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PRO COMP SUSPENSION

K1175E: See additional instructions included in 51070B-7 6" 2019 & Up GM 1500. K1175E is used on equipped Adaptive Ride Control vehicles or as rear shock extensions.
K1176B/K1176BP: See additional instructions included in 51070B-8 4" 2019 & Up GM 1500 with RPO Z7X (Trailboss Edition or AT4 edition vehicles). K1176B/K1176BP 51070B-8 is to be installed on Trailboss Edition or AT4 edition vehicles only.
OE models equipped with a composite rear leaf spring have been verified for fitment of this kit but will require a separate hardware pack (50330).
It's our experience that aftermarket wheels without a 76mm centerbore specific for GM1500 will interfere with calipers on 19-UP GM1500. Verify all wheels prior to mounting.

GM126M

6" 2019 - 2022 Chevrolet Silverado 4WD and GMC Sierra 1500 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. See above notes.**

READ INSTRUCTIONS THOROUGHLY AND COMPLETELY BEFORE BEGINNING INSTALLATION.

INSTALLATION BY A CERTIFIED PROFESSIONAL MECHANIC IS HIGHLY RECOMMENDED.

PRO COMP IS NOT RESPONSIBLE FOR ANY DAMAGE OR FAILURE RESULTING FROM IMPROPER INSTALLATION.

THIS DOCUMENT CONTAINS VERY IMPORTANT INFORMATION THAT INCLUDES WARRANTY INFORMATION AND INSTRUCTIONS FOR RESOLVING PROBLEMS YOU MAY ENCOUNTER. PLEASE KEEP IT IN THE VEHICLE AS A PERMANENT RECORD.

Part #	Description	Qty.	Illus.	Page
	51070B-1			
91-11885	RR XMBR ASM GM1500	1		
91-11895	FRT DIFF SKID GM1500	1		
90-6939	HARDWARE PACK: SKID PLATE	1		
37C100HC8I/IMP	3/8-16 X 1 HEX CAP SCREW GRADE 8 - ZINCII	4		
37RWHDII/IMP	3/8 ASTM F436 HARD WASHER (A325) USS ZINC II	4		
35-44033	DIFF DROP PAS SPCR	1		
91-12100	DIFF DROP DVR GM1500	1		
91-12105	DIFF DROP PAS GM1500	1		
90-60735	HARDWARE PACK: DIFF DROP	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	HARDWARE PACK	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		
90-44074	CV SPACER: 2.5" X 1.52" X .313"	2		
	51071B-2			
90-44057	KNUCKLE DVR MACH GM1500	1		
	51071B-3			
90-44058	KNUCKLE PAS MACH GM1500	1		
	51071B-4			
91-11906	FRT XMBR GM1500	1		
90-60736	HARDWARE PACK:	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		
91-11979	SB DROP DVR ASM GM1500	1		
90-6577	HARDWARE PACK	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		
37RWHDII/IMP	3/8 ASTM F436 HARD WASHER SAE (A325) ZINC II	8		
91-11981	SB DROP PAS ASM GM1500	1		
31-11983	ABS LINE DROP: Drvr	1		

Part #	Description	Qty.	Illus.	Page
51070B-5				
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		
51070B-6				
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 51070B (K1175B)	2		
ZX2001	SHOCKS 51070BP (K1175BP)	2		
929505B	SHOCKS 929505B (K1175T/K1176T)	2		
PR2001	SHOCKS PR2001 (K1175M/ K1176M)	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.

GM aftermarket 22" GM 84040800 22" X 9" rim does fit with Nitto Ridge Grappler and Nitto Terra Grappler 285/55 R22 tires.

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.

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.

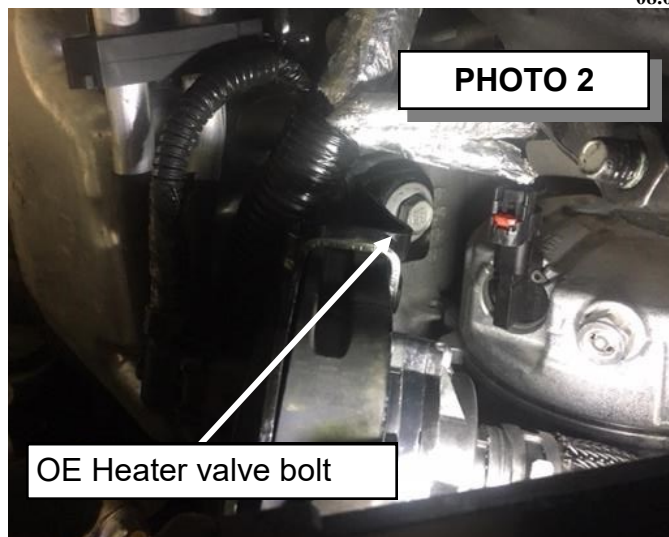
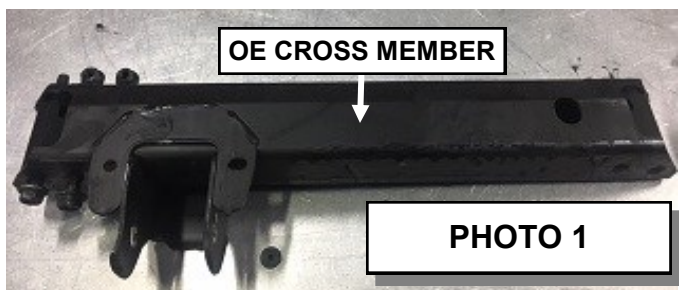
FRONT INSTALLATION:

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.

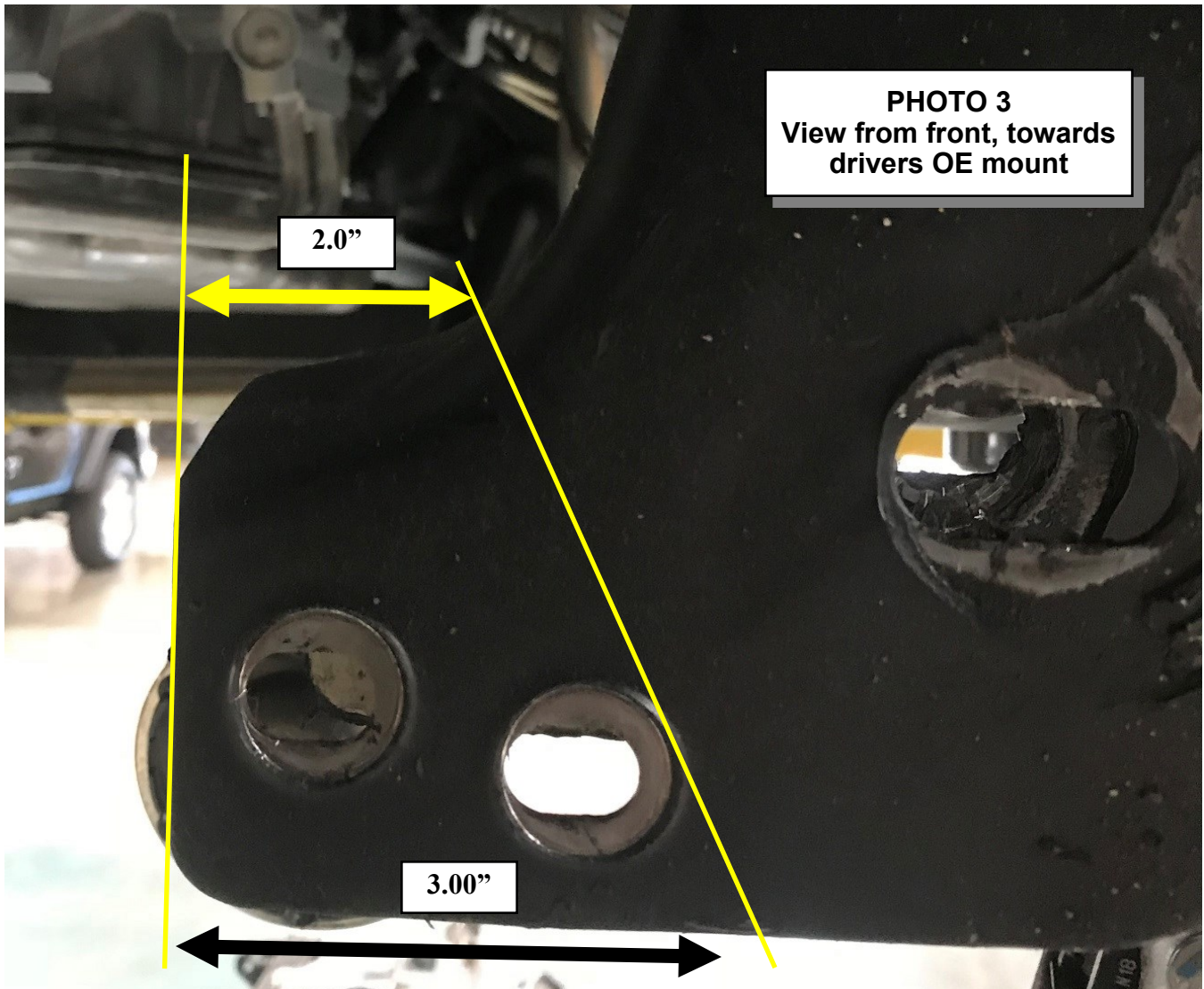
LF: _____ RF: _____

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





PHOTO 5

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 re-

use.

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 (91-12100) onto the frame using the M12 OE bolt. The passenger differential drop bracket (91-12105) 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



PHOTO 6

PHOTO 7
View from center out to
passenger side of vehicle



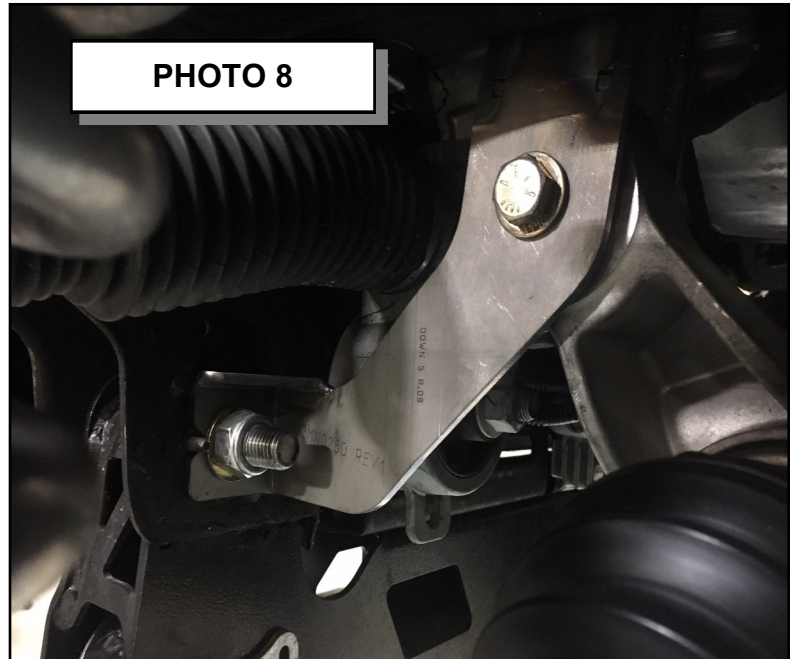
located inside the hex on the passenger differential drop bracket. **SECURE THESE BOLTS ONLY DO NOT TORQUE. See PHOTO 6, PHOTO 7 and PHOTO 8.**

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. Position the sway bar drop brackets (91-11979 drv and 91-11981 pass) in the original sway bar mounting location with the small side oriented toward the rear of the vehicle. Align holes in the sway bar drop bracket with mounting holes in the frame and secure using the **OE** bolts and hardware. TD designates top driver and TP designates top passenger. **See PHO-**

TO 21.

35. 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).
36. Push the 18mm rear upper crossmember bolts through the hole in the sway bar drop brackets (91-11979 drv and 91-11981 pass) and reinstall the 18mm nuts and washers. **See PHOTO 21.**
37. On the passenger side install the two M12 OE bolts back into the lower control arm pocket and hand tighten. **IMPORTANT!** Install M18 x120mm rear cross member bolts with the heads facing toward the rear of the vehicle.
38. Install the differential into the rear cross member, and using the M14 OE bolt tighten the rear differential mounting bolt to spec.
39. Check clearance between the differential and the trimmed area of the frame. If needed, remove more material until adequate clearance is achieved.
40. Check that the differential is centered in the vehicle. **IMPORTANT!** **Make sure there is a 1/4" of clearance between the differential and any other component such as the steering rack and the**

PHOTO 8





frame to prevent any vibration.

41. 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.**
42. 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.**
43. Install the skid plate using the OE hardware.
44. 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 driv-

ers 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: Be sure the driver side M18 bolt is installed through the mounting hole in the driver differential drop bracket (91-12100) before installing M18 nut and washer. NOTE: DO NOT cut the front cross member frame mounting pockets.**

45. Reinstall the front driveshaft to the front differential using the previously removed OE hardware.
46. Torque to spec the differential drops and differential mounts in the following order to keep the differential centered in the frame: A. Passenger side differential drop bracket at the frame. Torque the **9/16"**

PHOTO 10



- hardware to 130 ft-lbs. B. Passenger side differential drop bracket to the differential. Torque the **9/16"** hardware to 130 ft-lbs. C. Driver side differential drop bracket to the differential. Torque the 9/16" hardware to 130 ft-lbs. D. Driver side differential drop bracket at the frame. Torque the **OE** hardware to OE spec.
47. 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.
 48. Reassemble the bearing hub with the OE o-rings and brake dust shields onto the new Pro Comp steering knuckles (90-44057 Drvr and 90-44058 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.
 49. Torque the bearing to the knuckle with the OE bolts. Torque to OE spec. Repeat on the other side.
 50. 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 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.

51. Torque upper front cross member bolts to

- 160 ft-lbs and M12 OE bolts to OE spec.
52. For **19-20 models**, perform this step on the **DRIVER** side only and for **21-up models**, perform this step on the **PASSENGER** side only. Install the strut 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 OE spec. The purpose of this rotation is to turn the coil spring, creating clearance for the tie rod boot. **See Photo 13.**
53. 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 14.**
54. For **19-20 models**, perform this step on the **PASSENGER** side only and for **21-up models**, perform this step on the **DRIVER** side only. 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 OE spec. **See Photo 15.**
NOTE: SOME KITS WILL COME WITH

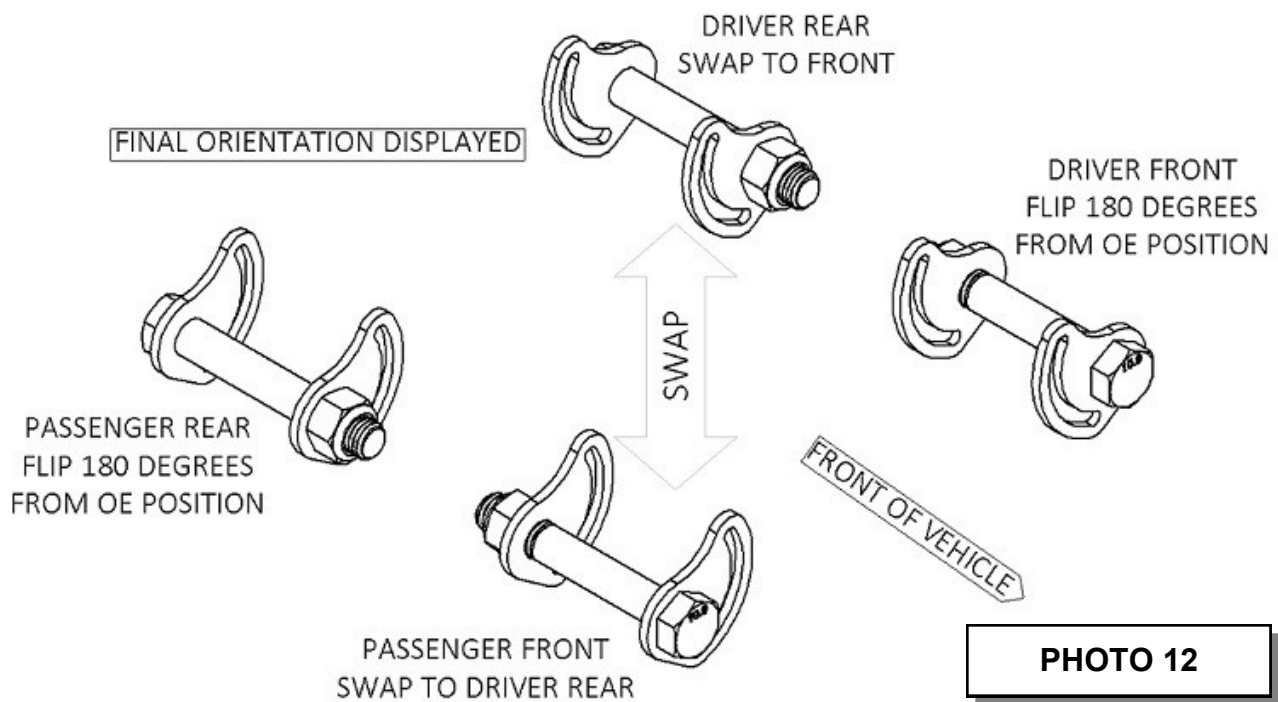


PHOTO 12



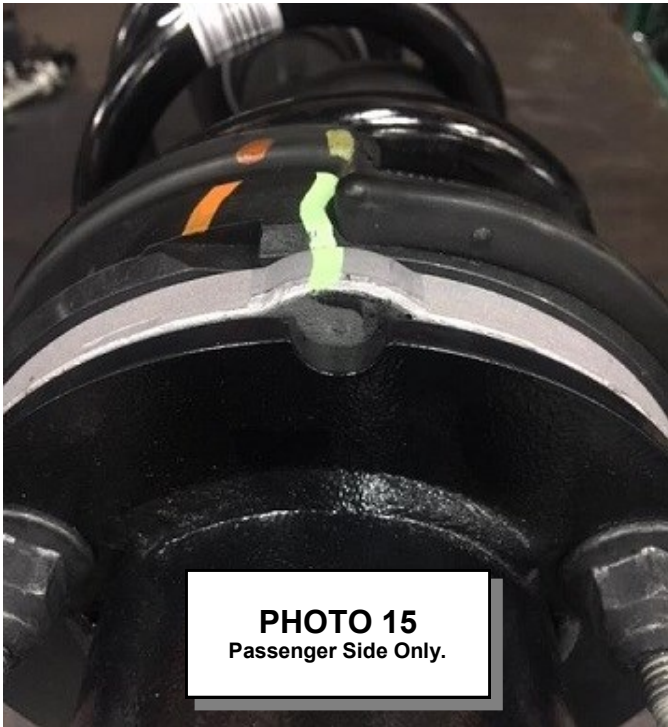
PHOTO 13
Drivers Side Only.



PHOTO 14
Driver Side Only.

ONE STRUT EXTENSION THAT HAS THREE HOLES ON THE BOTTOM. USE THIS ON THE PASSENGER SIDE ONLY FOR 19-20 MODELS, AND USE THIS ON THE DRIVER SIDE ONLY FOR 21-UP MODELS.

55. 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.**
56. Secure the lower strut cross pin to the lower A-arm using the OE bolts.
57. Torque lower strut hardware to OE spec.
58. Repeat strut and spacer assembly instal-



lation on the opposite of the vehicle (for use with OE strut) on the remaining side of the vehicle.

59. 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.
60. Install the CV axle spacer (**90-44074**) onto the driver and passenger CV axles. The spacer installs between the CV axle stub and the wheel bearing. See **FIGURE 16. IMPORTANT! The chamfer on the inside of the spacer needs to be facing towards the center of the vehicle.**
61. Install the new knuckle to the lower ball joint.
62. Install the new knuckle to the upper ball joint. Start the nut and leave hand tight until CV axle installation is complete.
63. Reinstall the CV shaft washer and retaining nut to CV axle, tighten.
64. Torque the lower ball joint nut OE spec.
65. Torque the upper ball joint nut to OE spec.
66. Work on one side of the vehicle at a time.
67. 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.
68. Torque the CV nut to OE spec.
69. Bolt the ABS sensors and wire mounts to the knuckle using the OE hardware. Torque OE hardware to OE spec. **NOTE: For 21-up models, the tabs on the ABS and wire mounts will need to be bent backwards 180 degrees for proper fitment.**
70. 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 17.**
71. 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 18.**





73. 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.

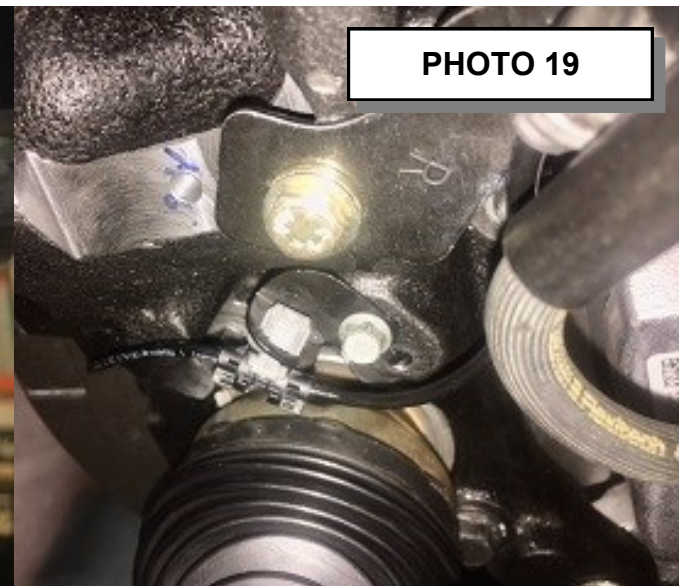
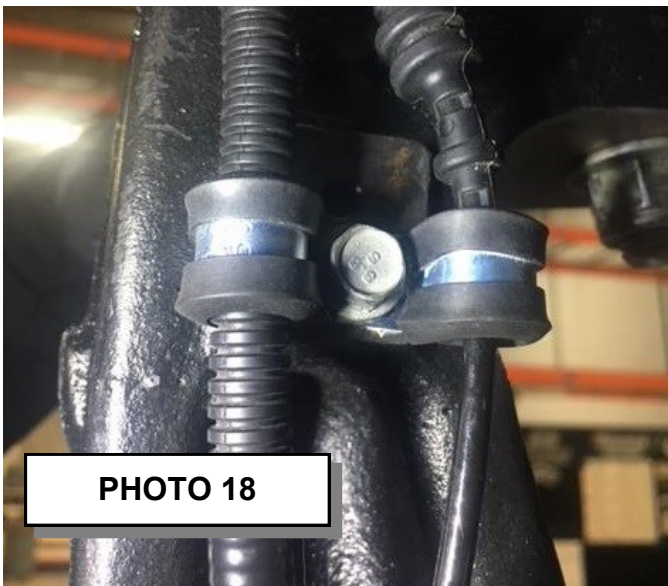
74. On the driver side, install the ABS line drop (31-11983) to the upper control arm using the previously removed OE hardware. Install the ABS lines into the ABS line drop and adjust the lines attached to the knuckle as necessary. Use 2 cable ties (10999) to secure loose wires. **See PHOTO 17 and PHOTO 20.**

75. 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 19.**

NOTE: For 21-up models, the tabs on the brake line mount will need to be bent backwards 180 degrees for proper fitment.

76. 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**

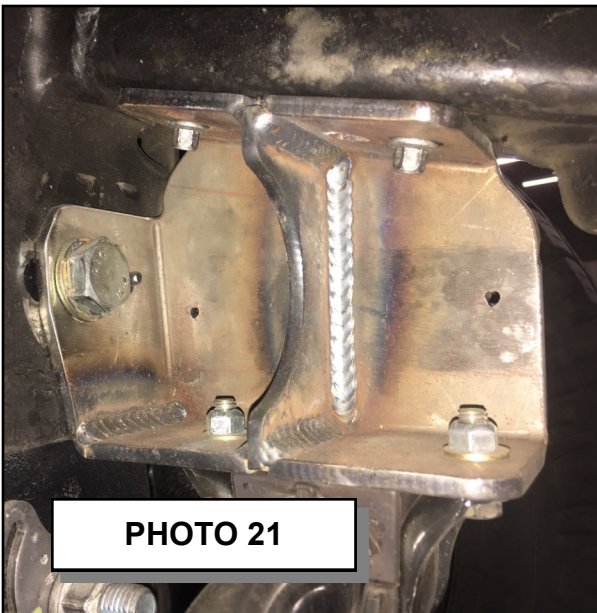
72. Insert from the top and secure the tie rod end to the knuckle and torque to OE spec. Be sure to clean the threads and use thread locking compound on the tie rod end nut.





once installed.

- 77. Torque the 18mm rear upper crossmember hardware to 160 ft-lbs. **See PHOTO 21.**
- 78. 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 con-



trol arms in the OE location using the OE hardware and torque to OE spec. **See PHOTO 21.**

- 79. 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.
- 80. Check the ABS harness at full droop, if it is too tight it may cause the ABS light to activate.
- 81. Check the coil spring orientation and clearance with tie rod boot.
- 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 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 22.**
- 84. Lower the vehicle to the ground. Torque the new lug nuts to OE spec.



85. With the truck on the ground torque the OE **18mm** cam bolts to OE spec.
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 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.

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

Recheck all hardware for tightness after off road use.

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.

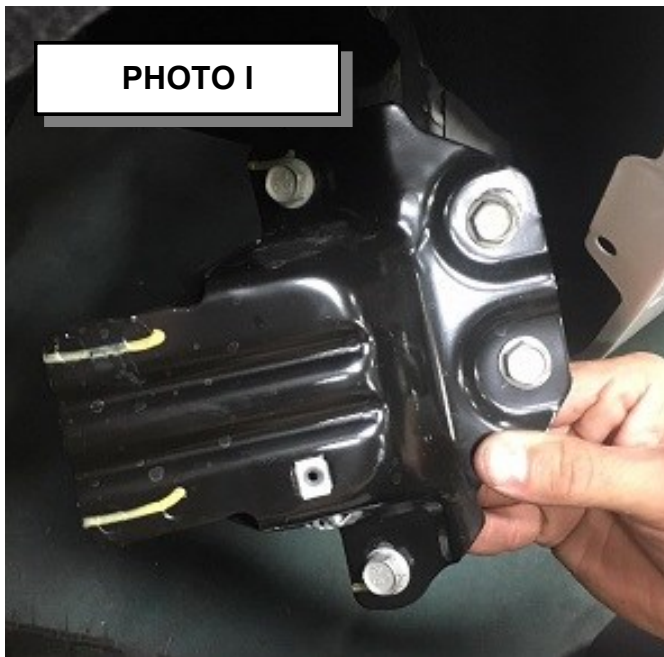
4. Loosely start the OE 10mm bolt. The install the cut splash guard onto the fender.

5. Install the OE torx bolts and tighten.

6. Tighten the OE 10mm bolt.

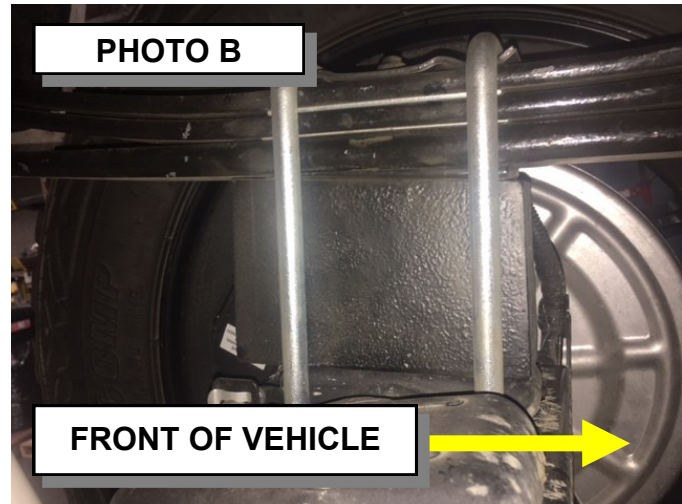
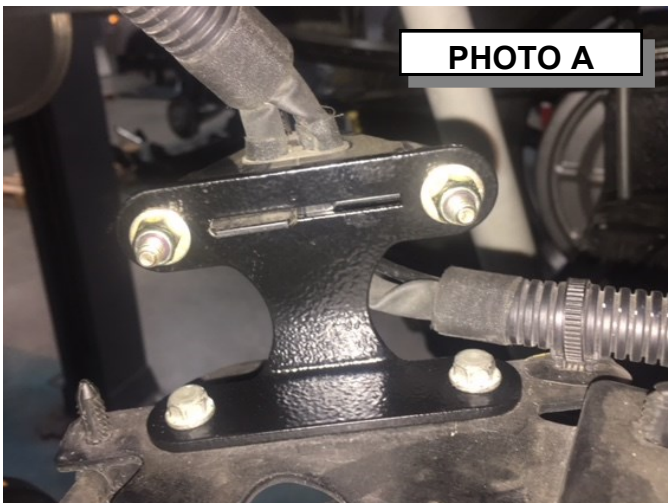
7. Mask and paint exposed body mounts with black paint.

See PHOTO IV.

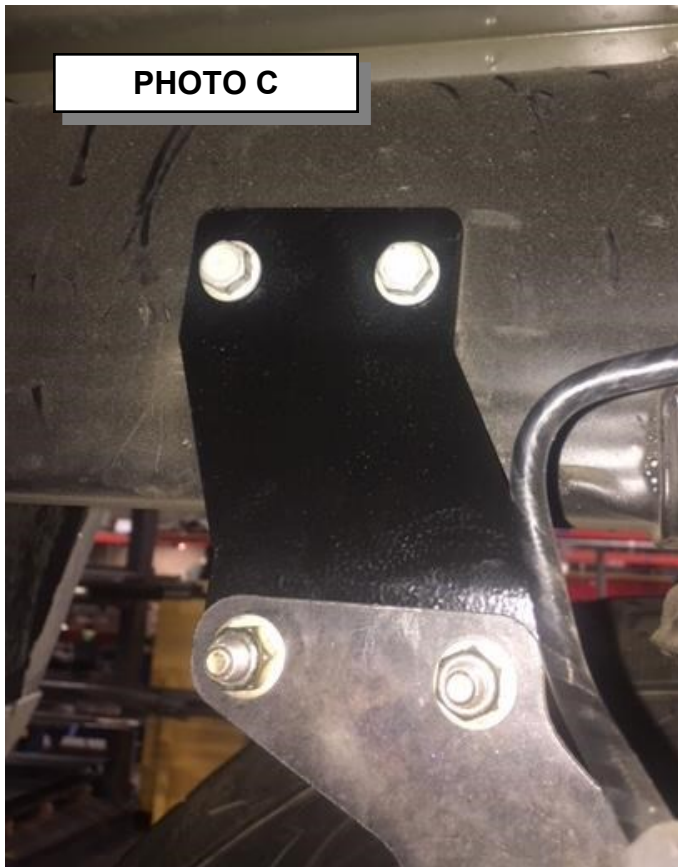


REAR INSTALLATION:

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 differential 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. Torque the upper bolt to 70 ft-lbs. and the bottom bolt to 118 ft-lbs. Re-check all fasteners for proper installation and torque.

15. Install the new rear wheels, tires and OE tire pressure monitors and lower the vehicle to the ground. Torque the new lug nuts to OE spec.
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.**

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

Bolt Torque and ID						
Decimal System			Metric System			
All Torques in Ft. Lbs. Maximums						
Bolt Size	Grade 5	Grade 8	Bolt Size	Class 9.8	Class 10.9	Class 12.9
5/16	15	20	M6	5	9	12
3/8	30	45	M8	18	23	27
7/16	45	60	M10	32	45	50
1/2	65	90	M12	55	75	90
9/16	95	130	M14	85	120	145
5/8	135	175	M16	130	165	210
3/4	185	280	M18	170	240	290

1/2-13x1.75 HHCS

D T L X

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

M12-1.25x50 HHCS

D T L X

P

G = Grade (Bolt Strength)
D = Nominal Diameter (Inches)
T = Thread Count (Threads per Inch)
L = Length (Inches)
X = Description (Hex Head Cap Screw)

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

Safety Warning

MISUSE OF THIS PRODUCT COULD LEAD TO INJURY OR DEATH

Suspension systems or components that enhance the on and off-road performance of your vehicle may cause it to handle differently than it did from the factory. Extreme care must be used to prevent loss of control or vehicle rollover during abrupt maneuvers. Always operate your vehicle at reduced speeds to ensure your ability to control your vehicle under all driving conditions. Failure to drive safely may result in serious injury or death to driver and passengers.

Driver and passengers must ALWAYS wear your seat belts, avoid quick sharp turns and other sudden maneuvers. PRO COMP does not recommend the combined use of suspension lifts, body lifts, or other lifting devices.

You should never operate your vehicle under the influence of alcohol or drugs.

Constant maintenance is required to keep your vehicle safe. Thoroughly inspect your vehicle before and after every off-road use.

It is the responsibility of the retailer and/or the installer to review all state and local laws, with the end user of this product, related to bumper height laws and the lifting of their vehicle before the purchase and installation of any PRO COMP products. It is the responsibility of the driver/s to check their surrounding area for obstructions, people, and animals before moving the vehicle. All raised vehicles have increased blind spots; damage, injury and/or death can occur if these instructions are not followed.

Installation Warning

All steps and procedures described in these instructions were performed while the vehicle was properly supported on a two post vehicle lift with safety jacks.

Use caution during all disassembly and assembly steps to insure suspension components are not over extend-ed causing damage to any vehicle components and parts included in this kit.

Included instructions are guidelines only for recommended procedures and are not meant to be definitive. Installer is responsible to insure a safe and controllable vehicle after performing modifications.

PRO COMP recommends the use of an OE Service Manual for model/year of vehicle when disassembly and assembly of factory and related components.

Unless otherwise specified, tighten all bolts and fasteners to standard torque specifications listed within the OE Service Manual. Suspension components that use rubber or urethane bushings should be tightened with the vehicle at normal ride height. This will prevent premature wear or failure of the bushing and maintain ride comfort.

Larger tire and wheel combinations may increase leverage on suspension, steering, and related components. Due to payload options and initial ride height variances, the amount of lift is a base figure. Final ride height dimensions may vary in accordance to original vehicle ride height. Always measure the vehicle ride height prior to beginning installation.

Unless otherwise specified, tighten all bolts and fasteners to standard torque specifications listed within the OE Service Manual. Suspension components that use rubber or urethane bushings should be tightened with the vehicle at normal ride height. This will prevent premature wear or failure of the bushing and maintain ride comfort.

Larger tire and wheel combinations may increase leverage on suspension, steering, and related components. Due to payload options and initial ride height variances, the amount of lift is a base figure. Final ride height dimensions may vary in accordance to original vehicle ride height. Always measure the vehicle ride height prior to beginning installation.

SAE J2492 Warning

By installing this product, you acknowledge that the suspension of this vehicle has been modified. As a result, this vehicle may handle differently than that of factory-equipped vehicles. As with any vehicle, extreme care must be used to prevent loss of control or roll-over during sharp turns or abrupt maneuvers. Always wear seat belts, allow more time and distance for braking, and drive safely, recognizing that reduced speeds and specialized driving techniques may be required. Failure to drive this vehicle safely may result in serious injury or death. Do not drive this vehicle unless you are familiar with its unique handling characteristics and are confident of your ability to maintain control under all driving conditions. Some modifications (and combinations of modifications) are not recommended and may not be permitted in your state. Consult your owner's manual, the instructions accompanying this product, and state laws before undertaking these modifications. You are responsible for the legality and safety of the vehicle you modify using these components.

Headlamp Warning

A lifted vehicle may have different headlight aim performance. PRO COMP recommends marking and recording the headlight beam position before kit installation and then adjusting, if necessary, the headlamps to the same height settings after kit installation. Set the vehicle on a level surface 10' to 15' from a solid wall or garage door. (This is a general distance with some manufacturers requiring different distances.) Note the top height of the low beam's bright spot, the top of the most intense part of the beam, for driver and passenger side. Height may vary from side to side. Repeat this procedure and adjust after lift kit is installed. Adjust if the aim is off by turning the adjusters gradually (a quarter of a turn) and looking to see where the new alignment falls. It may be easier to block one headlamp while adjusting the other. Consult the owner operation manual for procedures to adjust headlights - many automakers offer headlight aiming specs. Some states have their own specifications when it comes to headlight aim, so it's best to follow those rules when aligning headlights. FAILURE TO PERFORM THE POST INSPECTION CHECKS MAY RESULT IN VEHICLE COMPONENT DAMAGE AND/OR PERSONAL INJURY OR DEATH TO THE DRIVER AND/OR OTHERS.

Final Checks & Adjustments

Once the vehicle is lowered to the ground, check all parts which have rubber or urethane components to ensure proper torque. Torque lug nuts to the wheel manufacturer specs. Move vehicle backwards and forwards a short distance to allow suspension components to adjust. Turn the front wheels completely left then right and verify adequate tire, wheel, brake line, and ABS wire clearance. Test and inspect steering, brake and suspension components for tightness and proper operation. Inspect brake hoses and ABS lines for adequate slack at full extension, adjust as necessary. RECHECK ALL HARDWARE FOR PROPER TORQUE VALUES AFTER 500 MILES, AND THEN PERIODICALLY AT EACH SERVICE INTERVAL THERAFTER.

Vehicle Handling Warning

Increasing the height of your vehicle raises the center of gravity and can affect stability and control. Use caution on turns and when making steering corrections. Vehicles with larger tires and wheels will handle differently than stock vehicles. Take time to familiarize yourself with the handling of your vehicle.

Wheel Alignment/Headlamp Adjustment

It is necessary to have a proper and professional wheel alignment performed by a certified alignment technician. Align the vehicle to factory specifications. It is recommended that your vehicle alignment be checked after any off-road driving. In addition to your vehicle alignment, for your safety and others, it is necessary to check and adjust your vehicle headlamps for proper aim and alignment. If the vehicle is equipped with active or passive safety/collision monitoring and/or avoidance systems including, but not limited to, camera- or radar-based systems, check and adjust your vehicle's systems for proper aim and function.

PRO COMP will gladly answer any questions concerning the design, function, maintenance and correct use of our products. Please make sure your Dealer/Installer explains and delivers all warning notices, warranty forms and instruction sheets included with PRO COMP product.

Application listings in this catalog have been carefully fit checked for each model and year denoted. However, PRO COMP reserves the right to update as necessary, without notice, and will not be held responsible for misprints, changes or variations made by vehicle manufacturers. Please call when in question regarding new model year, vehicles not listed by specific body or chassis styles or vehicles not originally distributed in the USA.

Please note that certain mechanical aspects of any suspension lift product may accelerate ordinary wear of original equipment components. Further, installation of certain PRO COMP products may void the vehicle's factory warranty as it pertains to certain covered parts; it is the consumer's responsibility to check with their local dealer for warranty coverage before installation of the lift.

Warranty and Return policy:

PRO COMP warrants its full line of products to be free from defects in workmanship and materials. PRO COMP'S obligation under this warranty is limited to repair or replacement, at PRO COMP's option, of the defective product. Any and all costs of removal, installation, freight or incidental or consequential damages are expressly excluded from this warranty. PRO COMP is not responsible for damages and / or warranty of other vehicle parts related or non-related to the installation of PRO COMP product. A consumer who makes the decision to modify his vehicle with aftermarket components of any kind will assume all risk and responsibility for potential damages incurred as a result of their chosen modifications. Warranty coverage does not include consumer opinions regarding ride comfort, fitment and design. Warranty claims can be made directly with PRO COMP or at any factory authorized PRO COMP dealer.



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 warrants 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 Monotube 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
Ph: 1-800-776-0767

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

Revision Page:

10.18.18: Initial release

10.19.18: Added tie rod installation. Added new brake line photos. Changed wheel fitment requirements.

10.23.18: Added drivers side strut isolator rotation.

10.29.18: 51070B-6 Version one, two and three with installation steps. Added 10" wheel fitments. Added Fender trimming instructions for 10" wide wheel.

11.8.18: Modified step #27 cut dimension.

11.12.18: Added trucks this does not fit. Changed the skid plate trimming notes for aftermarket bumper.

1.15.19: Added K1175E to cover. Updated photo 9 and bolt torque information.

1.17.19: Added wheel fitment.

5.29.19: Added Diff drop update, CV spacers and ABS line drop information.

7.22.21: Added K1175T, K1175M, K1176T, and K1176M.

12.5.22: Updated knuckle part numbers from 90-44022/90-44023 to 90-44057/90-44058. Updated cover page years and added 2022 GMC Denali fitment notes. Added notes to cover for composite rear leaf spring and wheel fitment. Updated brake line routing and coil spacer orientation for 21-up models. New template.

08.01.24: updated to new kit part number. Updated address.