



off-road driven!™

PRO COMP SUSPENSION

NOTE: All part images may vary from catalog and instructions.

**66150K
2007-2013
JEEP JK
2 Door/4 Door
3" Front 2" Rear
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.

Parts List

Part #	Description	Qty.
94-8095	FRONT COIL SPACER	2
20-65227	HARDWARE PACK: Cam Bolt	1
73-01410940	14mm-1.5 FLAT WASHER	1
72-1415008812	14mm-1.5 NYLOC NUT	1
90-3245	NOTCHED CAM	1
90-3881	CAM BOLT	1
94-5977	FRONT SHOCK EXTENSION BRACKET	2
90-4314	FRONT BUMP STOP EXTENSION	2
90-6754	HARDWARE PACK: Front	1
71-120351751000	12mm-1.75 X 35mm HEX BOLT 10.9	2
	12mm-1.75 NYLOCK NUT	2
71-120751751000	12mm-1.75 X 75mm HEX BOLT 10.9	2
73-01200030	12mm-1.75 FLAT WASHER	4
72-12175816	12mm-1.75 NYLOC NUT	2
71-080201251000	8mm-1.25 X 20mm HEX BOLT 10.9	2
73-00800030	8mm FLAT WASHER	4
72-08125816	8mm-1.25 NYLOC NUT	2
70-0372001520	3/8" X 2" SELF TAPPING HEX BOLT	4
94-8098	REAR COIL SPACER	2
94-5983	REAR COIL SPACER MOUNTING NUT	2
94-5984	REAR TRACK BAR DROP BRACKET	1
90-8101	REAR TRACK BAR CRUSH SLEEVE: 1" OD- 5/8" ID	1
94-8102	REAR UPPER SHOCK EXTENSION	2
94-5986	REAR BUMP STOP EXTENSION	2
94-5987	EMERGENCY BRAKE LINE DROP BRACKET: Rear	1
90-6755	HARDWARE PACK: Rear	1
	12mm-1.75 X 75mm HEX BOLT 10.9: Fully threaded	2
73-01200036	12mm LOCK WASHER	2
71-140751751000	14mm-2.0 X 75mm HEX BOLT 10.9	1
73-01400030	14mm FLAT WASHER	2
72-14200816	14mm-2.0 NYLOC NUT	1
71-120301751000	12mm-1.75 X 30mm HEX BOLT 10.9	1
73-01200030	12mm FLAT WASHER	2
72-12175816	12mm-1.75 NYLOC NUT	1
71-100801501000	10mm-1.5 X 80mm HEX BOLT 10.9	4
73-01000030	10mm FLAT WASHER	4
71-060201001000	6mm-1.0 X 20mm HEX BOLT 10.9	2
73-00600030	6mm FLAT WASHER	4
72-06100816	6mm-1.0 NYLOC NUT	2
71-080201251000	8mm-1.25 X 20mm HEX BOLT 10.9	4
73-00800030	8mm FLAT WASHER	4
	8mm NYLOCK NUT	4

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.**

<u>RECOMMENDED PRO COMP SHOCKS</u>		
JEEP JK		
	<u>Front</u>	<u>Rear</u>
<u>ES9000</u>	924510	924507
<u>MX-6</u>	MX6024	MX6155

Optional Equipment Available from your Pro Comp Distributor!

55707 2007-2013 JEEP (JK) STAGE 1 SUSPENSION 4" LIFT KIT
55717 2007-2013 JEEP (JK) STAGE 1 SUSPENSION 4" LIFT KIT
55727 2007-2013 JEEP (JK) STAGE 2 SUSPENSION 4" LIFT KIT
55728 2007-2013 JEEP (JK) STAGE 2 SUSPENSION 2 1/2" LIFT KIT
55747 2007-2011 JEEP (JK) STAGE 3 SUSPENSION 6" LONG ARM LIFT KIT
FRONT 2"- 6" TRACK BAR: JTB 402
JK LIGHT BAR: 23700
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!

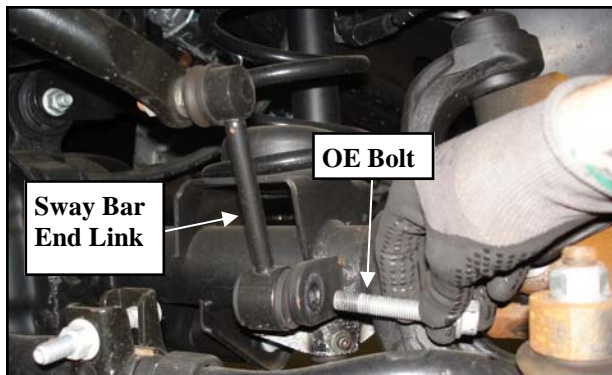
FRONT INSTALLATION:

1. Measure the vehicle from the center of the hub to the fender lip and record this measurement below.

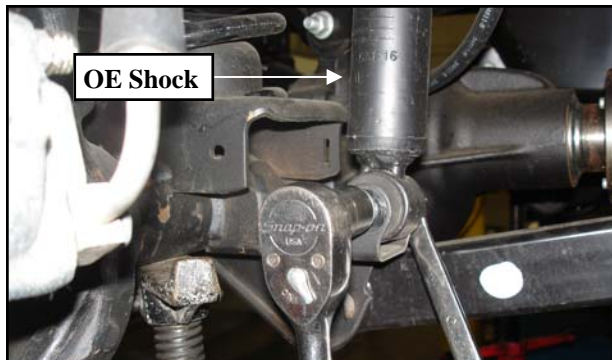
LF: _____ RF: _____

LR: _____ RR: _____

2. Jack the rear of the vehicle with the floor jack under the differential and place jack stands under the frame just behind the lower control arm frame mounts. Leave the jack stands high enough to let the floor jack down and still have the front tires suspended in the air. Keep the floor jack under the differential with slight pressure for support.
3. Disconnect the track bar from the axle and save the hardware for reuse.
4. Unbolt the front brake line brackets from the frame. Save the hardware for reuse.
5. Unbolt the front sway bar end links from the axle. Save the hardware for reuse.



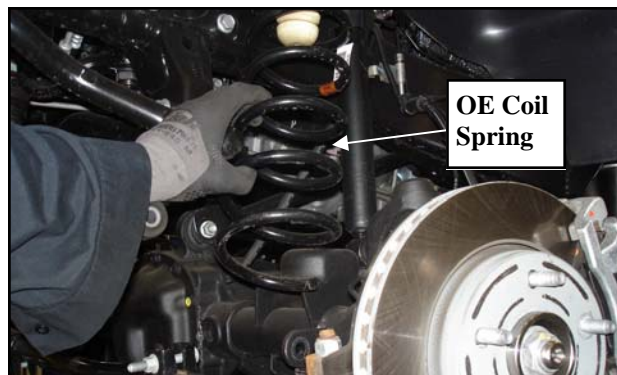
6. Disconnect the lower shock mounts. Save the hardware for reuse.



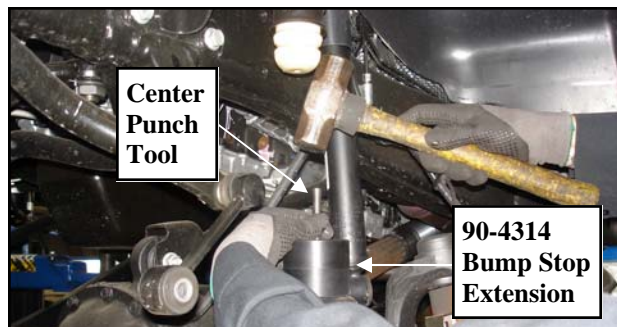
7. Unbolt the (1) driver side skid plate bolt and loosen the (2) passenger side skid plate bolts.



8. Lower the jack carefully, remove the OE coil springs and the OE isolators. Label the springs as to which side they were removed, Left and Right so that they are reinstalled in the side in which they were removed.

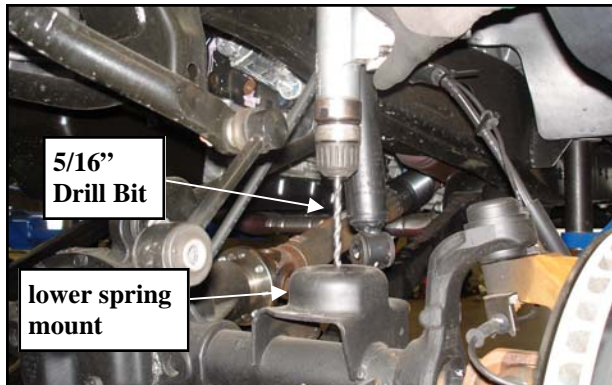


9. Place the front bump stop extension (90-4314) on the lower spring mount. Center the extension and mark with a center punch.



10. Use the previously applied mark to drill a hole in the lower spring mount using a

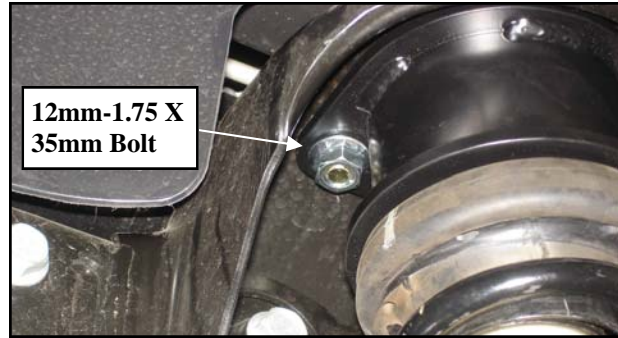
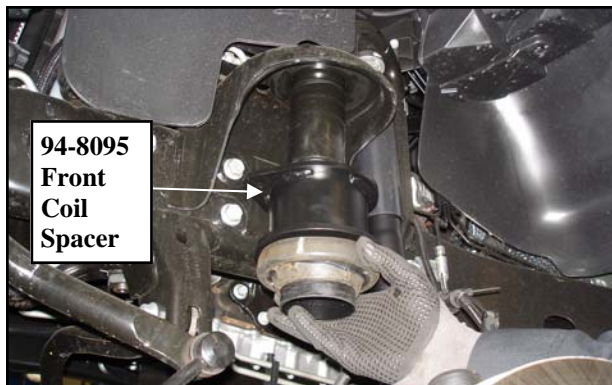
5/16" drill bit. Pre tap the hole using the supplied 3/8" X 2" self tapping screw.



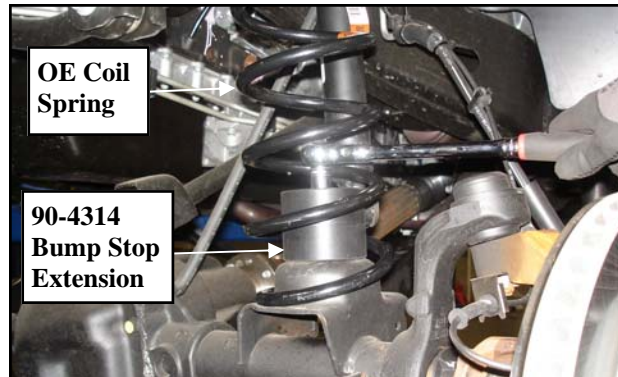
11. With the front axle supported, unbolt the lower front control arm from the front axle mounts.
12. Using a chisel, remove the alignment plates from the factory mounts.



13. Reinstall the front lower control arms to the axle mounts using the supplied alignment cams. Rotate the cams so that the large lobe is facing toward the front of the vehicle. Torque to 95 ft./lbs.
14. Install the front coil spacer (94-8095) using the supplied 12mm-1.75 X 35mm bolt and hardware. Torque to 87 ft./lbs.



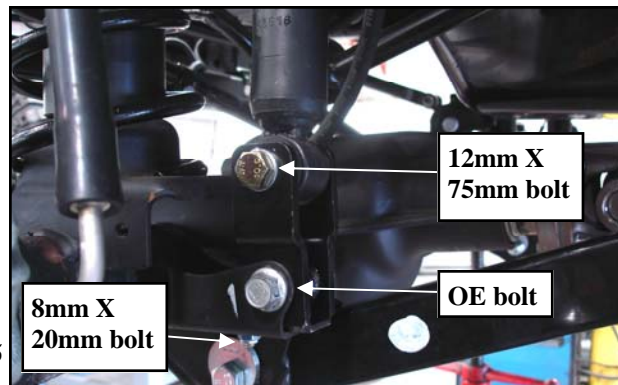
15. Reinstall the factory isolator onto the OE coil springs. Reinstall the coil spring and bump stop spacer at the same time. Secure the bump stop extension using the 3/8" self tapping bolt. **DO NOT** over tighten.



16. Now would be a good time to inspect the front shocks for damage or fluid leakage. Replace if necessary.

NOTE: For improved performance Pro Comp shocks are recommended see page 3.

17. Install the front shock extension bracket (94-5977) using the previously removed OE bolt and hardware and the 8mm X 20mm bolt and hardware.



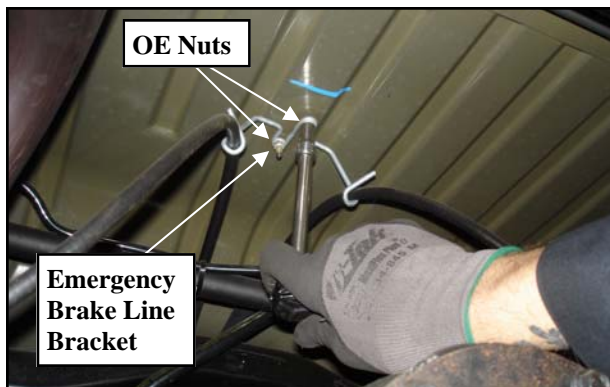
18. Carefully raise the front axle and install the lower shock mount to the shock extension bracket (**94-5977**) using the **12mm X 75mm** bolt and hardware.
19. Torque the **12mm** and **OE** shock hardware to **87** ft./lbs. Torque the **8mm** hardware to **17** ft./lbs.
20. Reinstall the **OE** front sway bar end link into original mounting bracket on the axle using the previously removed **OE** hardware. Torque to manufacturers specifications.
21. Reconnect the front brake line to the frame using the previously removed **OE** hardware.
22. Reinstall the front track bar to the axle using the previously removed hardware.
23. Reattach the transfer case skid plate using the previously removed hardware. Torque the hardware to **87** ft./lbs.
24. Reinstall the wheels and lower the vehicle to the ground. Torque the lug nuts to factory specifications.
25. Torque all bolts to factory specifications. Re-torque all bolts after 500 miles.

NOTES:

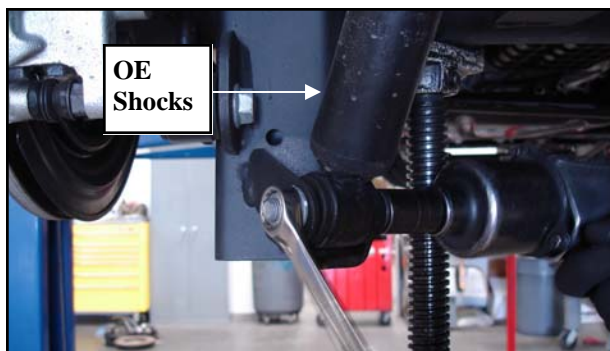
- ⇒ **On completion of the installation, have the suspension and headlights re-aligned.**
- ⇒ **After 100 miles recheck for proper torque on all newly installed hardware.**
- ⇒ **Recheck all hardware for tightness after off road use.**

REAR INSTALLATION:

1. Jack the rear of the vehicle with the floor jack under the differential and place jack stands under the frame just in front of the lower control arm frame mounts. Leave the jack stands high enough to let the floor jack down and still have the rear tires suspended in the air. Keep the floor jack under the differential with slight pressure for support.
2. Remove the rear wheels.
3. Unbolt and remove the rear track bar from the vehicle. Save the hardware for reuse.
4. Disconnect the rear emergency brake line bracket from it's mounting stud. Save the hardware for reuse.



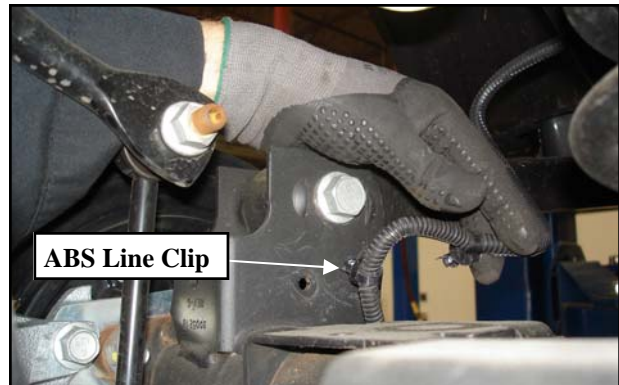
5. Unbolt and remove the rear shocks from the vehicle. Save the hardware for reuse.



6. Unbolt the lower sway bar end links. Save the hardware for reuse.
7. Unbolt the brake line bracket from the frame. Save the hardware for reuse.

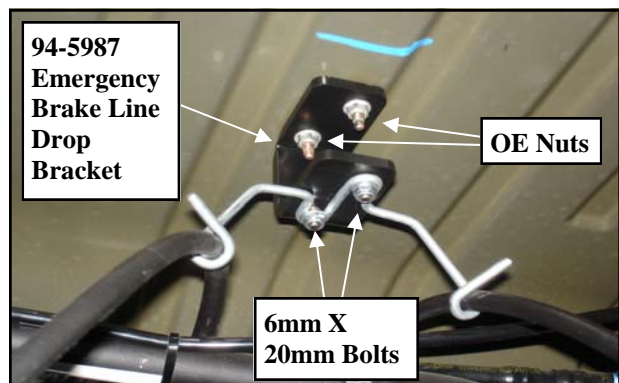


8. Unclip the ABS line from the axle.



9. Lower the rear differential so that the springs come loose. Remove the **OE** coil springs and the **OE** isolators. Label the springs as to which side they were removed, Left and Right so that they are reinstalled in the side in which they were removed.

10. Install the emergency brake line drop bracket (**94-5987**) to the mounting studs using the previously removed nuts.



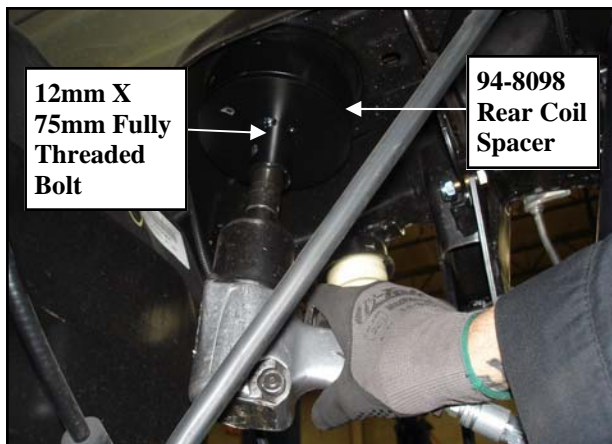
11. Secure the emergency brake line bracket to the drop bracket (**94-5987**) using the

provided **6mm x 20mm** bolts and hardware.

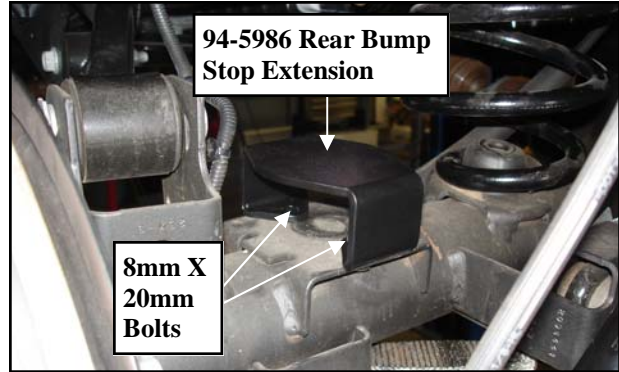
12. Install the passenger side track bar drop bracket (**94-5984**) into the upper track bar mounting position using the previously removed **OE** bolt, hardware and sleeve (**90-8101**).



13. Secure the passenger side track bar drop bracket (**94-5984**) to the frame using the supplied **12mm X 30mm** bolt.
14. Torque the **14mm** track bar drop hardware according to the torque chart on page 9 and the **OE** bolt to **125** ft./lbs.
15. Install the coil spacer mounting nut (**94-5983**) on top of the coil bucket.
16. Install the rear coil spacer (**94-8098**) into the upper coil bucket. Secure the rear coil spacer to the mounting nut using the **12mm X 75mm** fully threaded bolt and hardware.

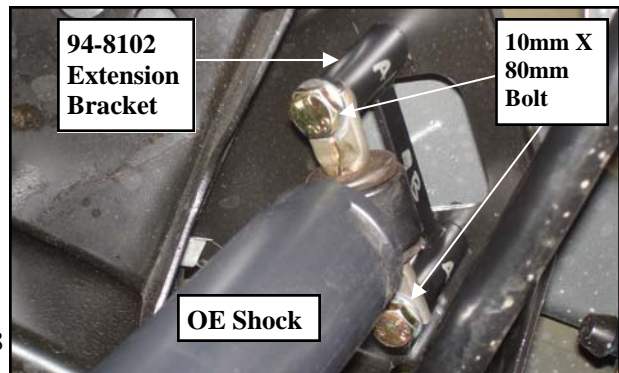


17. Reinstall the coil springs and the previously removed **OE** isolators into their respective upper and lower spring perches.
18. Raise the rear differential and make sure that the coil springs are in their saddles.
19. Install the rear bump stop extensions (**94-5986**) to the rear axle bump stop pad using the supplied **8mm X 20mm** bolts and hardware.



20. Reinstall the rear track bar to the axle mount using the previously removed **OE** hardware.
21. Install the rear track bar to the track bar drop bracket using the supplied **14mm X 75mm** bolt and hardware. Torque to **100** ft./lbs.
22. Reconnect the lower sway bar links to the axle using the previously removed **OE** hardware.
23. Now would be a good time to inspect the rear shocks for damage or fluid leakage. Replace if necessary.

NOTE: For improved performance Pro Comp shocks are recommended see page 3.



24. Install the upper rear shock and extension bracket (**94-8102**) using the supplied **10mm X 80mm** bolts and hardware.
25. Reinstall the lower rear shock mount to the axle mount using the previously removed **OE** hardware. Torque to **85** ft./lbs.
26. Reconnect the rear brake line to the frame using the previously removed **OE** hardware.
27. Reconnect the rear track bar and the rear lower sway bar end links. Torque to factory specifications.

28. Reinstall the rear wheels and lower the vehicle to the ground. Torque the lug nuts to factory specifications.
29. Torque all bolts to factory specifications. Re-torque all bolts after 500 miles.

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.**



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	260	M18	170	240	290

<p>1/2 13x 1.75 HHCS</p> <p> D T I X </p>	<p>Grade 5 Grade 8 (No. of Marks + 2)</p>	<p>M12 1.25x50 HHCS</p> <p> D T I X </p>	<p>P</p>
<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>		<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>	