Arm Bracket | 2 | 18 | 19 |
| 90-6694 | HARDWARE PACK: Rear Control Arm Drop | 1 | - | - |
| 70-0624251800 | 5/8" X 4 1/4" Gr. 8 HEX BOLT | 4 | 19 | 20 |
| 72-062100816 | 5/8" STOVER NUT | 4 | 19 | 20 |
| 73-06200034 | 5/8" HARDENED FLAT WASHER | 8 | 19 | 20 |
| 70-0501501800 | 1/2" X 1 1/2" HEX BOLT Gr. 8 | 2 | 18 | 19 |
| 73-05000034 | 1/2" HARDENED FLAT WASHER | 2 | 18 | 19 |
| 90-6695 | HARDWARE PACK: Rear Sway Bar End Link | 1 | - | - |
| 91-2446 | REAR SWAY BAR END LINK | 2 | 25 | 22 |
| 600040 | 5/8" BUSHINGS: Top | 2 | - | - |
| T-SLEEVE | SLEEVE: Sway Bar: Top | 2 | - | - |
| 73-05000042 | 1/2" USS Gr. 8 FLAT WASHER: Top | 2 | - | - |

| PART # | DESCRIPTION | QTY. | ILLUS. | PAGE |
|-------------------------------|------------------------------------------------|----------|--------------------|--------------|
| 600006 | 5/8" BUSHING: Bottom | 2 | - | - |
| P-843 | HARDWARE PACK: Sway Bar End Link | 2 | - | - |
| 61297-2P | SHOCK STUD | 1 | 25 | 22 |
| 61803 | 1/2" LOCK WASHER | 1 | 25 | 22 |
| 61804 | 1/2" NUT | 1 | 25 | 22 |
| 45281 | 3/8" SPACER | 1 | 25 | 22 |
| 91-5474 | REAR COIL SPACER BRACKET: Drvr | 1 | 20,21,22,23 | 21,22 |
| 91-5479 | REAR COIL SPACER BRACKET: Pass | 1 | 20,21,22,23 | 21,22 |
| 91-5484 | REAR TRACK BAR BRACKET | 1 | 23,24 | 22 |
| 90-6696 | HARDWARE PACK: Rear Coil Spacer Bracket | 1 | - | - |
| 70-0371001800 | 3/8" X 1" Gr. 8 HEX BOLT | 6 | 21,22 | 21,22 |
| 72-037100816 | 3/8" STOVER NUT | 6 | 21,22 | 21,22 |
| 73-03700034 | 3/8" HARDENED FLAT WASHER | 12 | 21,22 | 21,22 |
| 70-0431001800 | 7/16" X 1" HEX BOLT Gr. 8 | 6 | 20,21,22,23 | 21,22 |
| 72-043100816 | 7/16" STOVER NUT | 6 | 20,21,22,23 | 21,22 |
| 73-04300034 | 7/16" HARDENED FLAT WASHER | 12 | 20,21,22,23 | 21,22 |
| 70-0563001800 | 9/16" X 3" Gr. 8 HEX BOLT | 1 | 24 | 22 |
| 72-056100816 | 9/16" STOVER NUT | 1 | 24 | 22 |
| 73-05600034 | 9/16" HARDENED FLAT WASHER | 2 | 24 | 22 |
| 90-2521 | SLEEVE: Track Bar Drop | 1 | 24 | 22 |
| 90-5485 | REAR BRAKE LINE DROP | 2 | 26 | 23 |
| 90-6299 | HARDWARE PACK: Rear Brake Lines | 1 | - | - |
| 70-0311001800 | 5/16" X 1" HEX BOLT Gr. 8 | 2 | 26 | 23 |
| 72-0531100816 | 5/16" NYLOCK NUT | 2 | 26 | 23 |
| 73-03100034 | 5/16" HARDENED FLAT WASHER | 4 | 26 | 23 |
| 90-6699 | HARDWARE PACK: Rear Coil Spacers | 1 | - | - |
| 90-5500 | 1/4" COIL SPACERS | 6 | - | - |
| 90-6702 | HARDWARE PACK: Rear Shock Tool | 2 | - | - |
| 90-5545 | 96-5545 REAR SHOCK WRENCH | 1 | - | - |
| Box 6 of 6 PN 56747B-6 | | | | |
| 91-2600 | STRUT SPACER | 2 | 10 | 12 |
| 90-6317 | HARDWARE PACK: Spacer Mount | 1 | - | - |
| 72-043200810 | 7/16" Gr. 8 HEX NUT | 6 | 10 | 12 |
| 73-04300830 | 7/16" SAE FLATWASHER | 6 | 10 | 12 |
| 73-04300836 | 7/16" SPLIT LOCK WASHER | 6 | 10 | 12 |
| 930001 | REAR SHOCK | 2 | - | - |
| 90-7035 | STRUT PRELOAD SPACER | 4 | 10 | 12 |

OR Box 6 of 7 PN 56747BMX-6

| PART # | DESCRIPTION | QTY. | ILLUS. | PAGE |
|--------------|--------------------------------------------------|------|--------|------|
| 626500 | COIL OVER | 1 | 9 | 12 |
| 90-6492 | HARDWARE PACK: Coil over mounting spacers | 1 | - | - |
| 90-2433 | UPPER SPACERS -10 MONOBALL | 4 | 9 | 12 |
| 91-3622 | COIL OVER MOUNT | 1 | 9 | 12 |
| 90-6317 | HARDWARE PACK: Spacer Mount | 1 | - | - |
| 72-043200810 | 7/16 Gr. 8 PLATED HEX NUT | 6 | 9 | 12 |
| 73-04300830 | 7/16 SAE FLATWASHER ZINC | 6 | 9 | 12 |
| 73-04300836 | 7/16 SPLIT LOCK WASHER | 6 | 9 | 12 |
| MX6165 | MX6 SHOCKS | 1 | - | - |

Box 7 of 7 PN 56747BMX-7

| | | | | |
|---------------|---------------------------------------|---|---|----|
| 626500 | COIL OVER | 1 | 9 | 12 |
| 90-3010 | COIL OVER WRENCH: Large | 1 | - | - |
| 90-3011 | COIL OVER WRENCH: Small | 1 | - | - |
| 90-6318 | HARDWARE PACK: Coil Over Mount | 1 | - | - |
| 70-0502751800 | 1/2" X 2 3/4" BOLT | 2 | 9 | 12 |
| 73-05000830 | 1/2" SAE FLATWASHER ZINC | 4 | 9 | 12 |
| 72-050100816 | 1/2 UNITORQUE NUT | 2 | 9 | 12 |
| 91-3622 | COIL OVER MOUNT | 1 | 9 | 12 |
| MX6165 | MX6 SHOCKS | 1 | - | - |

Box 6 of 6-PN 56747BP-6

| | | | | |
|--------------|------------------------------------|---|----|----|
| ZX2001 | PRO RUNNER MONOTUBE SHOCK | 2 | - | - |
| 91-2600 | STRUT SPACER | 2 | 10 | 12 |
| 90-6317 | HARDWARE PACK: Spacer Mount | 1 | - | - |
| 72-043200810 | 7/16" Gr. 8 HEX NUT | 6 | 10 | 12 |
| 73-04300830 | 7/16" SAE FLATWASHER | 6 | 10 | 12 |
| 73-04300836 | 7/16" SPLIT LOCK WASHER | 6 | 10 | 12 |
| 90-7035 | STRUT PRELOAD SPACER | 4 | 10 | 12 |

Box 6 of 6-PN 56747BPS-6

| | | | | |
|-----------|-----------------------------------|---|---|---|
| 56747BP-6 | PRO RUNNER MONOTUBE SHOCK KIT BOX | 1 | - | - |
| ZX2001 | PRO RUNNER MONOTUBE FRONT SHOCKS | 2 | - | - |

Box 6 of 7-PN 56747BPX-6

56755MX
Revised
1.8.15

| PART # | DESCRIPTION | QTY. | ILLUS. | PAGE |
|--------------|--------------------------------------------------|------|--------|------|
| 626500 | COIL OVER | 1 | 9 | 12 |
| 90-6492 | HARDWARE PACK: Coil over mounting spacers | 1 | - | - |
| 90-2433 | UPPER SPACERS -10 MONOBALL | 4 | 9 | 12 |
| 91-3622 | COIL OVER MOUNT | 1 | 9 | 12 |
| 90-6317 | HARDWARE PACK: Spacer Mount | 1 | - | - |
| 72-043200810 | 7/16 Gr. 8 PLATED HEX NUT | 6 | 9 | 12 |
| 73-04300830 | 7/16 SAE FLATWASHER ZINC | 6 | 9 | 12 |
| 73-04300836 | 7/16 SPLIT LOCK WASHER | 6 | 9 | 12 |
| ZX2001 | PRO RUNNER MONOTTUBE SHOCK | 1 | - | - |

Box 7 of 7-PN 56747BPX-7

| | | | | |
|---------------|---------------------------------------|---|---|----|
| 626500 | COIL OVER | 1 | 9 | 12 |
| 90-3010 | COIL OVER WRENCH: Large | 1 | - | - |
| 90-3011 | COIL OVER WRENCH: Small | 1 | - | - |
| 90-6318 | HARDWARE PACK: Coil Over Mount | 1 | - | - |
| 70-0502751800 | 1/2" X 2 3/4" BOLT | 2 | 9 | 12 |
| 73-05000830 | 1/2" SAE FLATWASHER ZINC | 4 | 9 | 12 |
| 72-050100816 | 1/2 UNITORQUE NUT | 2 | 9 | 12 |
| 91-3622 | COIL OVER MOUNT | 1 | 9 | 12 |
| ZX2001 | PRO RUNNER MONOTUBE SHOCK | 1 | - | - |

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 tool may be purchased at your local Ram dealer.

You may be able to rent any of these tools at your local parts store.

Optional Equipment Available from your Pro Comp Distributor!

1 1/4" Alternate Rear Lowering Kit* PN 91-7175B *See pg. 25 for additional info

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

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

Tire Information:

- ⇒ **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 minimum of a 18" wheel not to exceed 9" in width with a maximum backspacing of 5" must be used. Additionally, a quality tire of radial design, not exceeding 35" tall X 12.50" wide is also recommended. Please note this kit will clear a 37" X 12.50" tire, but may require minor trimming of the front valence and rear lower portion of the inner fender. Installation of 20" wheels, with a maximum backspacing of 5", 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 WITH 5" MAXIMUM BACKSPACING MUST BE USED IN CONJUNCTION WITH THIS LIFT KIT!

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: _____

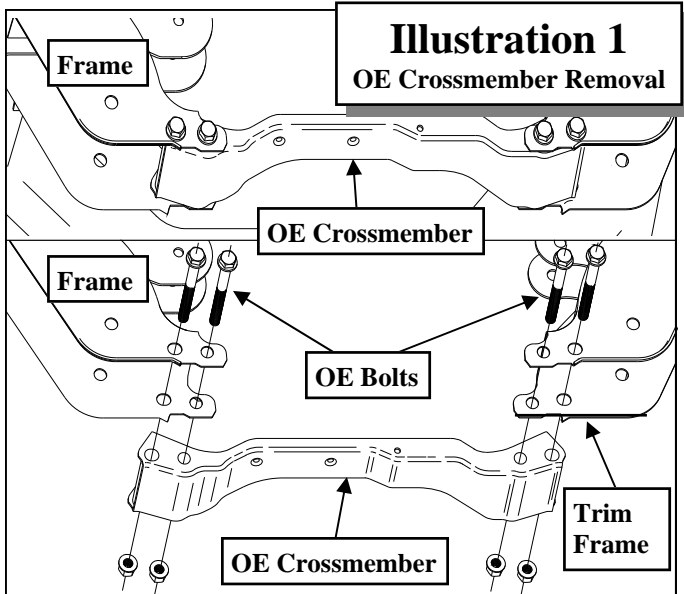
LR: _____ RR: _____

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.
4. Unbolt the sway bar from the sway bar end links. Save the hardware for reuse.
5. If your vehicle is equipped with ABS brakes, disconnect the wiring and secure it clear of the work area where it will not get damaged.
6. Remove the disc brake calipers and secure them clear of the work area.

NOTE: Be careful that you do not hang the caliper from the brake lines, it will cause damage to the brake lines!

7. Remove the disc brake rotors.
8. Remove the nuts from the tie rod ends. Using the tie rod end puller, remove the tie rods from the OE spindle. Be very careful that you do not damage the dust guard or the tie rod ends. Save the nuts for reuse.
9. Remove the CV axle nut from the front bearing cartridge. This will require a **36mm** socket. Keep these nuts for reuse.

10. Loosen but **DO NOT** remove the control arm bolts.
11. The CV shafts are retained in the differential by small, round snap rings and sealed with "O" rings. At the inner CV joint, carefully strike the housing with a soft or dead blow hammer at the inner portion, toward the outside of the vehicle to free the shaft from the front differential.
12. Support the lower control arm with a jack. Remove the three upper strut mounting nuts. **DO NOT** loosen the middle strut nut.
13. Loosen the lower strut retaining nut. Remove the nut from the bolt and remove the strut from the vehicle.
14. Remove the upper ball joint nuts. Carefully separate the upper ball joints from the steering knuckle using the appropriate tool. Save these nuts for reuse.
15. While leaning the OE spindle outward, slide the inner CV joint clear of the differential and very carefully pull the outer CV joint clear of the wheel-bearing cartridge in the knuckle.
NOTE: The CV shaft is heavy and it may be easier to have someone assist you in its removal. It is EXTREMELY important that you do not damage the CV boots!



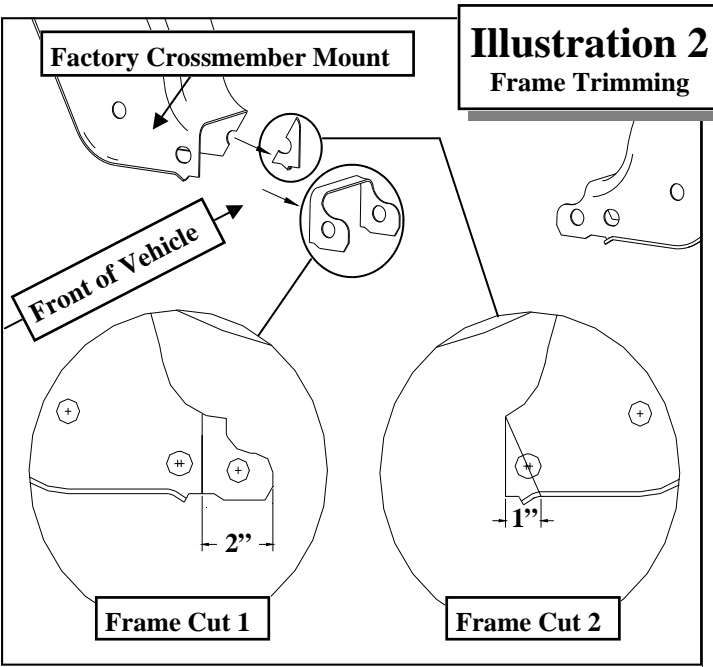


Illustration 2
Frame Trimming

ATTENTION: The following steps are critical to your lift kit installation. At any time if you can not complete a step, or are unsure if a procedure, call our tech support line immediately.

16. Remove the lower ball joint nuts from the lower ball joints. Using the appropriate tool, remove the knuckle from the lower ball joint. Save these nuts for reuse. Place knuckle aside.
17. Unbolt and remove the lower A-arms from the frame. Save the OE hardware for reuse.
18. Remove the front differential vent line and unclip the factory wiring harness. Secure them clear of the work area.
19. Mark the front driveshaft and transfer case with indexing marks to ensure that it is reinstalled in the same position. Remove the front driveshaft from the vehicle.
NOTE: Do not let the drive shaft hang down, tie up immediately after unbolting. Failure to do this may cause the boot to pinch and crack.
20. Unbolt and remove OE rear crossmember brace from the frame. Discard the crossmember and hardware after removal. See ILLUSTRATION 1.
21. While supporting the differential, remove the front differential mounting hardware and carefully lower the differential assembly to the floor.

22. The driver's side lower rear A-arm mounting pocket must be trimmed in order to clear the differential in its lowered position. Measure inward 2" from the edge factory crossmember mount and scribe a line. Repeat on the opposite side of the pocket. Make a continuous line connecting the two marks over the top edge of the pocket. Trim the mount along the scribed line using an abrasive cut-off wheel or reciprocating saw. See ILLUSTRATION 2, frame cut 1.

NOTE: Minor trimming of the passenger side of the crossmember mounting pocket is necessary.

23. On the front edge of the newly cut frame measure in 1" from the bottom edge and mark the frame. Scribe a diagonal line from the previously made mark to the top edge of the newly cut frame edge. See ILLUSTRATION 2, frame cut 2.
24. After cutting the sections out of the frame, thoroughly clean and de-burr all cut surfaces. Paint the exposed metal area with a good quality paint.
25. Locate the front differential wiring harness. Using the provided wiring extension harness (90-4136). Be sure to leave enough slack for the differential when it is in its final lowered position. Be sure to secure the wiring harness out of the way of any moving parts.
26. Install the front driver side differential drop bracket (PN 91-10000) to the differential using (2) 12mm X 45mm flanged bolts from pack (90-6856). Leave the bolts loose. See ILLUSTRATION 3.
NOTE: Notch in differential drop bracket will face toward the rear of the vehicle.
27. Install the passenger side differential drop front plate (PN 91-10004) and rear plate (PN 91-10007) to the differential as shown in IL-

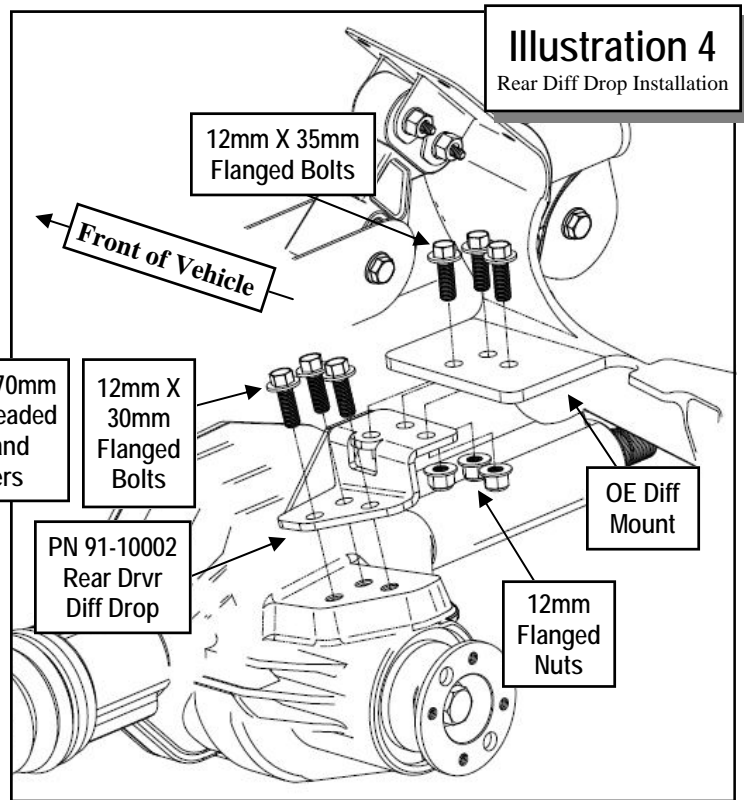
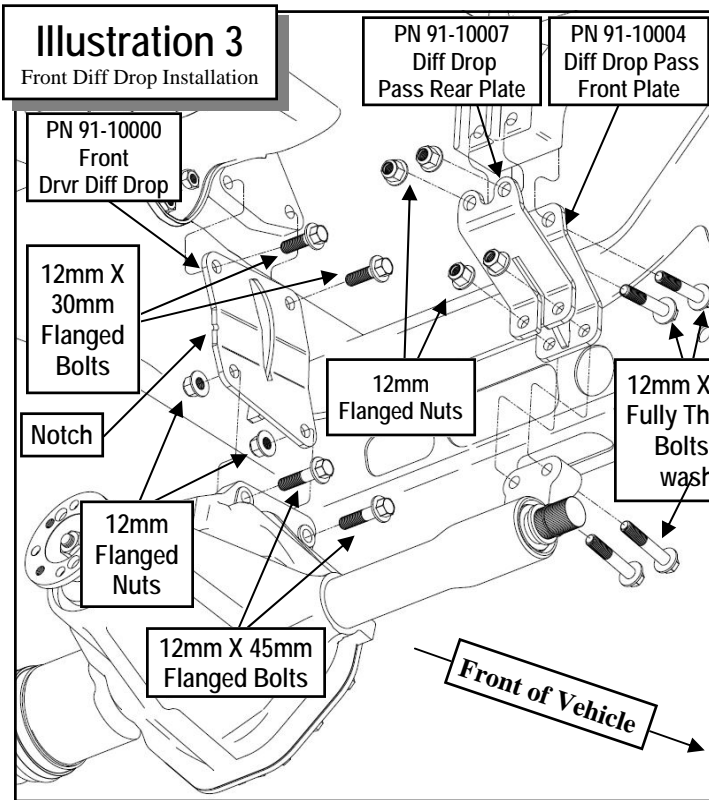


ILLUSTRATION 3. Secure using the (2) **12mm X 70mm** fully threaded bolts from pack (90-6856). Leave the bolts loose.

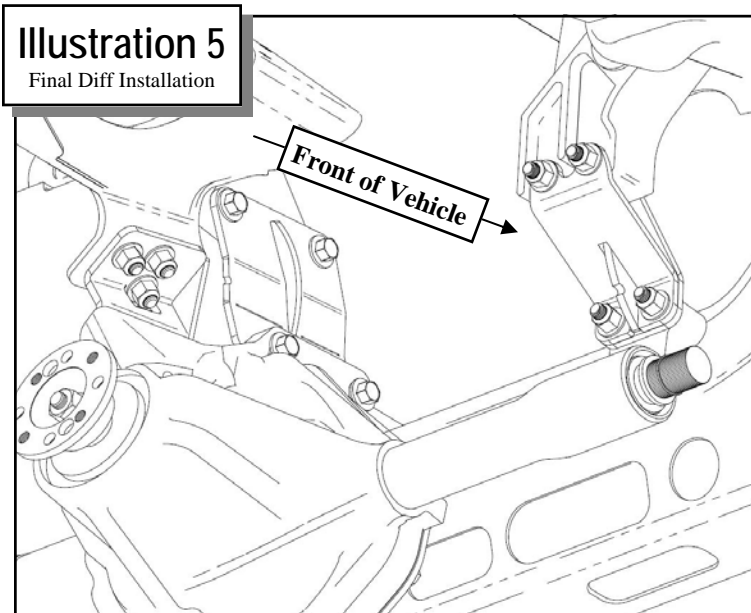
IMPORTANT!: The jog in the brackets will face toward the front of the vehicle.

28. Install the driver side rear differential drop bracket (PN 91-10002) to the differential using the (3) **12mm X 30mm** flanged bolts

from hardware pack (90-6856). See ILLUSTRATION 4. Leave the bolts loose.

IMPORTANT!: The gusset on the bracket will face toward the front of the vehicle.

29. Carefully raise the differential into the vehicle and suspend the assembly using the (2) **12mm X 30mm** flange bolts on the driver side. On the passenger side, align the brackets and secure using the (2) **12mm X 70mm** fully threaded bolts and hardware from pack (90-6856). Leave the bolts loose. See ILLUSTRATION 3.

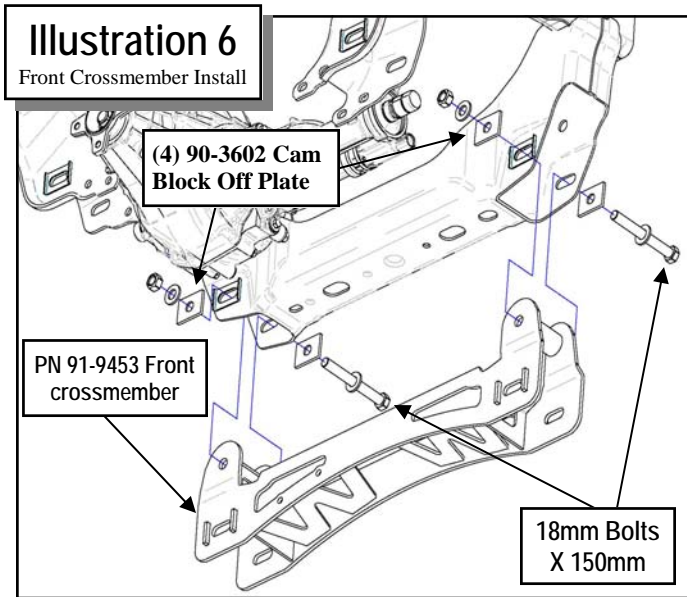


30. Secure the rear differential mount bracket (PN 91-10002) to the frame by installing the (3) **12mm X 35mm** flanged bolts and (3) **12mm** flange nuts from pack (90-6856). See ILLUSTRATION 4.

NOTE: Be sure to install the bolts down through the OE differential into the rear differential bracket (PN 91-10002).

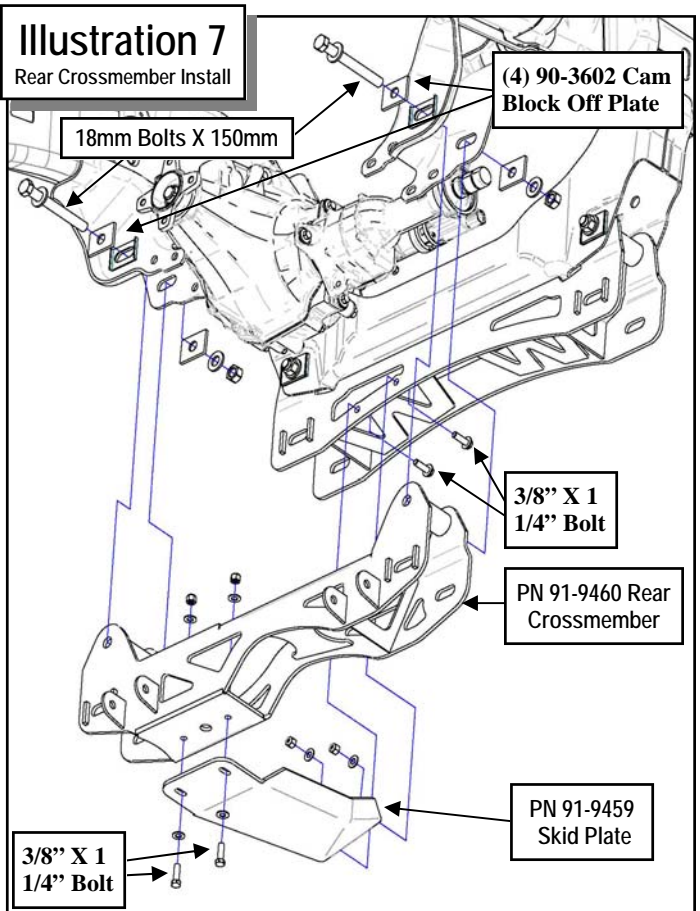
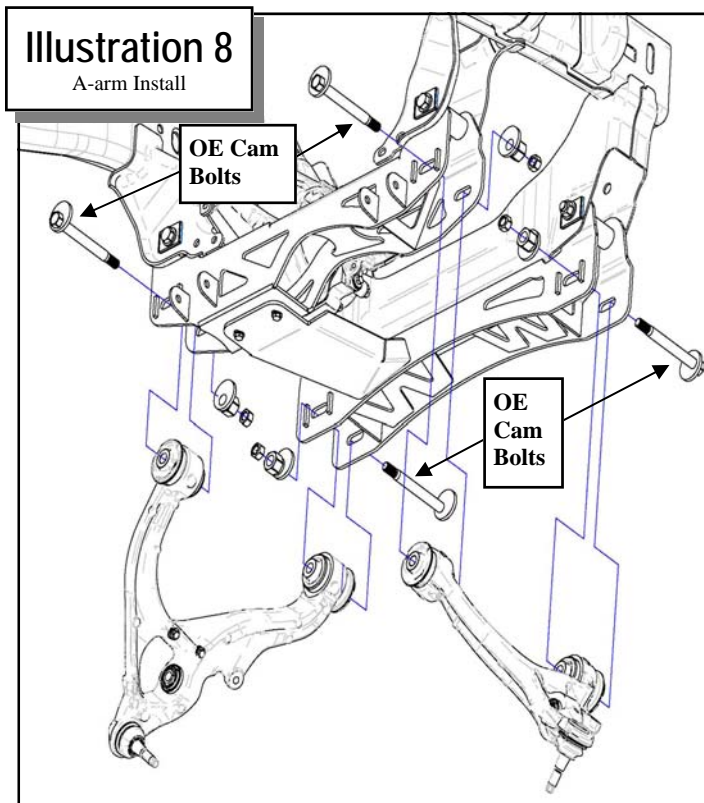
31. Tighten all differential mounting hardware to **75** ft./lbs. at this time.

IMPORTANT!: Due to the upper casting being threaded; the passenger side differen-



tial drop upper 70mm flange bolts must be torqued prior to tightening the rear differential drop upper flange nuts.

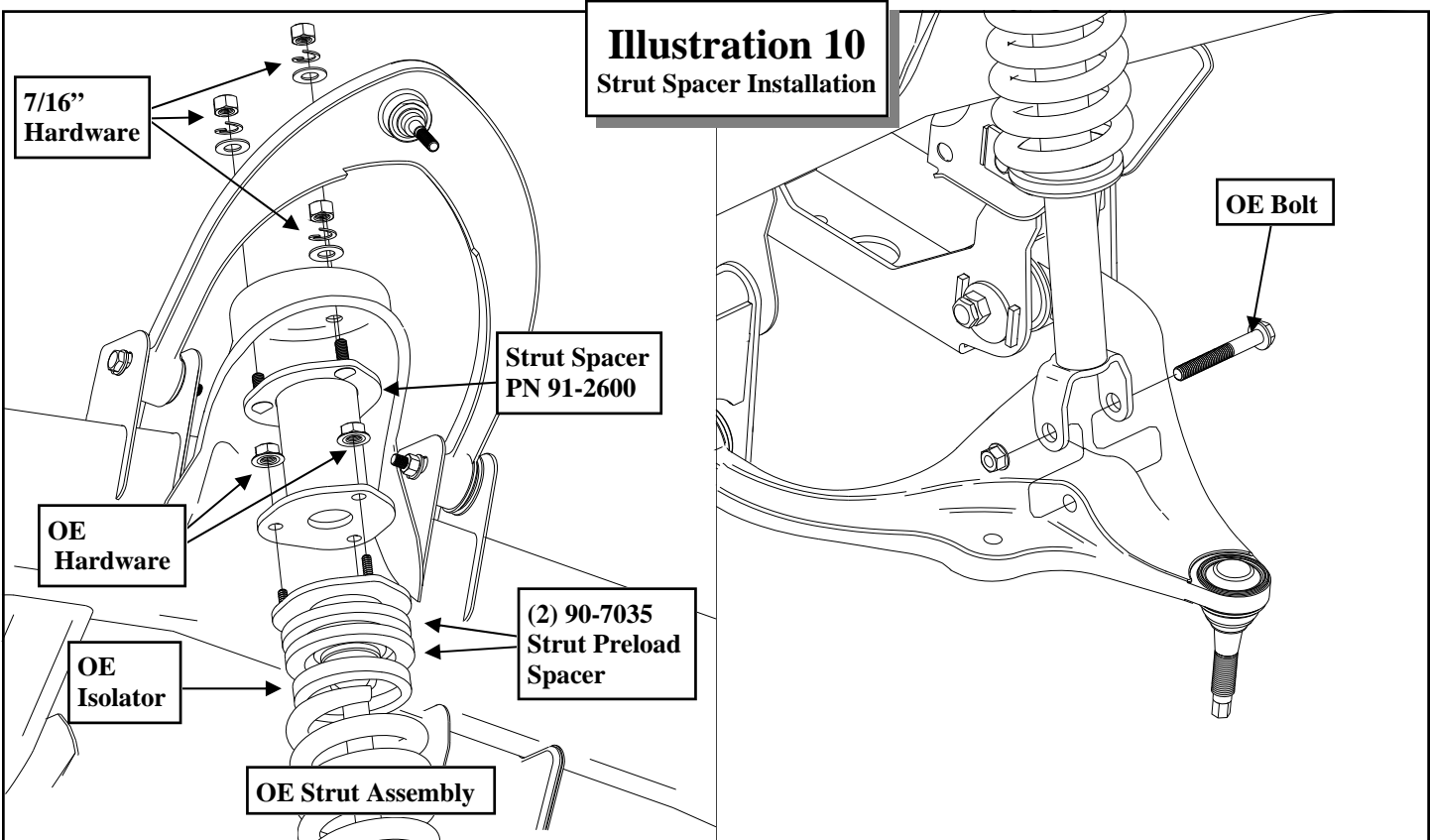
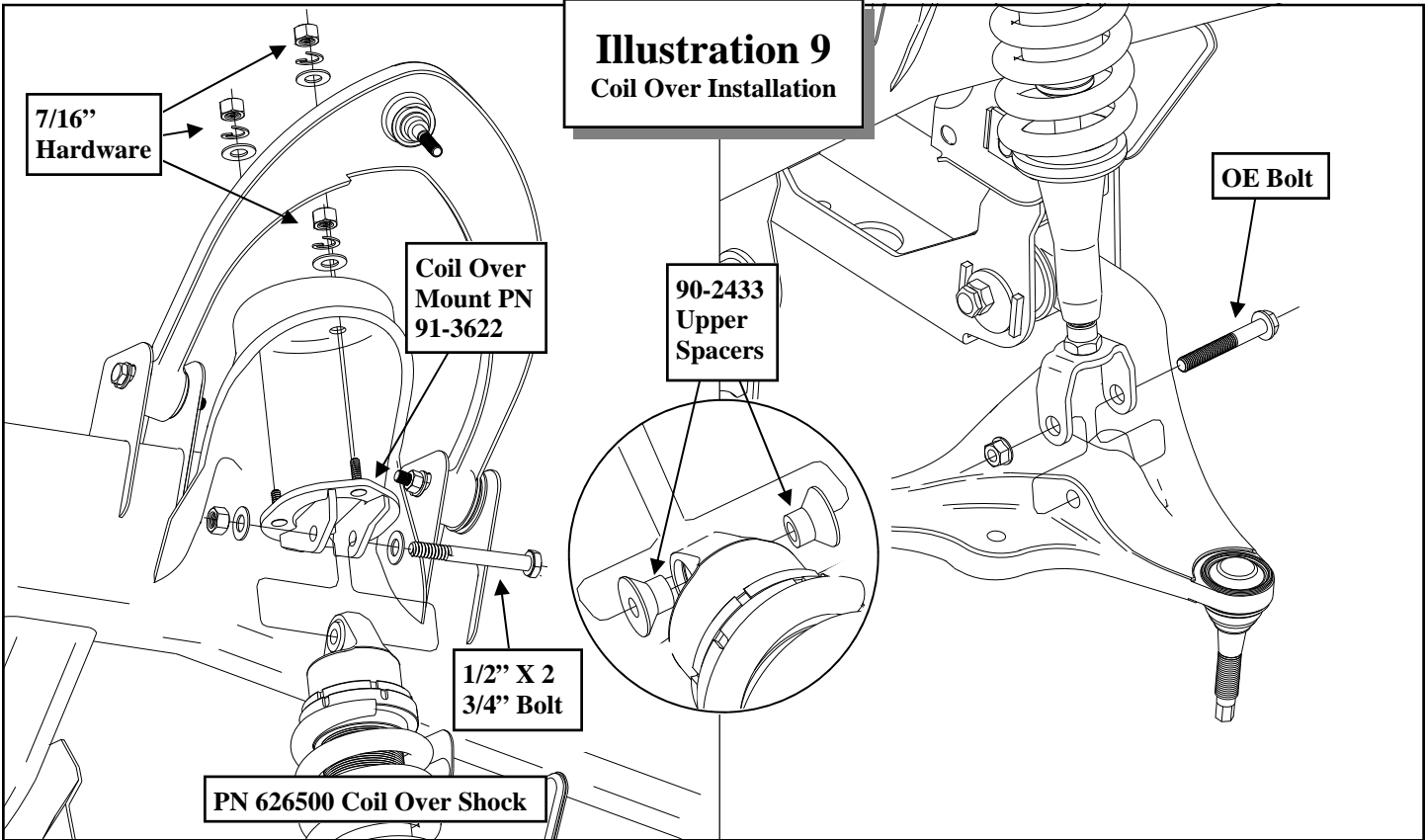
32. Reattach the differential breather line and wiring harness extension to the differential.
33. Install the front cross member (**91-9453**) into the front A-arm pockets using the provided **18mm X 150mm** bolts, nuts and provided

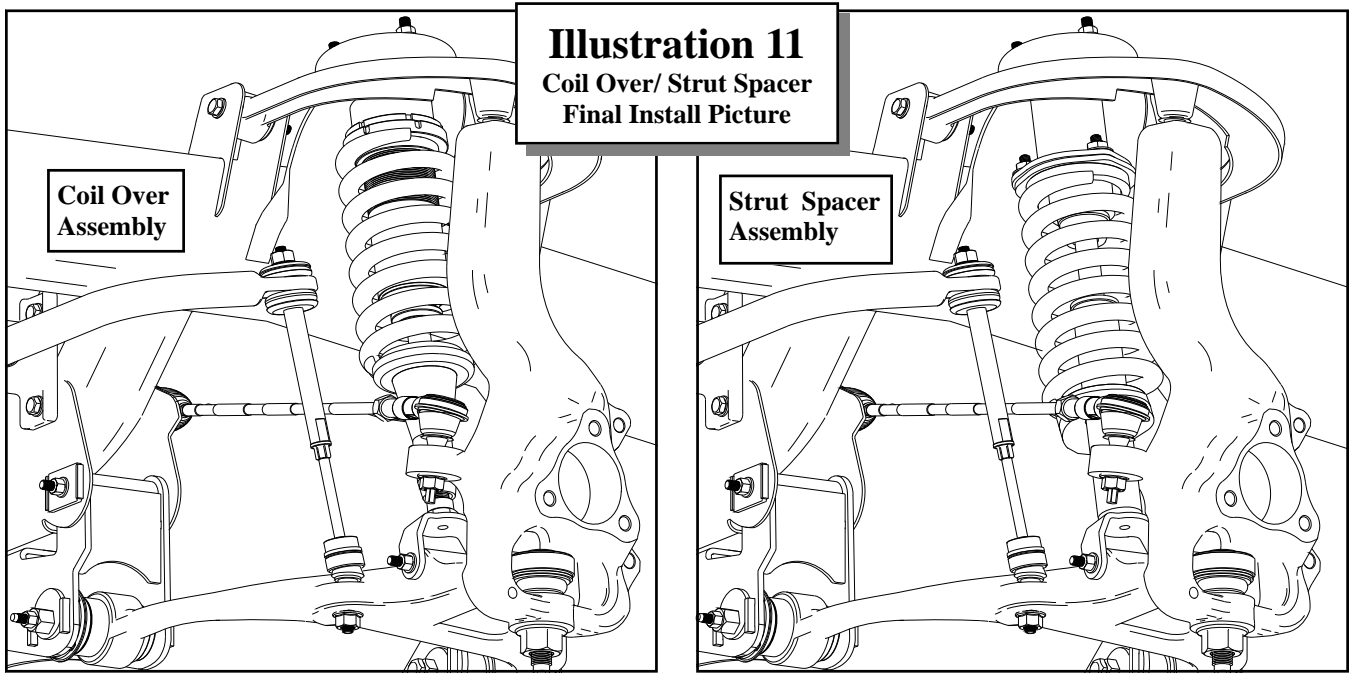


cam block off plate (**90-3602**). Leave hardware loose at this time. See ILLUSTRATION 6.

NOTE: *The offset in the crossmember goes to the front and the bolt heads face toward the rear of the vehicle.*

34. Install the rear cross member (**91-9460**) into the rear A-arm pockets using the provided **18mm X 150mm** bolts, nuts and provided cam block off plate (**90-3602**). Leave hardware loose at this time. See ILLUSTRATION 7.
35. Install the skid plate (**91-9459**) to the mounting holes on the front and rear crossmembers using the supplied **3/8" X 1 1/4"** bolts and hardware. See ILLUSTRATION 7.
36. Install the lower A-arms into position with the **OE** cam bolt and nut. Be sure the head of the bolt oriented toward the front of the vehicle. See ILLUSTRATION 8. **DO NOT** torque the cam bolts until the vehicle is back on the ground.





37. With the lower A-Arms installed, torque the **18mm** crossmember mounting bolts to **220** ft./lbs. See ILLUSTRATION 8.

38. **WITH THE COIL OVERTS:** insert the mono ball spacers (90-2433) from pack (90-6492) in the top of the coil over as shown in ILLUSTRATION 9.

39. Insert the mono ball spacers (90-2433) from pack (90-6492) in the bottom of the coil over as shown in ILLUSTRATION 9.

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

40. Install the new Pro Comp coil over shock (626500) to the upper bracket (90-3622) with the supplied 1/2" X 2 3/4" hardware from hardware pack (90-6318). 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 9.

NOTE: Supplemental Instructions for MX kit Coil Over Installation are located in box 56007BMX-5.

STEPS 41 THROUGH 45 ARE TO BE COMPLETED ON 2012 VEHICLES THAT SIT LOWER IN THE FRONT FROM THE

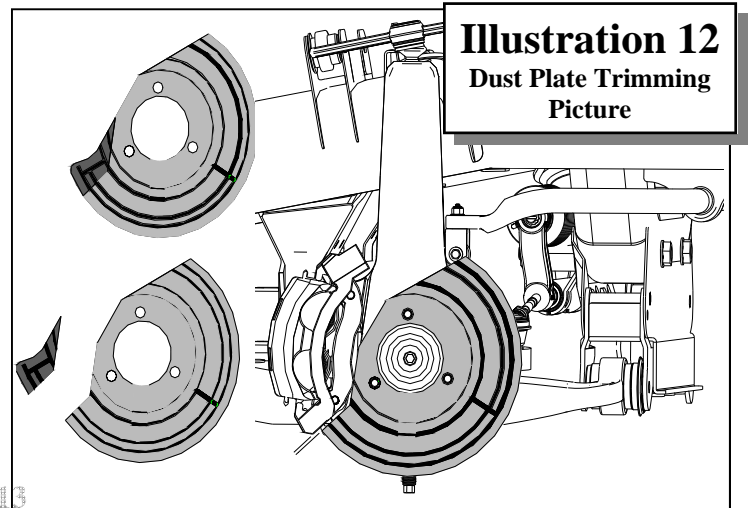
FACTORY ONLY!:

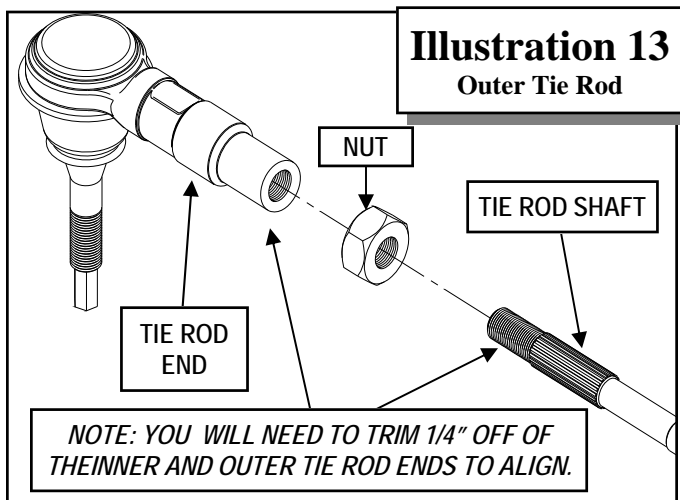
41. **WITH THE STRUT SPACERS:** Scribe an index mark on the top of the OE coil spring to the upper strut mounting plate.

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.

42. 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 mounting plate retaining nut.

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





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

43. Install the (2) supplied 3/8" strut preload spacers (90-7035) on top of the coil spring isolator. See ILLUSTRATION 10.
44. Re-attach the upper strut mount plate using the OE hardware. Torque the upper strut mounting plate retaining nut to 20 ft./lbs. See ILLUSTRATION 10.
45. 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.
46. **WITH THE STRUT SPACERS:** attach the strut spacer (91-2600) to the top of the strut using the OE hardware. Torque to 30 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 10.
47. Install the OE bolt through the lower strut mount and a-arm. Torque to 125 ft./lbs.
48. Disassemble the OE spindle on your work bench, remove the hub and brake backing plates from the OE spindle by removing the three OE bolts. Save the mounting bolts, bearings, and dust shields for re-use. Discard the OE spindles

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

49. Trim the OE dust shields according to the diagram provided. See ILLUSTRATION 12.
50. Reassemble the hub and brake dust shields into the new steering knuckle (90-4138 Driver and 90-4139 Passenger). 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.
IMPORTANT: Now would be an excellent time to make sure the bearing is in good condition.
51. Torque the bearing to the knuckle with the OE bolts. Torque to 125 ft./lbs.
52. Install the assembled knuckle to the lower ball joints using the OE hardware.
53. While leaning the OE spindle outward, very carefully insert the outer CV joint into the wheel-bearing cartridge and slide the inner CV joint into the differential housing. The CV joints are retained on the differential housing by small, round snap rings and sealed with "O" rings. Make sure they are properly inserted.
54. Slide the knuckle on to the top ball joint and torque the upper ball joint to 55 ft./lbs. Torque the lower ball joint to 60 ft./lbs. Torque the CV axle retaining nut to 185 ft./lbs.
55. Repeat steps 48 through 54 on the remaining side of the vehicle.
56. Loosen the outer tie rod end jam nut and thread the tie rod end inward five complete turns. Retighten the jam nut and attach the outer tie rod to the inner tie rod. See ILLUSTRATION 13.

NOTE: The inner and outer tie rod ends, on both sides, need to be shortened by 1/4". Measure in 1/4" from the end of the inner and outer tie rods and scribe a line. See Illustration 14. Using a suitable cutting tool,

(abrasive cutoff wheel, Sawz-all, etc.) cut the end along the previously marked line. Be sure the cut is made straight and square or else the jam nut will not hold it's torque properly.

IMPORTANT! BE SURE TO BRING THE VEHICLE TO A REPUTABLE ALIGNMENT SHOP TO BE ALIGNED IMMEDIATELY AFTER THE INSTALLATION OF THIS KIT IS COMPLETE.

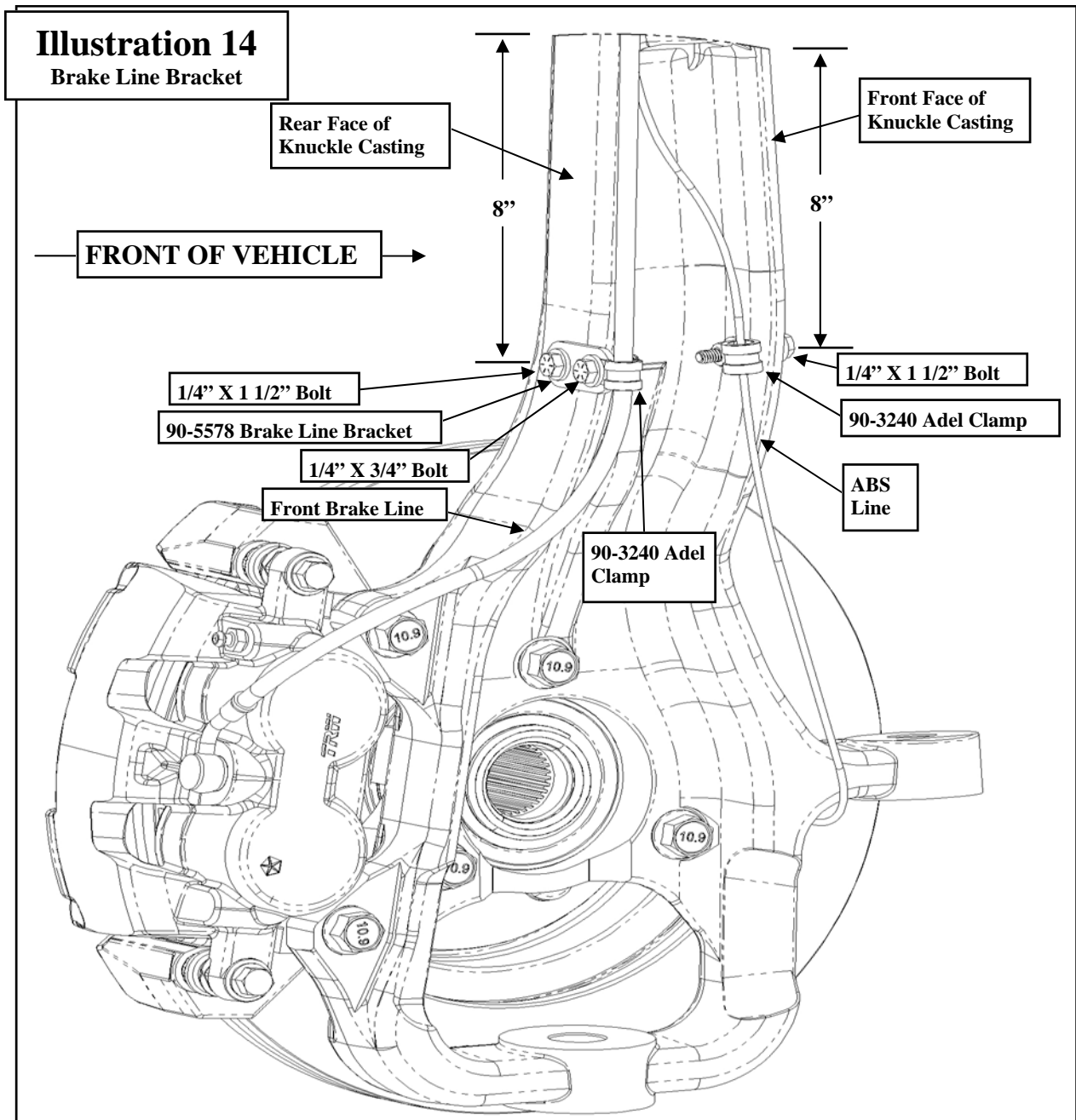
57. Attach the outer tie rod end to the new steer-

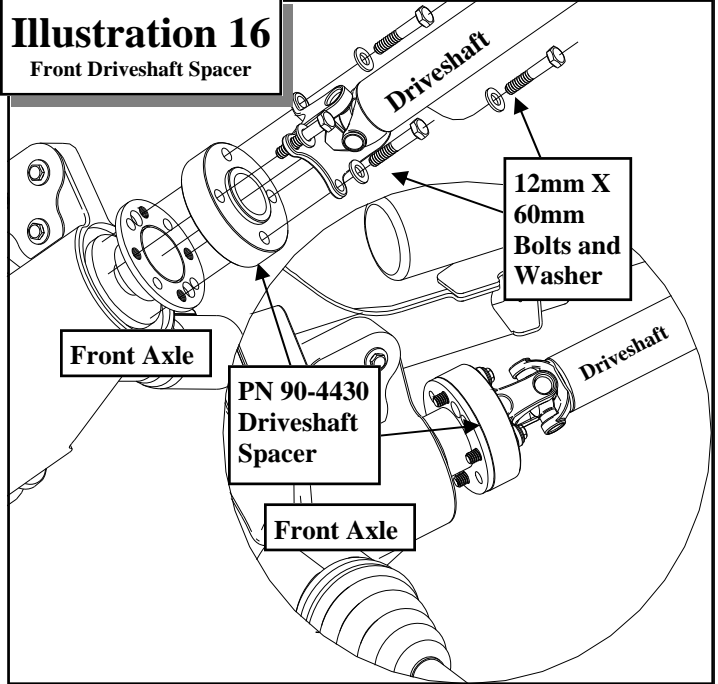
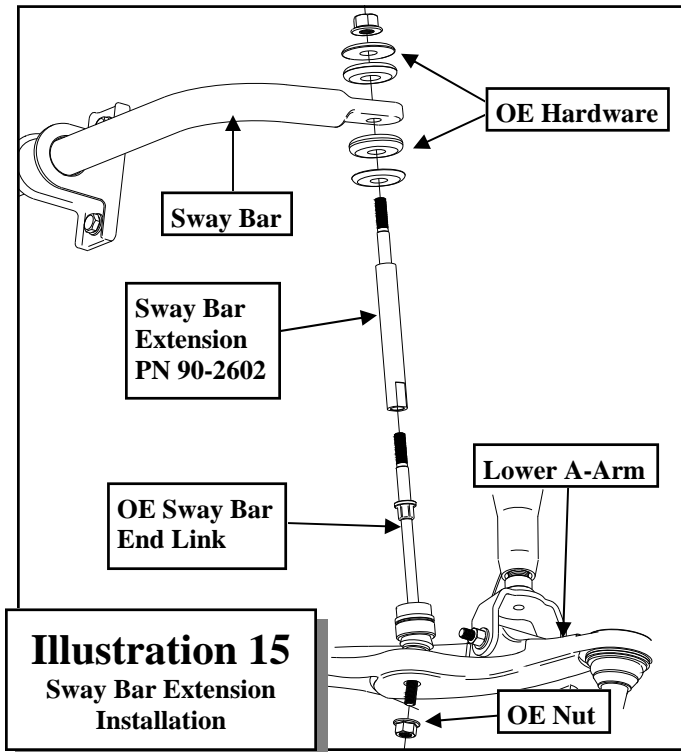
ing knuckle using the OE nut. Torque to **55** ft./ lbs.

IMPORTANT!: Unlock the steering wheel and cycle the steering from left and right, by grabbing on to the rotor. If you can not, go back and check your work.

58. Reinstall the disc brake rotors and calipers and torque the calipers to the knuckle to **130** ft./lbs. Be sure to use thread locker on the caliper bolts.

59. At the driver side, unbolt the bracket holding





**SHOULD BE DONE ACCORDING TO RAM
FACTORY SERVICE MANUAL.**

**IMPORTANT: BE VERY CAREFUL
NOT TO LET THE MASTER CYLINDER
RUN DRY! WITH ABS BRAKES THIS
SITUATION WILL DAMAGE THE SYSTEM!**

the brake line to the frame. Save the bolt for reuse. Locate the rubber brake hose that runs from caliper to frame. Pinch it closed with vise grips or a small “C” clamp and detach it from the caliper and factory metal line. Plug or cover the caliper opening and remove the brake line from the vehicle.

60. Thoroughly clean all mating surfaces and install the supplied stainless steel brake line (PN 7525-1). At the upper end of the brake line install the supplied tear drop brake line bracket. Insert the threaded end of the brake line from the outside through factory mounting hole in the frame. Secure the brake line to the frame with the provided brake line jam nut. Attach the Pro Comp brake line to the factory metal brake line and tighten. Install the brake line to the caliper using the factory banjo bolt and new crush washer.

IMPORTANT!: Use the supplied instruction and hardware in 90-60020 for brake line and ABS wire routing.

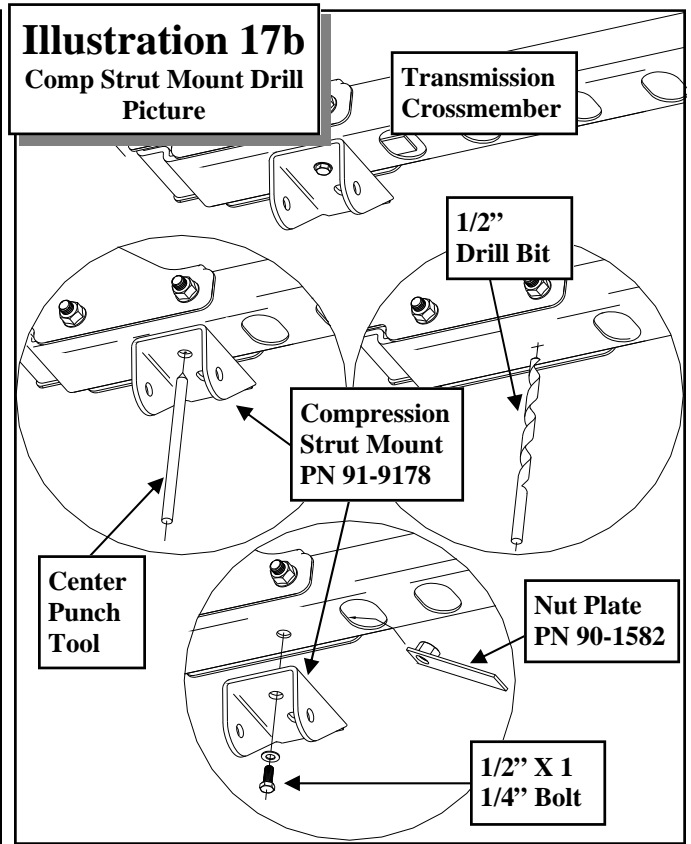
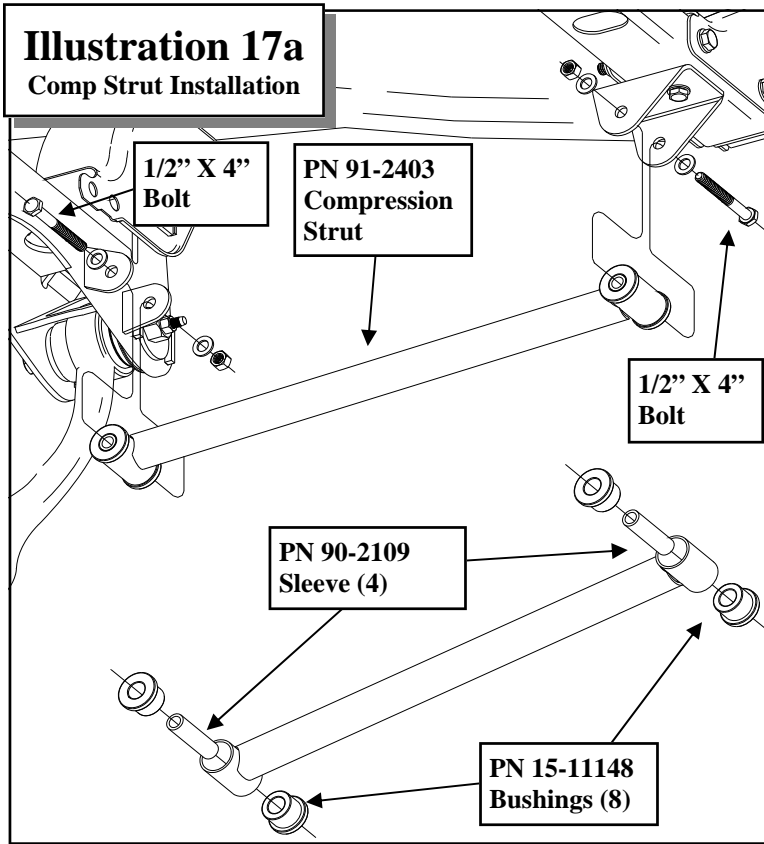
61. Repeat on the remaining side of vehicle.

BLEEDING OF THE BRAKE SYSTEM

62. Measure down 8” from the top of the knuckle on the front face of the casting and scribe a mark.
63. Center punch and drill a 1/4” hole.
64. Measure down 8” from the top of the knuckle on the rear face of the casting and scribe a mark.
65. Center punch and drill a 1/4” hole.
66. Install the brake line bracket (90-5578) to the previously drilled 1/4” hole on the rear face of the knuckle casting using the provided 1/4” X 1 1/2” bolt and hardware. See ILLUSTRATION 14.

NOTE: The brake line bracket should be parallel to the ground when tightened.

67. Place an Adel clamp on the brake line and secure it to the brake line bracket (90-5578) using the supplied 1/4” X 3/4” bolt and hardware. See ILLUSTRATION 14.



IMPORTANT: Move the A-arm assembly up and down to its limits several times to check for binding and to ensure that there are no interference or pinching problems with the brake lines and ABS wiring. At full droop, cycle the steering from lock to lock while observing the reaction of these components. Reposition them if needed.

68. Apply thread locker to the OE sway bar end link threads and install the provided link extension (90-2602). Tighten the extension to the sway bar end link. See ILLUSTRATION 15.
69. Attach the sway bar link extension to the sway bar with the OE bushings and hardware. Tighten the nut until the bushings begin to swell. See ILLUSTRATION 15.
70. Secure front driveshaft to the front axle using the supplied 12mm X 1.75 X 60mm bolts and driveshaft spacer (90-4430), with the raised flange facing toward the rear of the vehicle, on the axle end of driveshaft. Be sure line up previously applied index marks

before tightening bolts. Use thread locker on the bolts. Torque to 75 ft./lbs. See ILLUSTRATION 16.

NOTE: On some vehicles, there may not be enough space to install the drive shaft spacer (90-4430). Measure to see if drive shaft spacer installation is necessary.

71. Line up the previously applied index marks and reinstall the rear of the front driveshaft. Use thread locker on the bolts. Torque bolts to manufacturers specifications.
72. Install the bushings (15-11148) and sleeves (90-2109) from hardware pack (90-6263) into the compression struts (91-2403). See ILLUSTRATION 17a.
73. Bolt the compression strut mount (91-9178) to the compression strut using the supplied 1/2 inch X 4 inch bolt and hardware. See ILLUSTRATION 17a.
74. Rotate the compression strut up to contact the transmission crossmember. Use the bracket as a template and mark the transmission

crossmember for drilling. See ILLUSTRATION 17a.

75. Carefully lower the compression strut from the transmission crossmember.
76. Center punch and drill out the previously applied marks in the transmission crossmember to **1/2"**. See ILLUSTRATION 17b.
77. Rotate the compression strut up to the transmission crossmember. Secure the mount to the drilled holes in the transmission crossmember using the supplied **1/2" X 1 1/2"** bolt and nut plate (**90-1582**). See ILLUSTRATION 17b.
78. Torque the compression strut hardware to **65** ft./lbs.
79. Repeat these steps on the remaining side of the vehicle. ⚙️
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 steering components. At full droop, cycle the steering from lock to lock while observing the reaction of these components. Reposition them if needed.
81. Install your wheels and tires and lower the vehicle to the ground. Tighten the lug nuts to **90** ft./lbs.
82. With the vehicle on the ground torque the lower control arm bolts to **125** ft./lbs.
83. Recheck for proper installation and torque, all newly installed hardware.

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

NOTES:

- ⇒ **After 100 miles recheck for proper torque on all newly installed hardware.**
- ⇒ **Have your headlights adjusted.**
- ⇒ **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. Unbolt the brake line brackets from the frame. Save the hardware for reinstallation.
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. Save the hardware for reinstallation.

NOTE: Use the supplied wrench (96-5545) to remove the upper shock hardware.

NOTE: You may need to remove the 8MM bolt on the splash shield to access the top bolt on the drivers side.

5. Disconnect the sway bar end links and remove them from the vehicle. The end links will not be reused.
6. Remove the disc brake calipers and secure them clear of the work area. Save the hardware for reinstallation.

NOTE: Be careful that you do not hang the caliper from the brake lines, it will cause damage to the brake lines!

7. Unbolt the track bar from the rear axle mount and secure up and out of the work area. Save the hardware for reinstallation.
8. Carefully lower the rear axle enough to remove the coil springs from the rear spring pockets. Save the factory isolators for reinstallation.

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

9. Loosen the upper and lower control arm to axle brackets bolts, but **DO NOT** remove. Unbolt and remove the upper and lower control arm to frame bracket bolts. Save the hardware for reinstallation.

NOTE: Be sure to support the axle while the control arms are removed.

10. Install the control arm drop bracket (91-5462 drv and 91-5468 pass) into control arm frame mounting pockets using the previously re-

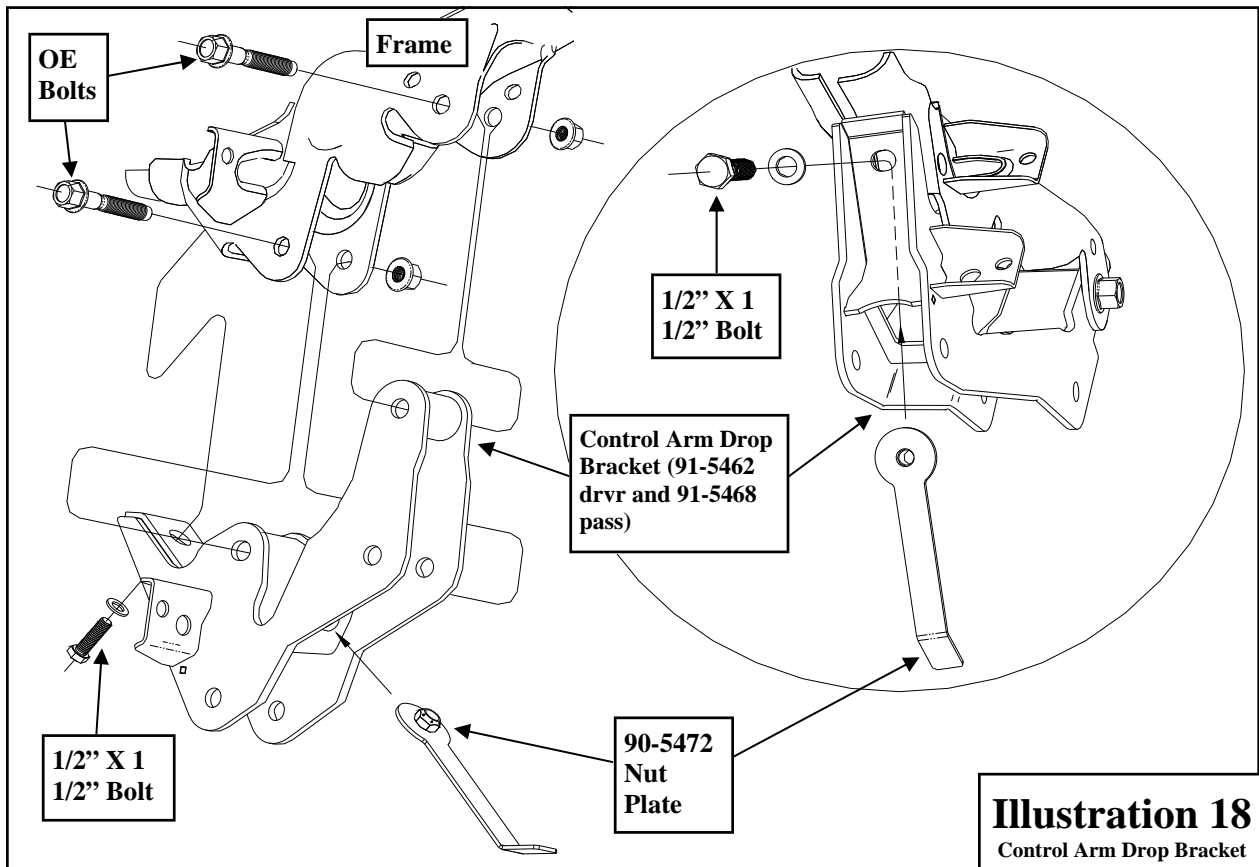
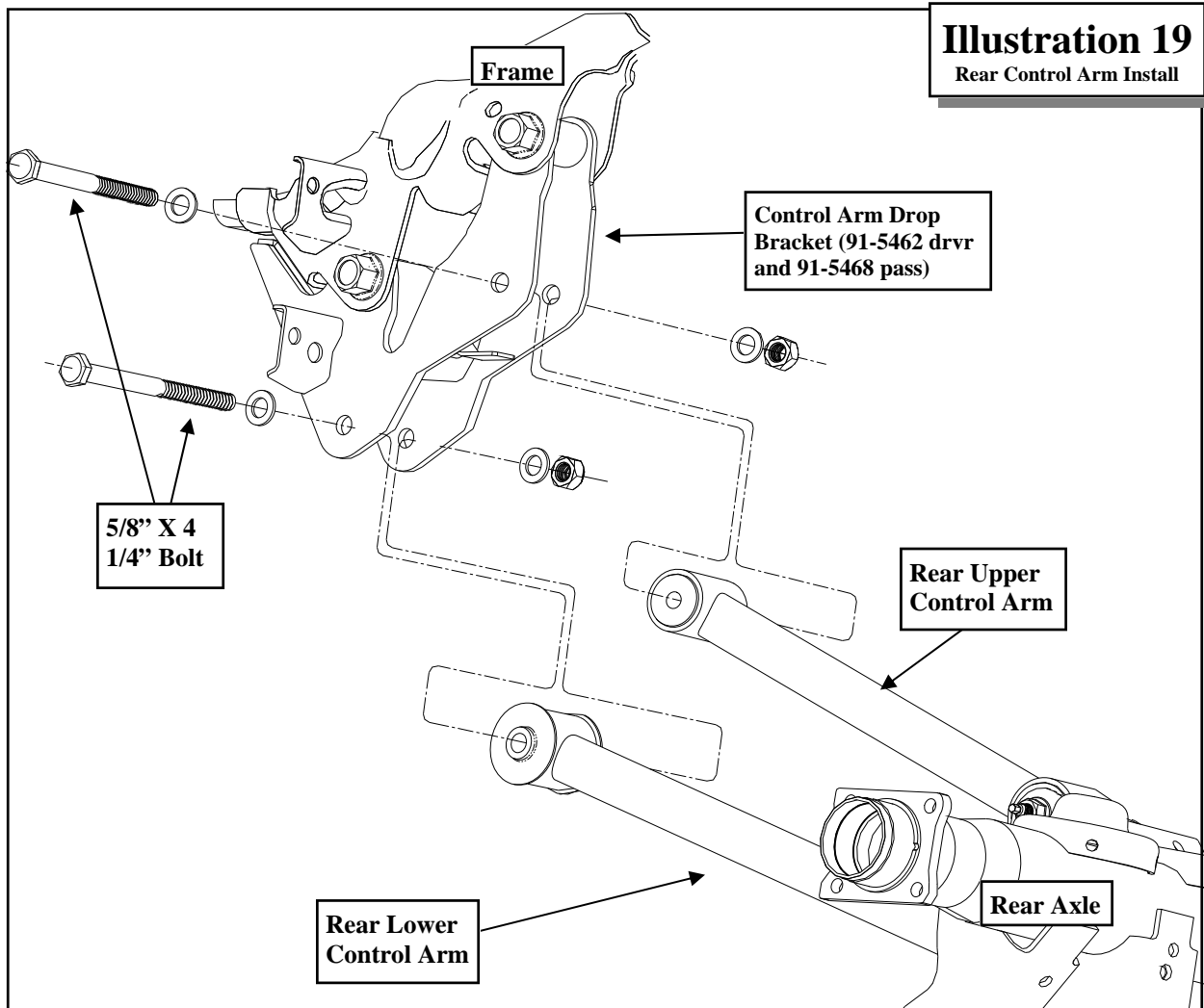


Illustration 18
Control Arm Drop Bracket



moved OE control arm bolts. Secure the front of the bracket to the frame using the supplied nut plate (90-5472) and 1/2" X 1 1/2" bolt and hardware. See ILLUSTRATION 18.

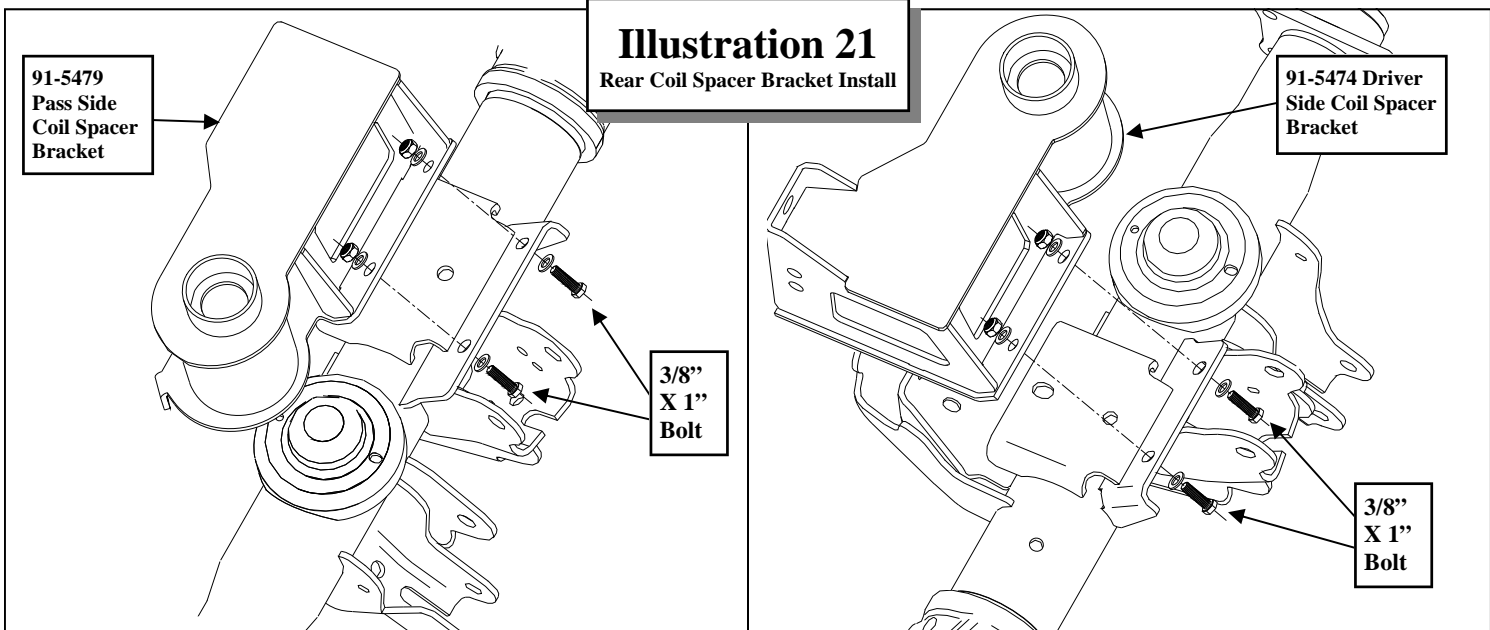
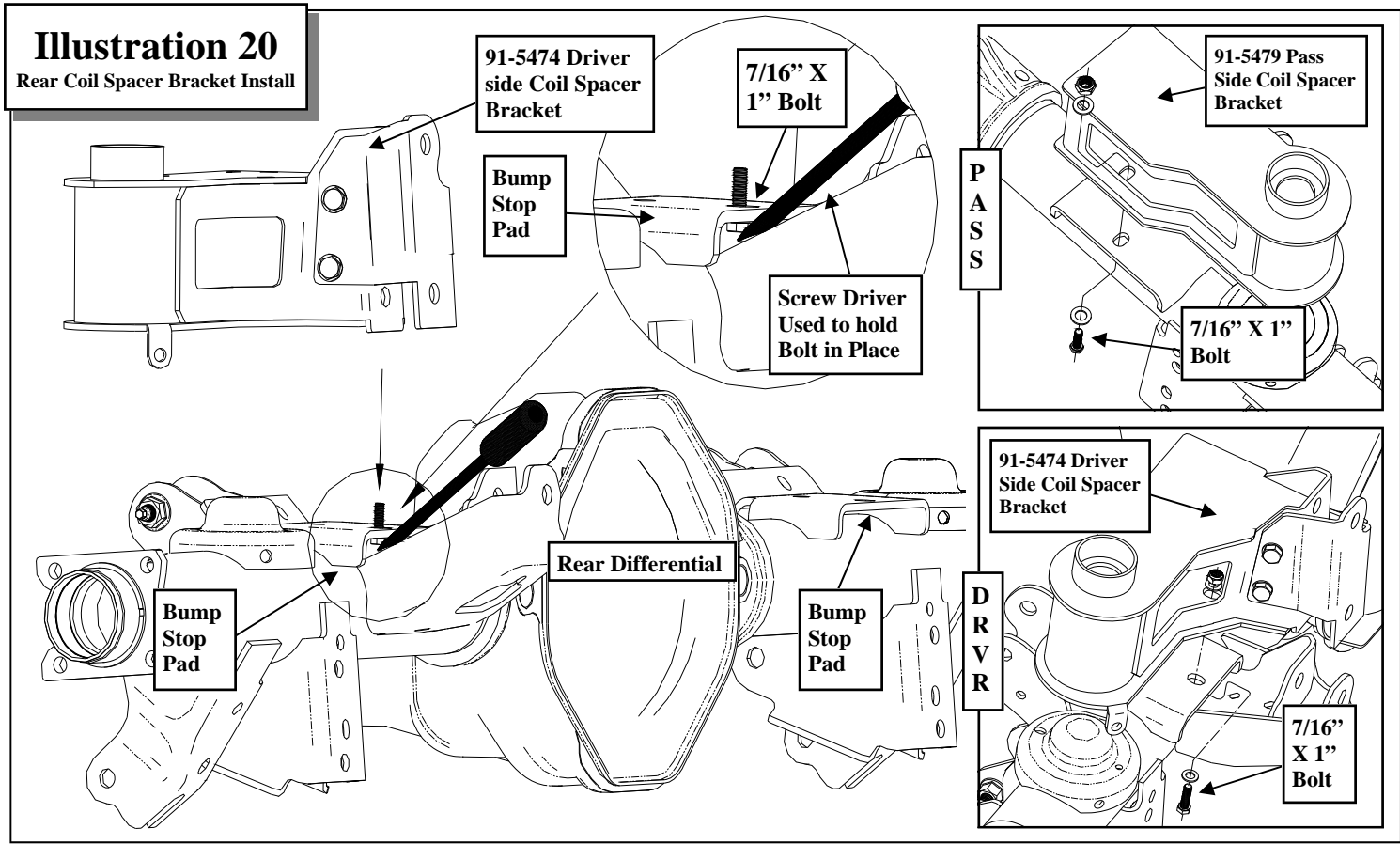
11. Torque the OE control arm drop bracket bolts to 175 ft./lbs. Torque the 1/2" bolt and hardware according to the torque chart on page 23.
12. Reinstall the upper and lower control arms into the control arm drop bracket using the supplied 5/8" X 4 1/2" bolts and hardware. See ILLUSTRATION 19. Do not torque at this time.
13. Repeat the previous steps 3 through 12 on the passenger side of the vehicle.
14. **ON DRIVER SIDE ONLY**, Install the rear

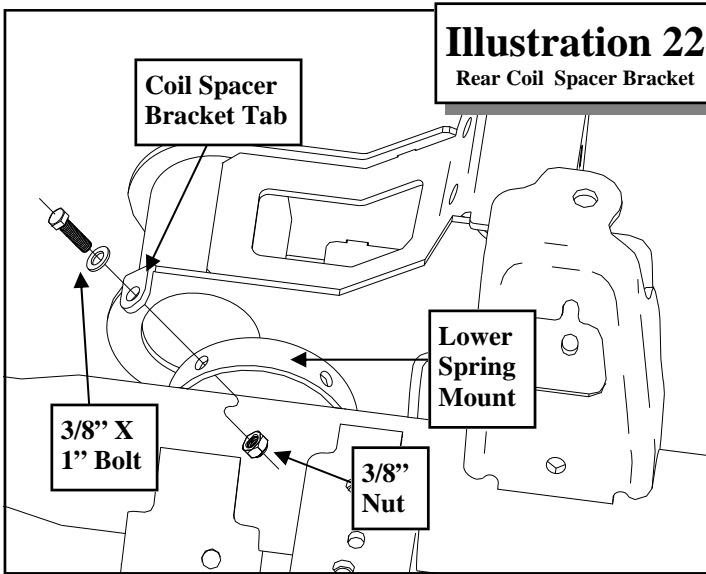
coil spacer bracket (91-5474 drv and 91-5479 pass) single rear retaining 7/16" X 1" bolt and washer into the bump stop axle pad. See ILLUSTRATION 20.

NOTE: Due to limited access, it may be helpful to wedge a screwdriver under the bolt to hold it in place while installing the bracket.

NOTE: Before installing the coil spacer brackets (91-5474 drv and 91-5479 pass) scrape off any excess weld splatter from the bump stop pad using a flat blade screw driver or chisel. This will ensure a proper fit of the brackets.

15. Install the rear coil spacer bracket (91-5474 drv and 91-5479 pass) onto the rear axle bump stop pad. Secure the rear coil spacer bracket (91-5474 drv and 91-5479 pass) to



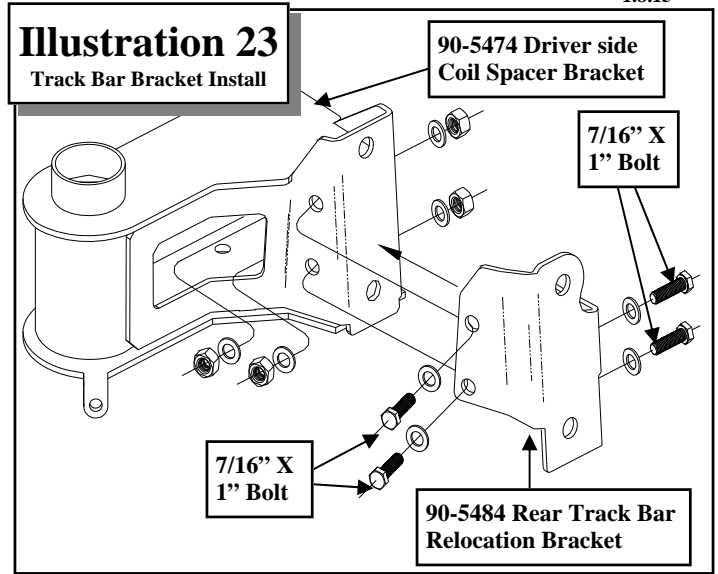


the rear axle bump stop pad using the (3) 3/8" X 1" bolt and hardware. See ILLUSTRATION 21. Tighten the front (2) bolts before tightening the rear bolt.

NOTE: ON DRIVER SIDE ONLY, secure the previously installed 3/8" X 1" bolt using the supplied 3/8" hardware. Remove the screw driver and tighten the bolt. See ILLUSTRATION 21.

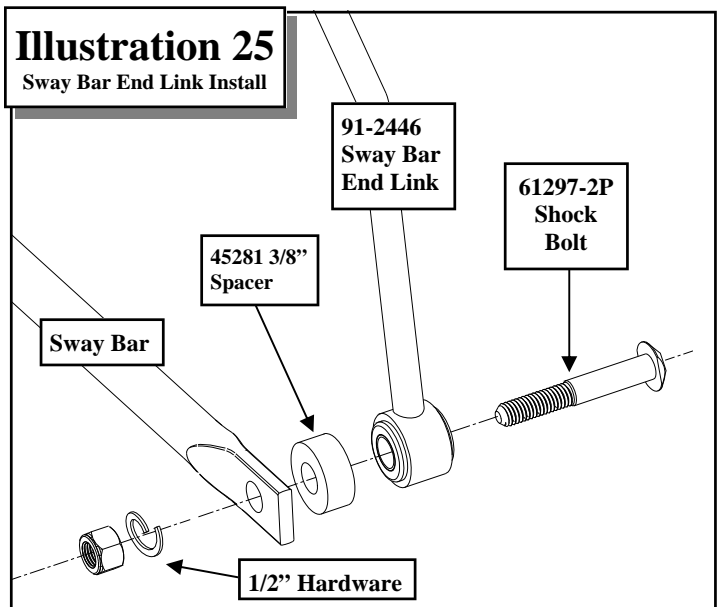
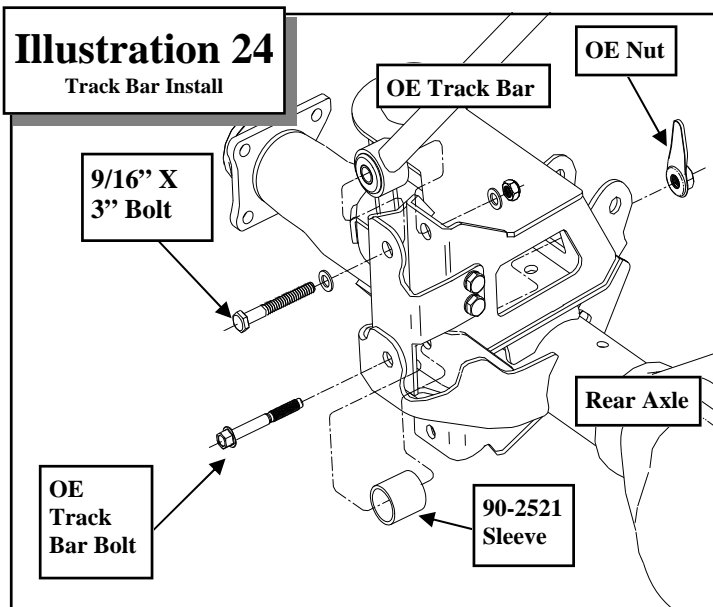
- Secure the tabs on the rear coil spacer bracket (91-5474 drvr and 91-5479 pass) to the existing hole in the lower coil bucket using the supplied 3/8" X 1" and hardware. See ILLUSTRATION 22.

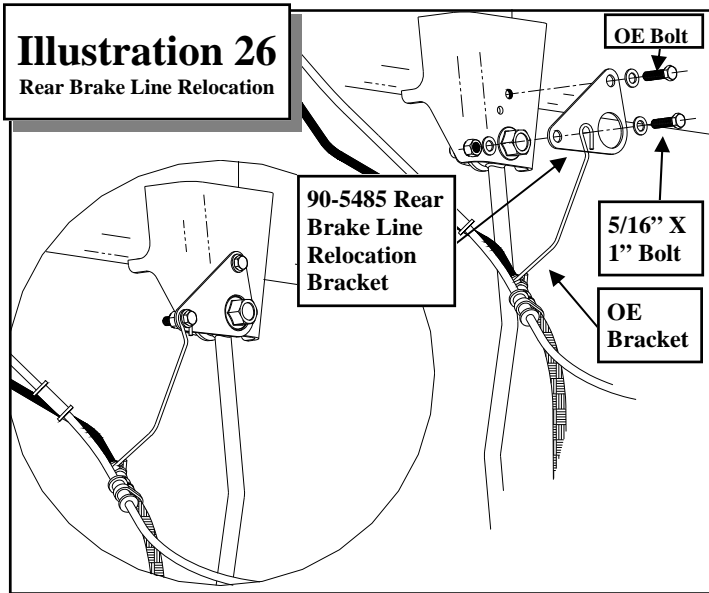
NOTE: The use of a washer on the in-



side of the lower coil mount will not allow the nut to be tightened securely.

- Torque all the coil spacer bracket hardware according to the torque chart on page 24.
- Repeat the previous steps 15 through 17 on the passenger side of the vehicle.
- Install the track bar bracket (91-5484) onto the driver side rear coil spacer bracket (91-5474) using the supplied (4) 7/16" X 1" bolts and hardware in the side holes and the OE bolt and spacer (90-2521) in the lower hole. See ILLUSTRATION 23 & 24.
- Install the OE rear track bar to the rear axle track bar relocation bracket (91-5484) using





the supplied **9/16" X 3"** bolt and hardware. Do not tighten the track bar bolt at this time. See ILLUSTRATION 24.

21. Torque the **OE** track bar bracket bolt to **130** ft./lbs. Torque the **3/8"** track bar bracket bolts and hardware according to the chart on page **23**.
22. On both sides of the vehicle support the rear end with a jack and carefully lower the rear end to ease in the previously removed **OE** coil spring installation. Using the factory isolators install the **OE** coil springs into the upper spring buckets and lower bracket spring perch. Raise the rear axle into place. Make sure the coil spring seats properly on the rear coil spacer bracket.
23. Install your new Pro Comp shocks (**MX6165** w/shaft up, **ZX2001** w/shaft up or **930001** w/shaft up) and torque the **OE** hardware to **95** ft./lbs.
NOTE: Use the supplied wrench (96-5545) to install the upper shock hardware.
24. Assemble the rear sway bar end links (**91-2446**) using the supplied bushings (**600006** lower and **600040** upper) and (**upper T-Sleeve**) from hardware pack (**90-6695**). See ILLUSTRATION 25.
25. Install the rear sway bar end link (**91-2446**) upper end into original mounting brackets on

the frame. Secure using the previously removed **OE** bolts and **1/2"** flat washers. Torque according to factory specifications. See ILLUSTRATION 26.

26. Secure the lower end link mount to the sway bar using the supplied shock stud (**61297-2P**), **3/8"** spacer (**90-45281**) and **1/2"** lock washer and nut. Torque according to the torque chart on page **23**. See ILLUSTRATION 25.
27. Install the supplied rear brake line drops (**90-5485**) using the previously removed **OE** bolts. See ILLUSTRATION 26.
28. Bolt the factory brake line bracket to the newly installed rear brake line drop (**90-5485**) using the supplied **5/16" X 1"** bolt and hardware. See ILLUSTRATION 26.
29. Reattach the brake calipers to the their mounting brackets using the previously removed **OE** bolts. Torque according to factory specifications.
30. Repeat the previous steps **22** through **29** on the passenger side of the vehicle.

IMPORTANT: Move the control arm assembly up and down to its limits several times to check for binding and to ensure that there are no interference or pinching problems with the brake lines and/or ABS wiring.

31. 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. If necessary use zip ties to secure these lines out of the way and to keep from contacting any moving parts. Reposition them if needed.
32. Reinstall the wheels and tires and lower the vehicle to the ground. Torque the lug nuts to manufacturers specifications.
33. With the vehicle on the ground torque the **5/8"** upper and lower front control arm bolts according to the torque chart on page **23** and the **OE** upper and lower rear bolts to **175** ft./lbs.
34. Torque the **9/16"** track bar axle mounting bolt

to 130 ft./lbs.

35. Recheck the wheel lug torque on all four wheels at this time.
36. Recheck all hardware for proper installation and torque at this time. ⚠

NOTES:

- ⇒ **After 100 miles recheck for proper torque on all newly installed hardware.**
- ⇒ **Have your headlights adjusted.**
- ⇒ **Recheck all hardware for tightness after off road use.**

NOTE: If the rear of you truck sits too high, kit (91-7175B) can be purchased separately and used to lower the rear of your 09-UP RAM 1500 by an 1 1/4". The contents of the kit will replace the (3) rear coil spacer components in 56747B-5 (91-5474, 91-5479 and 91-5484) with (91-7175, 91-7178 and 91-7181) .

Revision Page:

8.7.14: Updated diff drop PN's 91-7738 to 91-10000, 91-7741 to 91-10002, 91-7744 to 91-10004, 91-7747 to 91-10007. Removed dodge from cover box.

1.7.14: Added 90-60020 to BOM box-2, steps 62-67 and illustration 14 for front brake line bracket and abs knuckle location. Removed. Dodge from Manual

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 |

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



The PRO COMP PROMISE WARRANTY

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!

Pro Comp promises that its products will last a lifetime or we will replace it free of charge. It's that simple! Because of our commitment to quality and manufacturing excellence, we are able to stand behind our products. FOREVER.

It is Pro Comp's Promise that if one of our suspension products breaks not due to misuse, neglect or vandalism, we will replace it. Whether you are the original purchaser or not, you can be assured that we will make it right. The Pro Comp Promise covers all suspension products including shocks and steering stabilizers. Buy Pro Comp Suspension today and enjoy it for the rest of your life!

That's our Pro Comp Promise!

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

Warranty and Return Policy:

Pro Comp warranties its full line of products to be free from defects in workmanship and materials for the life of the product. 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.

* 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.

E-Mail: info@procompusa.com
Website: www.procompusa.com
Fax: (310) 747-3912
Ph: 1-800-776-0767

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| PLACE WARRANTY REGISTRATION NUMBER HERE: _____ |
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