2360 Boswell Road
Chula Vista, CA 91914
Phone 619.216.1444
Fax 619.216.1474
E-Mail tech@explorerprocomp.com

PRO COMP SUSPENSION

Suspension Systems that Work!

It has come to the attention of Pro Comp that the front driveshaft in the '02-'04 Dodge 1500 4x4 trucks has the potential to fail when used in wet or muddy driving conditions.

As with any lift installation the angles on both front and rear drive shafts are increased and for most full size truck applications driveline issues are minimal.
However the front driveshaft in the new Dodge 1500 trucks is an uncommon type that uses a housing and rubber boot to protect a light duty CV joint. In a lifted full size truck this type of CV joint may not be well suited for extreme off road use. Abrasive road grime and/or mud can accumulate in the housing and cause the rubber boot to split. As a result the grease that lubricates the joint is spit out and will eventually fail. Failure of this joint can create noise and vibration when used in four-wheel drive and potentially lead to transfer case failure.

This kit should not be installed on trucks with the AWD 244D transfer case. Make sure you are aware of any and all driveline modifications before you install this kit. For any additional information in regards to this bulletin, please contact Pro Comp Suspension at 800-776-0767.

Part # 56702MX
2002-2004 Chrysler IFS, 1/2 Ton, 4 X 4
5 Inch Lift Kit

DO NOT INSTALL ON VEHICLES EQUIPPED WITH AUTO TRAC 244D TRANSFER CASE.

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.

Box 1 of 6 **PN 56702MX-1**

PART #	DESCRIPTION	QTY.	ILLUS.	PAGE
90-1104	**COMPRESSION STRUT MOUNT**	**2**	**19**	**13**
90-1696	**FRONT CROSS MEMBER**	**1**	**14**	**10**
90-1764	**REAR CROSS MEMBER**	**1**	**15**	**11**
90-2319	**COMPRESSION STRUT**	**2**	**18**	**12**
90-6234	**HARDWARE PACK, COMPRESSION STRUT**	**1**		
70-0501251800	1/2" X 1" 1/4" GR 8 HEX BOLT	2		
70-0504001800	1/2" X 4" GR 8 HEX BOLT	4	15, 18	11, 12
72-050100816	1/2" USS GR 8 STOVER NUT	4	18	12
73-05000034	1/2" SAE GR 8 FLAT WASHER	10	18	12
90-6255	**HARDWARE PACK, CROSS MEMBER**	**1**		
70-0625501800	5/8" X 5 1/2" GR 8 HEX BOLT	2	17	12
72-062100816	5/8" USS GR 8 STOVER NUT	4	17	12
73-06200034	5/8" SAE GR 8 FLAT WASHER	8	17	12
90-6256	**HARDWARE PACK, REAR CROSS MEMBER**	**1**		
70-0504001800	1/2" X 4" GR 8 HEX BOLT	4	15	11
72-050100816	1/2" USS GR 8 STOVER NUT	4	15	11
73-05000034	1/2" SAE GR 8 FLAT WASHER	8	15	11
70-0433751800	7/16" X 3 3/4" GR 8 HEX BOLT	2		
70-0431251800	7/16" X 1 1/4" GR 8 HEX BOLT	14	16	11
72-043100816	7/16" USS GR 8 STOVER NUT	16	16	11
73-04300034	7/16" SAE GR 8 FLAT WASHER	32	16	11
90-6259	**HARDWARE PACK, DIFFERENTIAL/TORSION**	**1**		
70-0503501800	1/2" X 3 1/2" GR 8 HEX BOLT	4	2, 12	5, 9
70-0502751800	1/2" X 2 3/4" GR 8 HEX BOLT	7	11, 13	9, 10
70-0503501800	1/2" X 2" GR 8 HEX BOLT	2	12	9
72-050100816	1/2" USS GR 8 STOVER NUT	13	2, 11, 12	5, 9, 10
73-05000034	1/2" SAE GR 8 FLAT WASHER	26	2, 11, 12, 13	5, 9, 10
90-6263	**HARDWARE PACK, COMPRESSION STRUT**	**1**		
15-11148	BUSHING, URETHANE	8	18	12
90-2109	SLEEVE, COMPRESSION STRUT	4	18	12

Box 2 of 6 **PN 56702MX-2**

90-4062	**STEERING KNUCKLE, DRIVER**	**1**		**14**

Box 3 of 6 **PN 56702MX-3**

90-4063	**STEERING KNUCKLE, PASSENGER**	**1**		**14**

Box 4 of 6 **PN 56702MX-4**

13-90191	**5/8"-18 X 10.00" U-BOLT**	**4**	**A**	**16**
20-65471	**HARDWARE PACK, U-BOLT**	**1**		
13-10488	5/8"-18 HIGH NUT	8	**A**	**16**
13-30369	5/8" HARDENED FLT WASHER	8	**A**	**16**
90-1713	**TORSION DROP BRACKET**	**2**	**2**	**5**
90-1714	**DIFFERENTIAL DROP, DRIVER**	**1**	**11**	**9**
90-1718	**DIFFERENTIAL DROP, PASSENGER**	**1**	**11**	**9**
90-1724	**REAR CROSS MEMBER DROP, DRIVER**	**1**	**15**	**11**
90-1730	**REAR CROSS MEMBER DROP, PASSENGER**	**1**		**11**
90-2330	**EXHAUST EXTENSION TUBE**	**1**	**23**	**15**
90-6181	**HARDWARE PACK, SHOCK ADAPTER**	**1**		
90-1079	SHOCK ADAPTER	2		
70-0502751500	1/2" X 2 3/4 USS GR 5 HEX BOLT	2		
72-05000100512	1/2" USS GR 5 NYLOCK NUT	2		
72-06200100512	5/8" USS GR 5 NYLOCK NUT	2		
73-06200032	5/8" USS GR 5 FLAT WASHER	2		

PART #	DESCRIPTION	QTY.	ILLUS.	PAGE
54314	SLEEVE	2		
90-6257	**HARDWARE PACK, BRAKELINE EXTENSION**	**1**		
90-1215	LOAD WASHER	1	19	13
90-1539	BRAKE LINE EXTENSION BRACKET	2	21, 22	14
90-2031	REAR A-ARM SPACER	4	15	11
70-0310751800	5/16" X 3/4" GR 8 HEX BOLT	2		
72-03100100512	5/16" USS GR 5 NY-LOCK NUT	2		
90-6258	**HARDWARE PACK, DIFFERENTIAL DROP**	**1**	**13**	**10**
90-1710	SIDEPLATE, DIFFERENTIAL DROP, OUTER	1	13	10
90-1711	SPACER PLATE, DIFFERENTIAL DROP	1	13	10
90-1712	SIDEPLATE, DIFFERENTIAL DROP, INNER	1	13	10
90-2009	**SWAY BAR END LINK**	**2**		
90-6260	**HARDWARE PACK, SWAY BAR LINK**	**1**		
90-6024	HARDWARE PACK, NUTS & BOLTS	2	20	13
45359	5/8" "HOURGLASS" BUSHING, RUBBER	4	20	13
61150	SHOCK SLEEVE, 5/8" X 10MM X 1.480"	4	20	13
90-1010	FRONT SWAY BAR MOUNT	4	20	13
90-6264	**HARDWARE PACK, BUMPSTOP**	**1**		
15-11018	BUMPSTOP, LOW PROFILE	2		11
72-037100512	3/8" USS GR 5 NYLOCK	2		11
73-03700032	3/8" USS GR 5 FLAT WASHER	2		11
95-150	**1 1/2" SPACER BLOCK**	**2**	**24**	**16**
	Box 5 of 6 **PN 56702MX-5**			
MX6100	**MX6 SHOCK ABSORBER, REAR**	**2**		**16**
MX6099	**MX6 SHOCK ABSORBER, FRONT**	**2**		**15**
	Box 6 of 6 **PN 56702MX-6**			
90-2331	**STEERING DAMPER ASSEMBLY**	**1**	**5**	**8**
90-6261	**HARDWARE PACK, STEERING DAMPER**	**1**		**9**
90-4073	ADJUSTER, LOCKNUT	2	9, 10	9
90-4074	STUD, 5/8"-18 X 4 1/2"	1	9	9
70-0623501823	5/8"-18 X 3 1/2", 12 PT. BOLT	1	10	9
72-062200849	5/8"-18 12 PT. FLANGE NUT	1	9	9
73-06200838	5/8" AN GR 8 FLAT WASHER	2	9, 10	9
90-2326	SPACER	2	5	8
M0-0242-BK	**URETHANE BOOT**	**2**	**10**	**9**

Special Equipment

1. A special removal tool is required for safe removal and installation of the torsion adjuster arms. This special puller can be purchased from your local GM dealer (Tool #J36202) or from the Kent Moore Tool Group in Roseville, MI. (800) 345-2233 or (313) 774-9500 (Part #J22517-C). You may be able to rent one of these at your local parts store. Please refer to your service manual for more information.

2. A welding machine and someone with welding experience is required when modifying the exhaust for this installation. A qualified exhaust shop will be able to handle the modifications.

3. A special removal tool is required for safe removal of the tie rods.

Warning!

Be extremely careful when unloading or loading the torsion bars on your vehicle. There is a tremendous amount of stored energy! Keep your hands and body clear of the adjuster arm assembly and puller tool in case anything slips or breaks!

Introduction:

- This installation requires a professional mechanic!
- We recommend that you have access to a Chrysler 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 and wheel bearing preload. 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 locking 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 end and head light realignment is necessary!

⇒ Slight modification of the exhaust is required.

⇒ Speedometer and ABS recalibration will be necessary if larger tires (10% more than stock diameter) are installed.

⇒ 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 wheel not to exceed 8" in width with a minimum backspacing of 4"to a maximum of 4.5" must be used, additionally, a 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.

⇒ **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!**

Optional Equipment Available from your Pro Comp Distributor!

Skid Plate	**PN 56102**
Hoop Style Light Bar	**PN 26100 (Black), 26100G (Grey)**

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

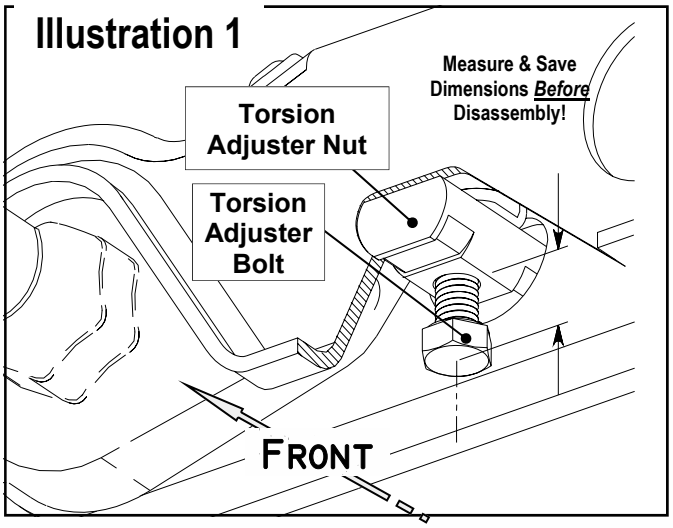
Front Installation:

1. Prior to installing this kit, with the vehicle on the ground. Measure the height of your vehicle . This measurement can be recorded from the center of the wheel, straight up to the top of the inner fender lip. Record the measurements below.

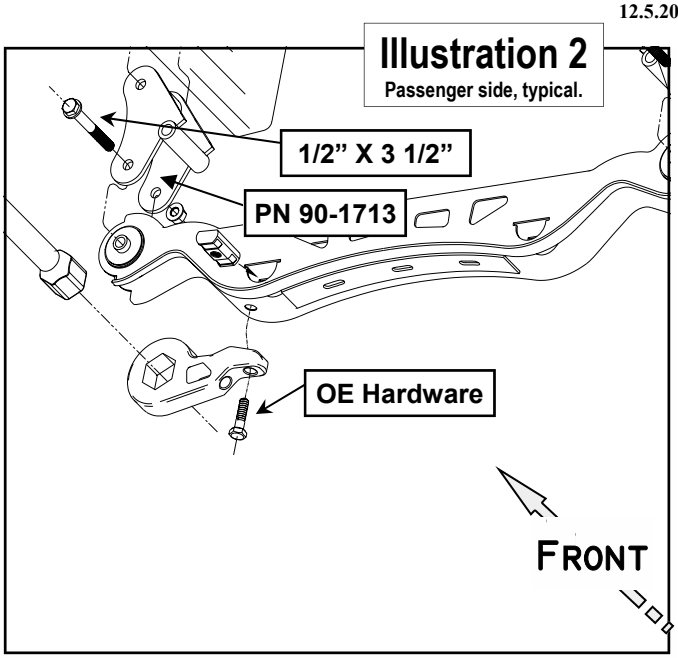
LF:_____ **RF**:_____

LR:_____ **RR**:_____

2. 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 vehicle. Place jack stands under the frame rails behind the front wheel wells 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 of and behind the rear wheels. Remove the wheels.
3. Remove any skid plates or debris shields from the bottom of the vehicle.
4. Measure and record the installed height of the torsion bar adjuster bolts. See **Illustration 1**.
5. Mark the torsion bars (i.e., right side, front and left side, front).



LEFT:_____ **RIGHT**:_____



NOTE: *You must replace the torsion bars in their original location and orientation!*

6. Using an appropriate removal tool (See the special equipment section on page 3), unload one of the torsion bars, remove the adjuster bolt, and remove the adjuster nut from the torsion cross member.
7. Carefully release the compression tool and remove the torsion bar from the vehicle.
8. Repeat this procedure on the remaining torsion bar.
9. Loosen the torsion cross member mount bolt from one side of the cross member and remove the bolt on the opposite side. Locate one of the torsion drops **(PN 90-1713)** and install it as shown in **Illustration 2** using one of the **1/2" x 3 1/2"** hex bolts, two **1/2" washers** and one **1/2" Stover** nut provided in parts pack **90-6259** at the top and the OE bolt and nut at the bottom. Do not tighten these fasteners at this time.
10. Remove the OE bolt from the remaining side and install the other torsion drop in the same manner. Torque these fasteners to spec.✪
11. If your vehicle is equipped with ABS brakes, disconnect the wiring and secure it clear of the work area where it will not get damaged.

12. Remove the disc brake calipers and secure them clear of the work area.

    NOTE: *Be careful that you do not hang the caliper from the brake lines, it will cause damage to the brake lines!*

13. Remove the disc brake rotors.✪

14. Remove the nuts from the tie rod ends. Using the tie rod end puller, remove the tie rods from the OE spindle. Be very careful that you do not damage the dust guard or the tie rod ends. Save the nuts for reuse.

15. Remove the sway bar end links and their hardware.

16. Remove the OE shock absorbers and discard them. Keep the lower mount hardware for reuse.

17. Remove the CV axle nut from the front bearing cartridge. This will require a 1 5/8" socket. Keep these nuts for reuse.

18. Loosen the upper and lower ball joint nuts. Remove the upper A-arm nut. Remove the upper a-arm from the spindle. Save these nuts for reuse.

19. The CV joints are retained on the drive axles by small, round snap rings and sealed with "O" rings. At the inner CV joint, carefully strike the housing with a soft or dead blow hammer at the inner portion, toward the outside of the vehicle to free the joint from its axle.

20. While leaning the OE spindle outward, slide the inner CV joint clear of the axle and very carefully pull the outer CV joint clear of the wheel-bearing cartridge.

    NOTE: *The CV joint is heavy and it may be easier to have someone assist you in its removal. It is <u>extremely</u> important that you do not damage the CV boots!*

21. Remove the lower ball joint nuts from the lower ball joints. Remove the knuckle from the lower ball joint. Save these nuts for reuse. Place knuckle aside.

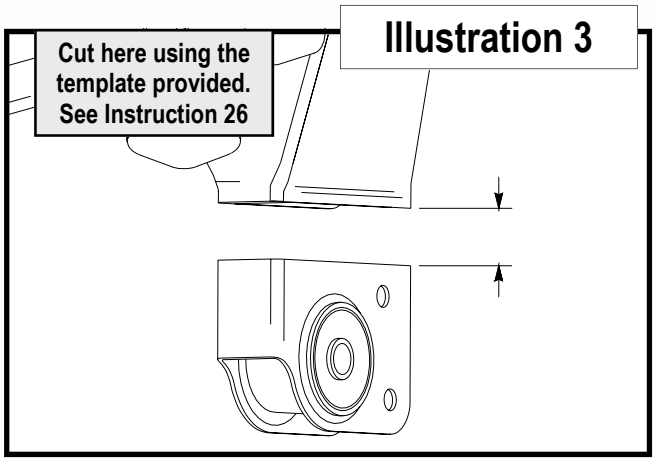
22. Remove the lower A-arm pivot bolts and remove the lower A-arms from the vehicle.

    NOTE: *The rear pivot bolt requires a #60 male TORX driver.*

    As you loosen the A-arm pivots, the A-arm will swing down if not supported. This component is very heavy and could cause injury if you are not careful.✪

23. Remove the front differential vent line and secure it clear of the work area.

Illustration 3



24. Remove the front drive shaft.

    NOTE: Do not let the drive shaft hang down, tie up immediately after unbolting. Failure to do this may cause the boot to pinch and crack.

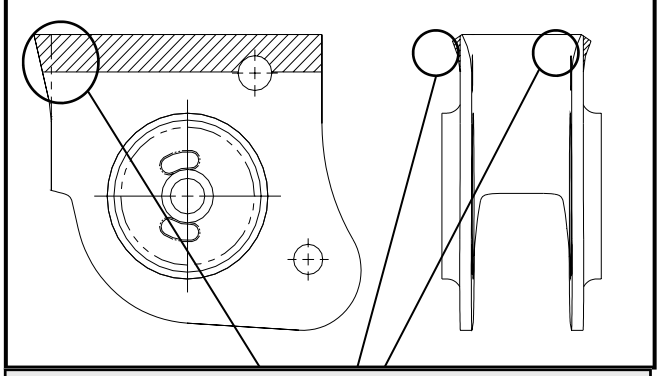
25. Remove rear sub-frame brace under the differential.

26. While supporting the differential, remove the front differential mounting hardware and carefully lower the differential assembly to the floor. Save this hardware for reuse.

27. Using the templates provided, CAREFULLY mark the area at the rear A-arm mount and cut this mount from the vehicle using an abrasive cut-off wheel or reciprocating saw. Deburr and paint all cut edges. Mark the orientation and save the cut-off units, they will be reused.

    CRITICAL NOTE: *It is very important that you follow the templates exactly. If you cut the parts too high or too low, you will not*

Illustration 4



These areas must be ground flat to ensure a proper fit inside the adapter. See Instruction 27.

have sufficient room for the required mounting hardware!

28. The cut portions containing the rear A-arm bushing must be modified slightly at this point. Use a grinder to flatten the areas indicated in **Illustration 4**. Test fit the parts into the rear A-arm drops, **PN 90-1724** Driver, and **PN 90-1730** Passenger. The part must fit snugly and the existing holes must line up.

ATTENTION: The following steps are critical to your lift kit installation. At any time if you can not complete a step, or are unsure if a procedure, call our tech support line immediately.

29. The frame may also need to be ground, just above the cut off area. If so, grind the frame so that the flat.✪

30. Remove the OE tie rods ends, under the boots, from the rack and pinion assembly. This will require a good quality, thin, 1 3/4" open end wrench. Save these tie rods for re-use.

31. At the rack and pinion mounts, loosen the driver side bolt several turns but do not remove it. See **Illustrations 5.**

32. Remove the passenger bolt completely. Remove the two rubber isolators that are installed from the factory. Discard the rubber isolators and retain the "mushroom shaped" OE threaded nut and spacer for re-use.

33. Insert one of the new steel sleeves **(PN 90-2326)** into the rack body in place of the rubber isolators. See **Illustrations 5 & 6**.

IMPORTANT: *If the new sleeve seem slightly difficult to install, DO NOT HAMMER on this part as it will deform and make the rest of the assembly process very difficult if not impossible! Use a piece of all-thread through the front of the vehicle frame with a nut and large flat washer seated against the sleeve and another washer and nut on the outer portion of the frame. Carefully draw the sleeve into the rack body by tightening the outer nut until the sleeve is flush with the rack mount.*

34. On the remaining side remove the hardware and install the other steel sleeve **(PN 90-2326)**.

NOTE: *Support the rack. Do not let the rack hang or damage may occur.*

35. Carefully pull the rack assembly away from the frame and slide the steering damper assembly **(PN 90-2331)** over the passenger side rack mount you are currently working on as shown in **Illustration 5, 6, 7 & 8**. (The damper has two mounting brackets the one with more of a jog in it goes to the front.) Insert the OE inner "mushroom" shaped sleeve from the front, through the new damper mount tabs and into the new steel sleeve in the rack. See **Illustration 5.**

36. Install the threaded OE "mushroom" nut from the rear through the damper mount tabs and into the steel sleeve in the rack. Install the OE mount bolt through the front of the cross member and through the entire assembly. See **Illustration 5 & 8**. Thread this bolt loosely into the OE nut and repeat steps 32 through 36 on the remaining side.

On completion, run both bolts down until they are almost tight.

NOTE: At this point it is very important that you DO NOT torque the mount bolts! You must be able to slightly move the damper around by hand to get the components square.

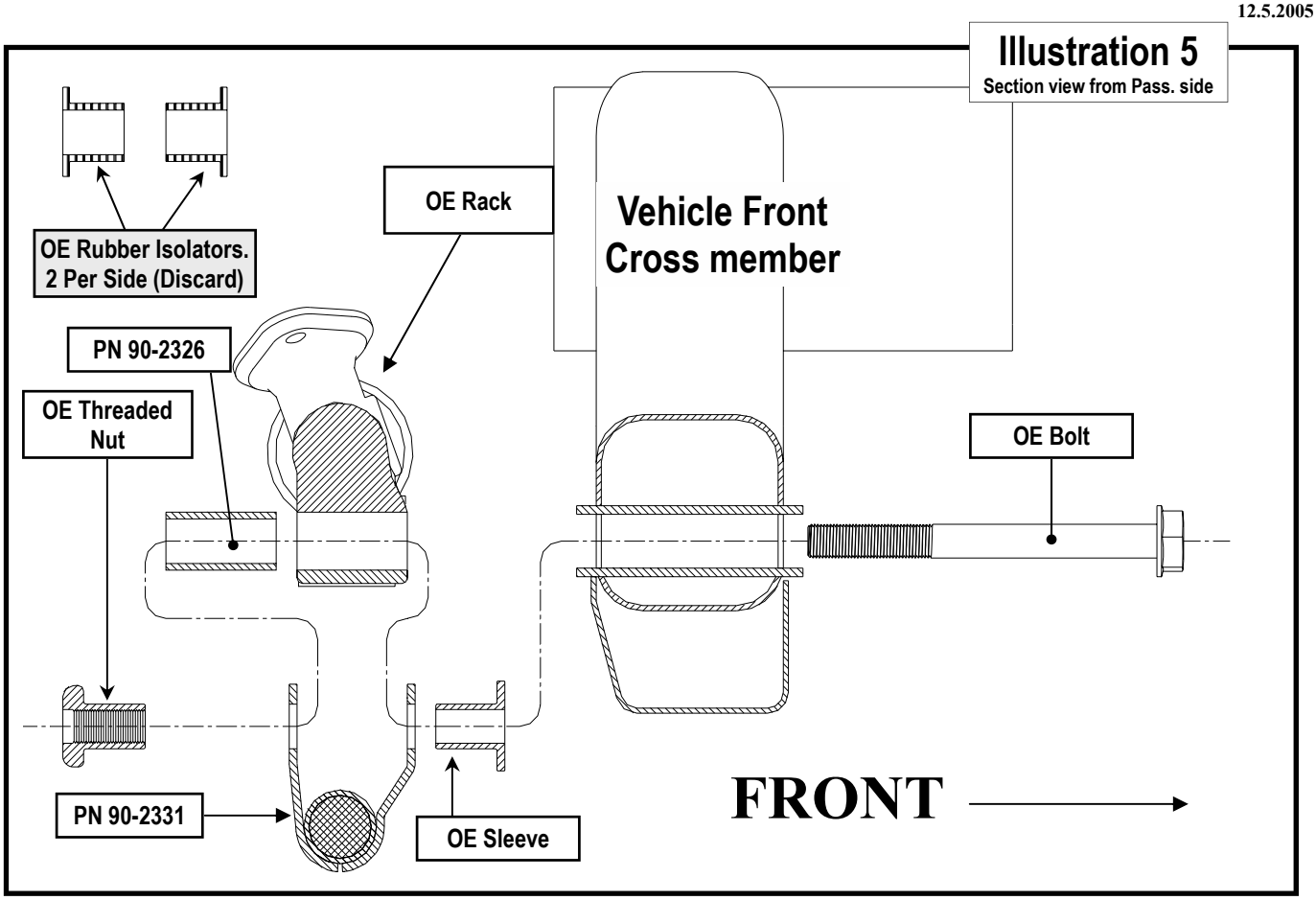


Illustration 5
Section view from Pass. side
OE Rack
Vehicle Front
Cross member
OE Rubber Isolators.
2 Per Side (Discard)
PN 90-2326
OE Threaded
Nut
OE Bolt
PN 90-2331
OE Sleeve
FRONT

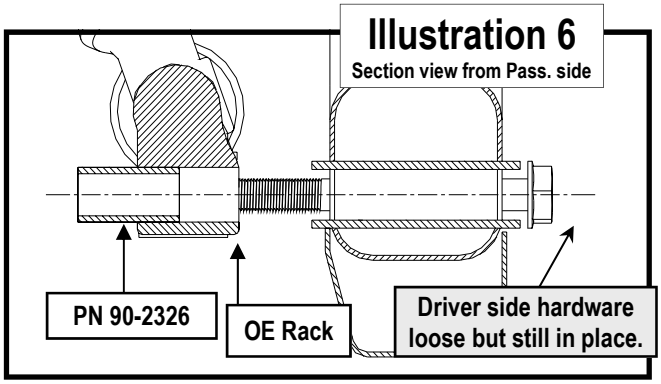


Illustration 6
Section view from Pass. side
PN 90-2326
OE Rack
Driver side hardware
loose but still in place.

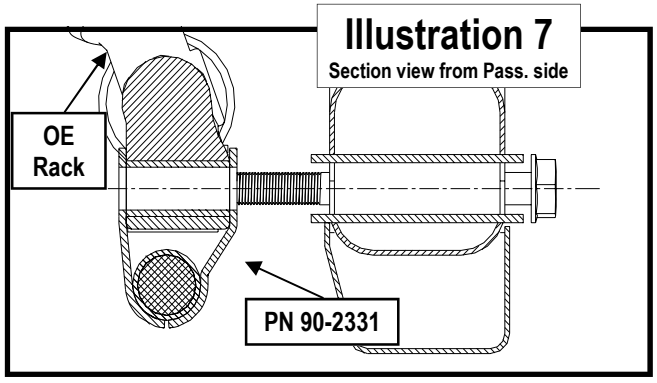


Illustration 7
Section view from Pass. side
OE
Rack
PN 90-2331

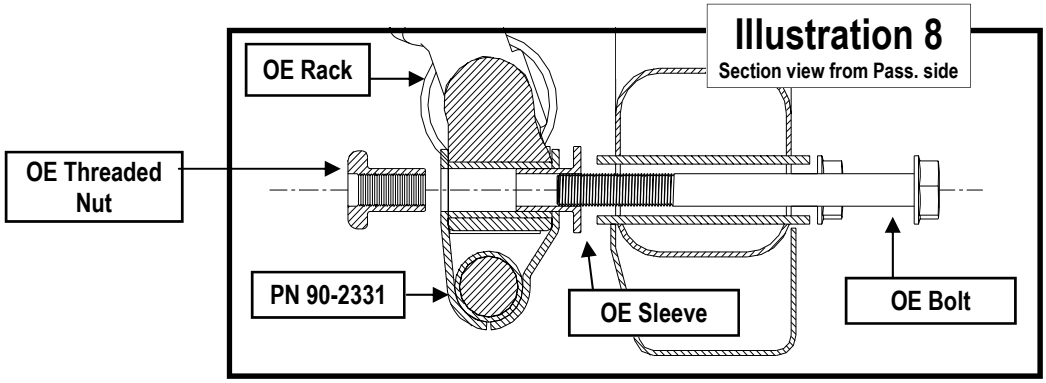


Illustration 8
Section view from Pass. side
OE Rack
OE Threaded
Nut
PN 90-2331
OE Sleeve
OE Bolt

Illustration 9
Detailed view from rear, driver side.

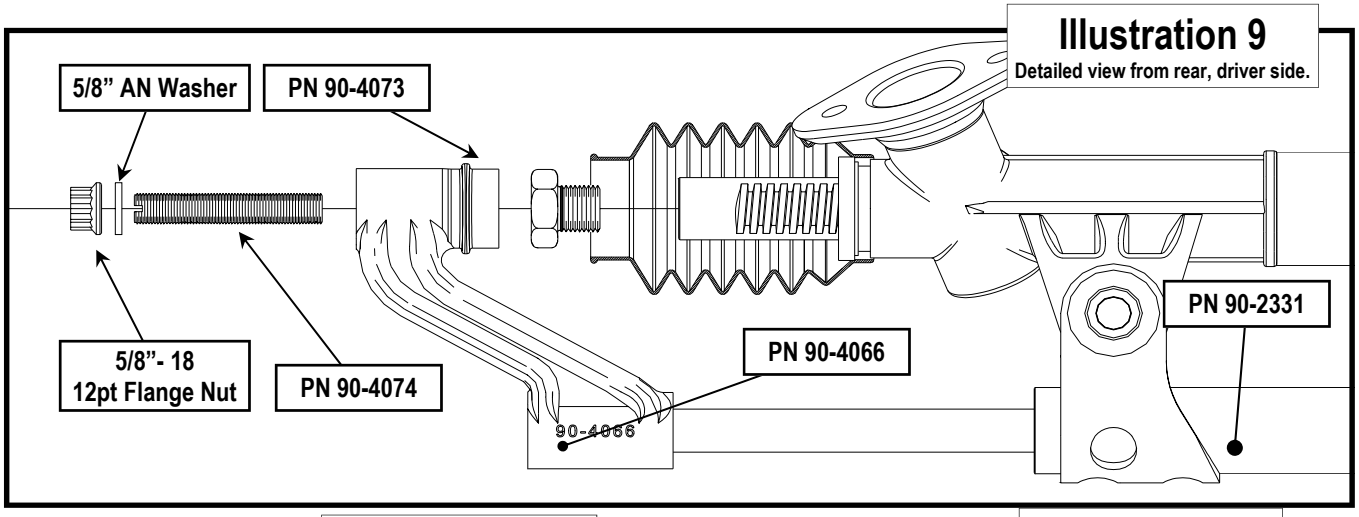


Illustration 12
View from Passenger side, rear

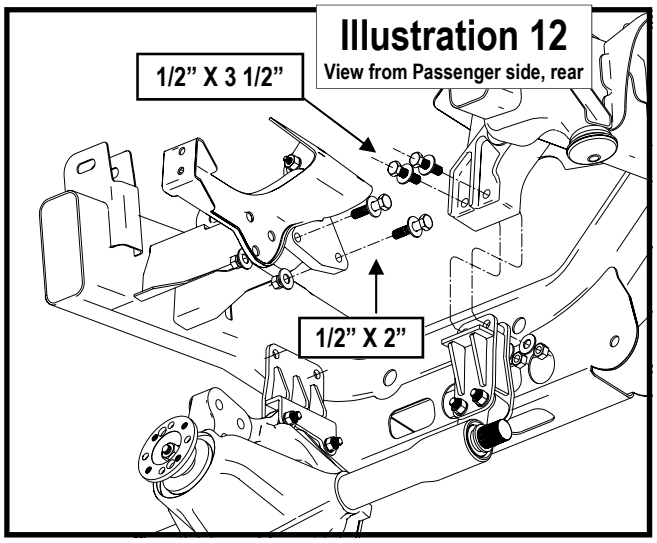
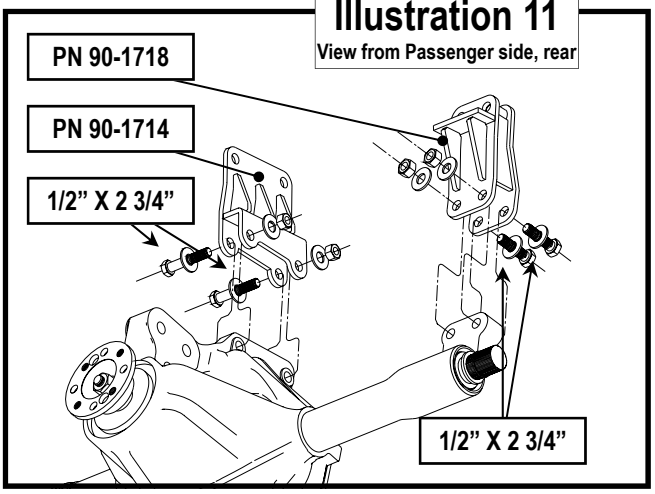
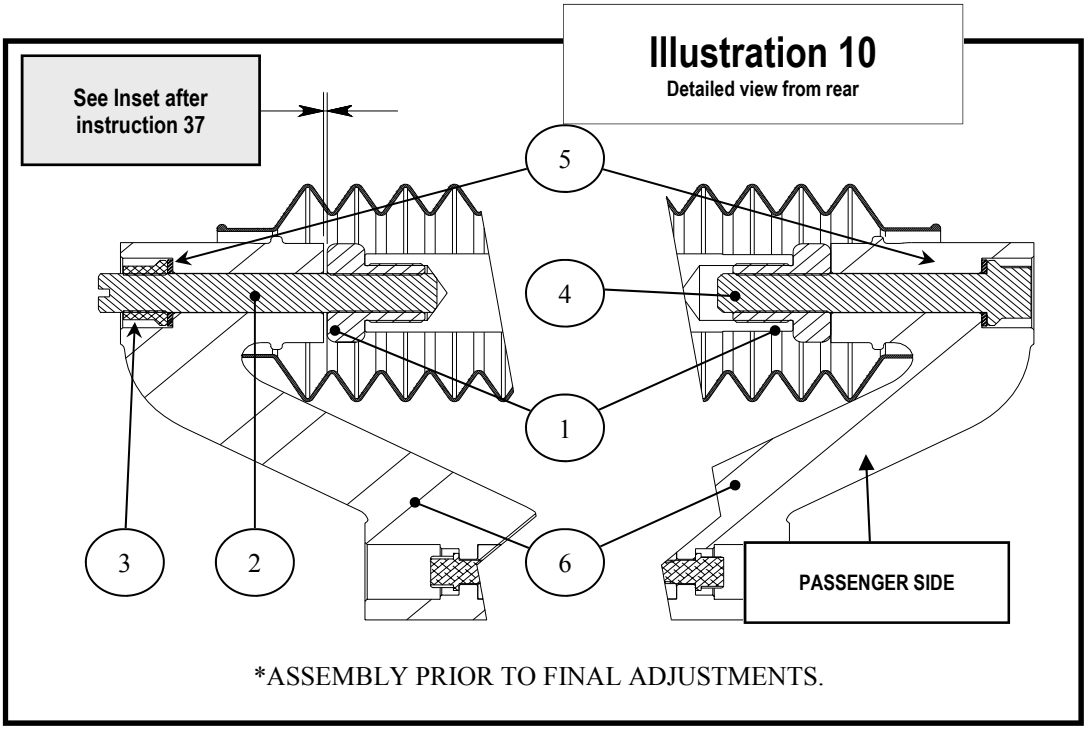


Illustration 11
View from Passenger side, rear



1. Adjuster, Locknut PN 90-4073
2. 5/8"-18 X 3 1/2" Stud PN 90-4074
3. 5/8"-18 12pt. Flange Nut
4. 5/8"-18 X 3 1/2" 12pt. Bolt
5. 5/8" AN Washer
6. Damper Drop Link PN 90-2331 (Section view of damper assembly)

Illustration 10
Detailed view from rear



*ASSEMBLY PRIOR TO FINAL ADJUSTMENTS.

37. Fully thread one of the adjustor lock nuts **(PN 90-4073)** into each end of the steering rack where the tie rods used to reside. The adjustor lock nuts **MUST** thread in and out by hand, if not stop and call out technical support number. Tighten the **passenger** adjustor lock nuts to 45 ft. lbs. See **Illustration 9.** Leave the driver side adjustor lock nut finger tight but **DO NOT** torque it.

NOTE: The driver side adjustor lock nut must be completely seated against the steering rack before moving to the next step.

If you have installed the parts correctly, there will now be a very slight gap between the adjustor lock nut bushing **(PN 90-4073)** and the drop link **(PN 90-4066)** on drivers side as shown in **Illustration 10**.

The following steps must be followed exactly to ensure the durability and safety of the installation.

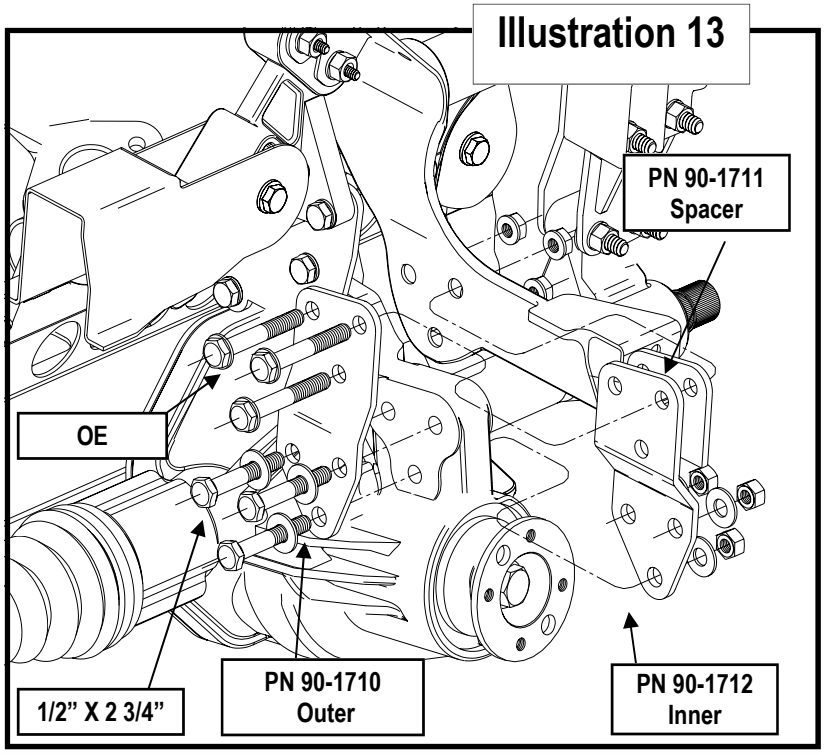
38. Install the steering damper dust boots. Do not tie wrap down yet. Split end to the outside.

39. Rotate the drop links (the cast iron ends) up until they are aligned with the steering rack. On the passenger side, make sure the threads are completely clean and use thread lock compound to install the **5/8"-18 X 3 1/2" 12pt**. bolt with one 5/8" AN washer through the steering drop casting **(PN 90-4066)** and into the newly installed adjustor lock nuts. Use a 1 3/8", open end wrench on the adjustor lock nuts to hold the steering rack while you torque the 5/8" bolt to 80 ft. lbs.

CRITICAL NOTE: *It is extremely important that you support the steering rack while torquing the adapter bolt! If you use only the torque wrench, you will cause damage to the internal structure of the rack and pinion! Premature failure will result.*

Additionally, do not use any type of gripping tools on the machined portion of the rack as this will scar the seal surface and cause fluid leakage.

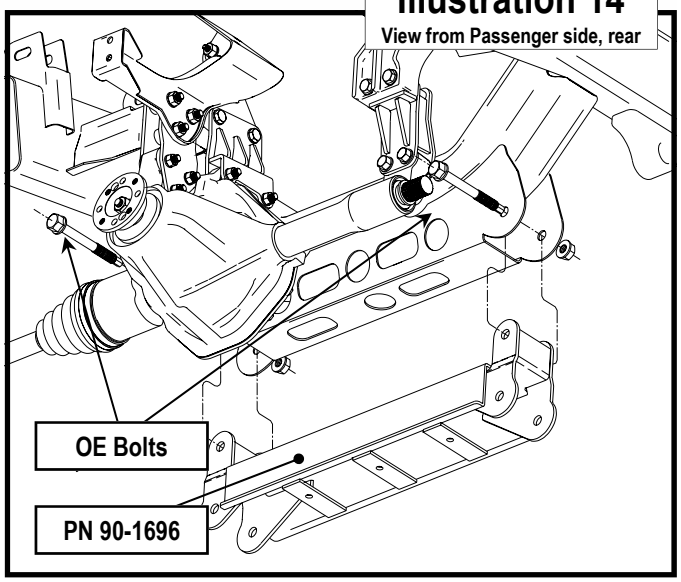
Illustration 13



40. On the driver side, back the adjustor lock nut out of the rack until it contacts the drivers side steering drop face.

NOTE: *DO NOT excessively preload this bushing. It is only there to make up for manu-*

Illustration 14
View from Passenger side, rear

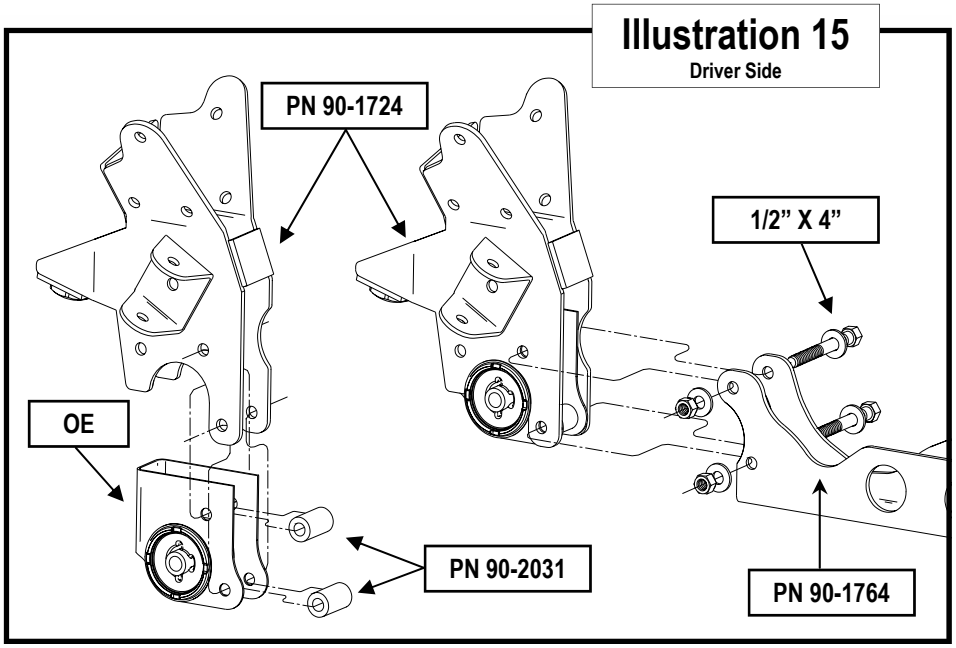


facturing tolerances and must <u>just</u> contact the casting to avoid distorting the damper rod!

41. Hold the adjustor lock, with a 1 3/8" wrench, in its current position and do not let it rotate.

42. On the driver side, thread the **5/8" X 4 1/2" (PN 90-4074)** stud through the drop link and into the adjustor lock nut until it is bottomed out. Torque to 45 ft. lbs.

Illustration 15
Driver Side



43. While still holding the adjustor lock nut, install the remaining 5/8" AN washer and the **5/8"-18 12 pt**. nut onto the 5/8" stud, torque the 12pt. nut on the driver side to 80 ft. lbs. The goal here is to tighten the steering drop against the adjustor lock nut, NOT the steering rack.

***CRITICAL NOTE:** Make sure you use the 1 3/8" wrench to support the rack while torquing the 12pt. nut. Failure to do so will result in damage to the rack and pinion unit.*

44. Torque the rack and pinion mount hardware to 125 ft. lbs.

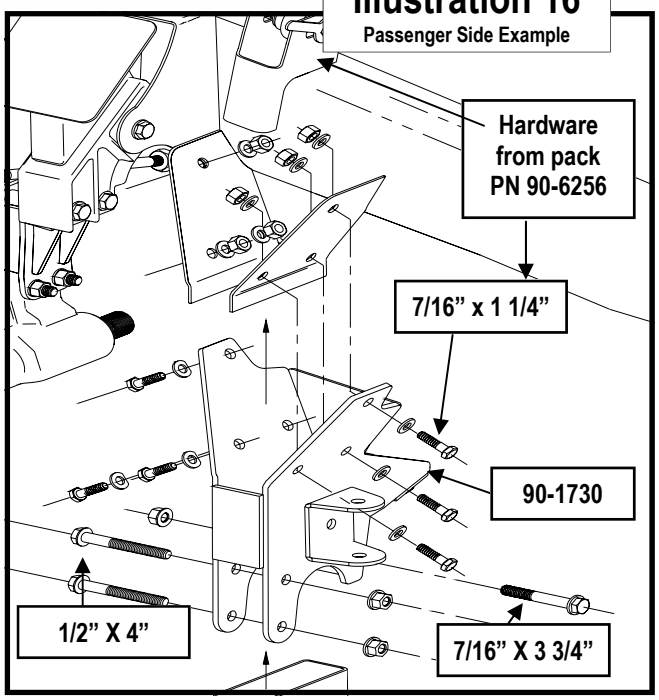
Important: Unlock the steering wheel and by hand cycle the steering from left and right, by grabbing on to the new steering damper. It will give you some resistance but if you can not cycle the steering, go back and check your work.

45. Install tie wraps on the steering damper dust boot ends.✪

46. Install the passenger side differential drop **(PN 90-1718)** to the differential as shown in **Illustration 11**. Use two of the **1/2" X 2 3/4"** bolts, four 1/2" flat washers and two 1/2" Stover nuts from hardware pack **90-6259**.

47. Install the driver side differential drop **(PN 90-1714)** to the differential using two more of the **1/2" X 2 3/4"** bolts, four **1/2" flat washers** and two **1/2" Stover** nuts from hardware pack **90-6259**. See **Illustration 11.**

Illustration 16
Passenger Side Example



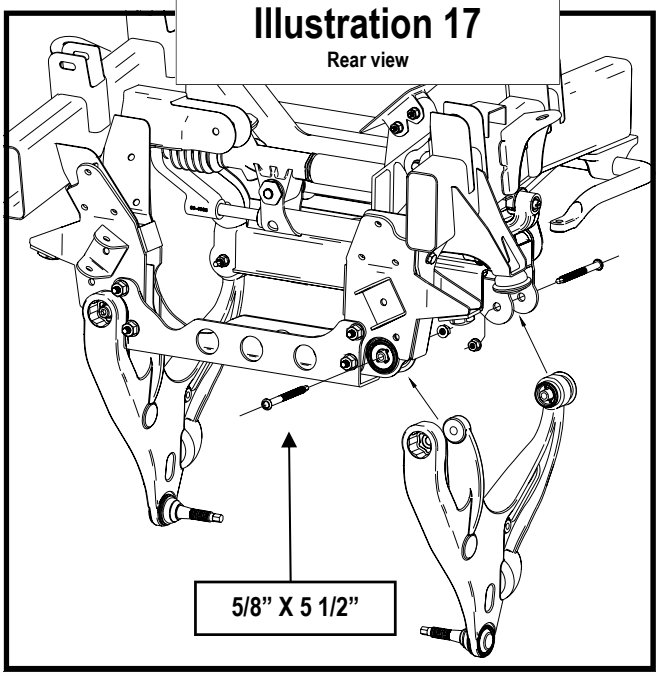
48. Raise the differential into the truck and suspend the assembly using two **1/2" X 3 1/2"** bolts, four **1/2" flat washers** and two **1/2" Stover** nuts on the passenger side. On the driver side use two **1/2" X 2" bolts**, four **1/2" flat washers** and two **1/2" Stover** nuts all provided from hardware pack **90-6259**. Install

the front differential vent line. See **Illustration 12**.

49. Assemble the final, 3 piece drop consisting of **PN's 90-1710, 90-1711,** and **90-1712** in the order shown in **Illustration 13**. Use the 3 OE bolts at the top and three new **1/2" X 2 3/4"** bolts, six **1/2" flat washers** and three **1/2" Stover** nuts from hardware pack **90-6259** at the bottom.
50. Tighten all differential mounting hardware to 65 Ft. Lbs. at this time.✪
51. Install the front cross member (PN 90-1696) into the front A-arm pockets using the OE bolts with the threads oriented to the front of the vehicle. The two holes in the cross member will face the front of the vehicle. Torque these fasteners to spec. See **Illustration 14.**

    NOTE: You will have to turn the steering lock to lock to insert the bolts into the front cross member. ✪
52. On your work bench, assemble rear A-arm drops (90-1724 and 90-1730) to the rear cross member (90-1764) with the three holes facing the rear, as shown in **Illustration 15**. The cut portions of the OE mount bushings must be flattened for insertion into the adapters as shown in **Illustration 15**. See instruction **28**. Paint any cut edges or exposed metal around the A-arm mount. Use the heavy duty spacers PN **90-2031** from hardware pack **90-6257** and the four **1/2" X 4"** bolts, eight **1/2" flat washers** and four **1/2" Stover** nuts provided in hardware pack **90-6256** for assembly. For the moment, leave all this hardware loose and **do not** drill out the outer holes in the adapter brackets. They are easier to drill after installation.

Illustration 17
Rear view



53. Install the low profile bump stops into the rear a-arm drops with the hardware from kit 90-6264.
54. Install this assembly up into the vehicle and into position. Use a floor jack and get the as-

Illustration 18
Passenger side, rear view

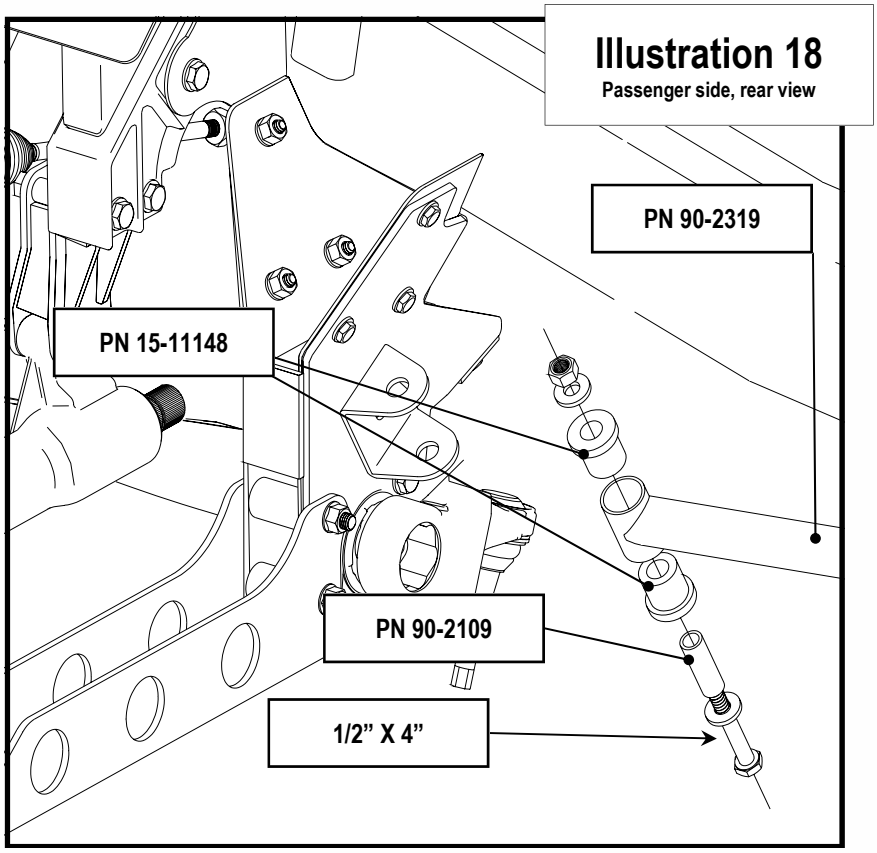


Illustration 19

Passenger side

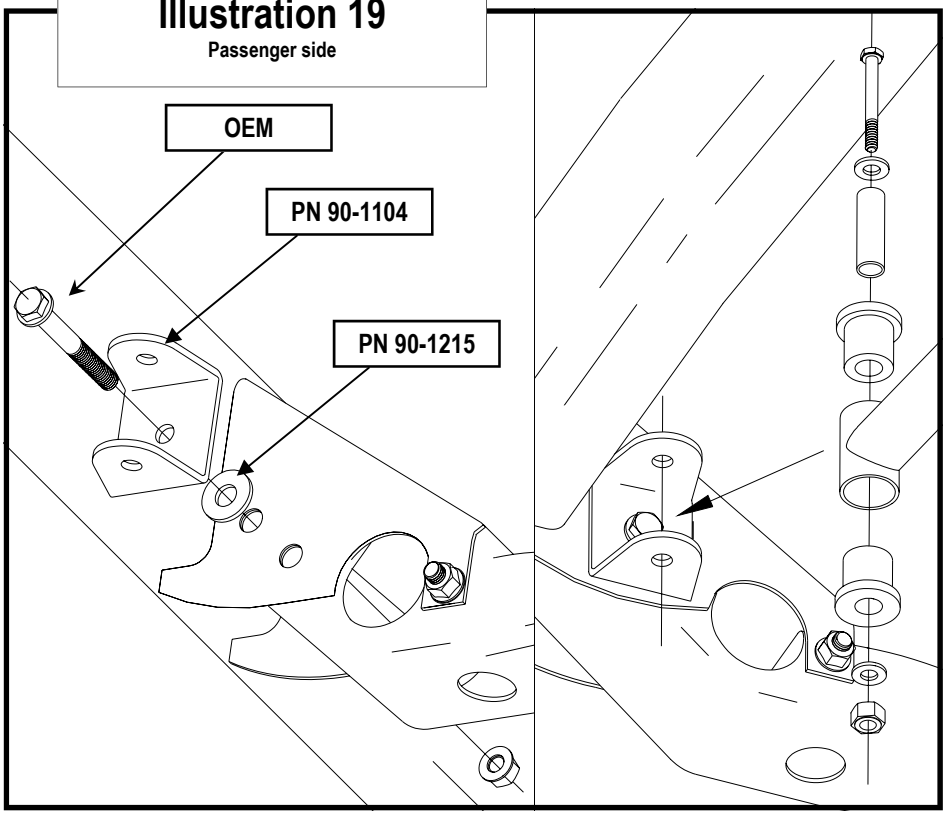
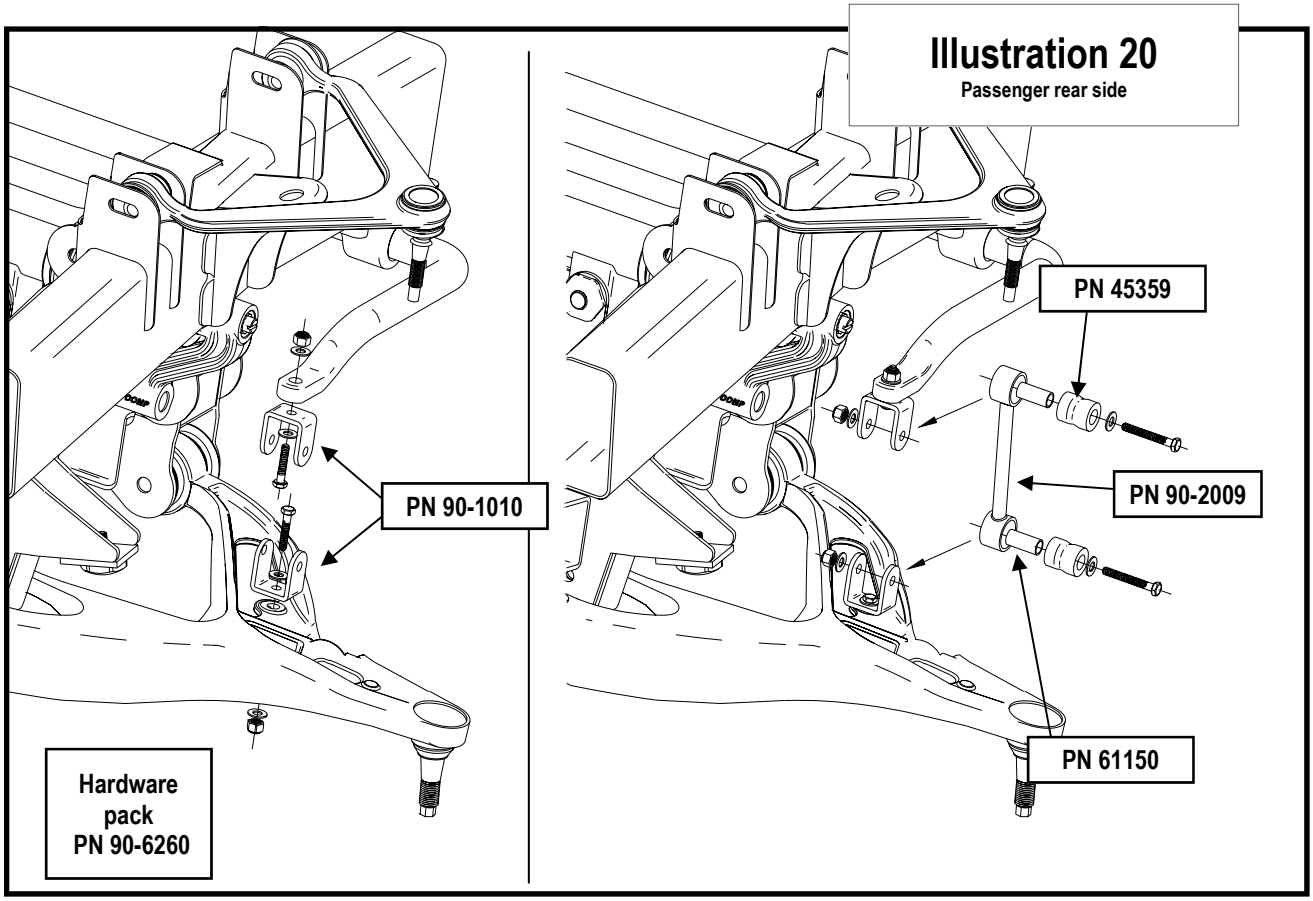
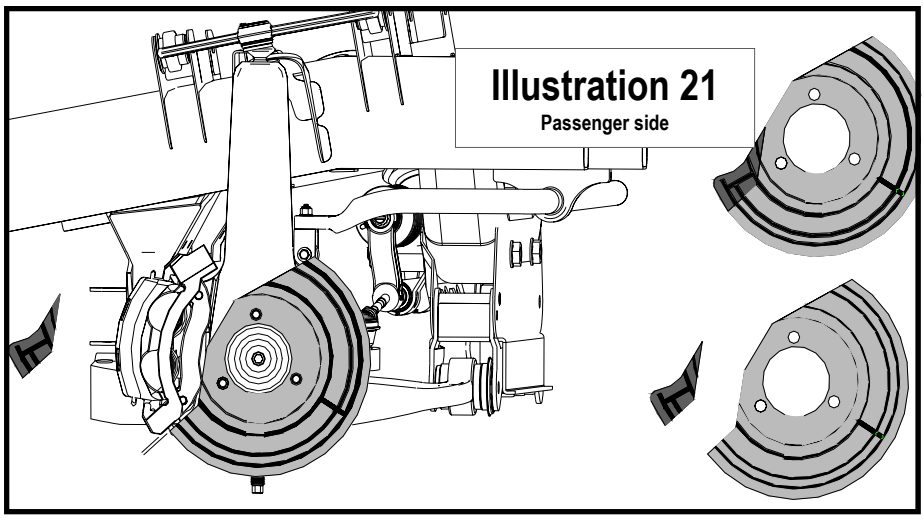


Illustration 20

Passenger rear side





sembly up as far as it will go. Use a level to make sure the cross member is parallel to the vehicle cross members and drill the two outside 7/16" holes though 90-1724 and 90-1730 into the frame, using the a-arm drops as a drill guide. Install one of the 7/16" X 1 1/4" bolts, two 7/16" washers and one 7/16" Stover nut from hardware pack 90-6256 into each of the holes. Snug these bolts.✪

55. Assemble the compression struts using the urethane bushings (PN 15-11148) and sleeves (PN 90-2109) from hardware pack 90-6263 as seen in **Illustration 18**.

56. On the outsides of the transmission cross member, remove the middle OE nuts and bolts.

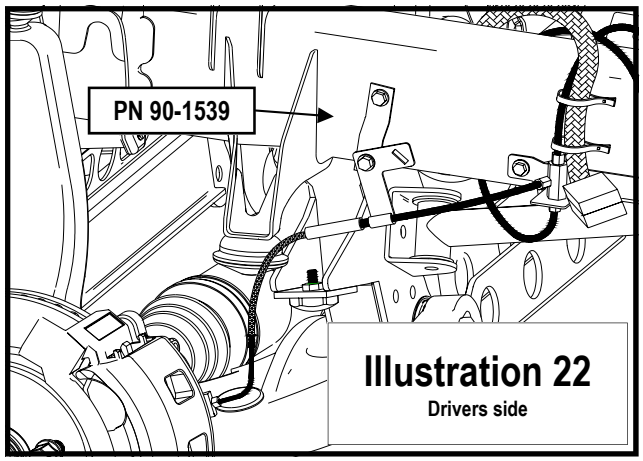
57. Using the OE hardware, on the driver side install one of the compression strut mounts (PN 90-1104). The threads should face the rear. Leave this bolt loose for the moment.

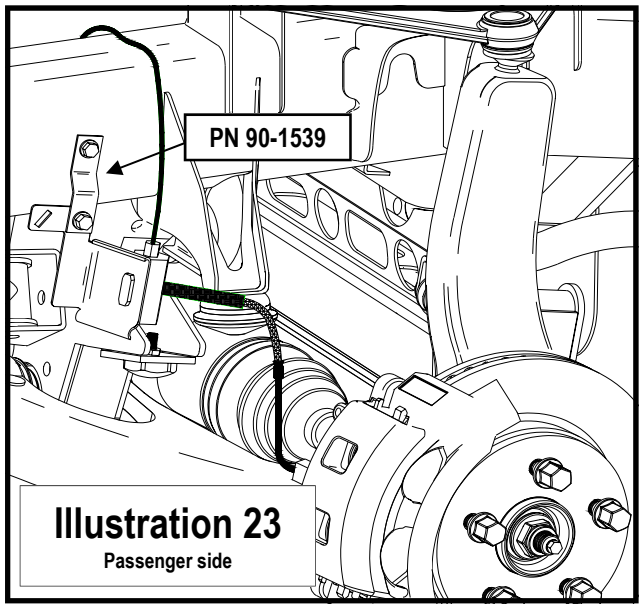
58. On the passenger side, install the OE bolt through the remaining strut mount, through the LOAD WASHER (PN 90-1215), and then through the frame. The threads should face the rear. Leave this bolt loose. See **Illustration 19**.

59. Insert the compression strut into the rear mount and retain with one of the 1/2" X 4" bolts, two 1/2" washers and one 1/2" Stover nut from hardware pack 90-6234. Insert the front of the compression strut into the welded mount at the rear of the A-arm drop using another of the 1/2" X 4" bolts, two 1/2" washers and one 1/2" Stover nut. Make sure the bolt goes through the bottom and the nut is on the top, if not the A- arm will hit the bolt end. Repeat the installation on the remaining side. See **Illustrations 18 and 19.**

NOTE: *If the bolts to the compression strut ends do not go in the mount easily DO NOT FORCE. The strut ends have a slight angle, just rotate the bar 180°.*

60. Install the lower A-arms into position with the OE bolt (TORX head) and OE nut





through the rear of the a-arm, with the threads oriented to the front of the vehicle, and the 5/8" X 5 1/2" bolt, 5/8" washer and 5/8" Stover nut, from pack (PN 90-6255), through the front, with the threads oriented to the rear of the vehicle. Allow the A-arms to hang loose on the pivot bolts. See **Illustration 17.**

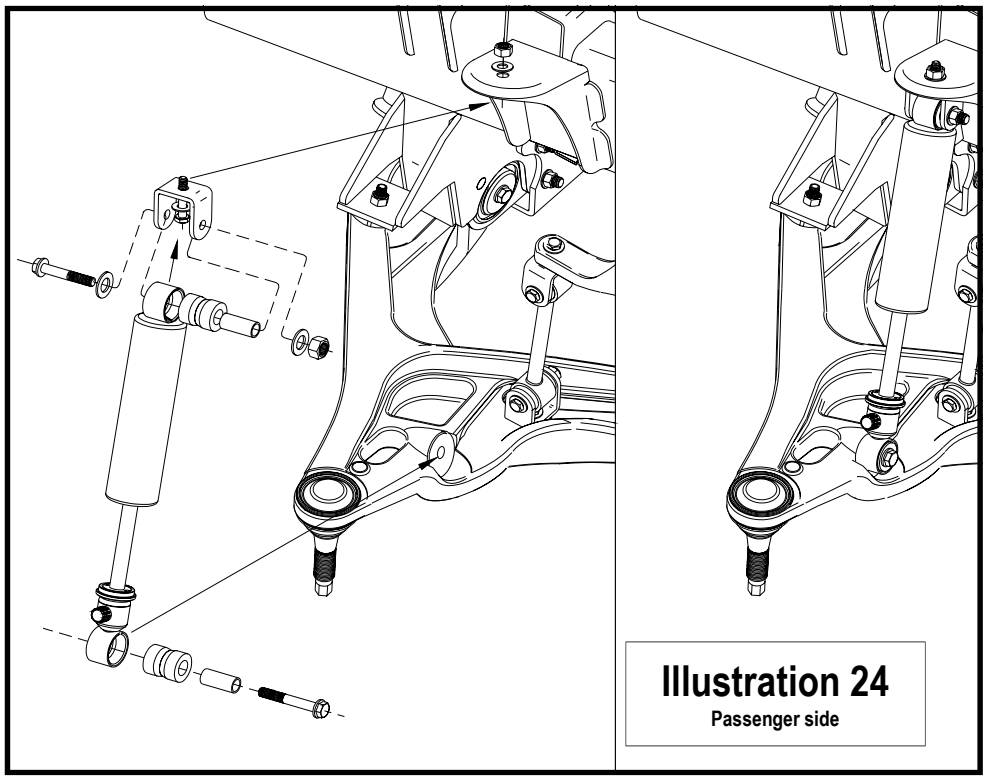


Illustration 24
Passenger side

61. Now that all the hardware is in place (but still loose), recheck the rear A-arm cross member to ensure it is still parallel with the other cross members. Torque the previously installed outside 7/16" bolts to 50 ft. lbs. to lock the mounts in position. Drill the remaining mount holes using the A-arm drops as templates, including through the factory bushing mount using the a-arm drop as a guide. Loosely install the remaining 7/16" X 1 1/4" bolts, 7/16" washers and 7/16" Stover nuts. Install the 7/16" x 3 3/4" bolt through the a-arm drop and the factory bushing mount. Do not tighten. See **Illustration 16**.
62. Torque the compression strut hardware to 65 ft. lbs.
63. Torque the 7/16" hardware to 50 ft. lbs.
64. Torque the 1/2" sub frame bolts to 65 ft. lbs. ✪
65. Disassemble the OE spindle on your work bench, remove the hub and brake backing plates from the OE spindle by removing the three OE bolts. Save the mounting bolts, bearings, and dust shields for re-use. Discard the OE spindles

    NOTE: *Be very careful with the ABS sensor and wire loom that is attached to the bearing cartridge.*
66. Trim the OEM dust shields according to the diagram provided. See **Illustration 21**.
67. Reassemble the hub and brake dust shields into the new steering knuckle **(PN 90-4062 Driver, PN 90-4063 Passenger)**. Make sure that the ABS wiring is oriented in exactly the same position as it came from the OE knuckle and out of the way of the tire.

    IMPORTANT: *Now would be an excellent time to make sure the bearing is in good condition*.
68. Torque the bearing to the knuckle with the OE bolts. Torque to 90 ft. lbs. Repeat on the other side.
69. Install the assembled knuckle to the lower ball joints using the OE hardware.
70. While leaning the OE spindle outward, very carefully insert the outer CV joint into the wheel-bearing cartridge and slide the inner CV joint into the axle. The CV joints are retained on the drive axles by small, round snap rings and sealed with "O" rings. Make sure the are properly inserted.
71. Slide the knuckle on to the top ball joint and

torque the upper ball joint to 37 ft. lbs. Torque the lower ball joint to 74 ft. lbs.

72. Loosen the tie rod end jam nut and thread the tie rod end inward five complete turns. Re-tighten the jam nut and attach the tie rod to the steering damper. Attach the dust boot with tie wraps, you may have to notch the upper part of the boot.

    Note: You may need to trim 1/4" off of the passenger tie rod ends, to align the vehicle. See **Illustration 26**.

73. With the brake line extension brackets 90-1539 and hardware from pack 90-6257 attach the line to the frame as shown is illustration 22 and 23.

74. Reinstall the disc brake rotors and calipers and torque the calipers to the knuckle to 90 ft. lbs. Using a drift or large screwdriver through the caliper, hold the disc firmly. Torque the CV axle nut to 165 ft. lbs.

75. If you have ABS brakes, attach the ABS cable to the knuckle and upper control arm with zip ties.✪

76. Attach the tie rod end to the new steering knuckle. Using the OE nut torque to 33 Ft. Lbs.

    Important: Unlock the steering wheel and cycle the steering from left and right, by grabbing on to the rotor. If you can not, go back and check your work.

77. Raise the lower a-arm until the total distance between the center of the hub and the inside of the fender lip equals 27" this is the NEW ride height. Torque the lower A-arm bolts to 107 ft. lbs.✪

78. Use the new hardware from pack **90-6260** to assemble the sway bar linkage. Start by bolting the sway bar end links brackets **90-1010** to the sway bar end and to the lower a-arm. Assemble the links(90-2009), bushings and sleeves as shown in **Illustration 20**.

79. Install the new Pro Comp shock absorbers **(PN MX6099)** to the front installation. See **Illustration 24**.✪

80. Re-install the torsion bars into the lower A-arms in the same positions they occupied prior to installation of the lift kit.

81. Use the torsion bar unloading tool and reinstall the torsion bars. Set the adjuster bolt to the same height as previously recorded on page 5.

82. Repeat these steps on the remaining side of the vehicle.✪

83. If your exhaust looks like the exhaust in illustration 25, follow the exhaust modification steps. If not check exhaust to make sure it

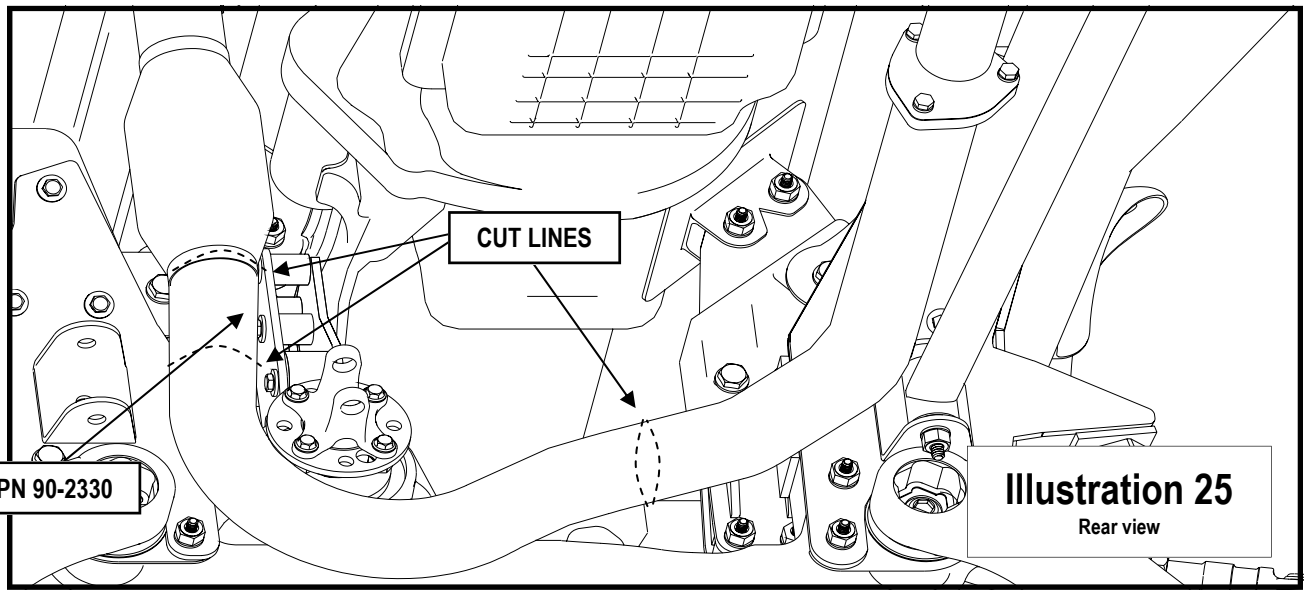


Illustration 25
Rear view

will not interfere with your installation before proceeding.

84. Cut the drivers exhaust header tube off approximately 1/2" after the catalytic converter. In the center cut a wedge shape in 75% of the tube, so the tube can be bent down and away. See Illustration 25.

85. The exhaust extension tube PN 90-2330 needs to be welded after the catalytic converter on the drivers side. If not the drive shaft will hit the exhaust. You may not use the whole piece. The goal here is to get approximately 1/2" in between the front drive shaft and the exhaust.

86. Weld the tubes seams back together.✪

87. Re-install the front drive shaft using the OE hardware.

88. 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.

89. Install your wheels and tires and lower the vehicle to the ground. Tighten the lug nuts to 90 ft. lbs.

90. Recheck for proper installation and torque, all newly installed hardware.

91. After 100 miles recheck for proper torque on all newly installed hardware.

92. Have your headlights adjusted.

93. Recheck all hardware for tightness after off road use.✪

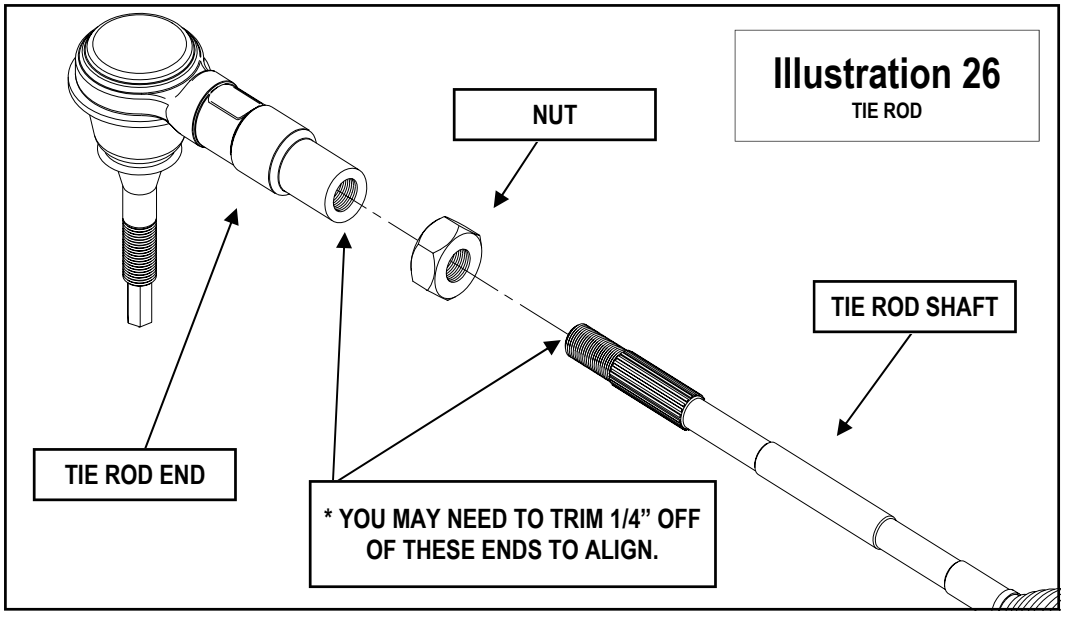


Illustration 26
TIE ROD

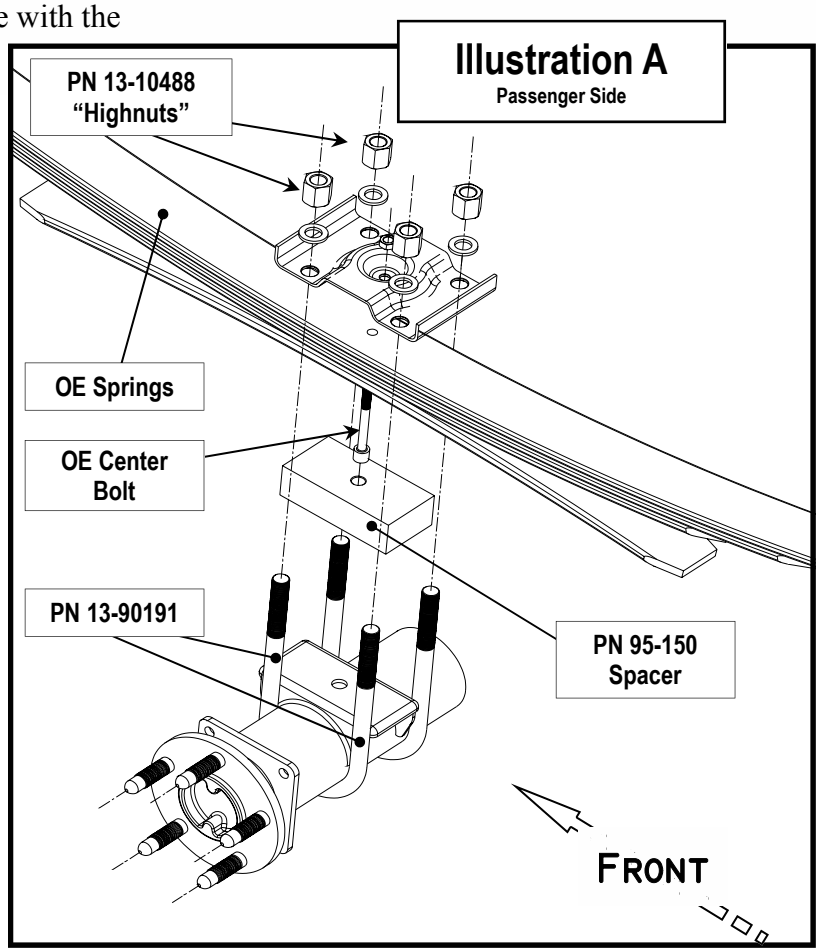
Rear Installation

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 wheels and tires.
3. 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.

   NOTE: You may need to remove the 8MM bolt on the splash shield to access the top bolt on the drivers side.

Repeat steps 5 thru 7 on the remaining side.

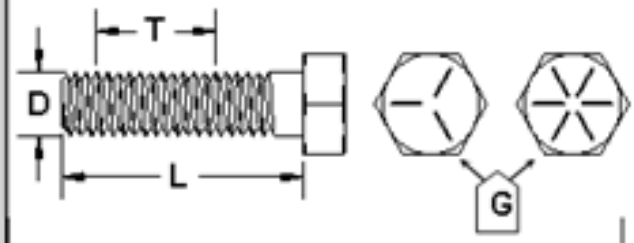
4. Support the rear axle with a floor jack and remove the U-bolts on the driver side. Loosen the U-bolts on the passenger side.
5. Install the block (95-150) on the axle pads and raise the axle to the spring and secure with the 5/8" U-bolts supplied. You may have to drill out the u-bolt plate holes to 21/32". Do not tighten at this time. See **Illustration A.** *NOTE: make sure the block sits flush on the axle perch. If not press pin into block or modify accordingly.*
6. Install your new Pro Comp shocks **(PN MX6100)** and torque this hardware to 60 ft. lbs.
7. Tighten the U-bolts to 100 ft. lbs.
8. Reinstall the wheels and tires and lower the vehicle to the ground.
9. Recheck the wheel lug torque on all four wheels at this time.
10. Recheck all hardware for proper installation and torque at this time.✪



Use this only as a guide for hardware without a called out torque specification in the instruction manual.

Bolt Torque and ID

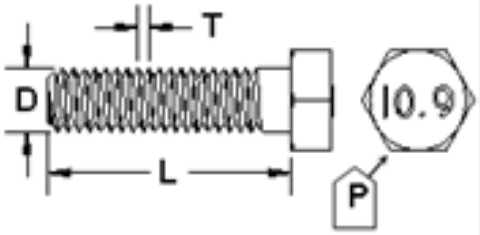
Decimal System			Metric System			
All Torques in Ft. Lbs. Maximums						
Bolt Size	Grade 5	Grade8	Bolt Size	Class 9.8	Class 10.9	Class 12.9
5/16	15	20	M6	5	9	12
3/8	30	45	M8	18	23	27
7/16	45	60	M10	32	45	50
1/2	65	90	M12	55	75	90
9/16	95	130	M14	85	120	145
5/8	135	175	M16	130	165	210
3/4	185	280	M18	170	240	290



1/2-13x1.75 HHCS

Grade 5 **Grade 8**
(No. of Marks + 2)

G = Grade (Bolt Strength)
D = Nominal Diameter (Inches)
T = Thread Count (Threads per Inch)
L = Length (Inches)
X = Description (Hex Head Cap Screw)



M12-1.25x50 HHCS

P = Property Class (Bolt Strength)
D = Nominal Diameter (Millimeters)
T = Thread Pitch (Thread Width, mm)
L = Length (Millimeters)
X = Description (Hex Head Cap Screw)

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 warranties 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.

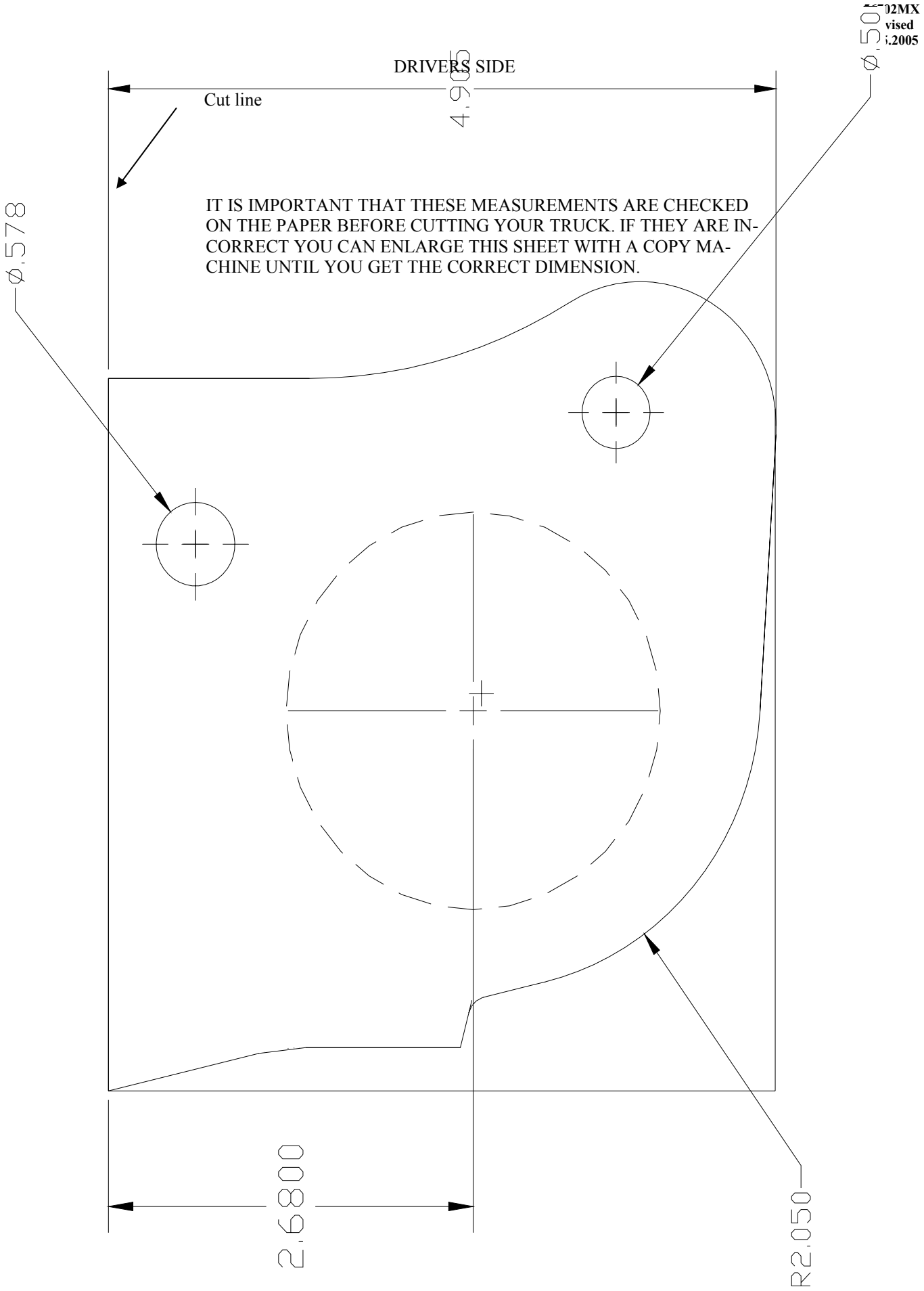
IMPORTANT! To validate the warranty on this purchase please be sure to mail in the warranty card.

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: _____


02MX
vised
.2005
DRIVERS SIDE
Cut line
4.905
Ø.578
Ø.50
IT IS IMPORTANT THAT THESE MEASUREMENTS ARE CHECKED ON THE PAPER BEFORE CUTTING YOUR TRUCK. IF THEY ARE IN-CORRECT YOU CAN ENLARGE THIS SHEET WITH A COPY MA-CHINE UNTIL YOU GET THE CORRECT DIMENSION.
2.6800
R2.050

IT IS IMPORTANT THAT THESE MEASUREMENTS ARE CHECKED ON THE PAPER BEFORE CUTTING YOUR TRUCK. IF THEY ARE INCORRECT YOU CAN ENLARGE THIS SHEET WITH A COPY MACHINE UNTIL YOU GET THE CORRECT DIMENSION.

PASSENGER SIDE