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Latest Revision:
12.4.12



PRO COMP SUSPENSION

Suspension Systems that Work!

Part # 55727/55727MX
2007-2013 4WD Jeep
Wrangler JK
2 & 4 Door
Stage 2
Lift 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	Illus.	Page
90-4149	REAR BUMPSTOP EXTENSIONS	2	11	12
90-6536	HARDWARE PACK: REAR BUMPSTOP LOCK PLATE	1	-	-
70-05001751800	1/2" X 1 3/4" GR. 8 HEX BOLT	2	11	12
73-05000830	1/2" SAE FLAT WASHER	2	11	12
72-050100812	1/2" NYLOCK NUT	2	11	12
90-6525	HARDWARE PACK: BRAKE LINE DROPS	1	-	-
70-0251001800	1/4"-20 X 1" GR. 8 HEX BOLT	4	-	-
72-025100816	1/4"-20 GR. C STOVER NUT	4	-	-
73-05000830	1/4" SAE FLAT WASHER	8	-	-
90-5841	REAR TRACK BAR BRACKET	1	10	11
90-6605	HARDWARE PACK: Brake Line/Track Bar/Bump Stop	1	-	-
90-3719	REAR BUMPSTOP LOCK PLATE	2	11	12
90-1539	BRAKE LINE DROP	4	-	-
90-2650	REAR TRACK BAR SPACER	1	10	11
13-90496	U-BOLT: Rear Track Bar Relocation Bracket	1	10	11
72-050100816	1/2" STOVER NUT GR. C	2	10	11
73-05000830	1/2" SAE FLAT WASHER	2	10	11
90-6722	HARDWARE PACK: REAR TRACK BAR BRACKET	1	-	-
70-0563251800	9/16" X 3 1/4" GR. 8 HEX BOLT	1	10	11
72-056100816	9/16" GR. C STOVER NUT	1	10	11
73-05600830	9/16" SAE FLAT WASHER	2	10	11
70-0371001800	3/8" X 1" GR. 8 HEX BOLT	2	10	11
72-037100816	3/8" GR. C STOVER NUT	2	10	11
73-03700830	3/8" SAE FLAT WASHER	4	10	11
90-6529	HARDWARE PACK: JEEP CAM KIT	1	-	-
73-01410940	14MM FLAT WASHER	1	10	11
72-01415008812	14MM- 1.5 NUT	1	10	11
90-3245	NOTCHED CAM	1	10	11
90-3718	CAM BOLT	1	10	11
90-6526	HARDWARE PACK: SWAY BAR	1	-	-
71-120601751000	12MM-1.75 X 60MM 10.9 HEX BOLT	4	-	-
.120CNUCZ	12MM-1.75 STOVER NUT	4	-	-
.120NWHDY	12MM FLAT WASHER	8	-	-
90-6042	HARDWARE PACK: SWAY BAR	2	-	-
45359	5/8" RUBBER HOURGLASS BUSHING	4	4	8
60859	SLEEVE	4	4	8

Part #	Description	Qty	Illus.	Page
90-8012	JEEP SWAY BAR END LINK: REAR	2	-	-
90-2008	JEEP SWAY BAR END LINK: FRONT	2	4	8
90-6537	HARDWARE PACK: FRONT CROSSMEMBER SPACER	1	-	-
90-2207	1/2" SPACER	2	-	-
90-6538	HARDWARE PACK: Sway Bar	1	-	-
71-120501501000	12MM 1.50 X 50MM GR. 10.9 HEX BOLT	2	-	-
73-01210930	12MM FLAT WASHER	2	-	-
15-11309	FRONT BUMPSTOP	2	-	-
90-2664	FRONT UPPER ARM: THREADED ARM HALF	2	1	6
90-2604	UPPER CONTROL ARM: UPPER ARM HALF	2	1	6
90-6543	HARDWARE PACK: BUSHINGS	1	-	-
90-2657	SLEEVE UPPER ARM	2	1	6
15-11327	BUSHING: UPPER CONTROL ARM	4	1	6
90-6504	HARDWARE PACK:	1	1	6
100FNFJZ	1"-14 HEX JAM NUT PLATED	2	1	6
90-6547	HARDWARE PACK: Sway Bar	1	-	-
90-2593	QUICK DISSCONNECT PIN	2	5	8
72-050200812	1/2"-20 NYLOCK NUT	2	5	8
73-05000034	1/2" SAE FLAT WASHER	2	5	8
73-06200034	5/8" SAE FLAT WASHER	2	5	8
90170A212	LOCKING PIN	2	5	8
94-5987	REAR BRAKE LINE DROP BRACKET	1	8	10
90-6525	HARDWARE PACK: Front/Rear Brake Line Bracket	1	-	-
25C100HCS8Y	1/4"-20 X 1 HEX BOLT GR. 8	4	8	10
25CNUCZ	1/4"-20 STOVER NUT GR. C	4	8	10
25NWSAZ	1/4" SAE FLAT WASHER	8	8	10
10999	11" ZIP TIE: Black	4	-	-
90-4337	BRAKE LINE SLEEVING	2	-	-
90-7203	FRONT BRAKE LINE BRACKET: Drvr	1	3	7
90-7204	FRONT BRAKE LINE BRACKET: Pass	1	3	7

Part #	Description	Qty	Illus.	Page
90-3810	BEARING ADJUSTMENT TOOL	1	-	-
90-5740	LOWER FRONT ARM: DRVR	1	1,2	6,7
90-5743	LOWER FRONT ARM: PASS	1	1,2	6,7
90-5746	LOWER REAR CONTROL ARM	2	9	10

FOLLOWING PARTS ARE USED IN CONJUNCTION WITH THIS KIT. THEY ARE PACKAGED AND MUST BE ORDERED SEPARATELY.

55397	JEEP JK FRONT COIL SPRING	1	-	-
55207	JEEP JK REAR COIL SPRING: 4 Door	1	-	-
<i>OR</i>				
55217	JEEP JK REAR COIL SPRING: 2 Door	1	-	-
JTB402	FRONT ADJUSTABLE TRACK BAR	1	6,7	8,9
926511	ES9000 SERIES FRONT SHOCK	2	-	-
926501	ES9000 SERIES REAR SHOCK	2	-	-
<i>OR</i>				
MX6013	MX-6 SERIES FRONT SHOCK	2	-	-
MX6151	MX-6 SERIES REAR SHOCK	2	-	-

Optional Equipment Available from your Pro Comp Distributor!

JK LIGHT BAR: 237000
JK ARM REBUILD KIT: 55770
FRONT ARM CAMS: 20-65227
REAR ARM CAMS: 20-65228

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.***

PLEASE NOTE:

Due to differences in manufacturing, dimensions and inflated measurements, tire and wheel combinations should be test fit prior to installation. Tire and wheel choice is crucial in assuring proper fit, performance, and the safety of your Pro Comp equipped vehicle. For this application, we recommend a 17" wheel not to exceed 10" in width with a maximum backspacing of 5" must be used. Additionally, quality tire of radial design, not exceeding 35" tall X 12.5" wide is also recommended. Please note that the use of a 35" X 12.5" tire may require fender modification. Violation of these recommendations will not be endorsed as acceptable by Pro Comp Suspension and will void any and all warranties either written or implied.

FRONT INSTALLATION:

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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. Place the vehicle in neutral. Place your floor jack under the front axle 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.
4. Unbolt and remove the transmission skid plate from the vehicle.
5. Unbolt and remove the front and rear sway bar end links from the vehicle. Save the hardware for reuse.
6. Remove the shocks on both sides of the vehicle. It may be necessary that you slightly raise the axle to unload the shocks for removal.
7. Unbolt the front track bar and remove it from the vehicle. Save the hardware for reinstallation.

8. Unbolt the all the ABS mounting clips from the vehicle.
9. Unbolt the front brake line brackets and unclip it from the spring pad. Save the hardware for reinstallation.
10. Remove the OE bump stops from the bump stop mounting cup.
11. Lower the front axle enough to remove the coil springs from the front spring pockets. Save the factory isolators for re-use.

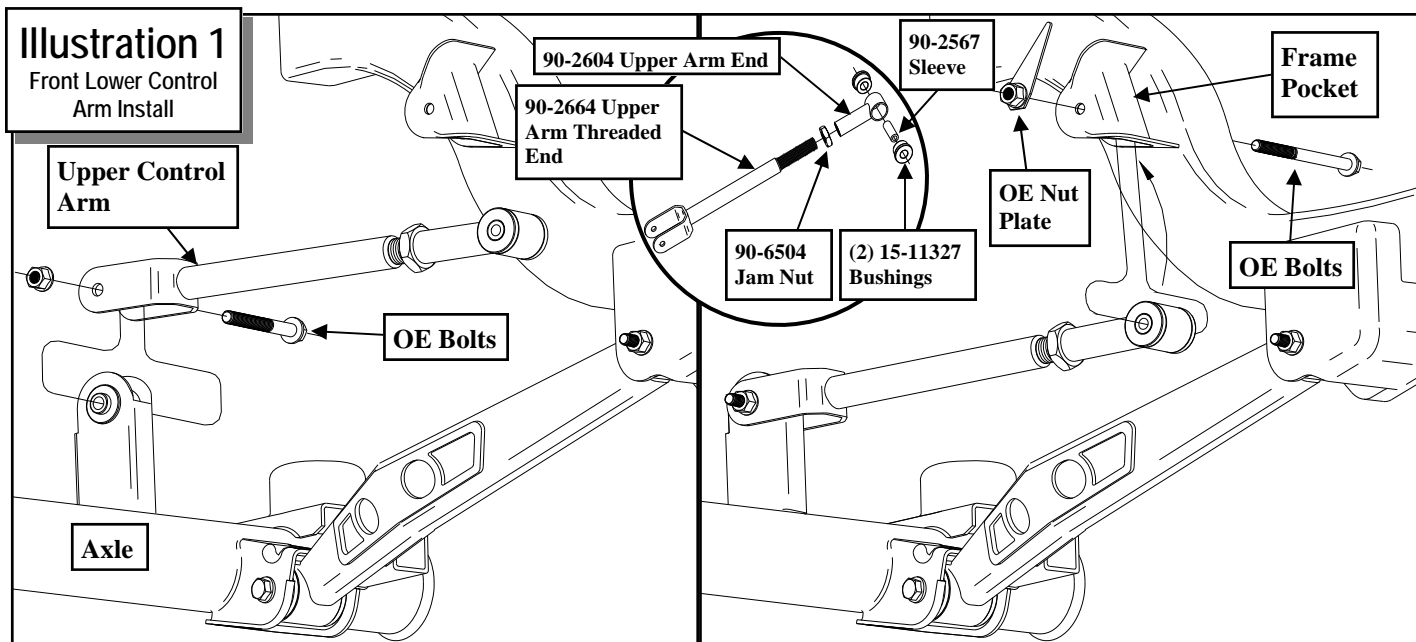
NOTE: Be sure to support the axle while the springs and shocks are removed.

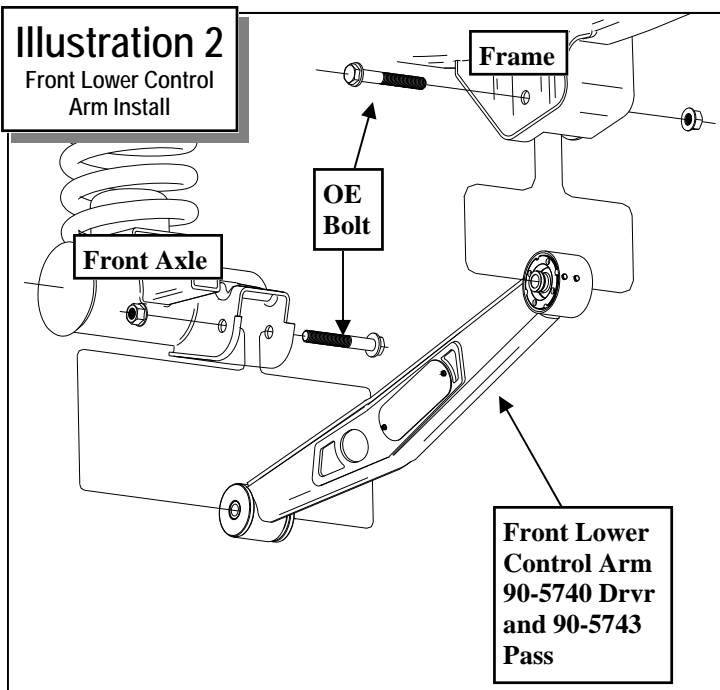
12. Using jack stands to support the front axle. Unbolt and remove the front upper arms from the vehicle. Save the hardware for reuse.

NOTE: Be sure to support the pinion so the axle does not roll after the upper arms are removed.

13. Insert the bushings (15-11327) and sleeve (90-2657), using a thin layer of lubricant, into the short end of the new upper control arms (90-2604) as shown in ILLUSTRATION 1.
14. Thread the upper control arm jam nut (100FNFJZ) onto the threaded long end of the upper control arms (90-2664). See ILLUSTRATION 1.
15. Assemble the short end (90-2604) and long (90-2664) ends of the upper control arms.

NOTE: A good starting place for the

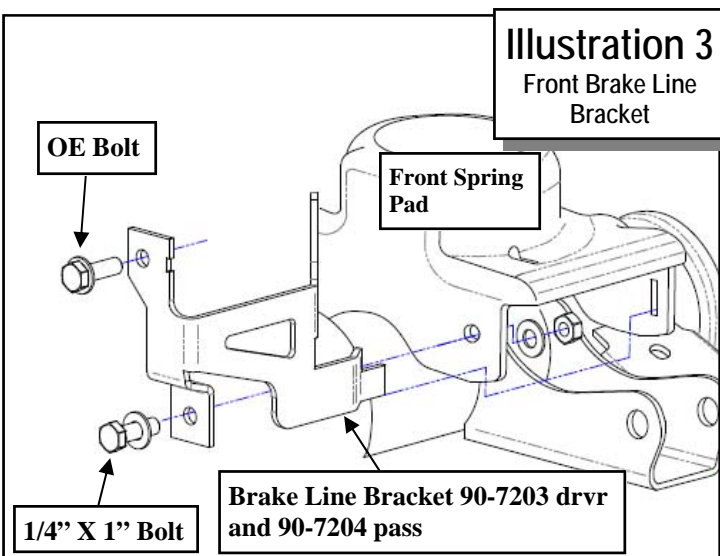




length of the adjustable upper arm is to measure the previously removed stock arm from the center of the mounting bolt hole to mounting bolt hole. Use that measurement to set up the new upper control arms. Further adjustment may be necessary to achieve the desired factory alignment.

16. Install the upper control arm into the frame mount and axle mount pockets. Secure using the previously removed OE hardware. See ILLUSTRATION 1.

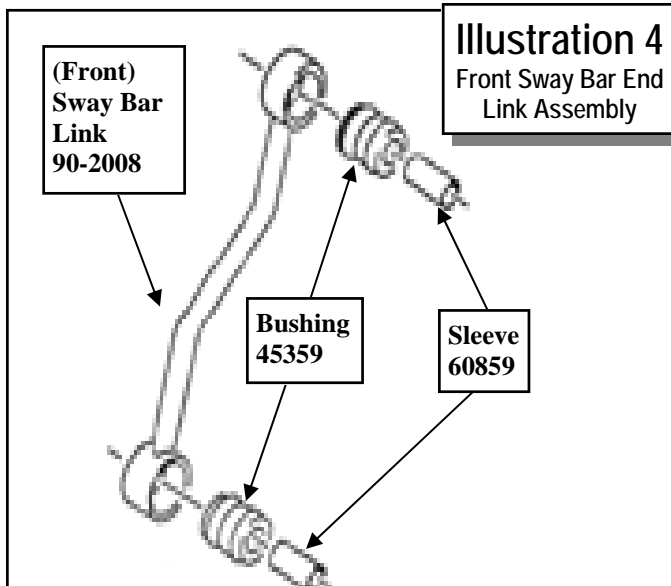
NOTE: To properly align the holes for bolt installation the pinion may have to be raised or lowered.



17. With the front axle fully supported unbolt and remove the front lower control arms from the vehicle. Save the hardware for reuse.
18. Install the new lower control arms into the original mounting pockets. The end with the spherical bearing will mount to the frame. Secure using the previously removed OE hardware. See ILLUSTRATION 2.
19. Torque the OE upper and lower control arm hardware to manufacturers specifications.
20. Install the front brake line drop (90-1539) into the original frame mounting hole using the previously removed OE bolt.
21. Secure the brake line to the supplied drop bracket (90-1539) using the supplied 1/4" X 1" bolt and hardware.
22. Install the supplied bump stops (15-11309) into the OE bump stop mounting cup.
NOTE: To properly seat the newly installed bump stops, carefully lower the weight of the vehicle onto the bump stops.
23. Carefully lower the front axle to ease in the new coil spring installation. Using the factory isolators install the Pro Comp coil springs (55397) into the spring buckets and raise the front axle into place. Make sure the coil spring seats properly on the lower spring perch.

STEPS 24 through 26 are for 2011-2013 models ONLY!

24. Install the front brake line brackets (90-7203 drvr and 90-7204 pass) to the front spring pads and secure using the provided 1/4" X 1" bolt and hardware. See ILLUSTRATION 3.
25. Secure the OE brake line brackets to the Pro Comp brackets using the previously removed OE hardware. See ILLUSTRATION 3.
26. Remove the retaining clips that retain the ABS wire to the OE brackets. Wrap the OE ABS lines with the provided protective sleeves (90-4337) and secure with the supplied zip ties (10999).
27. Assemble the front sway bar end links (90-2008) using the supplied bushings (45359) and sleeves (60859) from hardware pack (90-6042). See ILLUSTRATION 4.

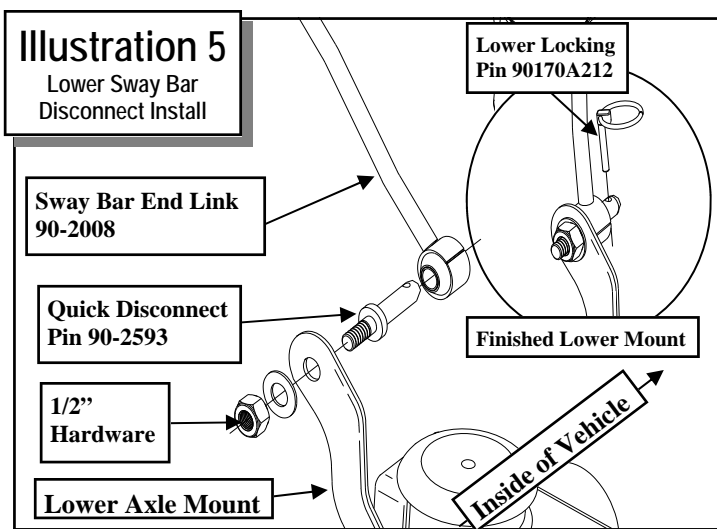


NOTE: FOR RUBICON MODELS ONLY! Skip steps 25-26, It is not necessary to install the quick disconnect pins on the driver side of the vehicle. Install the assembled driver side sway bar end link (90-2008) using the previously removed OE lower rear sway bar end link bolts and hardware.

28. On the driver side only, secure the quick disconnect pins (90-2593) to the factory lower sway bar mount location and the sway bar using the supplied 1/2" washers and 1/2" nylock nuts. See ILLUSTRATION 5.

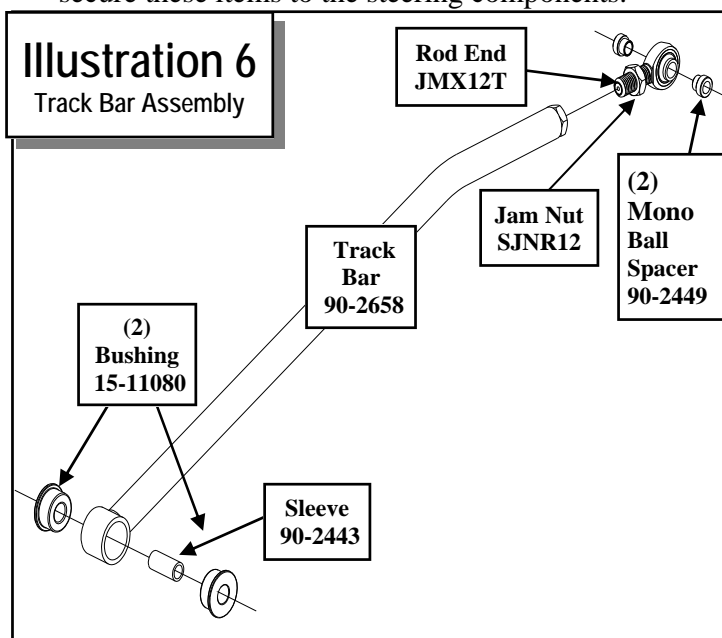
IMPORTANT: The sway bar mounted pin must face toward the outside of the vehicle and the axle mounted pin must face toward the inside of the vehicle.

NOTE: The mounting hole on the sway



bar may need to be drilled out to 1/2".

29. Slide the sway bar end link (90-2008) onto the quick disconnect pins and secure with the (2) locking pin 90170A212 and 5/8" washers.
30. On the passenger side, install the front sway bar end link (90-2008) into original mounting bracket on the axle using the passenger side OE lower mounting bolt and hardware.
31. Bolt the remaining end of the sway bar end link to the front sway bar using the driver side OE lower sway bar mounting bolt. Torque the OE hardware according to the torque chart on page 13 or to manufacturers specifications.
32. Reinstall the transmission skid plate using the supplied (2) 1/2" spacers (90-2207) and 12mm-1.5 X 50mm bolts in the frame rail mounting bolts only. Secure the remaining rear hole to the frame using the previously removed OE bolt. Torque the crossmember hardware according to the torque chart on page 13.
33. Install your new Pro Comp front shocks (MX6013 w/shaft end down or 926511 w/shaft end up) using the OE hardware. Torque the upper mounting hardware to 17 ft./lbs. and the lower to 35 ft./lbs.
34. On both sides of the vehicle, check the routing of the brake lines and the ABS wire harnesses. There must be no pinching, rubbing, or stretching of either component. Use zip ties to secure these items to the steering components.



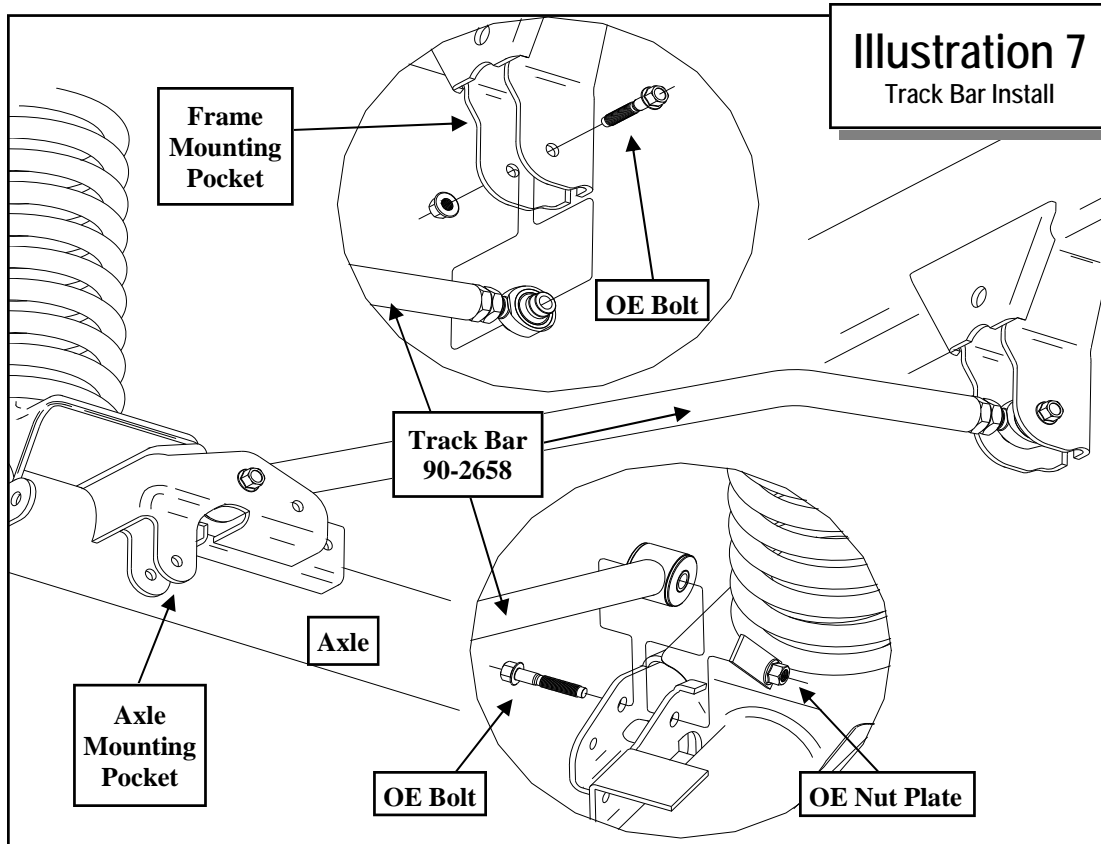


Illustration 7
Track Bar Install

At full droop, cycle the steering from lock to lock while observing the reaction of these components. Reposition them if needed.

35. Reinstall the front wheels and lower the vehicle to the ground. Torque the lug nuts according to the wheel manufacturers recommendations.
36. Assemble the track bar (**90-2658 from box JTB402**) using bushings (**15-11080**) and sleeve (**90-2443**) into the track bar (**90-2658**). See ILLUSTRATION 6.
37. Loosely install the rod end (**JMX12T**) into the track bar with the jam nut (**SJNR12**) as shown in ILLUSTRATION 6.
38. Insert the mono ball spacers (**90-2449**) into the rod end. See ILLUSTRATION 6.
NOTE: The spacers are a tight fit. A press might be needed to fit the spacers into the rod end.
39. Install the track bar assembly into the passenger side axle mounting pocket using the previously removed OE hardware. Torque this bolt to 55 ft. lbs. See ILLUSTRATION 7.
40. With the vehicle fully on the ground and the driver side of the track bar **NOT** attached, center the front differential to the vehicle chassis by measuring the clearance between each tire and inner fender. This is easier done with assis-

tance. When the axle is centered, screw the rod end in or out until the OE bolt fits through bracket and rod end with ease. Install the bolt and nut plate as shown in ILLUSTRATION 7.

41. Position your vehicle on a smooth, flat, hard surface (i.e. concrete or asphalt).
42. Drive the vehicle forward and backward a few feet to be sure that the axle is adjusted properly and the vehicle is tracking in a straight line.
43. Unlock the ignition key and loosen the drag link adjustment collar.
44. Center the steering wheel by rotating the drag link counter clockwise until the steering wheel is centered. Re-torque the drag link adjustment collar.

IMPORTANT!: If the steering wheel is not centered properly it will trigger the anti-lock brake and traction control warning lights.

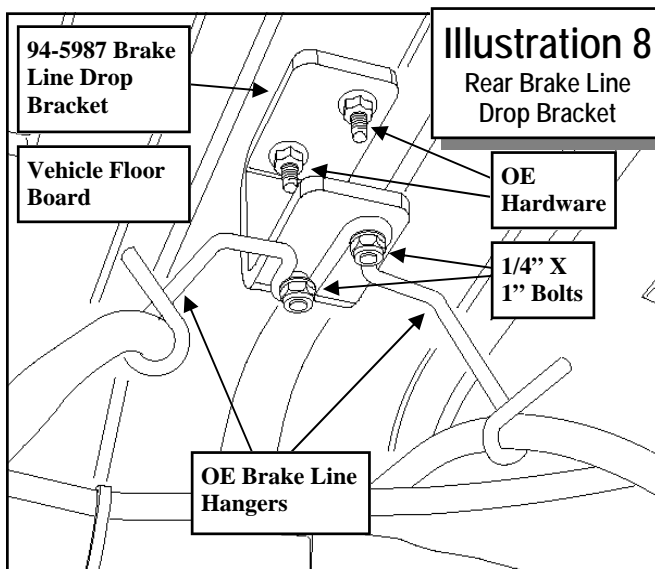
NOTES:

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

REAR INSTALLATION:

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1. Block the front tires and raise the rear of the vehicle. Support the frame with jack stands forward of the rear springs.
2. Remove the rear wheels.
3. Unbolt the rear track bar from the rear axle mount and secure up and out of the work area. Save the hardware for reinstallation.
4. Remove the shocks on both sides of the vehicle. It may be necessary that you slightly raise the axle to unload the shocks for removal.
5. Lower the rear axle enough to remove the coil springs from the rear spring pockets. Save the factory isolators for re-use.
NOTE: Be sure to support the axle while the springs and shocks are removed.
6. Using a twisting motion remove the rear bump stops from the factory mounts.
7. Unbolt the rear brake line hangers from the underside of the floor board. Save the hardware for reinstallation.
8. Unbolt the rear brake line brackets from the vehicle. Save the hardware for reinstallation.
9. Install the rear brake line drop bracket (94-5987) onto the OE studs and secure using the previously removed hardware. See ILLUSTRATION 8.
10. Secure the OE brake line hangers to the previously installed brake line drop bracket (94-5987) using the supplied 1/4" X 1" bolts and hardware. See ILLUSTRATION 8.



11. Work on one side of the vehicle at a time.
12. With the rear axle fully supported unbolt and remove the rear lower arm from the vehicle. Save the hardware for reuse.
13. Install the rear lower control arms (90-5746 with bearing assemblies already installed) into the original mounting pockets. The end with the spherical bearing will mount to the frame. Secure using the previously removed OE hardware. Torque the OE hardware according to manufacturers specifications. See ILLUSTRATION 9.
14. Install the rear brake line drop (90-1539) into the original frame mounting hole using the previously removed OE bolt.
15. Install the driver side rear track bar relocation bracket (90-5841) into the original track bar mounting pocket using the supplied 9/16" X 3 1/4" bolt and supplied spacer (90-2650). See ILLUSTRATION 10.
16. Insert the (2) 3/8" X 1" bolt into the track bar bracket and secure it to the driver side rear axle shock mount. See ILLUSTRATION 10.
17. Tighten the previously installed 9/16" and 3/8"

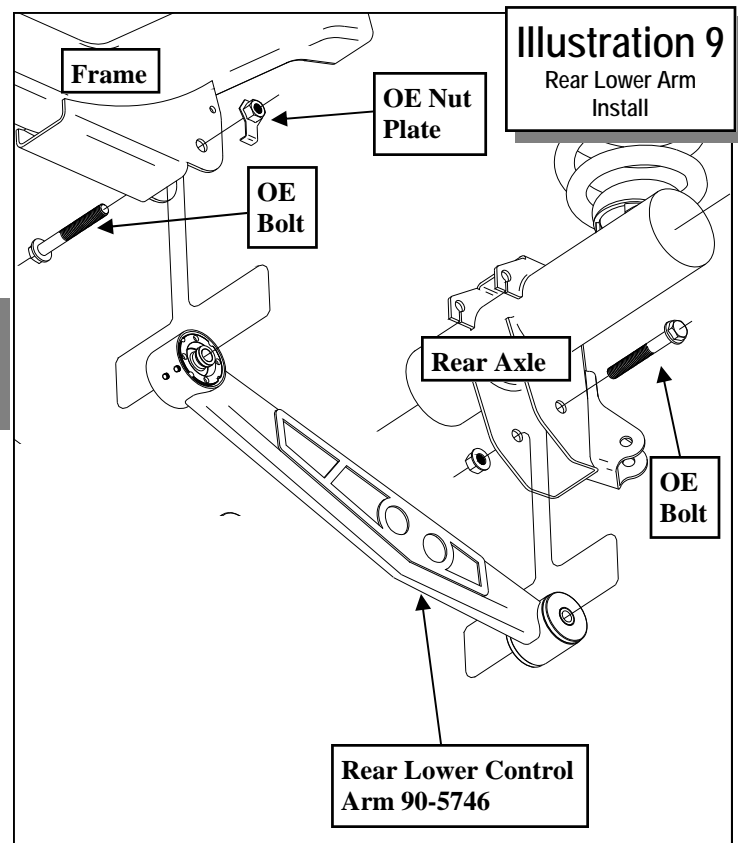
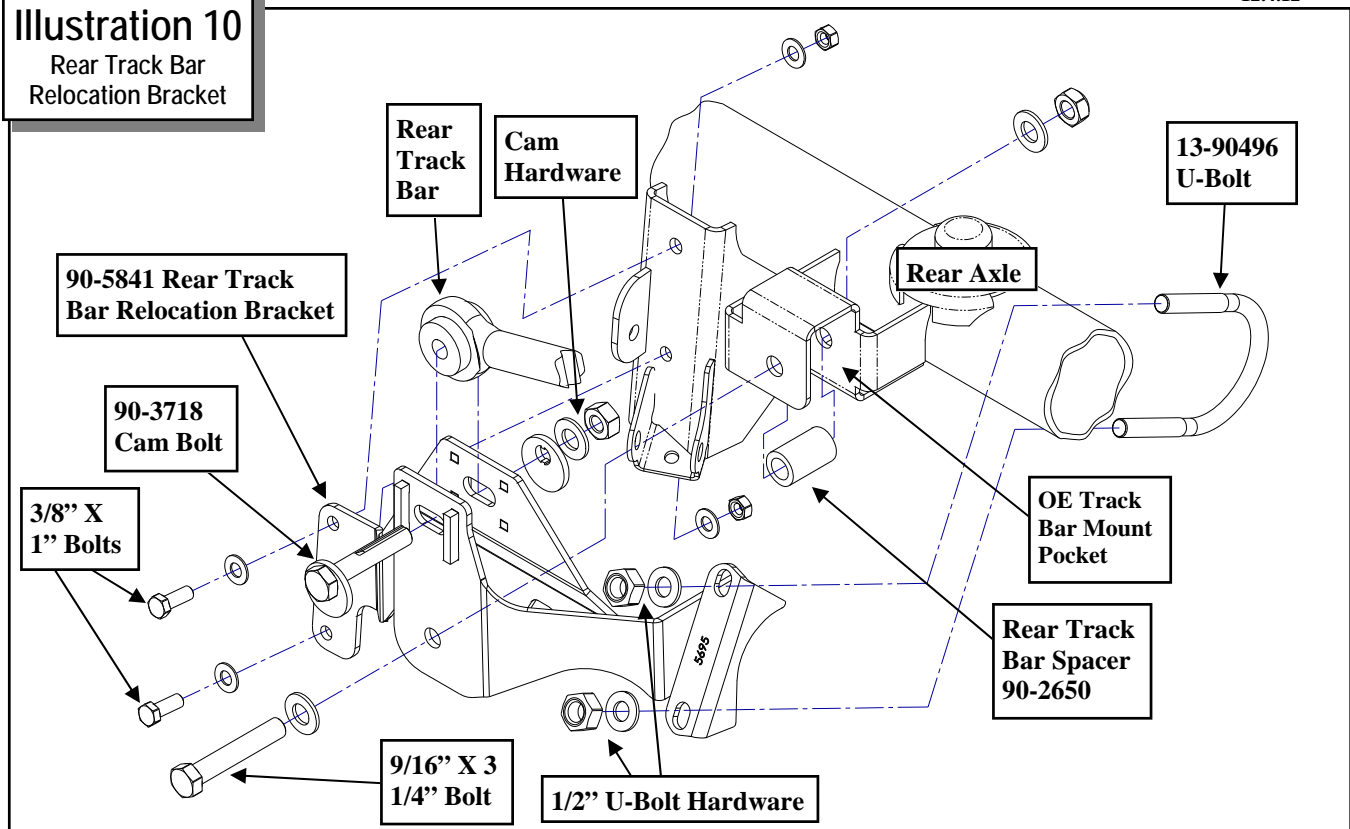


Illustration 10

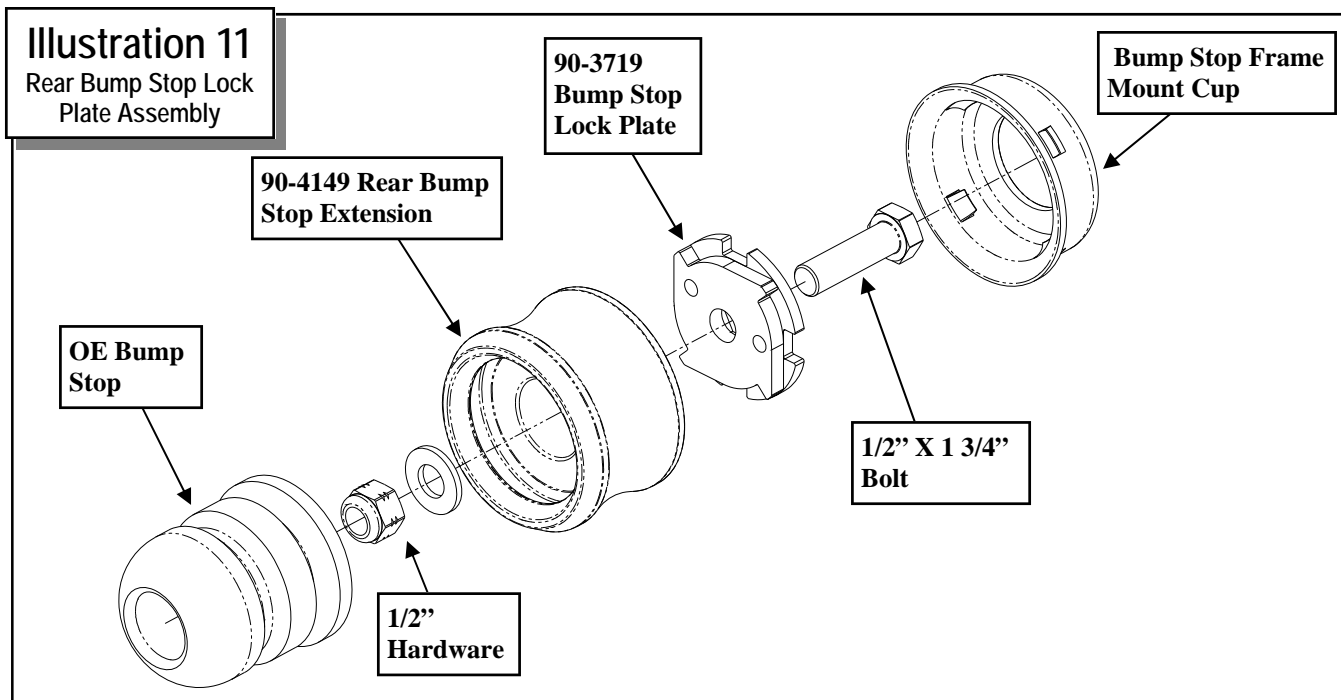
Rear Track Bar Relocation Bracket



hardware.

18. Install the U-bolt around the rear end axle tube and secure to the rear track bar relocation bracket (90-5841) using the supplied 1/2" washer and nut. See ILLUSTRATION 10.
19. Torque the 3/8", 1/2" U-bolt and 9/16" track bar hardware according to the torque chart on page 13.
20. Slide the 1/2" X 1 3/4" bolt through the center of the bump stop lock plate (90-3719). Install the lock plate assembly to the original bump stop frame mounting bracket. Secure using a 1/4 turn clockwise. See ILLUSTRATION 11.
21. Slide the rear bump stop extensions over the mounted lock plate assembly and secure using the supplied 1/2" hardware from pack (90-6536). Torque hardware to 35 ft./lbs. See ILLUSTRATION 11.
22. Reinstall the OE bump stop to the newly installed bump stop drop brackets.
23. Carefully lower the rear axle to ease in the new coil spring installation. Using the factory isolators install the Pro Comp coil springs (55207) into the spring buckets and raise the rear axle into place. Make sure the coil spring seats properly on the lower spring perch.
24. Assemble the rear sway bar end links (90-8012) using the supplied bushings (45359) and sleeves (60859) from hardware pack (90-6042). See ILLUSTRATION 3.
25. Install the rear sway bar end link (90-8012) into original mounting bracket on the axle using the supplied 12mm X 60mm bolts.
26. Bolt the remaining end of the sway bar end link to the rear sway bar using the supplied 12mm X 60mm bolt and hardware. Torque the 12mm hardware according to the torque chart on page 13.
27. Install your new Pro Comp rear shocks (MX6151 w/shaft end down or 926501 w/shaft end up) using the OE hardware. Torque the upper mounting hardware to 20 ft./lbs. and the lower to 35 ft./lbs.
28. On both sides of the vehicle, check the routing of the brake lines and the ABS wire harnesses. There must be no pinching, rubbing, or stretching of either component. Use zip ties to secure these items to the steering components. At full droop, cycle the steering from lock to lock while observing the reaction of these components. Reposition them if needed.

NOTE: Be sure to reinstall the factory isolators before raising the springs into place.



29. Reinstall the rear wheels and lower the vehicle to the ground. Torque the lug nuts according to the wheel manufacturers recommendations.
30. Install the rear track bar to the relocation bracket (90-5841) using the supplied adjustable cam bolt (90-3718) and hardware from hardware pack (90-6529). See ILLUSTRATION 10.
31. Position your vehicle on a smooth, flat, hard surface (i.e. concrete or asphalt).
32. Rotate the track bar cam bolt until the wheels are centered under the vehicle.
33. Torque the cam bolt to 103 ft./lbs.
34. Drive the vehicle forward and backward a few feet to be sure that the axle is adjusted properly and the vehicle is tracking in a straight line.

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.**

Revision Page:

5.16.11: Updated kit to fit up to 2011 vehicles. Added (94-5987) Rear Brake Line drop bracket, Hardware pack (90-6525), Zip ties (10999), Brake line sleeving (90-4337), Front Brake line bracket: (90-7203 Drvr and 90-7203 Pass) to the BOM box-1, text and illustration #4.

8.30.12: Moved (90-3718) cam bolt into hardware pack (90-6529).

10.1.12: Changed kit fitment to include 2013.

12.4.12: Updated front brake line bracket note to include up to 2013 models.

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>Grade 5 Grade 8</p> <p>(No. of Marks + 2)</p> <p>D T L X</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>

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.

Warranty and Return policy:

Pro Comp warrants its full line of products to be free from defects in workmanship and materials. Pro Comp’s obligation under this warranty is limited to repair or replacement, at Pro Comp’s option, of the defective product. Any and all costs of removal, installation, freight or incidental or consequential damages are expressly excluded from this warranty. Pro Comp is not responsible for damages and / or warranty of other vehicle parts related or non-related to the installation of Pro Comp product. A consumer who makes the decision to modify his vehicle with aftermarket components of any kind will assume all risk and responsibility for potential damages incurred as a result of their chosen modifications. Warranty coverage does not include consumer opinions regarding ride comfort, fitment and design. Warranty claims can be made directly with Pro Comp or at any factory authorized Pro Comp dealer.

IMPORTANT! To validate the warranty on this purchase please be sure to mail in the warranty card.

Claims not covered under warranty-

- Parts subject to normal wear, this includes bushings, bump stops, ball joints, tie rod ends and heim joints
 - Discontinued products at Pro Comp’s discretion
- Bent or dented product
- Finish after 90 days
- Leaf or coil springs used without proper bump stops
- Light bulbs
- Products with evident damage caused by abrasion or contact with other items
- Damage caused as a result of not following recommendations or requirements called out in the installation manuals
- Products used in applications other than listed in Pro Comp’s catalog
- Components or accessories used in conjunction with other manufacturer’s systems
- Tire & Wheel Warranty as per Pro Competition Tire Company policy
- Warranty claims without “Proof of Purchase”
- Pro Comp Pro Runner coil over shocks are considered a serviceable shock with a one-year warranty against leakage only. Rebuild service and replacement parts will be available and sold separately by Pro Comp. Contact Pro Comp for specific service charges.
- Pro Comp accepts no responsibility for any altered product, improper installation, lack of or improper maintenance, or improper use of our products.

**E-Mail: tech@explorerprocomp.com
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Fax: (619) 216-1474
Ph: (619) 216-1444**

<u>PLACE</u>
<u>WARRANTY REGISTRATION</u>
<u>NUMBER</u>
<u>HERE:</u> _____