



**PRO COMP SUSPENSION**

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**Suspension Systems that Work!**

**Part #  
PLF09119  
2005-2008  
Ford F250-F550  
4WD  
Coil 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.**  
**M03634-BK-01**                      **COIL SPACER**                      **2**

Tools required	
Description:	Qty.
Wrench set & Socket set	1
Coil Spring Compressor	2
Floor Jacks / Jack Stands	2/4

**RECOMMENDED PRO COMP SHOCKS**

**Front:**

**Rear:**

**W/Out Shock Relocation Bracket**

	<u>2005-2007</u>	<u>2008</u>	<u>2005-2007</u>	<u>2008</u>
<u>ES9000</u>	924553	923553	929508	929508
<u>MX-6</u>	MX6087	MX6087	MX6018	MX6153

**With Shock Relocation Bracket (OE Length Shock)**

	<u>2005-2007</u>	<u>2008</u>	<u>2005-2007</u>	<u>2008</u>
<u>ES9000</u>	922553	921553	929508	929508
<u>MX-6</u>	MX6125	MX6119	MX6018	MX6153

**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!

## 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.***

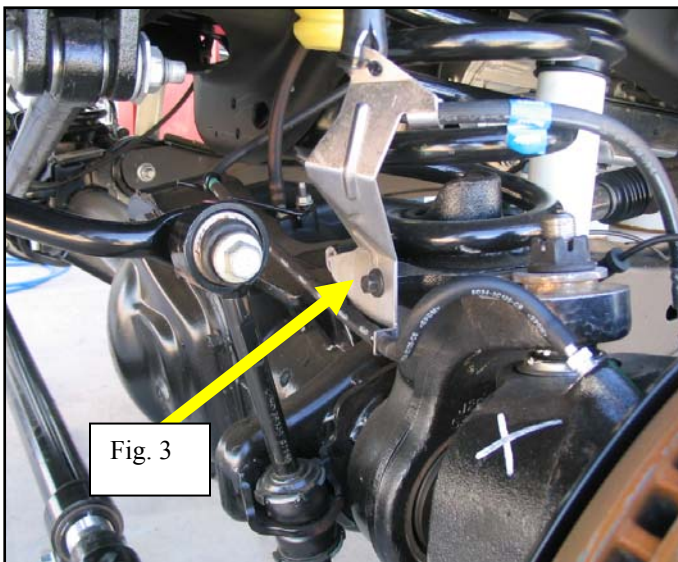
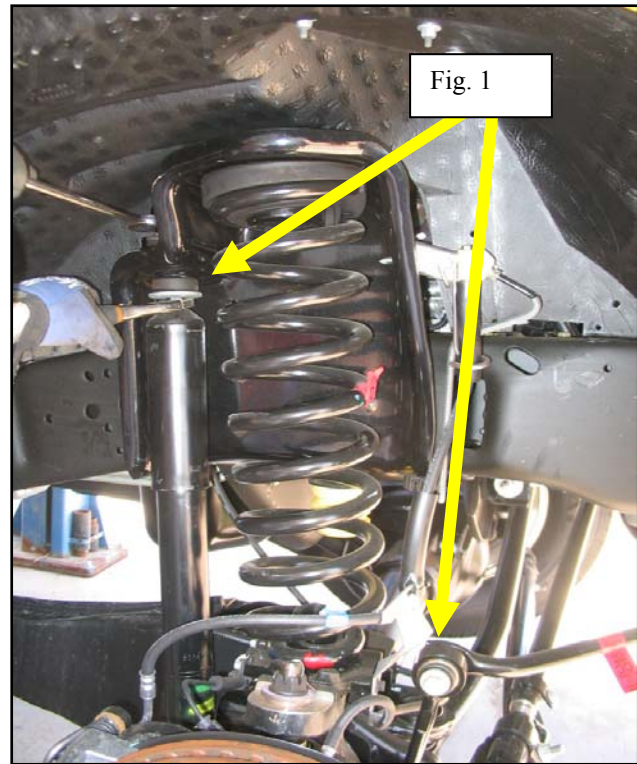
## Please Note:

- ⇒ 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:

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1. Layout all parts and check quantities against the Bill of Materials. Completely read instructions before beginning installation.
2. Make sure you are working on a level, stable concrete surface or using a lift to perform this work.
3. Jack the front of the vehicle in accordance to manufacturer recommendation and support vehicle with jack stands, use the floor jacks to support the axle so it can be lifted and lowered relative to the vehicle.
4. Remove front wheels.
5. Raise the axle using the floor jacks enough to relieve tension in the shocks.
6. Disconnect endlinks to sway bar, brake line bracket and OE shocks (both sides).  
*Fig.1*
7. Lower the front axle as far as possible. Remove only one spring (mark or note spring orientation before removal). Remove OE spring isolator.
8. Compress spring down, install new isolator (M03634) and reinstall spring.
9. Repeat steps 7 and 8 for other side.
10. Lift axle back up and install new shocks, brake line bracket (Fig.3) and reconnect sway bar endlinks.
11. Put wheels back on (torque to manufacturer's spec.) and lower vehicle to ground.





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

<b>Bolt Torque and ID</b>						
<b>Decimal System</b>			<b>Metric System</b>			
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> <p>D T L X</p>	<p>Grade 5    Grade 8</p> <p>(No. of Marks + 2)</p>	<p>M12-1.25x50 HHCS</p> <p>D T L X</p>
<p>G = Grade (Bolt Strength)</p> <p>D = Nominal Diameter (Inches)</p> <p>T = Thread Count (Threads per Inch)</p> <p>L = Length (Inches)</p> <p>X = Description (Hex Head Cap Screw)</p>		<p>P = Property Class (Bolt Strength)</p> <p>D = Nominal Diameter (Millimeters)</p> <p>T = Thread Pitch (Thread Width, mm)</p> <p>L = Length (Millimeters)</p> <p>X = Description (Hex Head Cap Screw)</p>