



PRO COMP SUSPENSION

[Suspension Systems that Work!](#)

**Part # 63175
1999-2007 GM
Classic Silverado
6 Lug GMC 1500 2WD
w/ Coil Springs
2" 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.
90-4201	UPPER STRUT SPACER	2
90-6642	HARDWARE PACK: Shock	1
90-2862	SHOCK SPACER	2

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

RECOMMENDED PRO COMP SHOCKS

<u>Front:</u>	<u>Rear:</u>	
314515	325543	<u>ES3000</u>
914515	925543	<u>ES9000</u>
MX6138	MX6112	<u>MX-6</u>

***NOTE: VEHICLES WITH TORSION BARS SHOULD USE SPACER KIT
63150***

Optional Equipment Available from your Pro Comp Distributor!

7" SUSPENSION LIFT KIT w/ Torsion Bars: K1096B

7" SUSPENSION LIFT KIT w/ Coil Springs: K1078B

1999-2007 1500 CLASSIC/2000-2010 8-LUG HD 2WD/4WD SPACER KIT: 63305

1999-2010 2WD 1500 SPACER KIT: 63153

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.**

INSTALLATION:

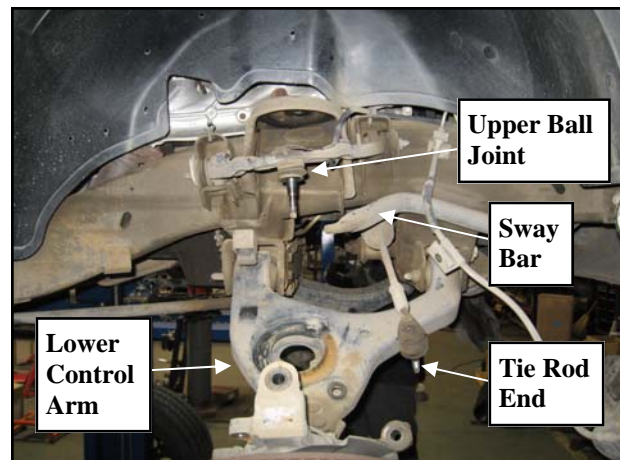
1. Position your vehicle on a smooth, flat, hard surface (i.e. concrete or asphalt). Block the rear tires and set the emergency brake.
2. Measure and record the distance from the center of each wheel to the top of its fender opening. Record below.

LF: _____ RF: _____

LR: _____ RR: _____

3. Unbolt and remove the skid plate from the vehicle if applicable. Save for reinstallation.
4. Place the vehicle in neutral. Place your floor jack under the crossmember and raise the vehicle. Place jack stands under the frame rails 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.
5. Unbolt the lug nuts and remove the front wheels from the vehicle.
6. Using a floor jack support the front lower control arm near the spring seat. Raise the jack until it just supports the lower control arm.
CAUTION: The floor jack must remain under the front control arm spring seat during disassembly to retain the spring and control arm position or personal injury may result.
7. Mark the end of the springs location in the bucket for coil reinstallation.
8. Remove the shock absorbers. Using a wrench, hold the shock absorber stem while backing the nut off the stem. Remove the bottom bolts from the lower control arm and remove the shock from the bottom.
9. Install coil spring compressor tool and compress the coil spring.

10. Unbolt the sway bar end link from the sway bar on both sides of the vehicle.
11. Remove the nuts from the tie rod ends. Using the tie rod end puller, remove the tie rod end from the OE knuckle. Save the nuts for reuse. Be careful that you do not damage the dust guard or the tie rod ends.
12. Locate the upper ball joint, remove the nut from the ball joint. Using the ball joint separator tool apply pressure to the tool until the ball joint breaks loose from the upper part of the knuckle.
13. Slowly release the floor jack until all of the pressure has been released. Remove the front coil spring and the compressor.



14. Install the spring spacer (90-4201) onto the top of the coil spring and position the coil spring on the lower control arm spring seat. Match up with the mark from the original coils location.

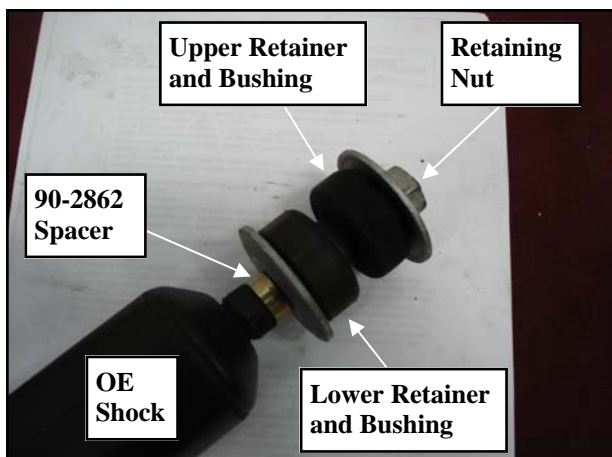
NOTE: The OE spring isolator pad will not be reinstalled.



15. While the lower control arm is supported with the floor jack, compress the coil with the spring compressor. Place the top of the spring in the upper frame spring pocket.
16. Raise the lower control arm using the floor jack. Reattach the front knuckle to the upper ball joint. Fasten with the **OE** nuts.



17. Remove the coil spring compressor tool.
18. Torque the upper ball joint nut to manufacturers specifications.
19. Reinstall the tie rod ends and fasten with the **OE** nuts.
20. Install and torque the tie rod ends to manufacturers specifications.
21. Remove **OE** bushings and retaining washers off the front shock stem.
22. Install the supplied stem spacer (**90-2862**) onto the shock stem.



23. Reinstall the **OE** lower retaining washer and bushing.
24. Reinstall shock through the coil spring and secure using the previously removed **OE** lower hardware.
25. Install the upper bushing and upper retainer to the shock stem. Compress the upper bushing to expose enough threads to install the retaining nut.
26. Torque the shock hardware according to factory specifications.
27. Repeat the steps 6 Through 26 on the remaining side of the vehicle.
28. Re-attach the sway bar end links to the sway bar using the previously removed **OE** hardware. Torque to manufacturers specifications.
29. Install the front tires/wheels and lower the vehicle onto the ground. Torque the lug nuts to manufacturers specifications.
30. Reinstall the **OE** skid plate to the vehicle using the previously removed **OE** hardware if applicable.
31. Torque all bolts to factory specifications. Re-torque all bolts after 500 miles.

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

NOTES:

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

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> <div style="display: flex; justify-content: space-around;"> <div style="border: 1px solid black; padding: 2px;">D</div> <div style="border: 1px solid black; padding: 2px;">T</div> <div style="border: 1px solid black; padding: 2px;">L</div> <div style="border: 1px solid black; padding: 2px;">X</div> </div>	<p>M 12-1.25x50 HHCS</p> <div style="display: flex; justify-content: space-around;"> <div style="border: 1px solid black; padding: 2px;">D</div> <div style="border: 1px solid black; padding: 2px;">T</div> <div style="border: 1px solid black; padding: 2px;">L</div> <div style="border: 1px solid black; padding: 2px;">X</div> </div>
<p>Grade 5 Grade 8 (No. of Marks + 2)</p>	
<p>G = Grade (Bolt Strength) D = Nominal Diameter (Inches) T = Thread Count (Threads per Inch) L = Length (Inches) X = Description (Hex Head Cap Screw)</p>	<p>P = Property Class (Bolt Strength) D = Nominal Diameter (Millimeters) T = Thread Pitch (Thread Width, mm) L = Length (Millimeters) X = Description (Hex Head Cap Screw)</p>

Notice to Owner operator, Dealer and Installer:

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

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

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

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