



PRO COMP SUSPENSION

Suspension Systems that Work!

**PN# 63160
1999-2013
GM SUV 1500 6-Lug
2WD/4WD Tahoe,
Avalanche, Yukon
Rear Spacer Kit**

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.
90-4298	REAR SPACER	2

NOTE: All part images may vary from catalog and instructions.

<u>RECOMMENDED PRO COMP SHOCKS</u>		
<u>Front:</u>	<u>Rear:</u>	
618253 (strut)	925543	<u>ES9000</u>
	MX6061	<u>MX-6</u>

Optional Equipment Available from your Pro Comp Distributor!

- 4WD SUSPENSION LIFT KIT W/ DRIVSHAFT: 51907B Tahoe, 51017B Silverado**
- 4 WD SUSPENSION LIFT KIT W/O DRIVSHAFT: 51947B Tahoe, 51007B Silverado**
- 2WD SUSPENSION LIFT KIT: 51927B Tahoe, 51227B Silverado**
- 4WD/2WD MX-6 COIL OVER UPGRADE KIT: 51207BMX Tahoe**
- 4WD/2WD MX-6 COIL OVER UPGRADE KIT: 51957BMX Silverado**

Also, check out our outstanding selection of Pro Comp tires to 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, wheel bearing preload, pitman and idler arm. Additionally, check steering-to-frame and suspension-to-frame attaching points for stress cracks. The overall vehicle must be in excellent working condition. Repair or replace all worn or damaged parts!
- ◆ Read the instructions carefully and study the illustrations before attempting installation! You may save yourself a lot of extra work.
- ◆ Check the parts and hardware against the parts list to assure that your kit is complete. Separating parts according to the areas where they will be used and placing the hardware with the brackets before you begin will save installation time.
- ◆ Check the special equipment list and ensure the availability of these tools.
- ◆ Secure and properly block vehicle prior to beginning installation.
- ◆ ALWAYS wear safety glasses when using power tools or working under the vehicle!
- ◆ Use caution when cutting is required under the vehicle. The factory undercoating is flammable. Take appropriate precautions. Have a fire extinguisher close at hand.
- ◆ Foot pound torque readings are listed on the Torque Specifications chart at the end of the instructions. These are to be used unless specifically directed otherwise. Apply thread lock retaining compound where specified.
- ◆ **Please note that while every effort is made to ensure that the installation of your Pro Comp lift kit is a positive experience, variations in construction and assembly in the vehicle manufacturing process will virtually ensure that some parts may seem difficult to install. Additionally, the current trend in manufacturing of vehicles results in a frame that is highly flexible and may shift slightly on disassembly prior to installation. The use of pry bars and tapered punches for alignment is considered normal and usually does not indicate a faulty product. However, if you are uncertain about some aspect of the installation process, please feel free to call our tech support department at the number listed on the cover page. We do not recommend that you modify the Pro Comp parts in any way as this will void any warranty expressed or implied by the Pro Comp Suspension company.**

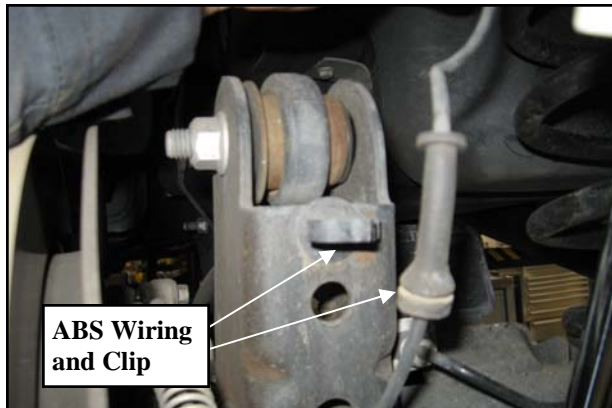
REAR INSTALLATION:

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.]

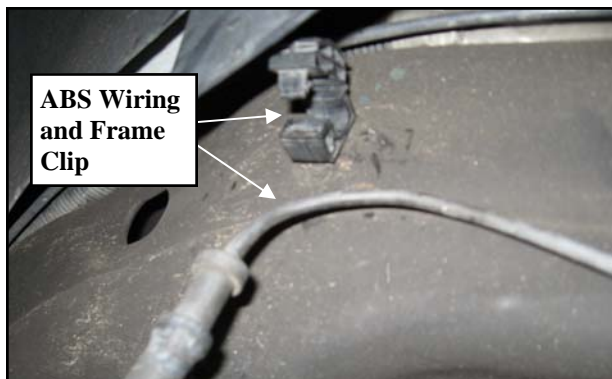
LF: _____ RF: _____

LR: _____ RR: _____

2. Block the front tires and raise the rear of the vehicle. Support the frame with jack stands forward of the rear springs.
3. Remove the rear wheels.
4. Unclip the ABS lines from the clips on the upper trailing arm mounts.



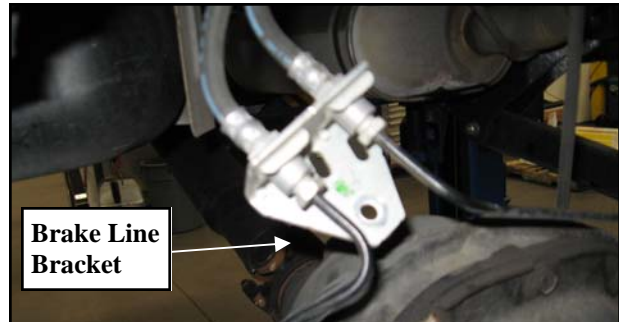
5. Unclip the ABS lines from the clips from the frame rails.



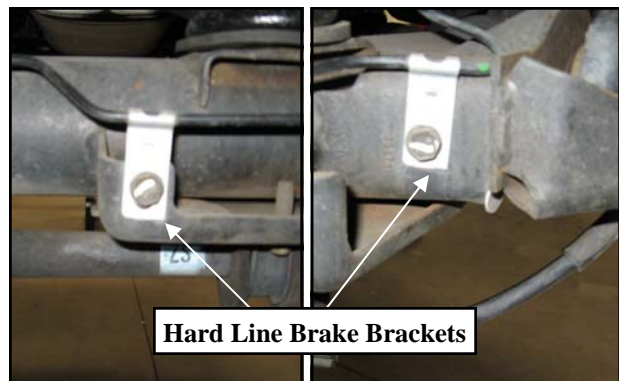
6. **For Vehicles Equipped with Autoride ONLY**, remove the autoride linkage from

the upper trailing arm.

7. Unbolt the brake line bracket from the frame. Save the hardware for reuse.



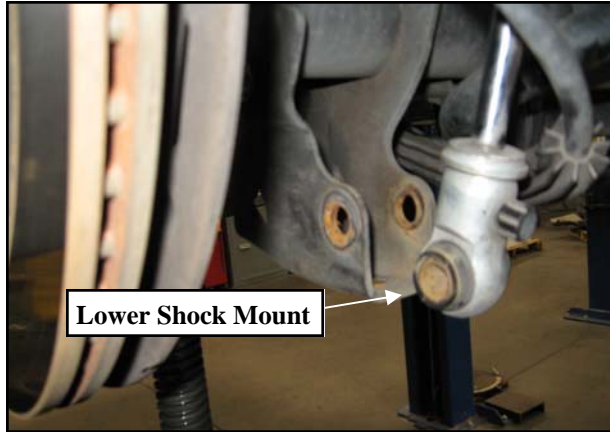
8. Unbolt the hard brake line brackets from the rear axle. Save the hardware for reuse.



9. Unbolt the emergency brake line support bracket from the passenger side frame rail. Save the hardware for reuse.
10. Unbolt the lower sway bar end link to sway bar hardware. Save hardware for reuse.



11. Unbolt the lower shock mount bolts on both sides of the vehicle. It may be necessary that you slightly raise the axle to unload the shocks for removal.



12. Lower the rear axle enough to remove the coil springs from the front spring pockets. Save the factory isolators for re-use.

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

NOTE: Be sure not to over extend the rear brake line and rear axle vent line.

13. Carefully lower the rear end to ease in the new coil spring installation. Reinstall the **OE** coil springs, coil spacer (**90-4298**) and **OE** isolators into the spring buckets. Raise the rear axle into place making sure the coil spring seats properly on the lower spring perch.



14. Reinstall the lower shock mounts using the previously removed **OE** lower bolts. Torque per **OE** specifications.
15. Reinstall the emergency brake line support using the previously removed **OE** bolt.
16. Reinstall the brake line bracket to the frame using the previously removed **OE** bolt.
17. Reinstall the hard brake line brackets from the rear axle using the previously removed **OE** bolt.
18. Reinstall the hard brake line brackets from the rear axle using the previously removed **OE** hardware.
19. **For Vehicles Equipped with Autoride ONLY**, re-attach the autoride linkage to the upper trailing arm.
20. Re-clip the ABS lines to the clips on the upper trailing arm mounts.
21. Re-clip the ABS lines to the clips from the frame rails.
22. Now would be a good time to inspect the shocks for damage or fluid leakage. Replace if necessary.
NOTE: For improved performance Pro Comp shocks are recommended. See the box on page 2 for applications.
23. Check all hardware at this time to ensure that everything is tight. Check for ade-

quate clearance on all brake lines and emergency brake cables. Make sure you check with the suspension fully extended, and compressed.

24. Reinstall the wheels and lower the vehicle to the ground. Torque the lug nuts according to the wheel manufacturers recommendations.
25. Torque all bolts to factory specifications. Re-torque all bolts after 500 miles.

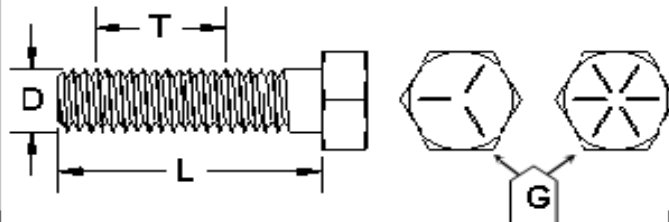
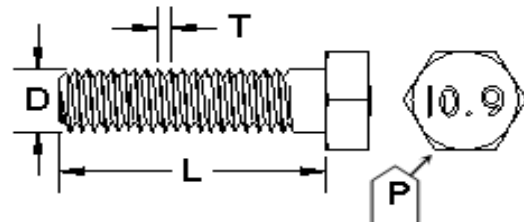
Revisions Page:

10.29.2011: Updated kit fitment to include 2012.

8.27.2012: updated kit fitment to include through 2013.

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>1/2-13x 1.75 HHCS</p> <p>Grade 5 Grade 8 (No. of Marks + 2)</p> <p>D T L X</p> <p>C = 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>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>
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