PRO COMP SUSPENSION

Suspension Systems that Work!

Part # PLF09111
2.5” FRONT SPACER LIFT KIT
2004-2008 FORD F150 2WD & 4WD
2004-2008 LINCOLN MARK LT 2WD & 4WD

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.
M20069	Front Spacer	2
S11094	Stud extenders	6
S10010	10mm Washer	6
S10292	10mm –1.5 lock nut	6
P11153	Thread lock	1

TOOLS NEEDED:

Floor Jack	1
Jack Stands	2
Lug Wrench	1
10mm wrench	1
17mm wrench	1
20mm wrench	1
21mm wrench	1
Torque wrench	1
Pry Bar	1

RECOMMENDED PRO COMP SHOCKS

	2WD	4WD
Front Strut:	620553	621553
ES Series:	925504 (rear)	927504 (rear)
MX-6:	MX6078 (rear)	MX6079 (rear)

Equipment Available from your Pro Comp Distributor!

(4WD) Suspension Lift Kit: 52204/52204MX
(2WD) Suspension Lift Kit: 52205/52205MX
Skid plate: 52104 (4WD)
Traction Bars (Extra cab): Mounting kit: 72095, Bars: 72500
Traction bars (Super Crew cab): Mounting kit: 72096, Bars: 72500
Coil over upgrade kit: (Use with Suspension lift kit) 52206MX (4WD),52207MX (2WD)
Add a leaf kit: (Use with Suspension lift kit) 13134
Rear end shim kit: 52700
MX-6 Rear shock: (Use with Suspension lift kit) MX6009 (4WD), MX6079 (2WD)
MX-6R Reservoir Rear shock: (Use with Suspension lift kit) MX6068R (4WD), MX6066R (2WD)
MX-6R Reservoir Mounting Kit: (Use with Suspension lift kit) 63012 and 63013
Light Bar: 24700

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 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!

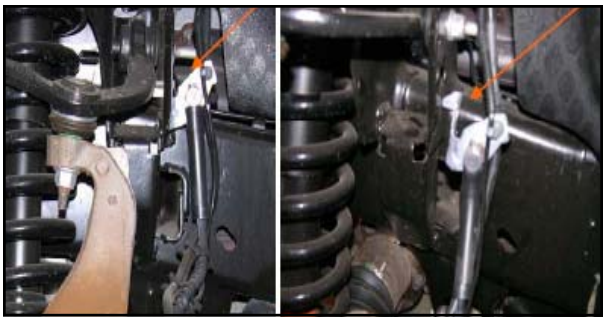
⇒ Speedometer and ABS recalibration will be necessary if larger tires (10% more than stock diameter) are installed.

⇒ **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:

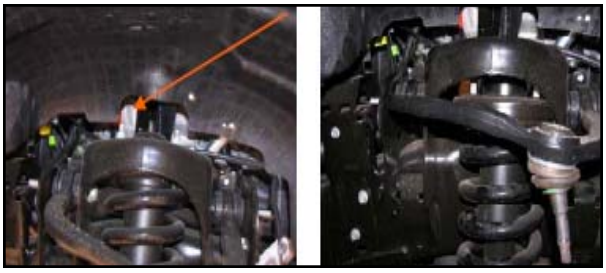
1. Jack the front of the vehicle in accordance to manufacture recommendation
2. and support with jack stands, so the front two tires are off the ground.
3. Remove the two front tires/wheels.

4. Disconnect the sway bar end links at the top.



5. Disconnect the brake line from the strut tower.

6. Separate the upper ball joint from the spindle. Use a ball joint separator or other suitable tool.



7. Remove the 3 upper strut mounting nuts on the top off the strut tower.
8. Loosen the lower strut bolt and nut and push the upper control arm up and pull the strut toward you.

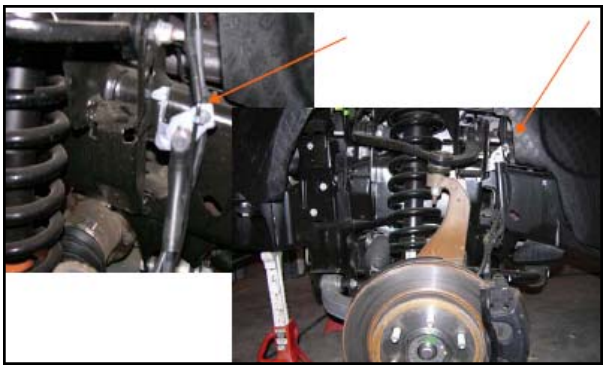
9. Apply the thread lock to the (3) strut studs and install the stud extenders and tighten down.

10. Install the spacer lift on top of the strut plate.
11. Push the upper control arm up and push the strut inward and place the jack under the lower control arm and jack up so the

strut studs will go threw the strut tower, use the new lock nuts and washers to install the strut.

12. With a pry bar pull down on the upper control arm to install the ball joint into the spindle and install the nut.

13. With the ball joint nut installed on the ball joint tighten the upper strut nuts.



14. Reinstall the brake line bracket to the strut tower.

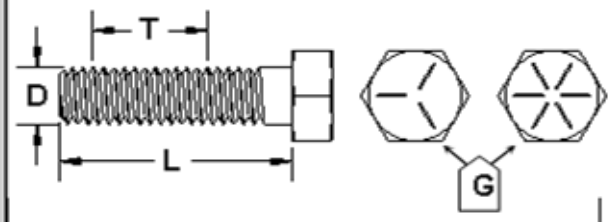
15. Tighten the lower strut bolt and nut.
16. Repeat steps 2 threw 15 on other side of the vehicle.

17. After lift has been installed on both side check to see that all the bolts and nuts are torque to OEM specifications.
18. Install the tire/wheels.
19. Lower off the Jack stands and place back on the ground.
20. Wheel alignment is required.
21. Check all bolts/nuts after 500 miles.

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



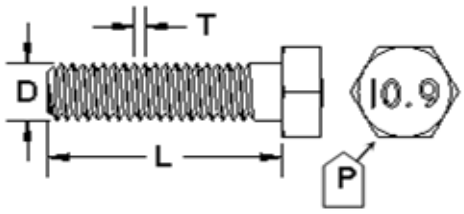
1/2-13x1.75 HHCS

D T L X

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

D T L X

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