PRO COMP SUSPENSION

Suspension Systems that Work!

PN# PLF09101
1983-1997 Bronco II, Ranger 2WD, 1999-2008 F-250- F-550 2WD

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.
M03299-BK-01	COIL SPRING SPACER	2
S10559	STUD EXTENSIONS	2

NOTE: If your vehicle has factory 2 ½" studs holding the coil spring onto the axle assembly, you will not need to use the stud extensions.

1999– 2008 Super Duty

Optional Equipment Available from your Pro Comp Distributor!

52413B, 52513B, 52415B, 52515B, 52417B, 52421B: 2005-2007 SUSPENSION LIFT KITS
52800B, 52801B, 53860B, 52861B, 52880B, 52881B: 2008 SUSPENSION LIFT KITS
52440B, 52450B: 2005-2007 FRONT DUAL SHOCK KITS, (Use With Suspension Lift Kit)
52432B, 52434B: 2005-2007 DUAL FRONT COIL OVER LIFT KITS,
52438B: 2005-2007 DUAL FRONT COIL OVER UPGRADE KITS,
52470B,52460B: 2008 FRONT DUAL SHOCK KITS, (Use With Suspension Lift Kit)
52838B,52848B: 2008 DUAL FRONT COIL OVER LIFT KITS,
52858B,52868B: 2008 DUAL FRONT COIL OVER UPGRADE KITS,
22415 (x2): 2005-2007 LEAF SPRINGS, (Use With Suspension Lift Kit)
22518 (x2): 2008LEAF SPRINGS, (Use With Suspension Lift Kit)
95-550SD (x2): 5 1/2" LIFT BLOCK, (Use With Suspension Lift Kit)
95-400SD (x2): 4" LIFT BLOCK, (Use With Suspension Lift Kit)
LIGHTS,
599: ALIGNMENT CAM KIT,
72400: TRACTION BARS,
72099: TRACTION BAR MOUNTING KIT
219567: DUAL STEERING STABILIZER
99-400: 4 DEGREE REAR AXLE SHIM KIT

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

Before You Begin:

⇒ Read the instructions and study the illustrations before attempting the installation.

⇒ Separating the 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 parts and hardware against the parts list to assure that your kit is complete.

⇒ ALWAYS wear safety glasses when using power tools or working beneath your vehicle.

⇒ A pitman arm removal tool and tie rod separating tool are required to perform the installation. See the special tools at the top of this page.

⇒ Always use NEW cotter pins on re-assembly! (These items are NOT supplied)

Introduction:

- **This installation requires a professional mechanic!**
- We recommend that you have access to a factory service manual 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 arms. 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.***

Please Note:

⇒ Front suspension and head light realignment is necessary!

⇒ Speedometer and ABS recalibration will be necessary if larger tires (10% more than stock diameter) are installed.

⇒ **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!**

Installation:

1. Read complete instructions and check Bill of Materials before beginning.
2. Raise the front of the vehicle and support the frame so that the front tires just touch the ground and remove the front tires.
3. Remove the lower shock bolts and the sway bar end link attaching points.
4. Remove the upper and the lower coil spring clamp bolt and nut with washer. See figure 1 and 2.
5. Force the axle half down so that the coil spring comes loose.
6. Remove the coil spring and the coil spring rubber isolator. See figure 3.
7. Install the corresponding Stud Extensions (if needed) onto the coil spring lower clamp stud and install the coil spring spacer onto the coil spring pad. See figure 4.
8. Install the coil spring onto the coil spring spacer and then into the frame. You may have to use a coil spring compressor. See figure 5.
9. Install the upper and the lower coil spring clamp bolt and nut with washer. Make sure that the coil spring is seated correctly into the upper frame. See figure 6 and 7.
10. Reconnect the sway bar end link attaching points and the shock nuts.
11. Torque all bolts and nuts to factory specifications. Re-torque all bolts and nuts after 500 miles.
12. Install front tires and remove the jack stands. Lower the vehicle onto the ground.
13. It is recommended that you have a front-end alignment.

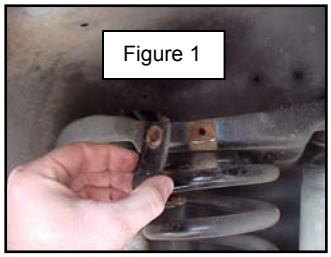
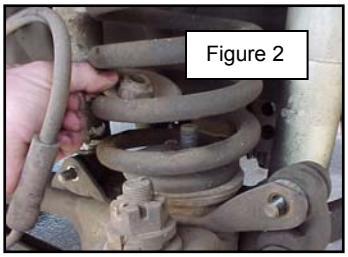


Figure 1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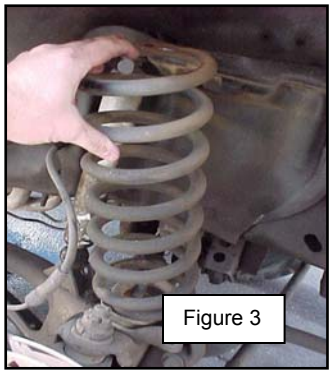
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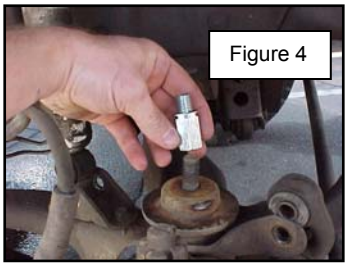
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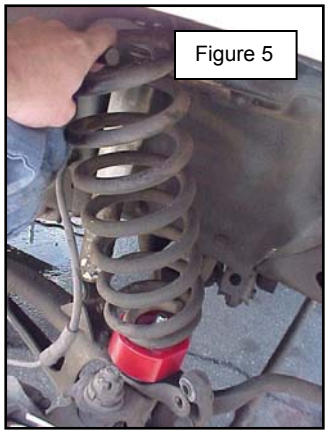
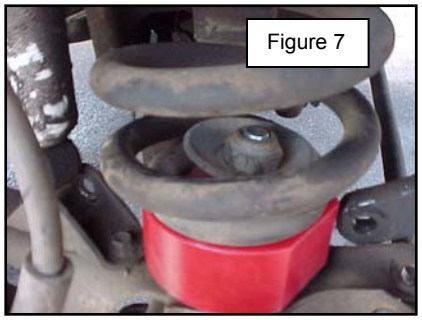


Figure 5


Figure 6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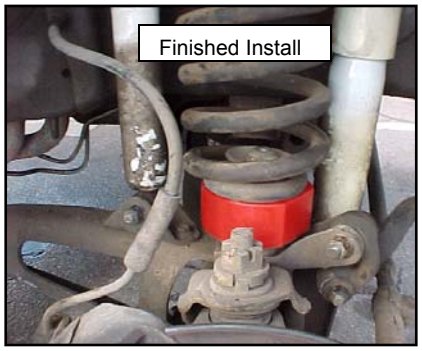

Finished Install

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

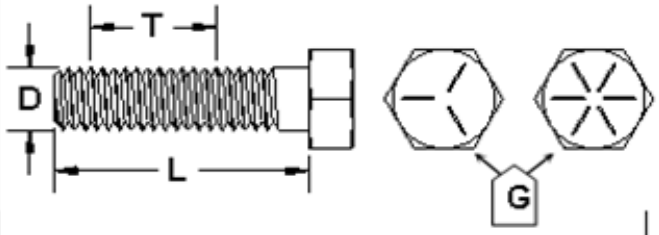
Bolt Torque and ID

Decimal System

Metric System

All Torques in Ft. Lbs. Maximums

Bolt Size	Grade 5	Grade8	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

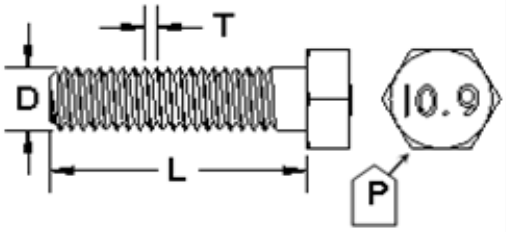


1/2-13x1.75 HHCS

Grade 5 **Grade 8**

(No. of Marks + 2)

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



M12-1.25x50 HHCS

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