

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



## PRO COMP SUSPENSION

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Suspension Systems that Work!

**NOTE: THIS KIT DESIGNED FOR USE WITH FACTORY DODGE DRIVESHAFT, ANY OTHER DRIVESHAFT IS NOT RECOMMENDED. CALL THE PRO COMP TECH DEPARTMENT WITH ANY QUESTIONS.**

*NOTE: Depending on engine combination, the front driveshaft may contact the exhaust system upon the installation of this kit. If so the exhaust system will need to be modified by a qualified exhaust shop.*

**MUST BE PURCHASED SEPERATELY:**

Rear transmission seal (Part# 1-05019020AA or Part# 1-05019020AB) can be purchased from your local Dodge dealer.

*IMPORTANT!:* Tire and wheel choice is crucial in assuring proper fit, performance, and the safety of your Pro Comp equipped vehicle. See the wheel and tire recommendations on page 5.

**Part # 56746MX**  
**2006– 2008 DODGE IFS, 1/2**  
**Ton, 4 X 4**

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

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.

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 5 PN 56746/56746MX-1

PART #	DESCRIPTION	QTY.	ILLUS.	PAGE
90-3596	REAR CROSSMEMBER	1	7	9
90-6485	<b>HARDWARE PACK: Crossmember</b>	1	-	-
.180C1500HCS1	18MM X 150MM 10.9 HEX BOLT	4	7,8	9
.180CNUCZ	18MM- 1.5 STOVER NUT	4	7,8	9
.180NWUSZ	18MM FLAT WASHER	8	7,8	9
90-6486	<b>HARDWARE PACK: Cam Block off plates</b>	1	-	-
90-3602	CAM BLOCK OFF PLATE	8	7,8	9
7525	<b>HARDWARE PACK: Front Brake Line</b>	1	-	-
7525-1	FRONT BRAKE LINE	2	-	-
90-2602	SWAY BAR END LINK EXTENSION	2	15	12
90-1714	DIFFERENTIAL DROP: Driver	1	3,4	7
90-4136	DODGE WIRING HARNESS: (DODGE PN# 04801487AA)	1	-	-
90-6223	<b>HARDWARE PACK: Rear Bump Stop/Brake Line</b>	1	-	-
70-0371251800	3/8 X 1 1/4" GR. 8 HEX BOLT	4	-	-
72-037100816	3/8" USS STOVER NUT	4	-	-
73-03700034	3/8" SAE GR. 8 WASHER	8	-	-
90-6259	<b>HARDWARE PACK: Diff Drop</b>	1	-	-
70-0503501800	1/2" X 3 1/2" GR. 8 HEX BOLT	4	3,4,5	7,8
70-0502751800	1/2" X 2 3/4" GR. 8 HEX BOLT	7	3,4,5	7,8
70-0502001800	1/2" X 2" GR. 8 HEX BOLT	2	3,4,5	7,8
72-050100816	1/2" USS GR. 8 STOVER NUT	13	3,4,5	7,8
73-05000034	1/2" SAE GR. 8 WASHER	26	3,4,5	7,8
90-6350	<b>HARDWARE PACK: Differential Drop</b>	1	-	-
90-1711	SPACER PLATE	1	5	8
90-1712	SIDE PLATE: INNER	1	5	8
90-1710	SIDE PLATE: OUTER	1	5	8
90-1718	DIFFERENTIAL DROP: Passenger	1	3,4	7
90-3607	REAR BUMP STOP DROP	2	-	-
90-6625	<b>HARDWARE PACK: Front Brake Lines</b>	1	-	-
90-5092	BRAKE LINE BRACKET	2	-	-
90-6626	<b>HARDWARE PACK: Front Brake Lines</b>	1	-	-
70-0250751800	1/4" X 3/4" Hex Bolt Gr. 8	2	-	-
72-025100512	1/4" Nylock Nut	2	-	-
73-02500030	1/4" SAE Flat Washer	4	-	-
S325G12	Adel Clamp	2	-	-

Box 2 of 5 PN 56746/56746MX-2

90-4138	STEERING KNUCKLE: Driver	1	-	-
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Box 3 of 5 PN 56746/56746MX-3

90-4139	STEERING KNUCKLE: Passenger	1	-	-
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Box 4 of 5 PN 56746/56746MX-4

<b>PART #</b>	<b>DESCRIPTION</b>	<b>QTY.</b>	<b>ILLUS.</b>	<b>PAGE</b>
90-2319	COMPRESSION STRUT	2	22a	16
90-1435	COMPRESSION STRUT MOUNT	2	22b	16
<b>90-6234</b>	<b>HARDWARE PACK: Compression Strut</b>	<b>1</b>	<b>-</b>	<b>-</b>
70-0501251800	1/2" X 1" 1/4" GR. 8 HEX BOLT	2	22b	16
70-0504001800	1/2" X 4" GR. 8 HEX BOLT	4	22a	16
72-050100816	1/2" USS GR. 8 STOVER NUT	4	22a,b	16
73-05000034	1/2" SAE GR. 8 FLAT WASHER	10	22a,b	16
90-1582	NUT PLATE	2	22b	6
<b>90-6263</b>	<b>HARDWARE PACK: Compression Strut</b>	<b>1</b>	<b>-</b>	<b>-</b>
15-11148	BUSHING, URETHANE	8	22a	16
90-2109	SLEEVE, COMPRESSION STRUT	4	22a	16
90-3591	FRONT CROSSMEMBER	1	8	9
95-304D	3" SPACER BLOCK	2	23	19
13-90191	5/8" X 10" U-BOLT	4	23	19
20-65471	HARDWARE PACK: 5/8" Hi Nut	1	-	-
90-5065	TRANSMISSION MOUNT: UPPER	1	19,20	14,15
90-3628	TRANSMISSION MOUNT: LOWER	1	20	15
<b>90-6495</b>	<b>HARDWARE PACK: Transmission Spacer</b>	<b>1</b>	<b>-</b>	<b>-</b>
15-11255	BUSHING	2	19	14
90-2310	SLEEVE	1	19	14
<b>90-6496</b>	<b>HARDWARE PACK: Transmission Spacer</b>	<b>1</b>		
70-0564001800	9/16" X 4" GR. 8 HEX BOLT	1	20	15
72-056100816	9/16" STOVER NUT	1	20	15
73-05600034	9/16" SAE WASHER	2	20	15
73-04300034	7/16" SAE WASHER	4	20	15
73-04300836	7/16" SPLIT LOCK WASHER	4	20	15
72-043200810	7/16" HEX NUT	4	20	15
90-4125	TRANSFER CASE INDEX RING	1	16	13
<b>90-6407</b>	<b>HARDWARE PACK: Index Ring</b>	<b>1</b>	<b>-</b>	<b>-</b>
70-0371501806	3/8" X 1 1/2" COUNTERSUNK ALLEN HEAD BOLT	6	16	13
90-4126	TRANSMISSION SEAL ADAPTER	1	17	13
90-4127	DRIVESHAFT SPACER	1	21	15
<b>90-6408</b>	<b>HARDWARE PACK: Driveshaft Spacer</b>	<b>1</b>	<b>21</b>	<b>15</b>
71-100601751000	10mm- 1.5 X 65mm 10.9 HEX BOLT	4	21	15
73-01008840	10mm FLAT WASHERS	4	21	15

Box 5 of 5 PN 56746-5

PART #	DESCRIPTION	QTY.	ILLUS.	PAGE
90-2600	STRUT SPACER	2	11	10
90-6317	<b>HARDWARE PACK: Spacer Mount</b>	1	-	-
72-043200810	7/16" GR. 8 HEX NUT	6	10,11	10
73-04300830	7/16" SAE FLATWASHER	6	10,11	10
73-04300836	7/16" SPLIT LOCK WASHER	6	10,11	10
930001	REAR SHOCK	2	-	-

*OR* Box 5 of 6 PN 56746MX-5

626500	COIL OVER	1	10	10
90-6492	<b>HARDWARE PACK: Coil over mounting spacers</b>	1	-	-
90-2433	UPPER SPACERS -10 MONOBALL	4	10	10
90-3622	COIL OVER MOUNT	1	10	10
90-6317	<b>HARDWARE PACK: SPACER MOUNT</b>	1	-	-
72-043200810	7/16 GR. 8 PLATED HEX NUT	6	10,11	10
73-04300830	7/16 SAE FLATWASHER ZINC	6	10,11	10
73-04300836	7/16 SPLIT LOCK WASHER	6	10,11	10
MX6100	MX6 SHOCKS	1	-	-

Box 6 of 6 PN 56746MX-6

626500	COIL OVER	1	10	10
90-3010	COIL OVER WRENCH LARGE	1	-	-
90-3011	COIL OVER WRENCH SMALL	1	-	-
90-6318	<b>HARDWARE PACK: COIL OVER MOUNT</b>	1	-	-
70-0502751800	1/2" X 2 3/4" BOLT	2	10	10
73-05000830	1/2" SAE FLATWASHER ZINC	4	10	10
72-050100816	1/2 UNITORQUE NUT	2	10	10
90-3622	COIL OVER MOUNT	1	10	10
MX6100	MX6 SHOCKS	1	-	-

### Special Tools:

Please refer to your service manual for more information.  
A special removal tool is required for safe removal of the tie rods.  
These tool may be purchased at your local dodge dealer.  
You may be able to rent any of these tools at your local parts store.

## 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 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 minimum of a 17" wheel not to exceed 8" in width with a maximum backspacing of 4" 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. Installation of wider, 18" & 20", wheels may be possible using wheels with larger backspacing. Be sure to check fit all wheel and tire combinations before purchasing and installation. 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!

***IMPORTANT!: 17" OR LARGER WHEELS WITH 4" MAXIMUM BACKSPACING  
MUST BE USED IN CONJUNCTION WITH THIS LIFT KIT!***

# 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.

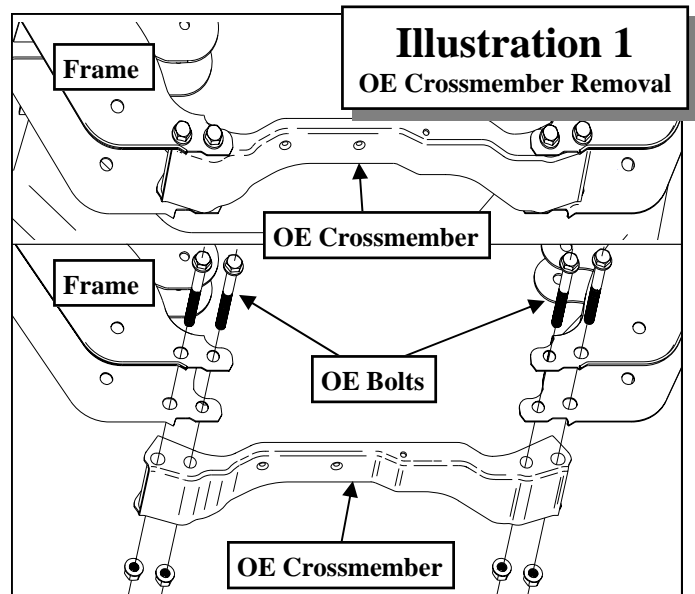
LF: \_\_\_\_\_ RF: \_\_\_\_\_

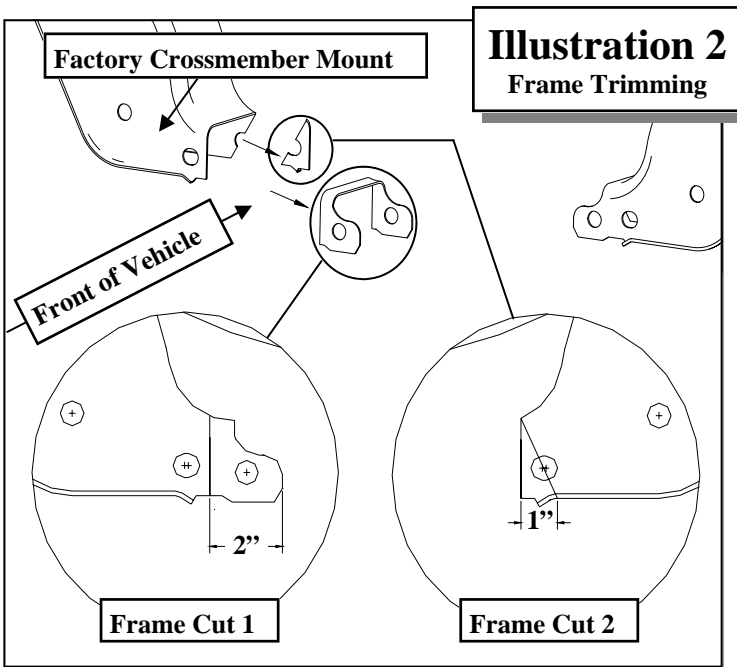
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2. Ensure that your work space is of adequate size and the work surface is level. Place the vehicle in neutral. Place your floor jack under the front cross member and raise vehicle. Place jack stands under the frame rails behind the front wheel wells 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. Unbolt the sway bar from the sway bar end links. Save the hardware for reuse.
5. 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.
6. 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!*
7. Remove the disc brake rotors.
8. 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.
9. Remove the CV axle nut from the front bearing cartridge. This will require a **36mm** socket. Keep these nuts for reuse.
10. Loosen but **DO NOT** remove the control arm

bolts.

11. The CV shafts are retained in the differential 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 shaft from the front differential.
12. Support the lower control arm with a jack. Remove the three upper strut mounting nuts. **DO NOT** loosen the middle strut nut.
13. Loosen the lower strut retaining nut. Remove the nut from the bolt and remove the strut from the vehicle.
14. Remove the upper ball joint nuts. Carefully separate the upper ball joints from the steering knuckle using the appropriate tool. Save these nuts for reuse.
15. While leaning the OE spindle outward, slide the inner CV joint clear of the differential and very carefully pull the outer CV joint clear of the wheel-bearing cartridge in the knuckle.  
*NOTE: The CV shaft is heavy and it may be easier to have someone assist you in its removal. It is **EXTREMELY** important that you do not damage the CV boots!*
16. Remove the lower ball joint nuts from the lower ball joints. Using the appropriate tool,





*down, tie up immediately after unbolting. Failure to do this may cause the boot to pinch and crack.*

20. Unbolt and remove **OE** rear crossmember brace from the frame. Discard the crossmember and hardware after removal. **See Illustration 1.**
21. While supporting the differential, remove the front differential mounting hardware and carefully lower the differential assembly to the floor. Save this hardware for reuse.
22. The driver's side lower rear A-arm mounting

**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.*

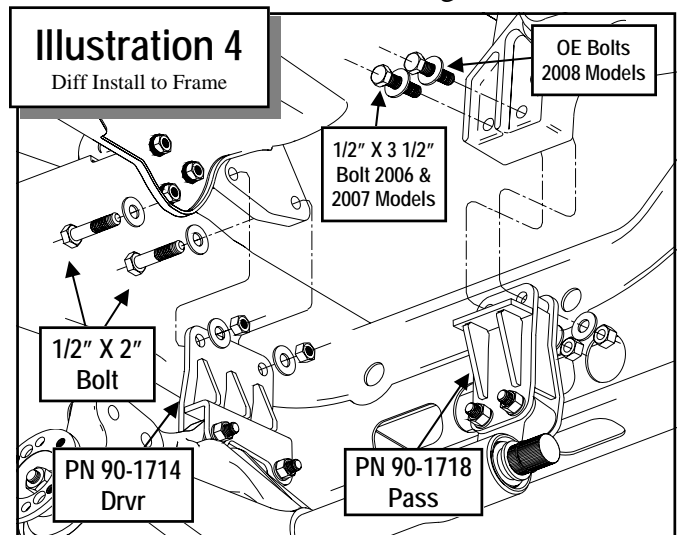
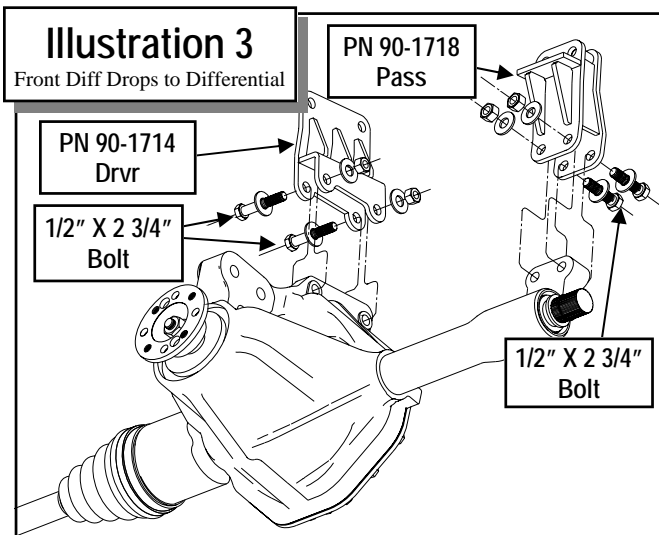
remove the knuckle from the lower ball joint. Save these nuts for reuse. Place knuckle aside.

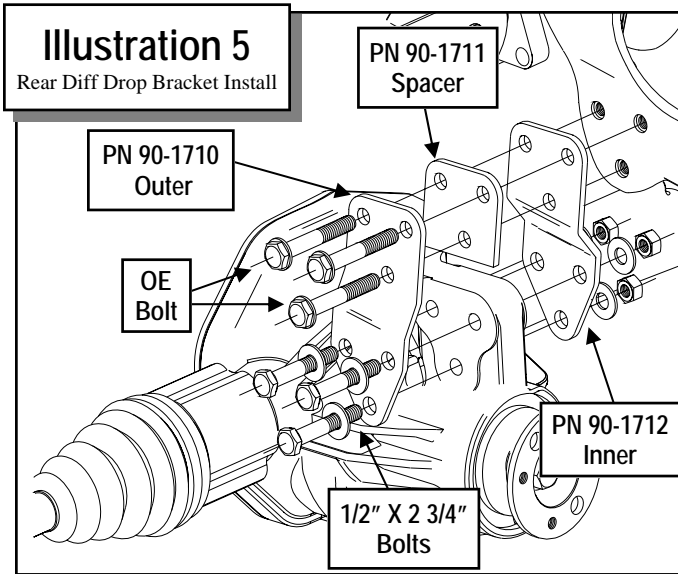
17. Unbolt and remove the lower A-arms from the frame. Save the **OE** hardware for reuse.
18. Remove the front differential vent line and unclip the factory wiring harness. Secure them clear of the work area.
19. Mark the front driveshaft and transfer case with indexing marks to ensure that it is reinstalled in the same position. Remove the front driveshaft from the vehicle.

**NOTE:** *Do not let the drive shaft hang*

pocket must be trimmed in order to clear the differential in it's lowered position. Measure inward **2"** from the edge factory crossmember mount and scribe a line. Repeat on the opposite side of the pocket. Make a continuous line connecting the two marks over the top edge of the pocket. Trim the mount along the scribed line using an abrasive cut-off wheel or reciprocating saw. **See Illustration 2, frame cut 1.**

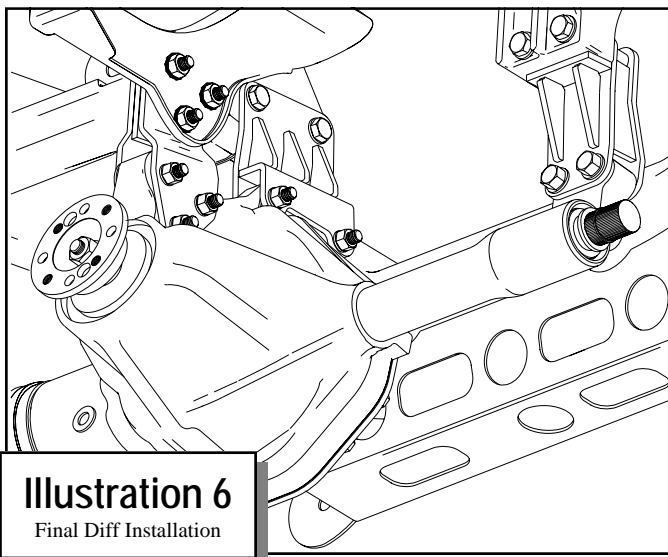
23. On the front edge of the newly cut frame measure in **1"** from the bottom edge and mark the frame. Scribe a diagonal line from





the previously made mark to the top edge of the newly cut frame edge. See **Illustration 2, frame cut 2**.

24. After cutting the sections out of the frame, thoroughly clean and de-burr all cut surfaces. Paint the exposed metal area with a good quality paint.
25. Locate the front differential wiring harness. Using the provided wiring extension harness (**90-4136**). Be sure to leave enough slack for the differential when it is in its final lowered position. Be sure to secure the wiring harness out of the way of any moving parts.
26. Install the passenger side differential drop (**PN 90-1718**) to the differential as shown in



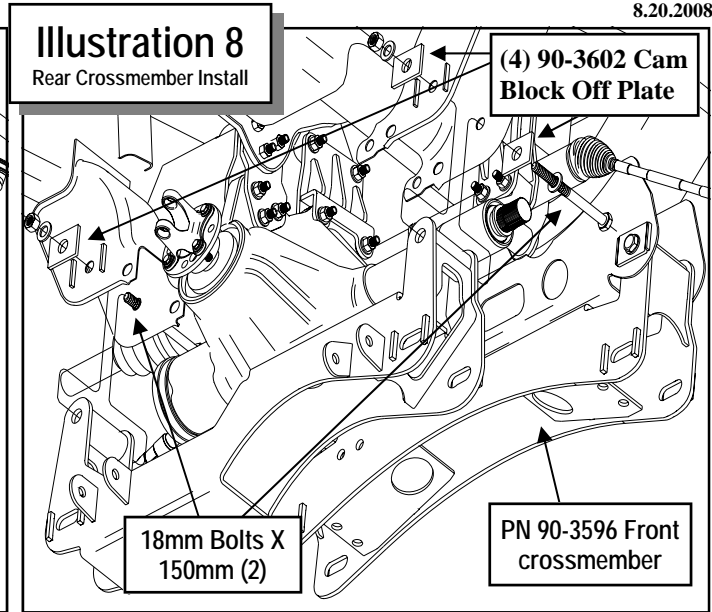
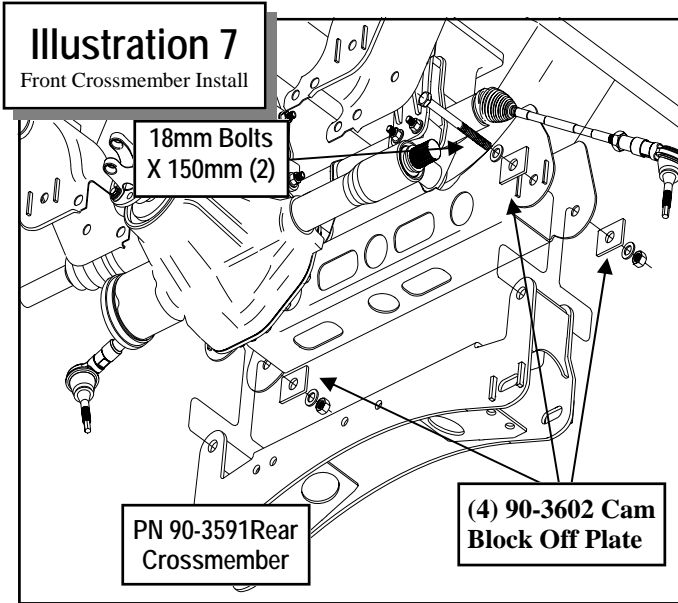
**Illustration 3**. Use two of the **1/2" X 2 3/4"** bolts, four **1/2"** flat washers and two **1/2"** Stover nuts from hardware pack **90-6259**.

27. 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 3**.
28. Raise the differential into the truck and suspend the assembly using two (**1/2" X 3 1/2"** bolts for the 2006-2007 models or the two previously removed **OE** bolts for the 2008 model), 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**. See **Illustration 4**.
29. Assemble the final, 3 piece drop consisting of **PN's 90-1710, 90-1711, and 90-1712** in the order shown in **Illustration 5**. Use the three **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.
30. Tighten all differential mounting hardware to **65** ft./lbs. at this time.
31. Reattach the differential breather line and wiring harness extension to the differential.
32. Install the front cross member (**90-3591**) into the front A-arm pockets using the provided **18mm X 150mm** bolts, nuts and provided cam block off plate (**90-3602**). Leave hardware loose at this time. See **Illustration 7**.

**NOTE:** *The offset in the crossmember goes to the front and the bolt heads face toward the rear of the vehicle.*

33. Install the rear cross member (**90-3596**) into the rear A-arm pockets using the provided **18mm X 150mm** bolts, nuts and provided cam block off plate (**90-3602**). Leave hardware loose at this time. See **Illustration 8**.
34. Install the lower A-arms into position with





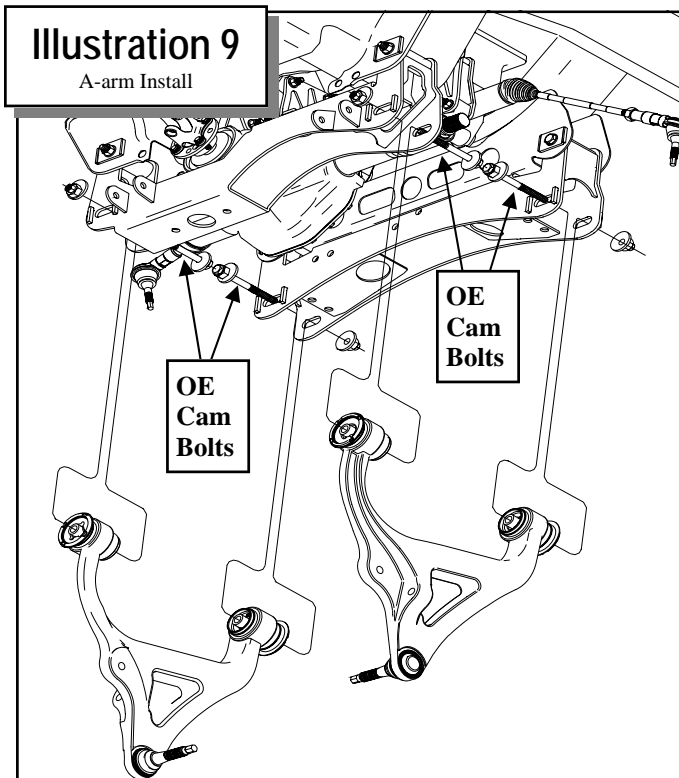
the **OE** cam bolt and nut. Be sure the head of the bolt oriented toward the front of the vehicle. See **Illustration 9**. ***DO NOT*** torque the cam bolts until the vehicle is back on the ground.

35. With the lower A-Arms installed, torque the **18mm** crossmember mounting bolts to **220** ft./lbs.
36. **WITH THE COIL OVERS**, insert the mono

ball spacers (**90-2433**) from pack (**90-6492**) in the top of the coil over as shown in **Illustration 10**.

37. Insert the mono ball spacers (**90-2433**) from pack (**90-6492**) in the bottom of the coil over as shown in **Illustration 10**.

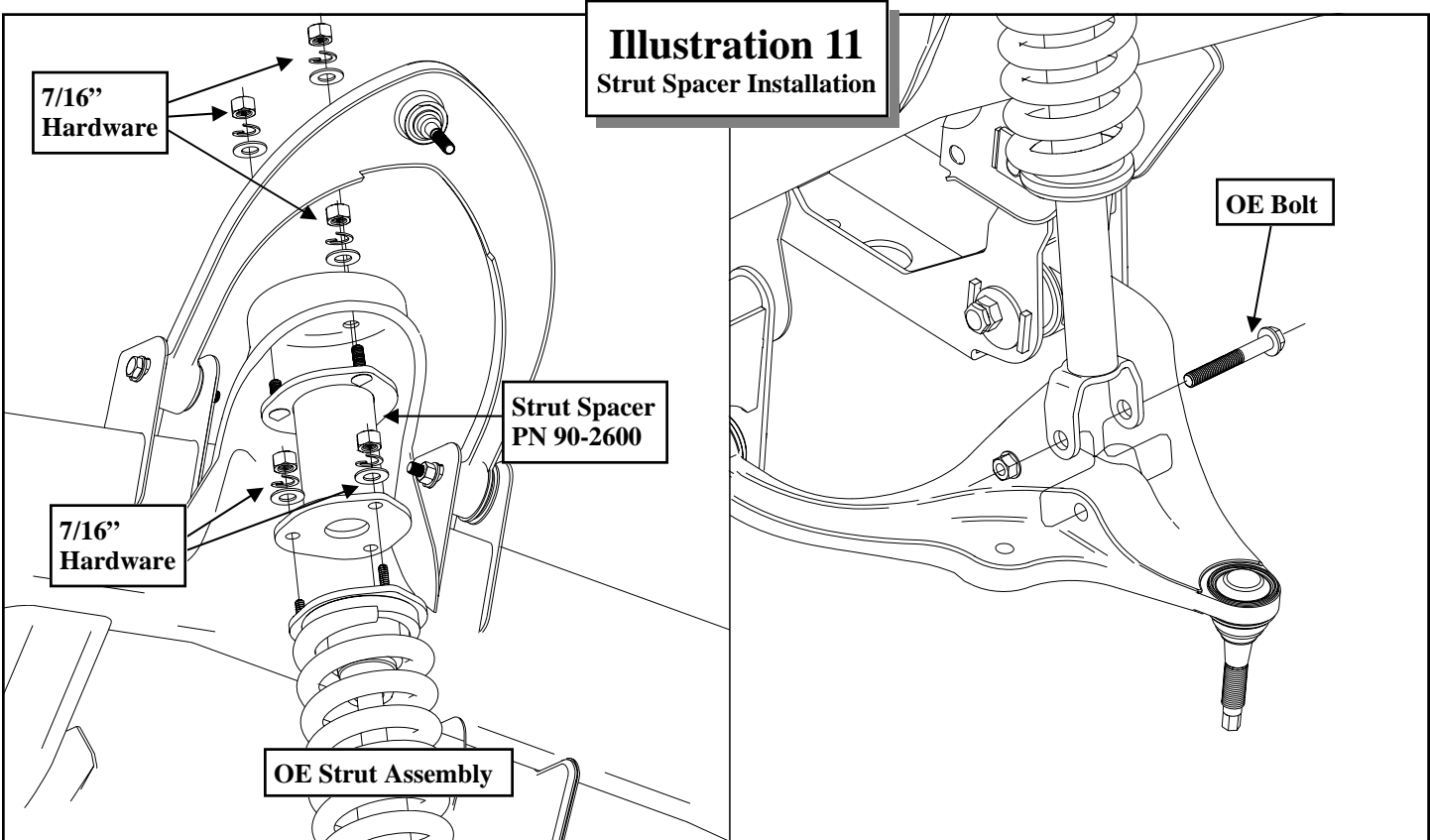
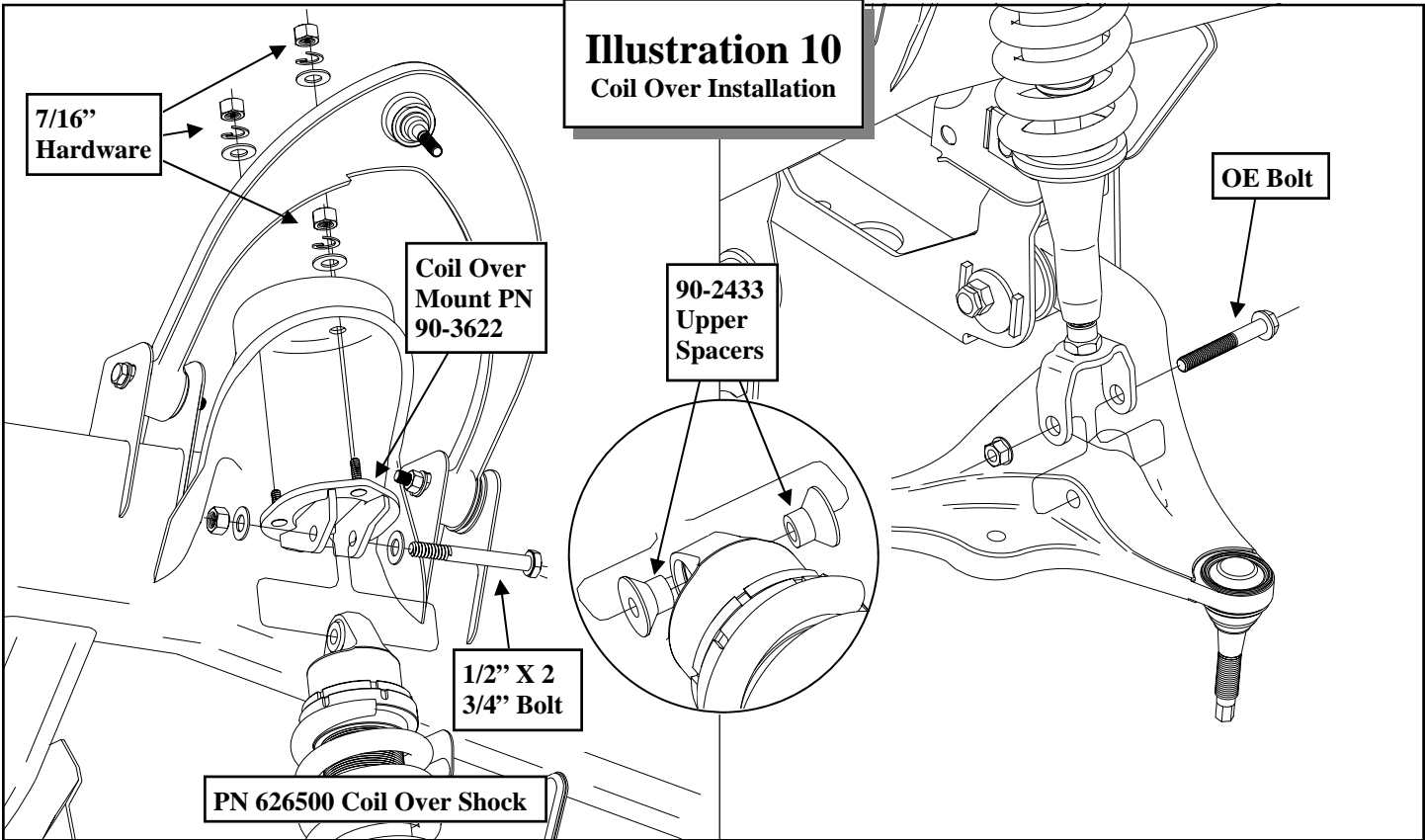
**NOTE: The spacers are a tight fit. A press might be needed to fit the spacers into the mono balls.**

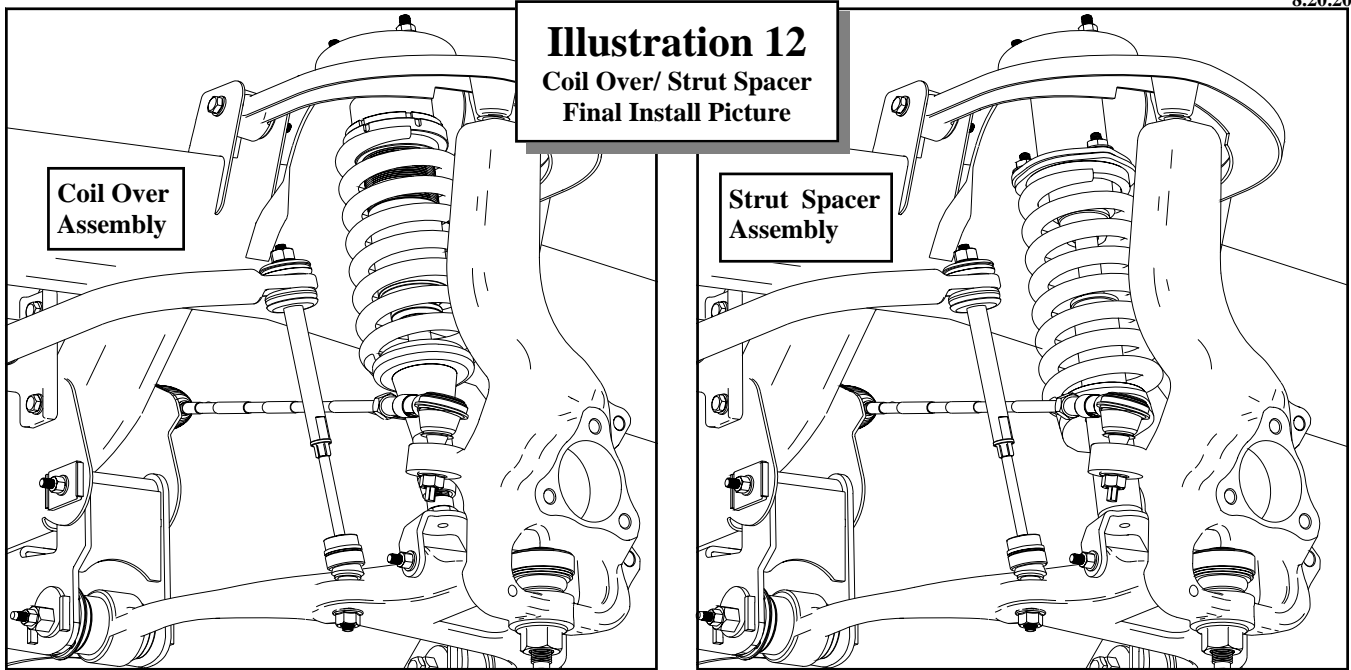


38. Install the new Pro Comp coil over shock (**626500**) to the upper bracket (**90-3622**) with the supplied **1/2" X 2 3/4"** hardware from hardware pack (**90-6318**). Fasten upper bracket to truck using the supplied **7/16"** hardware on the top from hardware pack (**90-6317**) and torque to **45-50** ft./lbs. See **Illustration 10**.

**NOTE: Supplemental Instructions for MX kit Coil Over Installation are located in box 56007BMX-5.**

39. **WITH THE STRUT SPACERS**, attach the strut spacer (**90-2600**) to the top of the strut using the **OE** hardware. Torque to **30** ft./lbs. Fit the strut assembly and spacer into the stock mounting locations. Fasten using the supplied hardware on the top from hardware pack (**90-6317**) torque to **45-50** ft./lbs. See **Illustration 11**.



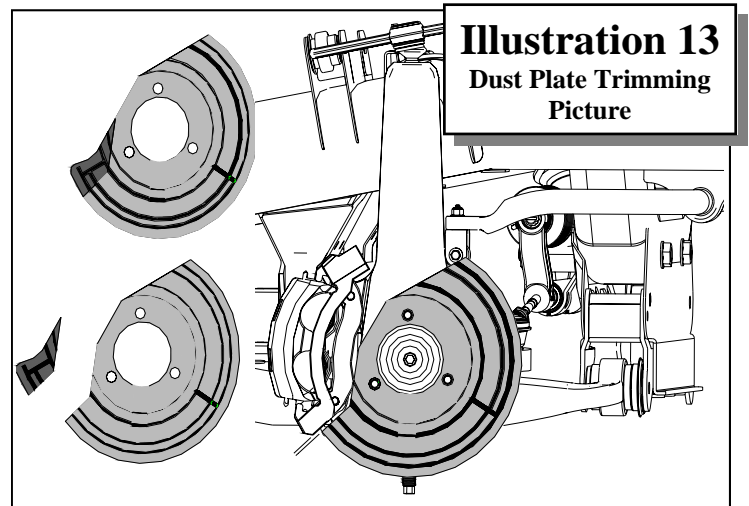


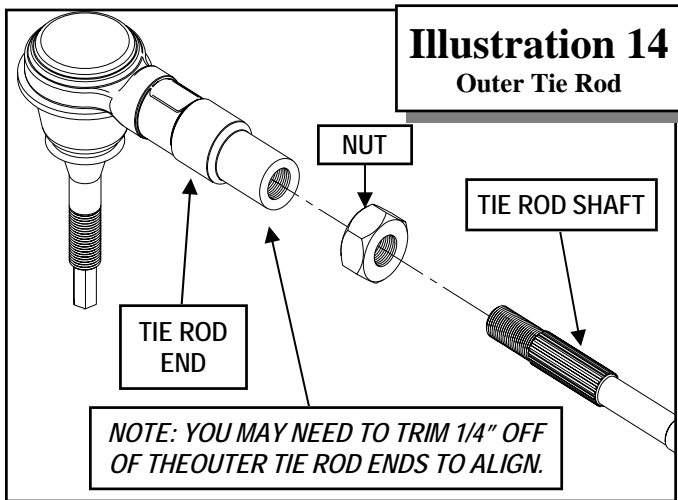
40. Install the **OE** bolt through the lower strut mount and a-arm. Torque to **125** ft./lbs.
41. Disassemble the **OE** spindle on your work bench, remove the hub and brake backing plates from the **OE** spindle by removing the three **OE** bolts. Save the mounting bolts, bearings, and dust shields 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.*

42. Trim the **OE** dust shields according to the diagram provided. See **Illustration 13**.
43. Reassemble the hub and brake dust shields into the new steering knuckle (**90-4138 Driver and 90-4139 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.*
44. Torque the bearing to the knuckle with the **OE** bolts. Torque to **125** ft./lbs.
45. Install the assembled knuckle to the lower ball joints using the **OE** hardware.

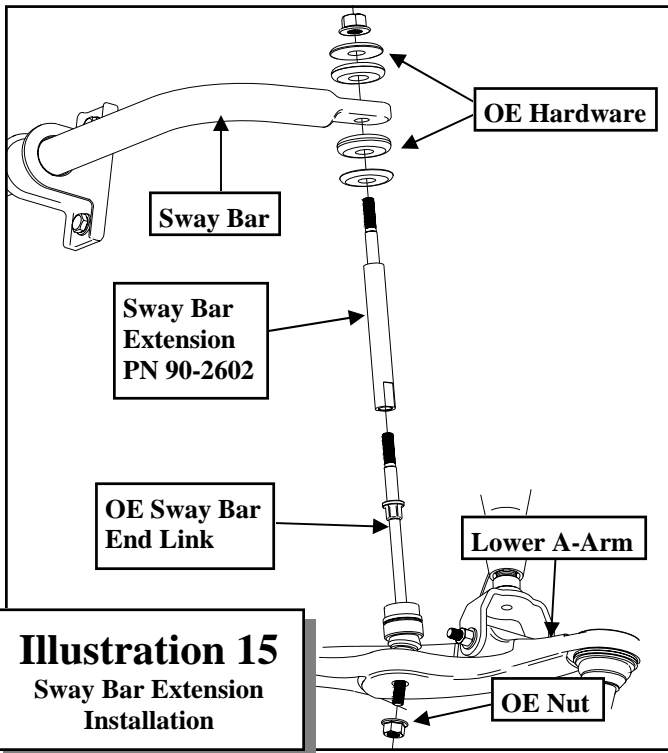
46. While leaning the **OE** spindle outward, very carefully insert the outer CV joint into the wheel-bearing cartridge and slide the inner CV joint into the differential housing. The CV joints are retained on the differential housing by small, round snap rings and sealed with “**O**” rings. Make sure they are properly inserted.
47. Slide the knuckle on to the top ball joint and torque the upper ball joint to **55** ft./lbs. Torque the lower ball joint to **60** ft./lbs. Torque the CV axle retaining nut to **185** ft./lbs.
48. Repeat steps 41 through 47 on the remaining side of the vehicle.





49. Loosen the outer tie rod end jam nut and thread the tie rod end inward five complete turns. Retighten the jam nut and attach the outer tie rod to the inner tie rod.

**NOTE:** The outer tie rod ends, on both sides, may need to be shortened by 1/4". Measure in 1/4" from the end of the tie rod end and scribe a line. See Illustration 14. Using a suitable cutting tool, (abrasive cut-off wheel, Sawz-all, etc.) cut the end along the previously marked line. Be sure the cut is made straight and square or else the jam nut will not hold it's torque properly.

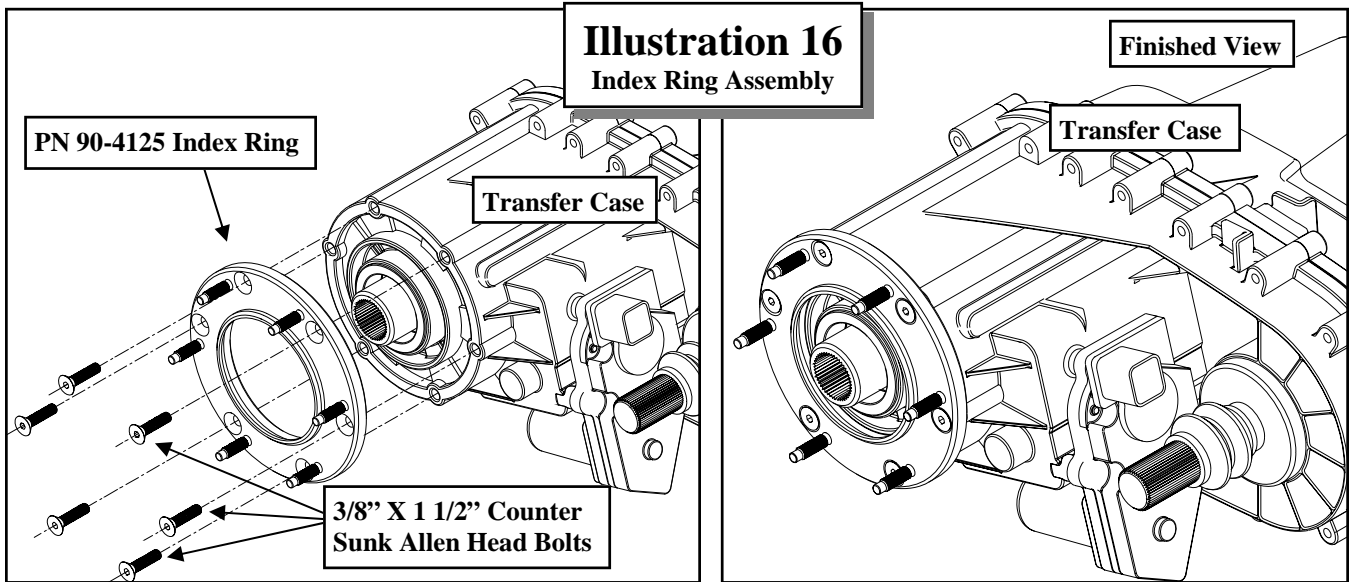


**IMPORTANT! BE SURE TO BRING THE VEHICLE TO A REPUTABLE ALIGNMENT SHOP TO BE ALIGNED IMMEDIATELY AFTER THE INSTALLATION OF THIS KIT IS COMPLETE.**

50. Attach the outer tie rod end to the new steering knuckle using the **OE** nut. Torque to **55** 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.

51. Reinstall the disc brake rotors and calipers and torque the calipers to the knuckle to **130** ft./lbs. Be sure to use thread locker on the caliper bolts.
52. At the driver side, unbolt the bracket holding the brake line to the frame. Save the bolt for reuse. Locate the rubber brake hose that runs from caliper to frame. Pinch it closed with vise grips or a small "C" clamp and detach it from the caliper and factory metal line. Plug or cover the caliper opening and remove the brake line from the vehicle.
53. Thoroughly clean all mating surfaces and install the supplied stainless steel brake line (**PN 7525-1**). At the upper end of the brake line install the supplied tear drop brake line bracket. Insert the threaded end of the brake line from the outside through factory mounting hole in the frame. Secure the brake line to the frame with the provided brake line jam nut. Attach the Pro Comp brake line to the factory metal brake line and tighten. Install the brake line to the caliper using the factory banjo bolt and new crush washer. Position the line so it doesn't make contact with any other parts. (**IMPORTANT!:** See special brake line supplement on page 20) Make sure brake lines are clean and dry of any debris before ABS brake bleeding.
54. Secure the supplied tear drop brake line bracket to the existing hole in the frame using the previously removed **OE** bolt.



55. Repeat on the remaining side of vehicle.

***BLEEDING OF THE BRAKE SYSTEM SHOULD BE DONE ACCORDING TO DODGE FACTORY SERVICE MANUAL.***

***IMPORTANT: BE VERY CAREFUL NOT TO LET THE MASTER CYLINDER RUN DRY! WITH ABS BRAKES THIS SITUATION WILL DAMAGE THE SYSTEM!***

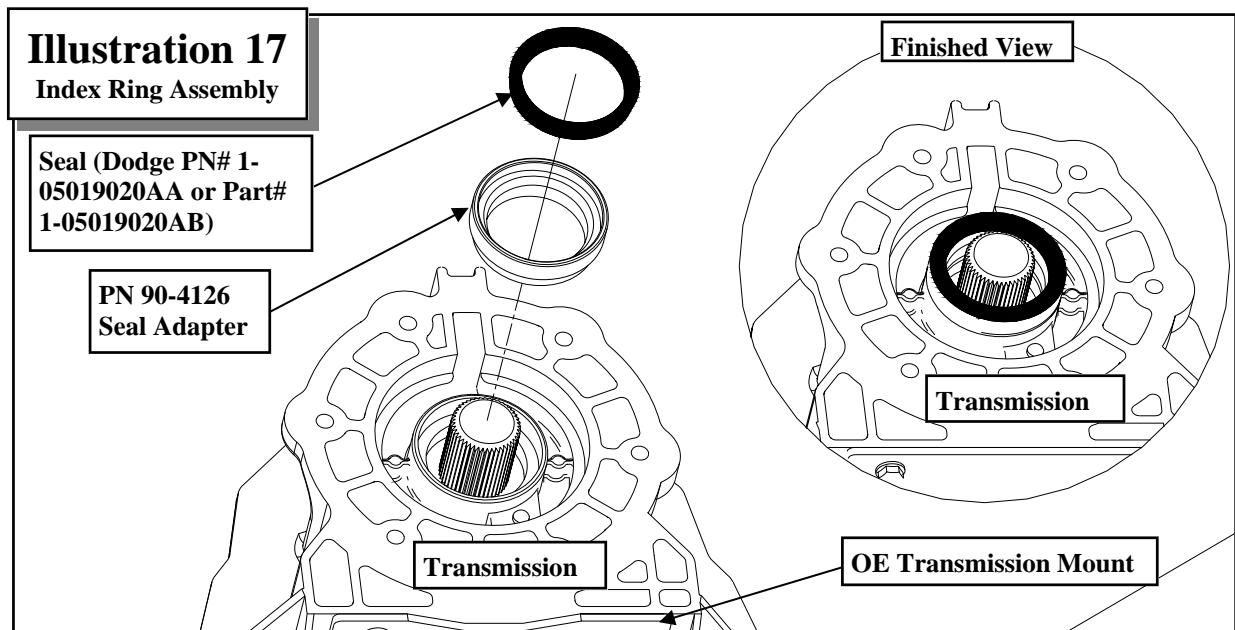
56. If you have ABS brakes, attach the ABS cable to the knuckle and upper control arm with zip ties.

***IMPORTANT: Move the A-arm assem-***

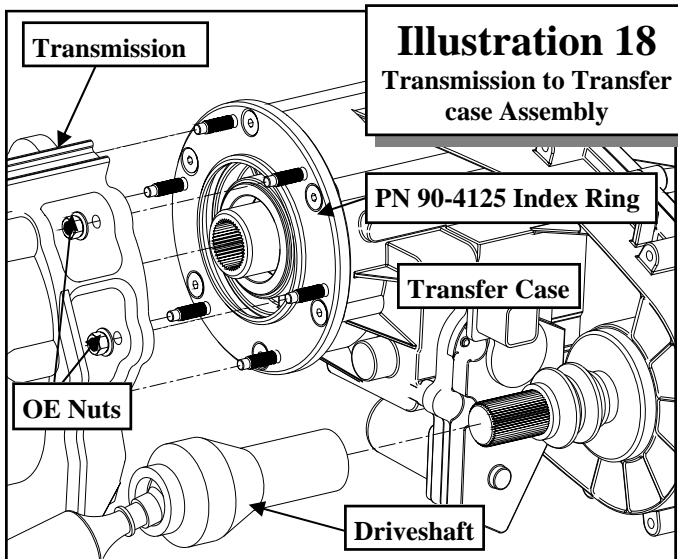
***bly up and down to its limits several times to check for binding and to ensure that there are no interference or pinching problems with the brake lines and ABS wiring.***

57. Apply thread locker to the OE sway bar end link threads and install the provided link extension (90-2602). Tighten the extension to the sway bar end link. See **Illustration 15**.

58. Attach the sway bar link extension to the sway bar with the OE bushings and hardware. Tighten the nut until the bushings begin to swell. See **Illustration 15**.







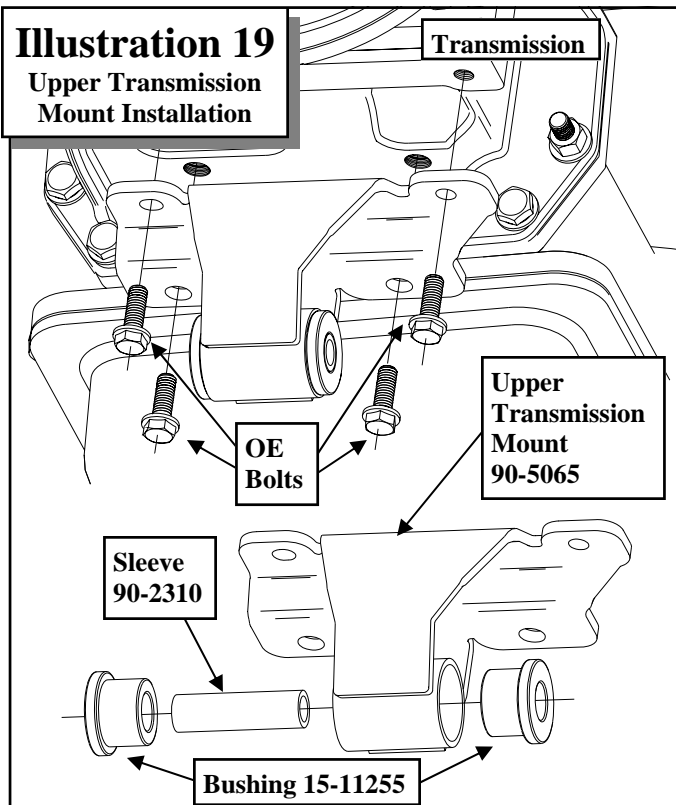
**Illustration 18**  
Transmission to Transfer  
case Assembly

**NOTE:** *Spraying the rubber mounts with lubricant will aid in sliding the exhaust back out of the way.*

59. Mark the rear driveshaft with an index mark to ensure that it is reinstalled in the same position. Remove the rear driveshaft from the vehicle.
60. On some models, in order to remove the transfer case, it may be necessary to disconnect the oxygen sensors and unbolt the exhaust pipes from the manifolds and slide the exhaust back.

61. Drain fluid from the transfer case. Remove the speedometer wire from the rear of the case. Remove the transfer case shift linkage from the transfer case bracket if applicable. Remove the transfer case vent line. Raise the transmission with a transmission or floor jack and remove the transmission mount to access the (2) lower transfer case bolts.
62. Remove the six **OE** retaining nuts that hold the transfer case to the transmission.
63. Support the transfer case with a transmission or floor jack and remove it from the vehicle.
64. With the transfer case on a bench remove the six studs from the case. Save the **OE** nuts for reuse.

**NOTE:** *Now would be a good time to check the condition of the input seal and extension housing seal. Replace them if necessary.*

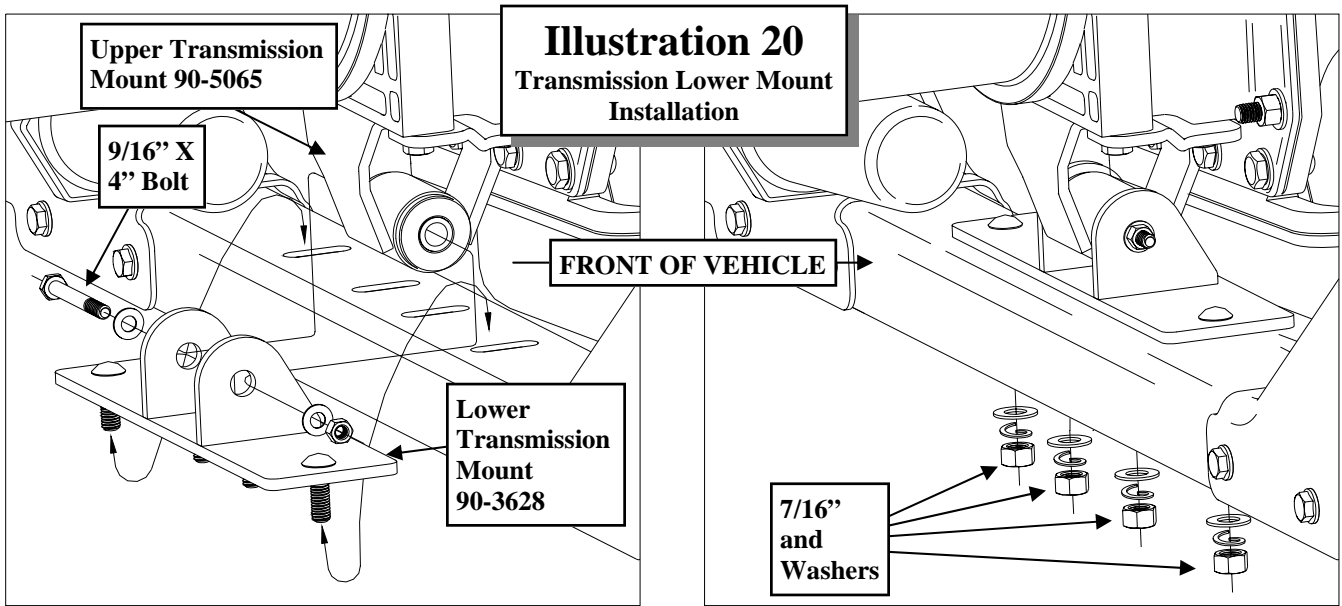


**Illustration 19**  
Upper Transmission  
Mount Installation

65. Clean the outside edge of the transfer case being sure to remove all silicone. Make sure the surface is clear of any residue.
66. Line up index ring (90-4125) on the transfer case. The ring will only install one way. With a marker, when all the holes are aligned properly, mark the position of the ring on the transfer case for proper alignment after the silicone is applied.
67. Run a bead of silicone along the mounting face on the transfer case. Be sure not to get any silicone in the bolt holes. Line up the previously marked index lines and install the index ring (90-4125) to the transfer case using the supplied 3/8" X 1 1/2" counter sunk Allen bolts. Torque to 35 ft./lbs. See Illustration 16.

**NOTE:** *Be sure to tighten the index ring evenly all the way around.*

68. Using the proper tool carefully remove the



inner transmission seal located at the rear of the transmission.

69. Carefully install the supplied seal adapter (90-4126) into the rear of the transmission. It is recommended that a thin layer of silicone is applied on the outside of the adapter so it will slide in with no binding. Using the proper tool install the adapter so it seated is flush with the transmission. See Illustration 17.
70. Using the proper tool install the new seal (Dodge part # 1-05019020AA or Part# 1-

05019020AB must be purchased separately) so it is flush in the adapter. See Illustration 17.

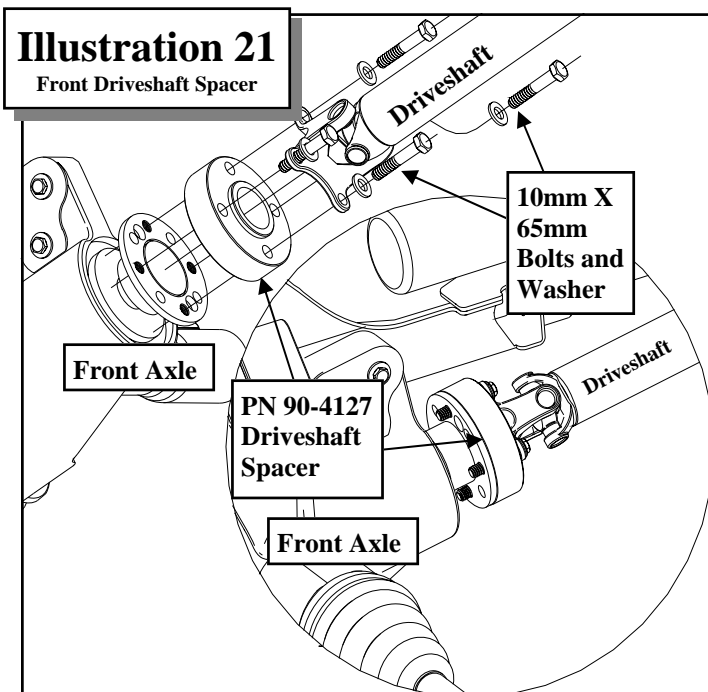
71. Clean the backside of the transmission mounting surface and run a bead of silicone around the rear outer edge of the transmission mounting surface.

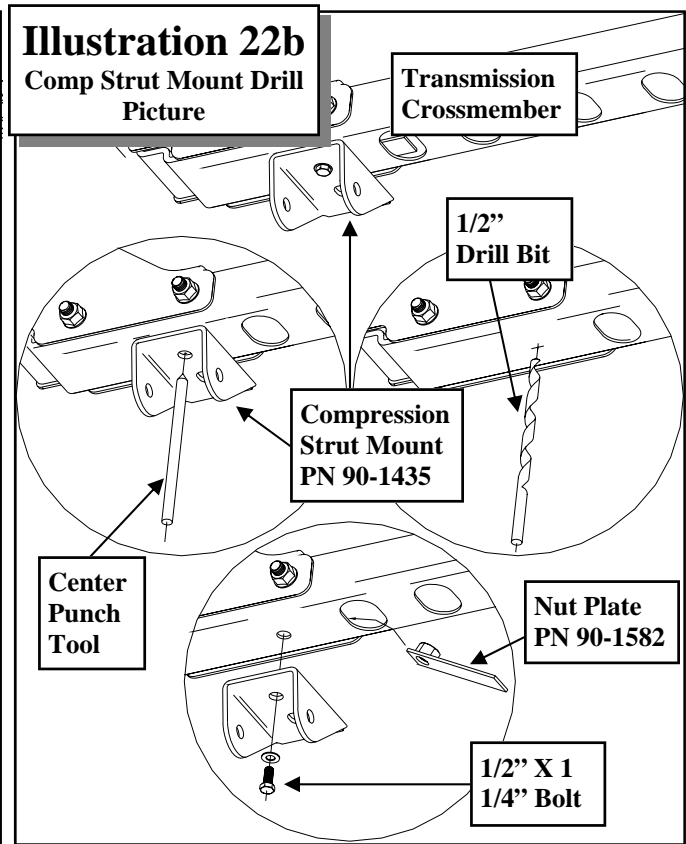
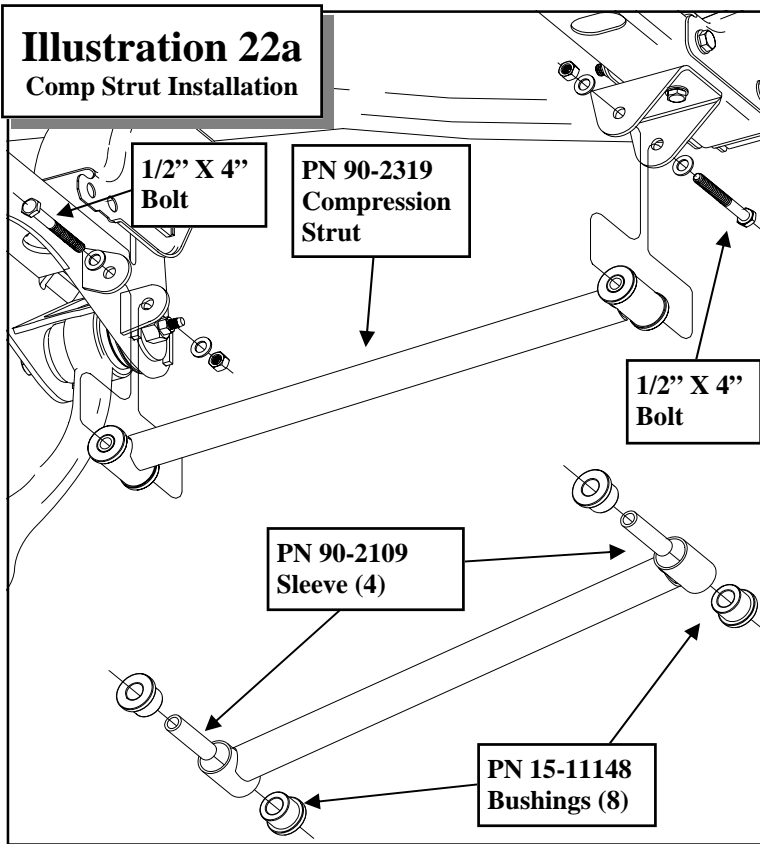
**IMPORTANT!:** Before tightening down the transfer case into place be sure install the front driveshaft into the transfer case. See ILLUSTRATION 18. You will not be able to install it after the transfer case is fully installed.

72. Reinstall the transfer case using a transmission or floor jack. Secure the transfer case to the transmission using the OE nuts. Torque the OE nuts using a circular pattern in two stages, stage one to 17 ft./lbs. and the second stage to 35 ft./lbs. I 17.

73. Secure front driveshaft to the front axle using the supplied 12mm X 1.75 X 60mm bolts and driveshaft spacer (90-4127), with the raised flange facing toward the rear of the vehicle, on the axle end of driveshaft. Be sure line up previously applied index marks before tightening bolts. Use thread locker on the bolts. Torque to 75 ft./lbs. Illustration 21.

**NOTE:** On 2008 model vehicles, there





*may not be enough space to install the drive shaft spacer (90-4127). Measure to see if drivehaft spacer installation is necessary.*

74. Assemble the new upper transmission mount (90-2730) using the supplied bushings (15-11255), sleeve (90-2310). See Illustration 19.
75. Install the newly assembled upper transmission mount (90-5065) to the transmission using the previously removed OE bolts. See Illustration 20.
76. Bolt the lower transmission mount (90-3628) to the upper transmission mount using the provided 9/16" X 4" bolt and hardware. Do not tighten at this time.
77. Lower the transmission and secure the lower transmission mount to the frame using the supplied 7/16" hardware. See Illustration 20.
78. Torque all transmission mount hardware according to the chart on page 17.

79. Line up the previously applied index marks and reinstall the rear driveshaft. Use thread locker on the bolts. Torque bolts to manufacturers specifications.
80. Reconnect all vent hoses, vacuum lines, and shift linkage. Be sure to reconnect all lines exactly as they came from the factory. There must be no pinching, rubbing, or stretching of any of these components.
81. Refill the transfer case with fluid. See factory manual for instructions.
82. If necessary, slide the exhaust back forward and bolt it back up to the manifolds. Torque exhaust bolts to factory specifications. Reconnect the oxygen sensor wiring harnesses.
83. Install the bushings (15-11148) and sleeves (90-2109) from hardware pack (90-6263) into the compression struts (90-2319). See Illustration 22a.
84. Bolt the compression strut mount (90-1435) to the compression strut using the supplied 1/2" X 4" bolt and hardware. See Illustration 22a.



**tion 22a.**

- 85. Rotate the compression strut up to contact the transmission crossmember. Use the bracket as a template and mark the transmission crossmember for drilling. **See Illustration 22a.**
- 86. Carefully lower the compression strut from the transmission crossmember.
- 87. Center punch and drill out the previously applied marks in the transmission crossmember to **1/2"**. **See Illustration 22b.**
- 88. Rotate the compression strut up to the transmission crossmember. Secure the mount to the drilled holes in the transmission crossmember using the supplied **1/2" X 1 1/2"** bolt and nut plate (**90-1582**). **See Illustration 22b.**
- 89. Torque the compression strut hardware to **65** ft./lbs.
- 90. Repeat these steps on the remaining side of the vehicle.⊕
- 91. 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.

- 92. Install your wheels and tires and lower the vehicle to the ground. Tighten the lug nuts to **90** ft./lbs.
- 93. With the vehicle on the ground torque the lower control arm bolts to **125** ft./lbs.
- 94. Recheck for proper installation and torque, all newly installed hardware.

**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.**
- ⇒ **Have your headlights adjusted.**
- ⇒ **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.

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

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

## Rear Installation

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1. Block the front tires and raise the rear of the vehicle. Support the frame with jack stands forward of the rear springs.
2. Remove the 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 4 thru 10 on the remaining side.**

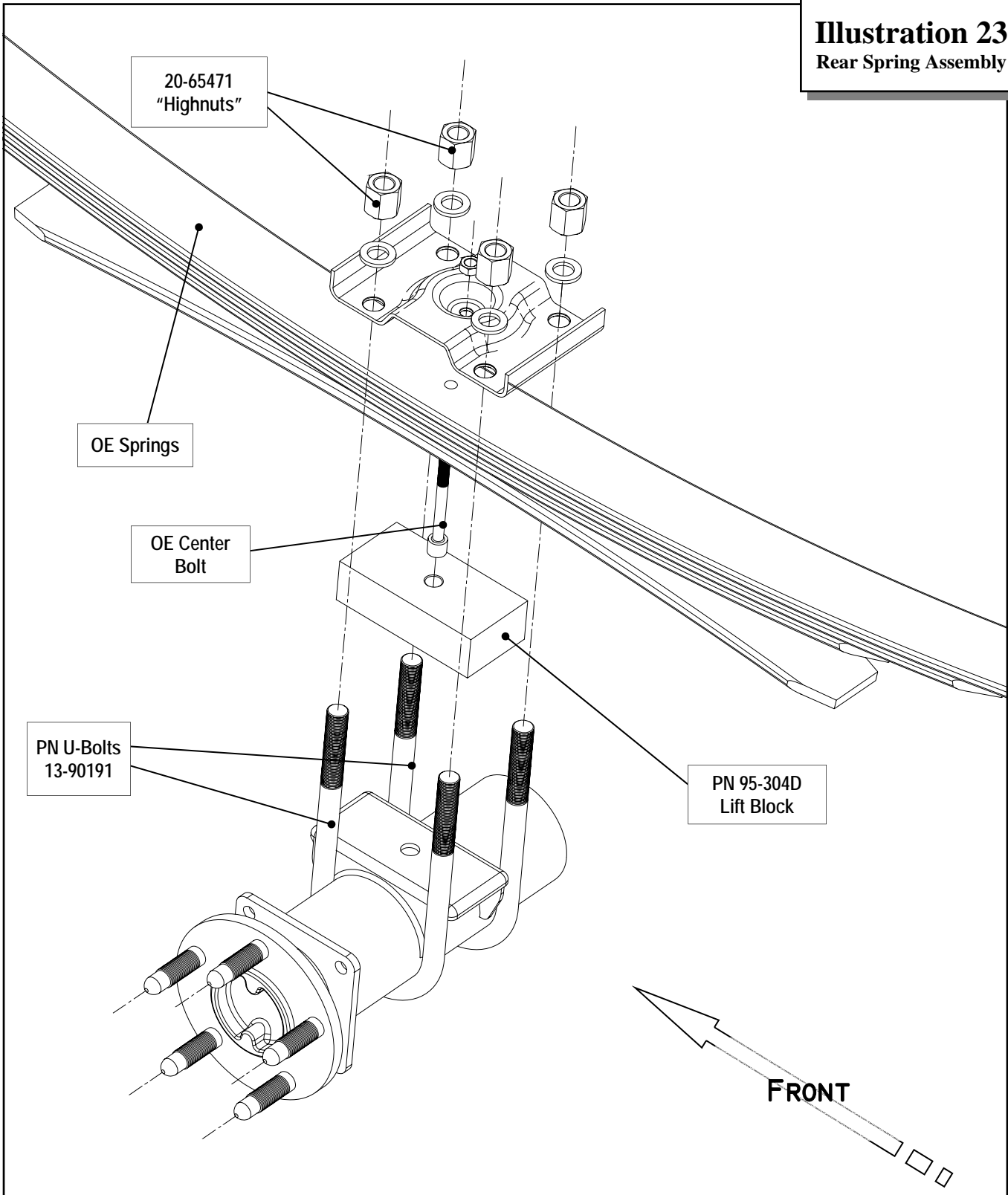
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4. Unbolt the factory **OE** stop from the frame of the vehicle.
5. Bolt the **OE** bump stop to the bump stop drop (**90-3607**) using the provided **3/8" X 1 1/4"** bolt and hardware. Torque to **30** ft./lbs.
6. Bolt the bump stop drop assembly back into the original position on the frame using the **OE** bolt and hardware. Torque to **35** ft./lbs.
7. 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.
8. Install the block (**95-304D**) 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 23**.
9. Install your new Pro Comp shocks (**PN MX6100 or 930001**) and torque this hardware to **60** ft./ lbs.
10. Tighten the U-bolts to **100** ft./lbs.
11. On both sides of the vehicle, check the routing of the brake lines and the ABS lines. There must be no pinching, rubbing, or stretching of either component. Reposition them if needed.
12. Reinstall the wheels and tires and lower the vehicle to the ground. Torque the lug nuts to manufacturers specifications.
13. Recheck the wheel lug torque on all four wheels at this time.
14. Recheck all hardware for proper installation and torque at this time. ⚙

### NOTES:

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

**Illustration 23**  
Rear Spring Assembly



Revised  
8.16.07



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!*

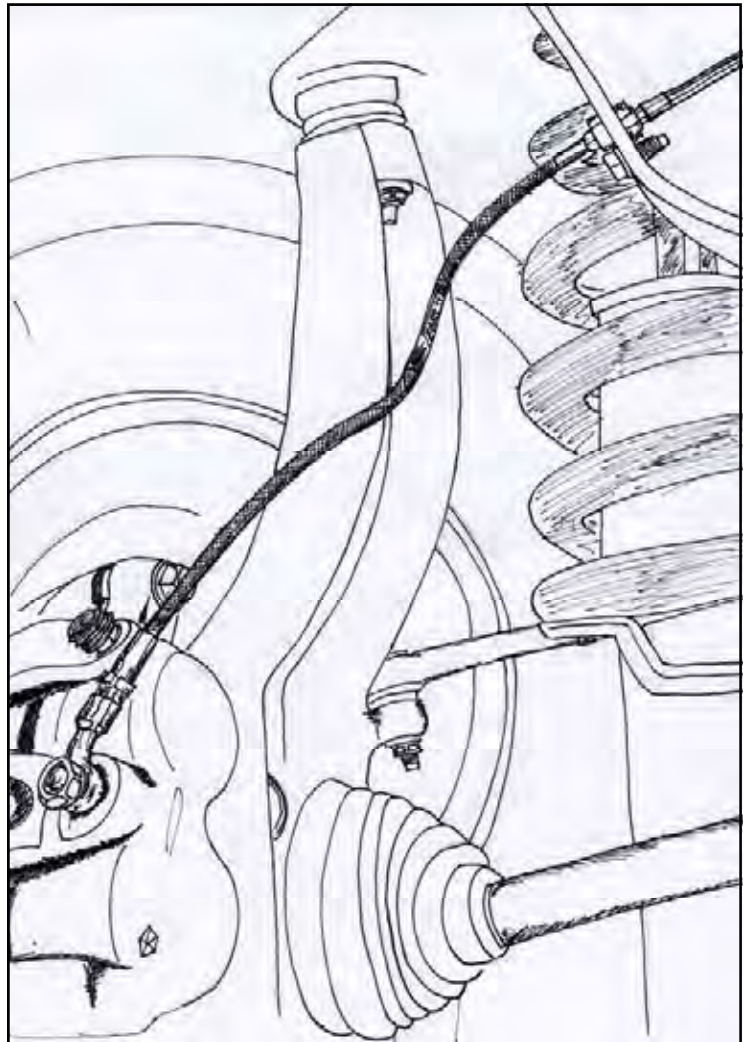
### **2006-2007 Dodge 1500 Front Stainless Steel Brake Line Installation Supplement**

When a stainless steel brake line is installed onto a vehicle, it needs to be carefully routed in order to not interfere with any moving parts (ie. shocks, springs & tires). A stainless steel brake line has a “memory” and it is possible to manipulate the line with it’s clocking. This will help prevent any contact with any parts when the line is installed onto the vehicle.

#### **CLOCKING:**

Once the banjo end of the stainless steel brake line is fastened to the caliper, route the line up to the factory steel brake line. Be sure to be very careful of the brake line’s location. Screw the new stainless steel line and the factory steel line together, but do not tighten at this time. At this point you can clock the brake line, away from the tire, with a twisting motion that will remain in the brake line once it is tightened.

See the accompanied drawing for the proper clocking and orientation of the brake line.





**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.

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Fax: (619) 216-1474  
Ph: (619) 216-1444

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