



PRO COMP SUSPENSION

Suspension Systems that Work!

**Part #
PLG09105
2007-2008
Silverado 1500/ Sierra
1500/ Escalade/EXT/
ESV/Avalanche/
Suburban/ Tahoe 1500/
Denali/ Yukon/ Yukon
XL 1500 2WD & 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.
M20068	SPACER	2
S11082	STUD EXTENDER	6
S10292	10mm Nut	6
S10010	Washer	6
P11153	Threadlocker	1

RECOMMENDED PRO COMP SHOCKS

<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!**

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 before beginning installation and verify the bill of material.
2. Ensure you have correct tools before beginning.
3. Raise vehicle to remove wheels.
4. Remove the tires/wheels and support the vehicle.
5. Disconnect the sway bar link and move sway bar out of way.
6. Disconnect the ABS line from the upper control arm and knuckle.
7. Remove upper strut tower nuts.
8. Remove the lower strut bolts.
9. Remove upper ball joint nut and separate it by hitting the side of the knuckle with a hammer.
10. The strut will drop down.
11. Pull the strut down so you can remove the strut from the vehicle.
12. You will have to cut the stock strut bolts down so stud extender will screw down to the bottom of the stud. The length of stud after cut should be know longer than .750"
13. After you cut the studs, apply thread lock the stud and install the stud extender and lift spacer
14. Install the lower bolts first. The lower is under load so you will have to run up the bolts. The holes will be off but will line up when you install the bolts. Tighten to 37 ft-lbs.
15. Install upper part of strut using the lock nuts. Tighten to 20 ft-lbs. Do not us an in pack gun..
16. Reinstall the lower ball joint and sway bar and ABS lines.
17. Do wheel alignment after installing kit

18. RETORQUE ALL BOLTS 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	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>