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Latest Revision:
9.19.2021



PRO COMP SUSPENSION

IMPORTANT: Check knuckle and taper size before installing. Improper taper will lead to failure.

07-14 OE forged steel control arms have smaller ball joint—Use small Taper UCA # 51040B (89-20237 Dvr & 89-20241 Pas)

16-18 OE Stamped steel control arms and **14-16 Aluminum control arms** have a larger ball joint - Use large Taper UCA # 51041B (89-20246 Dvr & 89-20247 Pas)

IMPORTANT!: Due to the design of the OE coilover, any suspension upgrade including a level lift or coilover replacement needs to be done separately from the upper control arm installation. The factory lower control arm does not cycle low enough to remove the OE coilover without removing the inner lower control arm pivot bolts. Not completing each installation separately has a high risk of the CV joint coming out of the inner cup and risks potential to damage the CV axle. Complete any suspension upgrade following the instructions provided in the kit.

**51040B/
K1111B/ MU
K1112B/ MU
2007-16 GM 1500 BJ Upper Control Arm Kit, Small Taper**

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.
<u>51040B</u>	<u>2007-16 GM 1500 Upper Control Arm Kit</u>	<u>1</u>
90-60792	HARDWARE PACK: .5" BUSHING HARDWARE	1
15-11072	SUPPORT RING	8
15-11073	BUSHING	4
90-60793	HARDWARE PACK: SLEEVE 1.00 X 14MM X 1.89"	1
35-20245	SLEEVE: 1.00 X .563" X 2.390"	4
35-12218	WASHER: 2.25" X .825" X .125"	8
89-20237	TUBULAR UPPER CONTROL ARM: Dvr	1
89-20241	TUBULAR UPPER CONTROL ARM: Pas	1
90-4433	GREASE PACK	8
90-6823	Hardware Pack	1
<div>Box PR2001 (K111MU/ K112MU)</div>		
PR2001	REAR SHOCK	2
<div>Box PR2108 (K111MU)</div>		
PR2108	FRONT SHOCK	2
<div>Box PR2002 (K1112MU)</div>		
PR2002	FRONT MONOTUBE SHOCK	2

**MAXIMUM WHEEL AND TIRE SIZE CHART w/ 51040B/51041B
INSTALLED**

62181 Kit: OE Wheel and Tire

52230BX-1 Kit: 17" X 8.5" 285/70/R17 w/35mm offset

Optional Upper Control arm Rebuild Equipment. Available from your Pro Comp Distributor!

Bushings: 90-60792 (Complete Bushing Set)
Ball Joint: 90-44135 (1 Ball Joint Kit)
Boot Kit: 90-60786 (2 Boots)
Flush Grease Tip Tool: 90-44137

Also, check out our understanding 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.**

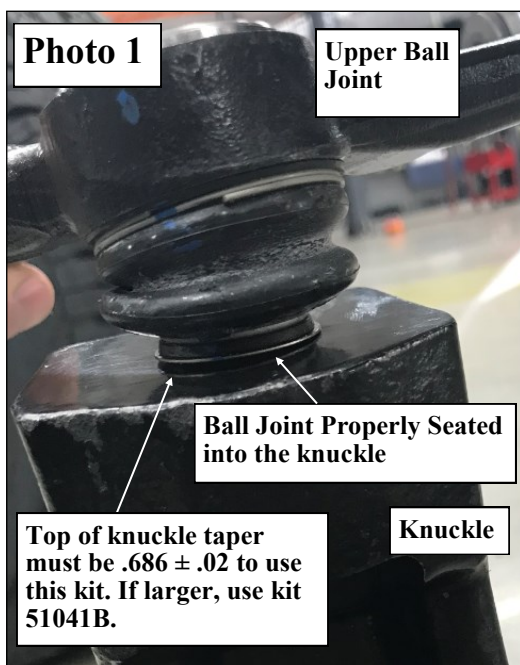
FRONT INSTALLATION:

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

LF: _____ RF: _____

LR: _____ RR: _____

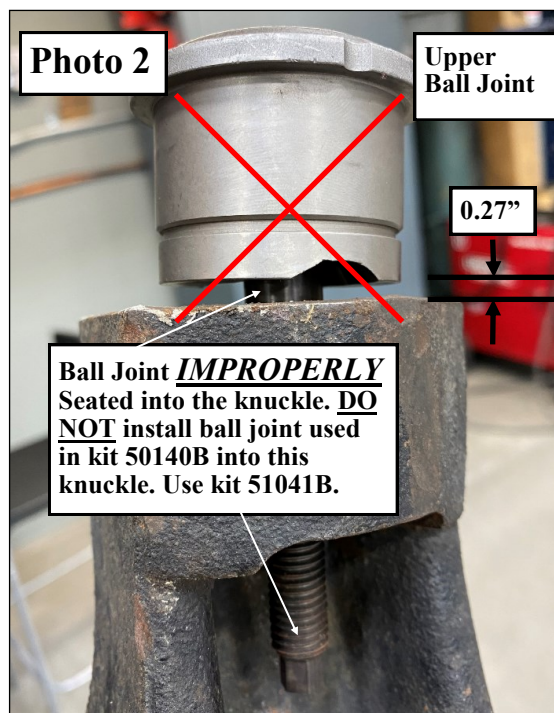
2. Be sure you are working on a level surface. Block the rear tires and raise the front of the vehicle. Support the frame with jack stands.
3. Remove the front wheels.
4. Remove the **OE** plastic retainers, in front of the brake line.
5. Notice the fitment of the taper in the knuckle. The taper of the ball joint on the upper control arm **MUST** seat properly after installation. Loosen, but do not remove the upper ball joint nut. Separate the knuckle from the ball joint taper using the appropriate tool. See Photo 1.



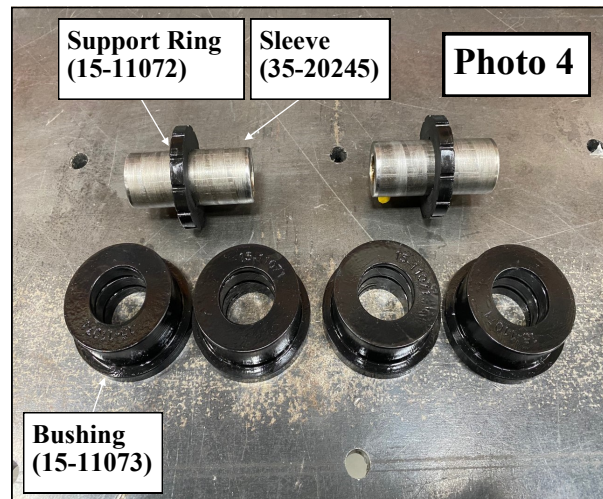
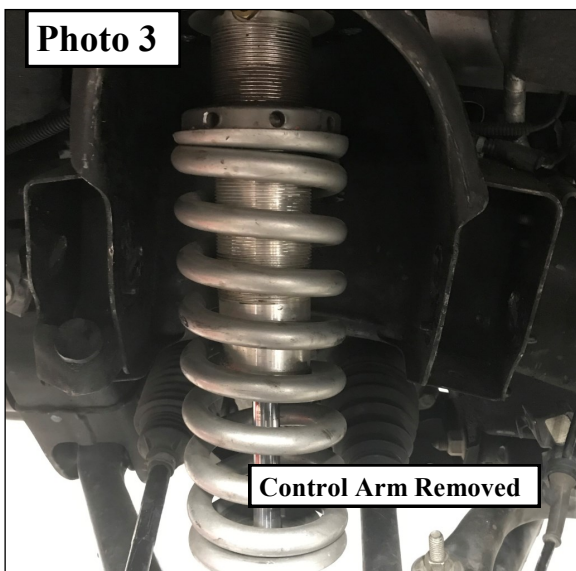
IMPORTANT!: The inner CV axle race can easily come out of the CV cup if the knuckle is pulled away from the vehicle. The knuckle should **ALWAYS** be kept vertical or pushed towards the center of the vehicle during the removal or installation of the upper control arm

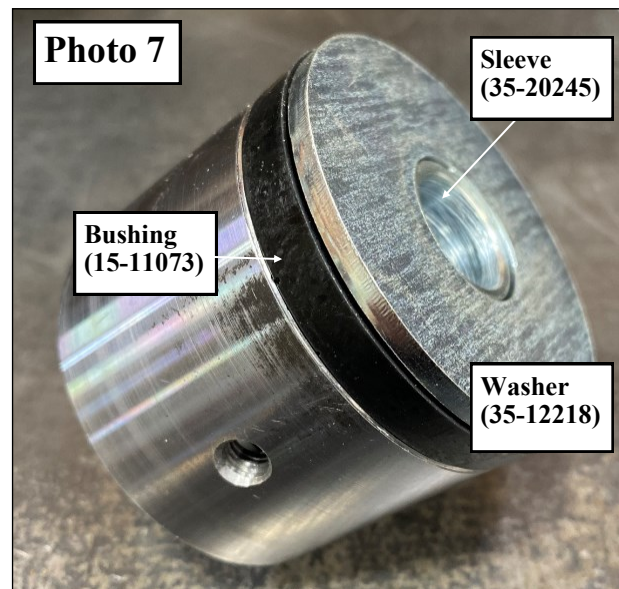
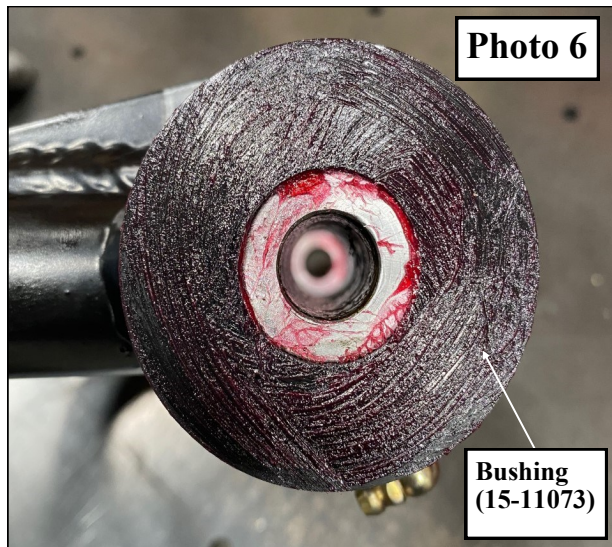
6. If you have bought the wrong UCA kit, the stud will not seat properly in the knuckle and will extend out the top, or fall through. Which will limit the threads on the under side or cause the ball joint to crash. See Photo 2 for **IMPROPER** fitment.
7. Remove the nuts on the **OE** upper control arm pivot bolts.

NOTE: Take note of the alignment cam orientation.



8. Before removing the ball joint nut secure the knuckle to prevent it from tilting away from the center of the vehicle. Remove the ball joint nut and lift the control arm out of the way. Support the knuckle if it has not already been done.
9. Remove the upper control arm from the vehicle. Save the **OE** hardware for reinstallation. See Photo 3. You may need to remove the strut from the car to remove upper arm bolts.
10. Install the (4) support ring (15-11072) onto the (4) sleeves (35-20245). See Photo 4.
11. Apply grease from (90-4433) to the inner and outer diameter of the (8) bushings (15-11073) and install the bushings onto the sleeve assemblies. See Photo 5.
12. Install the (2 **per arm**) bushings, support ring, and sleeve assemblies into the Pro Comp upper Control arm (89-20237 Dvr and 89-20241 Pas). See Photo 5.



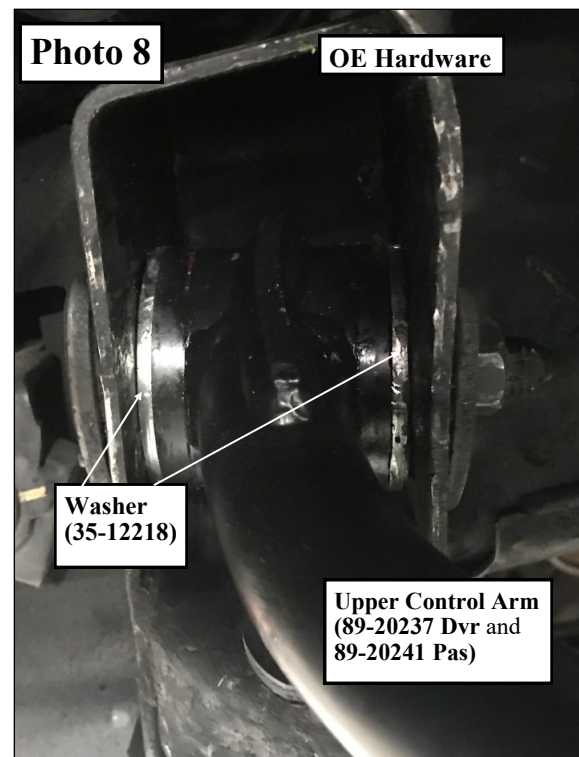


13. Apply grease to the mounting faces of the bushings (15-11073). See Photo 6.
14. Place washers (35-12218) onto the exposed shoulder of the sleeve (35-20245) and onto the greased bushing face. See Photo 7.
15. Install the Pro Comp upper Control arm (89-20237 Dvr and 89-20241 Pas) into the original mounting location using OE pivot bolt and hardware. Torque according to the chart on page 8. See Photo 8.

NOTE: Washers are installed to fill the gap between the bushing face and the coil bucket.

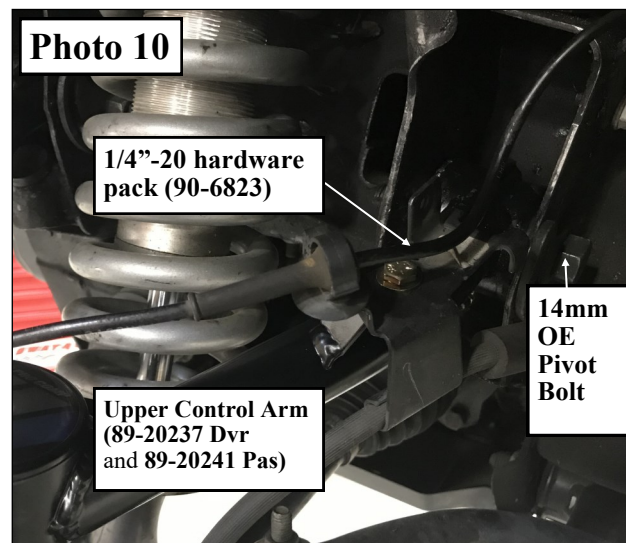
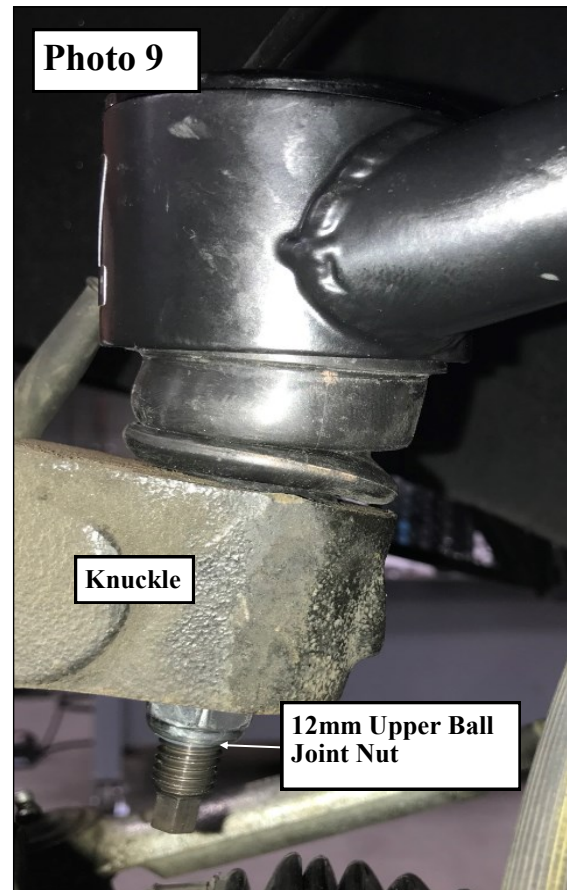
16. Secure the upper ball joint mount to the knuckle using the supplied 12mm X 1.75 nut and hardware. Torque the 12mm hardware according to chart on page 8. See Photo 9.

IMPORTANT!: Check to make sure the taper is properly seated. If the stud does not seat into knuckle and DOES NOT look like Photo 1 you have installed the wrong arm.



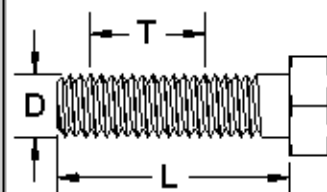
17. Secure the ABS line to the upper Control arm using supplied 1/4"-20 (90-6823) mounting hardware. See Photo 10.
18. Torque the **14mm OE pivot bolt** hardware according to chart on page 8. See Photo 10.
19. Grease the Zerk fittings for proper bushing function.
20. Repeat steps 4 through 19 on the remaining side of the vehicle.
21. Install the front tires/wheels and lower the vehicle onto the ground.
22. Torque all bolts to factory specifications. Re-torque all bolts and grease the Zerk fittings after 500 miles or after any off-road use.

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



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

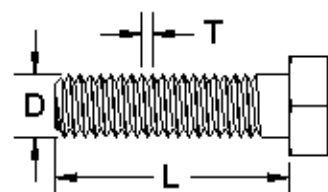


1/2-13x1.75 HHCS

D T L X

Grade 5 Grade 8

(No. of Marks + 2)



M12-1.25x50 HHCS

D T L X

10.9

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 = Property Class (Bolt Strength)

D = Nominal Diameter (Millimeters)

T = Thread Pitch (Thread Width, mm)

L = Length (Millimeters)

X = Description (Hex Head Cap Screw)

Revision Page:

9.17.21 Added MU instance with updated parts list. Created revision page.



The PRO COMP PROMISE WARRANTY

At Pro Comp, we know you have many choices when selecting products to personalize your vehicle. You should demand nothing but the highest quality available and have total confidence that the products you selected are the best in the industry. It is for these reasons that Pro Comp Suspension products are backed by the best warranty in the industry...the Pro Comp Promise!

Pro Comp promises that its products will last a lifetime or we will replace it free of charge. It's that simple! Because of our commitment to quality and manufacturing excellence, we are able to stand behind our products. FOREVER.

It is Pro Comp's Promise that if one of our suspension products breaks not due to misuse, neglect or vandalism, we will replace it. Whether you are the original purchaser or not, you can be assured that we will make it right. The Pro Comp Promise covers all suspension products including shocks and steering stabilizers. Buy Pro Comp Suspension today and enjoy it for the rest of your life!

That's our Pro Comp Promise!

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 that the Dealer / Installer explains and delivers all warning notices, warranty forms and instruction sheets included with Pro Comp product.

Warranty and Return Policy:

Pro Comp warrants its full line of products to be free from defects in workmanship and materials for the life of the product. 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.

* Finish after 90 days.

* Damage caused as a result of not following recommendations or requirements called out in the installation manuals.

Pro Comp MX Series 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: info@procompusa.com
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PLACE
WARRANTY REGISTRATION
NUMBER
HERE: _____