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PRO COMP SUSPENSION

Suspension Systems that Work!

This kit is for installation on vehicles equipped with Pro Comp suspension lift kit 51801 ONLY! It will NOT work on stock vehicles or vehicles with modifications not specific to Pro Comp Suspension.

IMPORTANT!: This kit will not fit on a truck fitted with a previously installed Pro Comp 51800 kit.

**Multi Shock Hoop Kit
PN 51214
1999 - 2009 Chevrolet / GMC
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 LIST:

Box 1 of 2-PN 51214B/51214FR-1

Part #	Description	Qty.	Ill.	Page.
92-8036	SHOCK HOOP: Drvr	1	1	5
92-8041	SHOCK HOOP: Pass	1	2,4	5,6
92-8043	UPPER CONTROL ARM	2	6	8
90-5836	DOUBLER PLATE	2	5	7
90-4256	BALL JOINT	2	5	7
90-8046	FRAME SPACER: 2wd	1	4	6
90-6732	HARDWARE PACK: 4wd Frame Spacers	1	-	-
73-06200834	5/8" 4WD FRAME SPACER	3	2	5
90-6729	HARDWARE PACK: Shock Hoop	1	-	-
70-0501251800	1/2" X 1 1/4" HEX BOLT GR 8	4	3	5
70-0506001800	1/2" X 6" HEX BOLT GR 8	4	7	9
72-050100816	1/2" STOVER NUT GR. C	8	3,7	5,9
73-05000034	1/2" HARDENED FLAT WASHER	16	3,7	5,9
73-03100038	5/16" AN FLAT WASHER- (Ball Joint)	8	5	7
70-0251251800	1/4" X 1" HEX BOLT GR 8	2	-	-
72-025100816	1/4" STOVER NUT GR. C	2	-	-
73-02500034	1/4" HARDENED FLAT WASHER	4	-	-
70-0563501800	9/16" X 3 1/2" HEX BOLT	1	2,4	5,6
72-056100816	9/16" STOVER NUT GR. C	1	2,4	5,6
73-05600034	9/16" HARDENED FLAT WASHER	2	2,4	5,6
90-6733	HARDWARE PACK: End Caps	1	-	-
15-10249	HOOP END CAPS	4	-	-

Box 2 of 2-PN 51214B-2

915509	ES 9000 Series Shocks	4		
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OR **Box 2 of 2-PN 51214FR-2**

FX6515	FOX Reservoir Shocks	4		
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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.
- ◆ 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 on page 9. These are to be used unless specifically directed otherwise.
- ◆ This kit is designed to fit both 2WD and 4WD models vehicles.
- ◆ Suspension system will not work on vehicles equipped with factory auto ride suspension
- ◆ Vehicles that receive oversized tires should check the ball joints, tie rod ends and idler arm every 2500-5000 miles for wear and replace as needed.

Equipment Available from your Pro Comp Distributor!

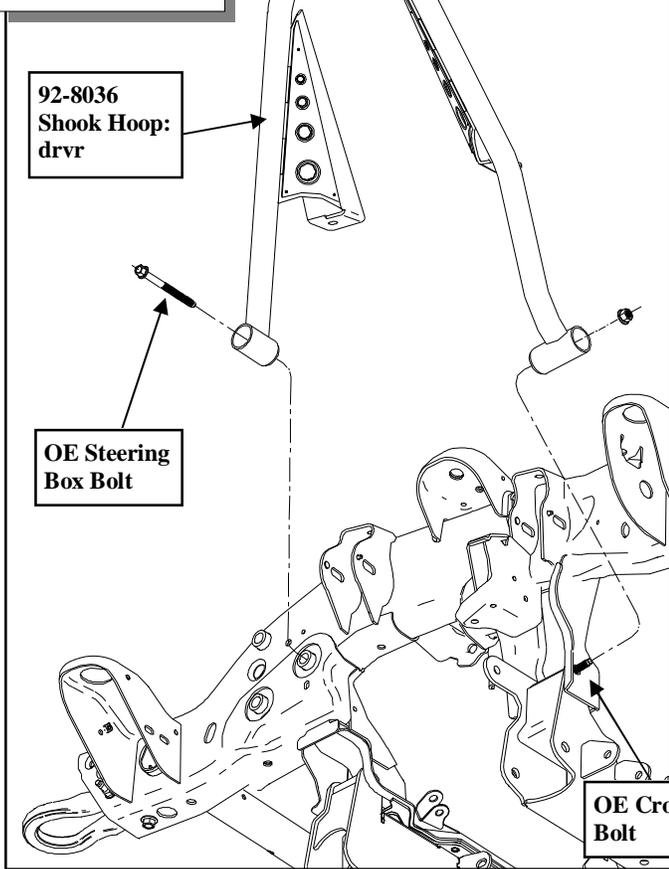
MX6141R: Rear MX-6 Reservoir Shocks
FX6505R: Rear FOX Reservoir Shocks
72400: Traction Bars
71200: Traction Bar Mounting Kit
51101: Skid Plate Kit
51247: CV Front Driveshaft Kit– Vehicles equipped with Borg Warner transfer case 4482
95-300B: Block kit for 1-piece driveshaft
51810: Exhaust crossover kit 1500/2500 w/ 6.0L engine

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

Installation Instructions:

1. Ensure that your work space is of adequate size and the work surface is level. Place the vehicle in neutral. Place your floor jack under the front cross member and raise the vehicle high enough to place jack stands under the frame rails behind the front wheel wells. Lower the frame onto the stands. Remove the jack and place the vehicle back in gear. Set the emergency brake. Place blocks both in front of and behind each rear wheel.
2. Remove the front wheels for access to the front suspension assembly.
3. **On the Driver Side**, unbolt the brake line bracket from the upper A-arm. Unclip the ABS line for the upper A-arm.
4. Removing the inner fender liner from the vehicle before beginning installation of this kit is recommended. Save the liner and the hardware for reinstallation.
5. Using your floor jack, carefully place it under the lower A-arm on the side you are working on to support the A-arm. Remove the upper ball joint nut from the knuckle. Separate using the appropriate tool.
6. Unbolt and remove the upper A-arm from the vehicle. Save the cam bolts for reinstallation.
7. Remove the nut from the rear crossmember retaining bolt. Leave the nut off for test fitting the shock hoop.
NOTE: The heads of these bolts must be facing toward the front of the vehicle, if they are not already, they must be removed and reinstalled in this position.
8. Remove the **OE** steering box bolt closest to the upper A-arm.
9. Temporarily install the shock hoop (**92-8036 drvvr**) rear mount onto the rear crossmember retaining bolt. Install the front mount to the frame using the previously removed **OE** steering box bolt. See **Illustration 1**.
10. Make sure the front edges of the mounting tabs on the shock hoop are flush with the edge of the A-arm pockets and clamp them in place. Using the holes in the mounting tabs as a guide, drill through the A-arm pockets using a **1/2"** drill bit. See **Illustration 3**.
11. Remove the shock hoop from the vehicle and reinstall the inner fender liner using the previously removed **OE** hardware at this time.
12. Reinstall the shock hoop (**92-8036 drvvr**) rear mount onto the rear crossmember retaining bolt. Install the front mount to the frame using the **OE** steering box bolt. See **Illustration 1**.
13. Secure the shock hoop mounting tabs to the upper A-arm pockets using the supplied **1/2" X 1 1/4"** bolts and hardware. See **Illustration 3**.
14. Torque the **1/2"** hoop hardware to **65 ft./lbs.**, **OE** crossmember frame pocket bolts to **105 ft./lbs.** and the **OE** steering box bolt to **110 ft./lbs.**
15. **On the Passenger Side**, unbolt the brake line bracket from the upper A-arm. Unclip the ABS line for the upper A-arm.
16. Removing the inner fender liner from the vehicle before beginning installation of this kit is recommended. Save the liner and the hardware for reinstallation.
17. Using your floor jack, carefully place it under the lower A-arm on the side you are working on to support the A-arm. Remove the upper ball joint nut from the knuckle. Separate using the appropriate tool.
18. Unbolt and remove the upper A-arm from the vehicle. Save the cam bolts for reinstallation.
19. Remove the nut from the rear crossmember retaining bolt. Leave the nut off for test fitting the shock hoop.
NOTE: The heads of these bolts must

Illustration 1
Drvr Side



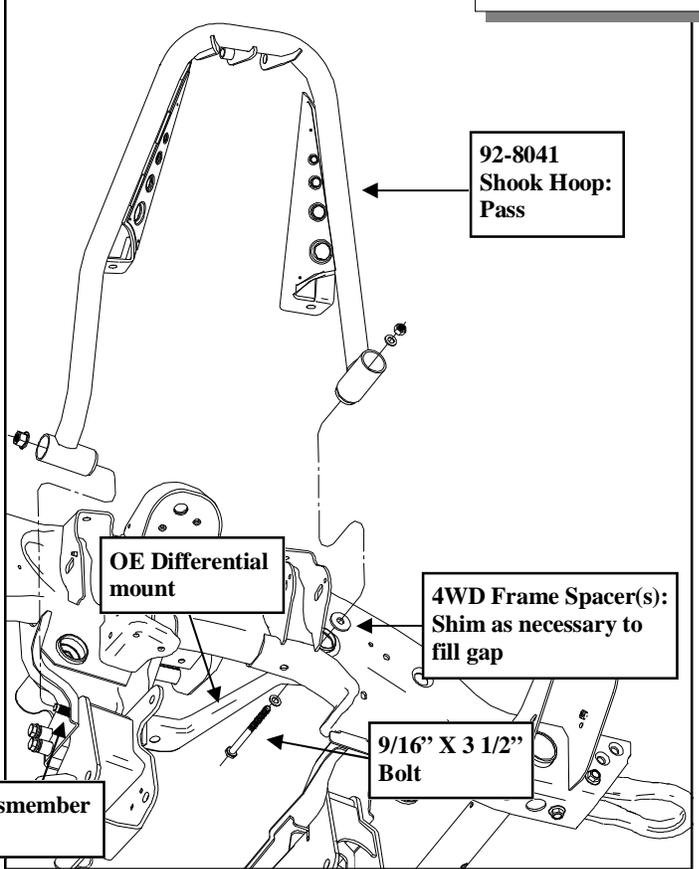
92-8036
Shook Hoop:
drvr

OE Steering
Box Bolt

OE Crossmember
Bolt

4WD Pass Side Install ONLY!

Illustration 2
4WD Pass Side



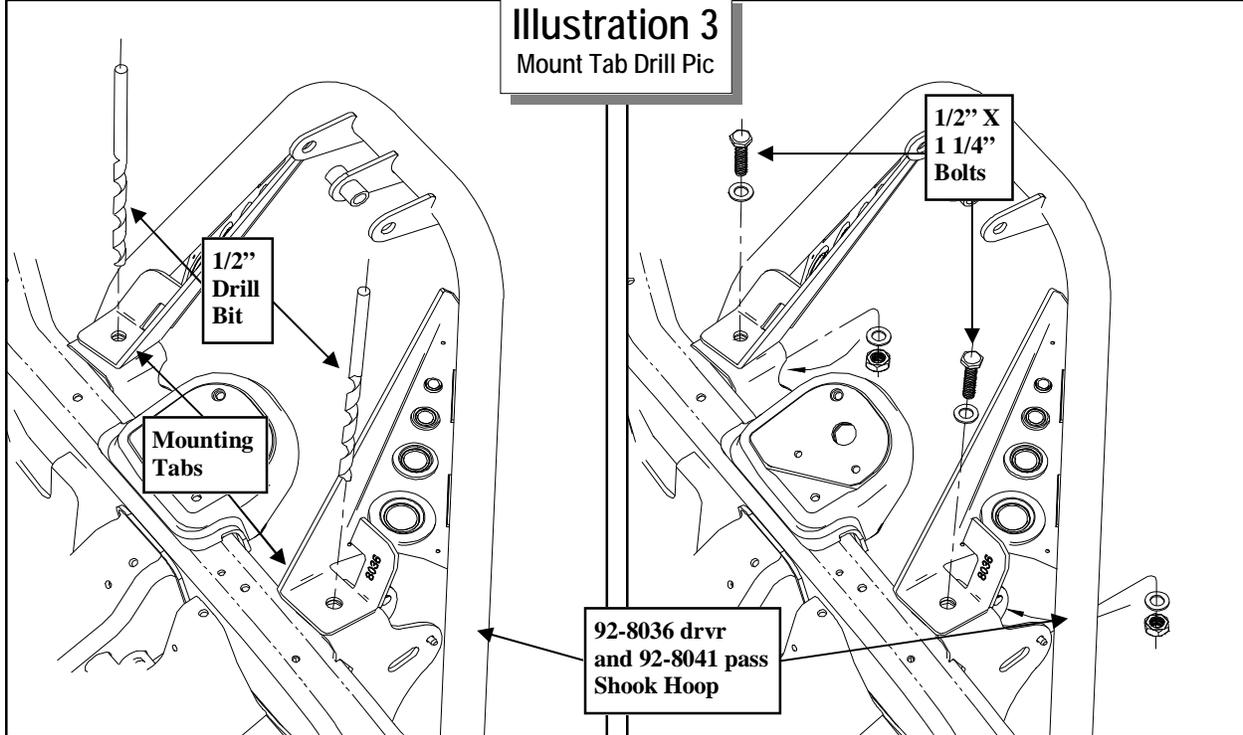
92-8041
Shook Hoop:
Pass

OE Differential
mount

4WD Frame Spacer(s):
Shim as necessary to
fill gap

9/16" X 3 1/2"
Bolt

Illustration 3
Mount Tab Drill Pic

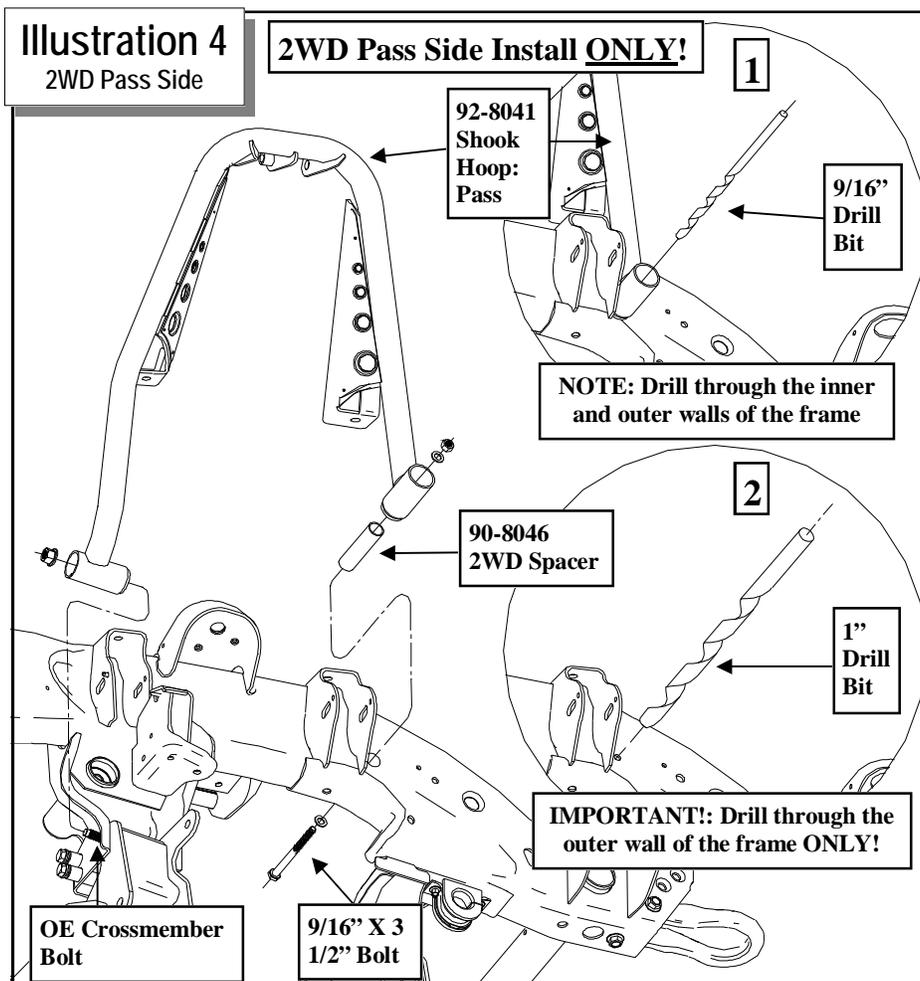


1/2"
Drill
Bit

Mounting
Tabs

1/2" X
1 1/4"
Bolts

92-8036 drvr
and 92-8041 pass
Shook Hoop



be facing toward the front of the vehicle, if they are not already, they must be removed and reinstalled in this position.

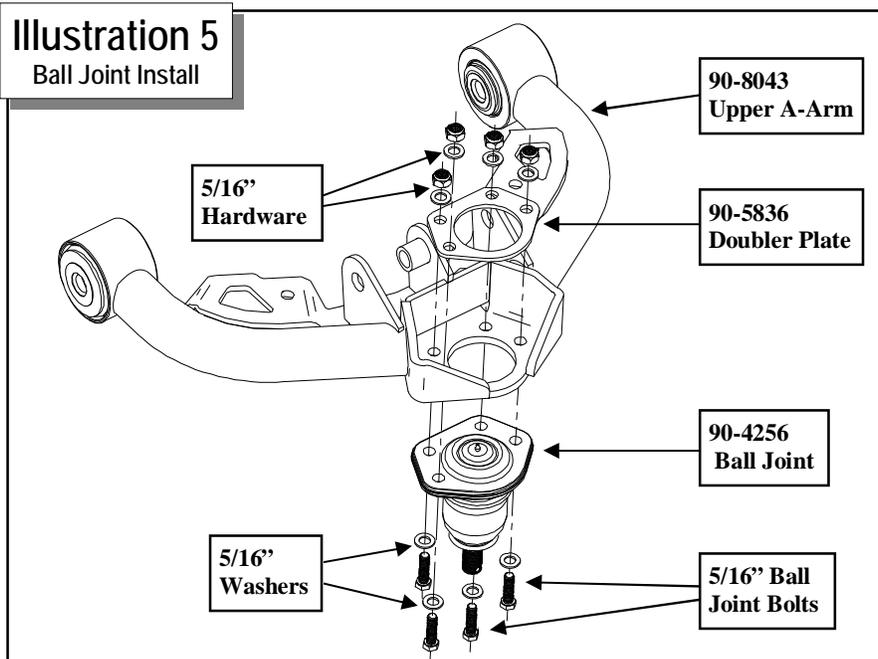
20. **4WD model ONLY**, remove the differential mount stud from the passenger side differential bracket and install the **9/16" X 3 1/2"** bolt and hardware. Be sure the bolt is inserted from the inside of the frame. Install the 4wd frame spacer(s) over the **9/16"** bolt against the frame. See **Illustration 2**.

NOTE: Insert the 4WD frame spacers, as necessary, to fill the gap between the front hoop mount and the frame.

21. Temporarily install the shock hoop (**92-8041**) rear mount onto the rear crossmember retaining bolt. For **4WD model ONLY**, install the front mount to the frame using the previously installed

9/16" X 3 1/2" bolt, **5/8"** 4WD spacer(s) and hardware. See **Illustration 2**.

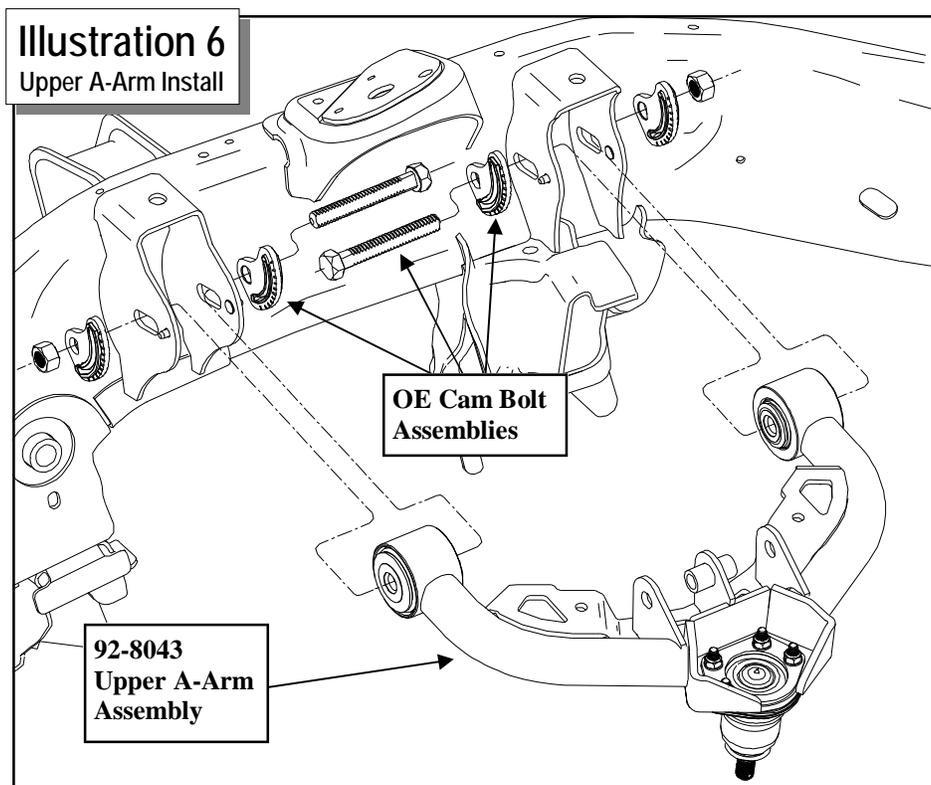
22. Make sure the front edges of the mounting tabs on the shock hoop are flush with the edge of the A-arm pockets and clamp them in place. Using the holes in the mounting tabs as a guide, drill through the A-arm pockets using a **1/2"** drill bit. See **Illustration 3**.
23. **2WD model ONLY**, the front mounting hole in the frame does not exist. With the hoop still clamped in place use the front hoop mount as a template, drill a **9/16"** hole thorough both the inner and outer walls of the frame rail. See **Illustration 4**.
24. Remove the shock hoop from the vehicle and reinstall the inner fender liner using the previously removed **OE** hardware at this time.
25. **2WD model ONLY**, drill the outer wall of



- the front mounting hole in the frame to **1"** (**CAUTION!: DO NOT drill through the inner wall of the frame**). Insert the **9/16" X 3 1/2"** bolt from the inside of the frame. Install the 2wd frame spacer (**90-8046**) through the **1"** outer hole in the frame over the **9/16"** bolt. See **Illustration 4**.
26. Reinstall the shock hoop (**92-8041 pass**) rear mount onto the rear crossmember retaining bolt and hardware. Install the front mount to the frame using the previously installed **9/16" X 3 1/2"** bolt and hardware. See **Illustration 2 or 4 (depending on application)**.
 27. Secure the shock hoop mounting tabs to the upper A-arm pockets using the supplied **1/2" X 1 1/4"** bolts and hardware. See **Illustration 3**.
 28. Torque the **1/2"** hoop hardware to **65 ft./lbs.**, **OE** crossmember frame pocket bolts to **105 ft./lbs.** and the **9/16** hardware to **130 ft./lbs.**
 29. Install (**4**) (**15-10249**) end caps in the ends of the shock hoops.
 30. Complete installation on one side of the vehicle before moving to the other side.
 31. Install the supplied ball joint (**90-4256**) and doubler plate (**90-5836**) into the new upper A-arm (**92-8043**) using the supplied ball joint **5/16"** flat washers from the ball joint hardware pack and hardware pack (**90-6729**). Install the bolts with the heads facing the bottom of the arm. Be sure to use thread locker on the (**4**) ball joint bolts. Torque the bolts to **25 ft./lbs.** See **Illustration 5**.

NOTE: Do not install the lock washers from the ball joint hardware pack.
 32. Install the supplied Zerk fitting into the new ball joint.

IMPORTANT!: DO NOT over tighten the Zerk fitting during installation.
 33. Install the upper A-arm into the control arm pockets using the previously removed cam bolts. Make sure the heads of the cam bolts are facing the inside of the arm. See **Illustration 6**.
 34. Reinstall the knuckle to the upper ball joint and secure using the supplied castle nut. Torque the ball joint nut to **75 ft./lbs.** Install the supplied cotter pin.
 35. Secure the **OE** brake line bracket to the



upper A-arm using the supplied 1/4" X 1" bolt and hardware.

36. Use tie wraps to secure the ABS line to the **OE** brake line.
37. At full droop, install the shocks (**915509 or FX6515**) into the lower shock mounts using the supplied 1/2" X 6" bolt and hardware through the A-arm mounting tabs and shocks. See **Illustration 7**.
38. Secure the shocks (**915509 or FX6515**) into the upper shock mounts using the supplied 1/2" X 6" bolt and hardware through the mounting tabs on the hoop and the shocks. See **Illustration 7**.
39. Torque the 1/2" shock hardware to 65 ft./lbs.
40. Repeat the upper A-arm and shock installation steps on the remaining side of the vehicle.
41. Reinstall the wheels and tires and repeat the procedure for the opposite side of the vehicle.
42. On completion, cycle the steering full left

and full right and check the entire front end for adequate clearance. Pay close attention to the brake line and ABS wiring and reroute these if needed to ensure adequate clearance. This step is *very* important to minimize the chance of rubbing through essential brake lines and ABS wiring. At full droop, cycle the steering from lock to lock while observing the reaction of these components. Reposition them if needed. Use Zip ties to secure these components.

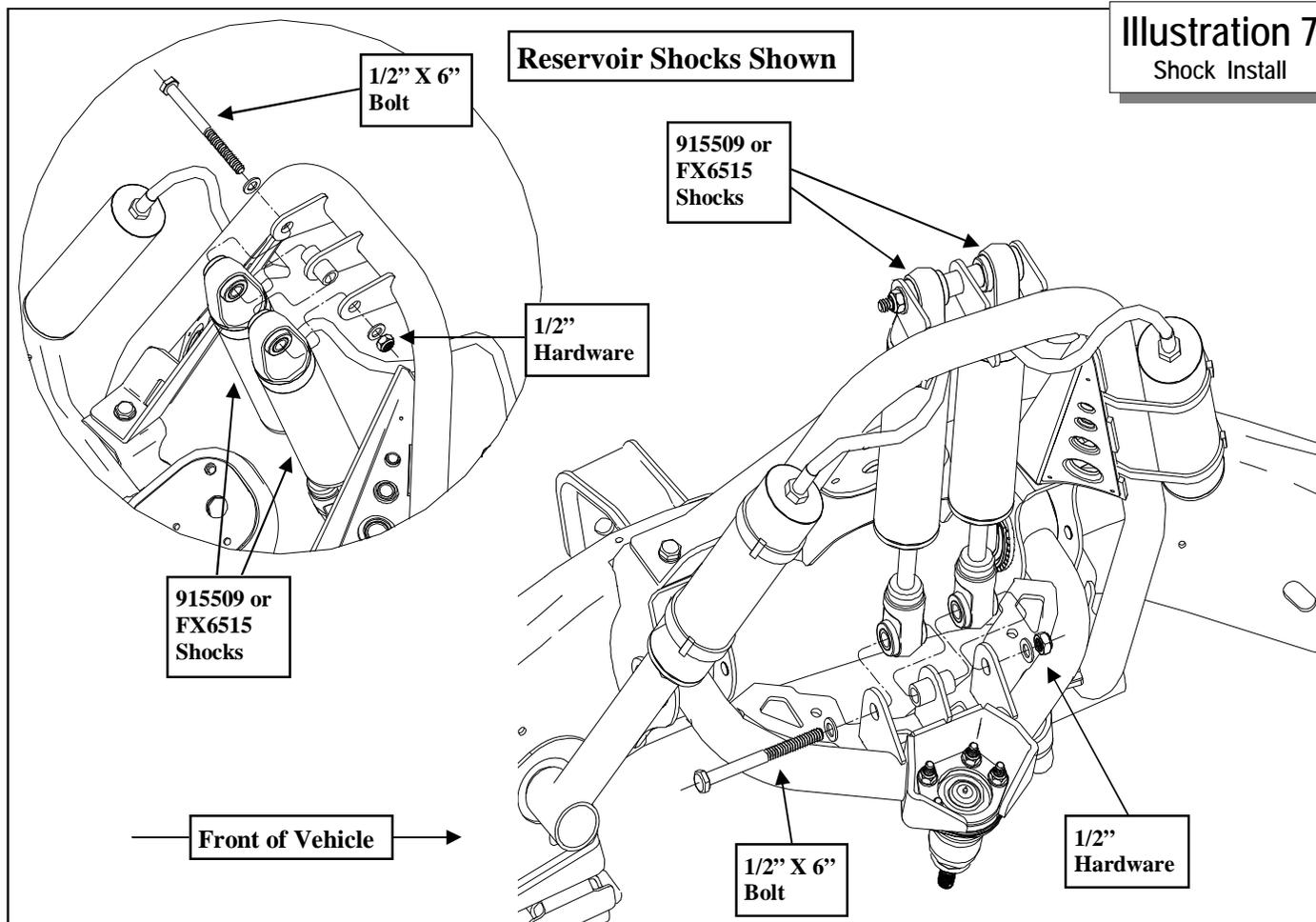
43. Recheck all hardware for proper installation and torque at this time.

IMPORTANT! BE SURE TO BRING THE VEHICLE IMMEDIATELY TO A REPUTABLE ALIGNMENT SHOP TO BE ALIGNED!

NOTES:

- ⇒ **After 100 miles recheck for proper torque on all newly installed hardware.**
- ⇒ **Recheck all hardware for tightness after off road use.**

Illustration 7
Shock 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	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	

1/2-13x1.75 HHCS 	Grade 5 Grade 8 (No. of Marks + 2)
<p>G = Grade (Bolt Strength) D = Nominal Diameter (Inches) T = Thread Count (Threads per Inch) L = Length (Inches) X = Description (Hex Head Cap Screw)</p>	
M12-1.25x50 HHCS 	P
<p>P = Property Class (Bolt Strength) D = Nominal Diameter (Millimeters) T = Thread Pitch (Thread Width, mm) L = Length (Millimeters) 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
Website: www.explorerprocomp.com
Fax: (619) 216-1474
Ph: (619) 216-1444

PLACE WARRANTY REGISTRATION NUMBER HERE: _____
