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PRO COMP SUSPENSION

Suspension Systems that Work!

NOTE: This kit is to be used in conjunction with Pro Comp Lift Kits 56703/56703MX, 56708/56708MX and 56709/56709MX Only!

Part# 56120
2008 DODGE 2500 4WD DOUBLE SHOCK HOOP KIT

This document contains very important information that includes warranty information and instructions for resolving problems you may encounter. Please keep it in the vehicle as a permanent record.

Box 1-**PN 56120-1**

Part #	Description	Qty.	Illus.	Page
91-2880	**SHOCK HOOP: Drvr**	**1**	**1,2,3,4,9**	**4,5,6,8**
91-2884	**SHOCK HOOP: Pass**	**1**	**1,2,3,4,9**	**4,5,6,8**
91-5263	**LOWER MOUNTING BRACKET: Drvr**	**1**	**5,6,7,8**	**6,7,8**
91-5266	**LOWER MOUNTING BRACKET: Pass**	**1**	**5,6,7,8**	**6,7,8**
90-5283	**STUD RING**	**2**	**1**	**4**
90-6317	**HARDWARE PACK: Stud Ring Nuts**	**1**	**-**	**-**
72-043200810	7/16” GR. 8 HEX NUT	6	1	4
73-04300830	7/16” SAE FLAT WASHER	6	1	4
73-04300836	7/16” SPLIT LOCK WASHER	6	1	4
P-19	**HARDWARE PACK: Shock Stud**	**4**	**-**	**-**
45230	**SHOCK STUD**	**1**	**5,7**	**6,7**
45481	5/8” FLAT WASHER	3	5,7	6,7
45232	5/8” NUT	1	5,7	6,7
45480	7/16” FLAT WASHER	1	8	8
35319	7/16” NUT	1	8	8
90-6658	**HARDWARE PACK: Sleeve**	**1**	**-**	**-**
54314	**SLEEVE**	**4**	**-**	**-**
90-5269	**1/2" SINGLE NUT PLATE: Shock Hoop**	**2**	**4**	**6**
90-5271	**3/8" DOUBLE NUT PLATE: Lower Mount**	**2**	**7**	**7**
90-6659	**HARDWARE PACK: Shock Hoop/Lower Mount**	**1**	**-**	**-**
50C300HCS8Y	1/2” X 3” HEX BOLT GR 8	4	9	8
50C125HCS8Y	1/2” X 1 1/4” HEX BOLT GR 8	4	4	6
50NWHDY/SAE	1/2” HARDENED FLAT WASHER	14	4,9	6,8
50CNUCZ	1/2” STOVER NUT GR. C	6	4,9	6,8
37C125HCS8Y	3/8” X 1 1/4” HEX BOLT GR 8	4	7	7
37NWHDY/SAE	3/8” HARDENED FLAT WASHER	4	7	7
90-6271	**HARDWARE PACK: Shock Hoop**	**1**	**-**	**-**
15-11213	**1 1/2" END CAP**	**4**	**-**	**-**
90-6319	**HARDWARE PACK: Zip Ties**	**1**	**-**	**-**
10999	ZIP TIE, 11", BLACK	12	-	-

Additional PRO COMP Equipment Required For installation!

925509 9000 SERIES FRONT SHOCKS 4

or

FX6506 FOX 2.0 RESERVIOR SHOCK BOX 1

or

FX6303 FOX 2.0 EMULSION SHOCK BOX 1

Introduction:

- **This installation requires a professional mechanic!**
- We recommend that you have access to a factory service manual for your vehicle to assist in the disassembly and reassembly of your vehicle. It contains a wealth of detailed information.
- Prior to installation, carefully inspect the vehicle's steering and driveline systems paying close attention to the tie rod ends, ball joints, wheel bearing preload, pitman and idler arm. Additionally, check steering-to-frame and suspension-to-frame attaching points for stress cracks. The overall vehicle must be in excellent working condition. Repair or replace all worn or damaged parts!
- Read the instructions carefully and study the illustrations before attempting installation! You may save yourself a lot of extra work.
- Check the parts and hardware against the parts list to assure that your kit is complete. Separating parts according to the areas where they will be used and placing the hardware with the brackets before you begin will save installation time.
- Check the special equipment list and ensure the availability of these tools.
- Secure and properly block vehicle prior to beginning installation.
- ***ALWAYS*** wear safety glasses when using power tools or working under the vehicle!
- Use caution when cutting is required under the vehicle. The factory undercoating is flammable. Take appropriate precautions. Have a fire extinguisher close at hand.
- Foot pound torque readings are listed on the Torque Specifications chart at the end of the instructions. These are to be used unless specifically directed otherwise. Apply thread lock retaining compound where specified.
- ***Please note that while every effort is made to ensure that the installation of your Pro Comp lift kit is a positive experience, variations in construction and assembly in the vehicle manufacturing process will virtually ensure that some parts may seem difficult to install. Additionally, the current trend in manufacturing of vehicles results in a frame that is highly flexible and may shift slightly on disassembly prior to installation. The use of pry bars and tapered punches for alignment is considered normal and usually does not indicate a faulty product. However, if you are uncertain about some aspect of the installation process, please feel free to call our tech support department at the number listed on the cover page. We do not recommend that you modify the Pro Comp parts in any way as this will void any warranty expressed or implied by the Pro Comp Suspension company.***

IMPORTANT!: A shock MUST ALWAYS be installed in the factory location inside the coil spring.

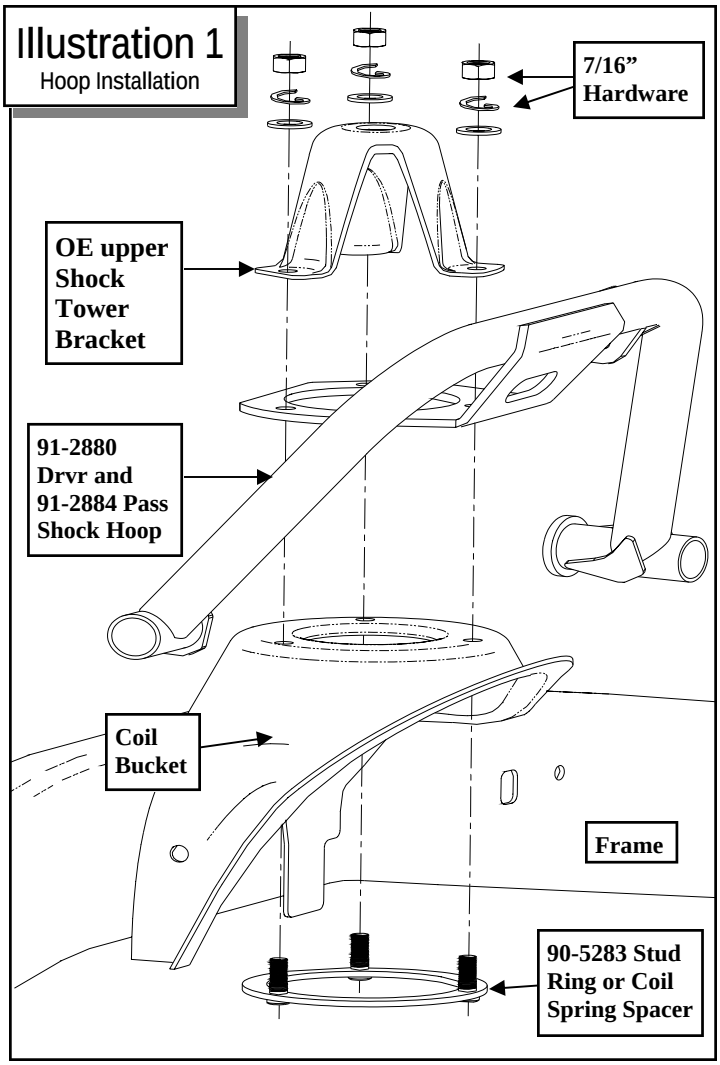
Optional Equipment Available from your Pro Comp Distributor!

219838 Dual Steering Stabilizer Kit
50328 U-bolt kit for vehicles w/ Dana 80 rear axle.

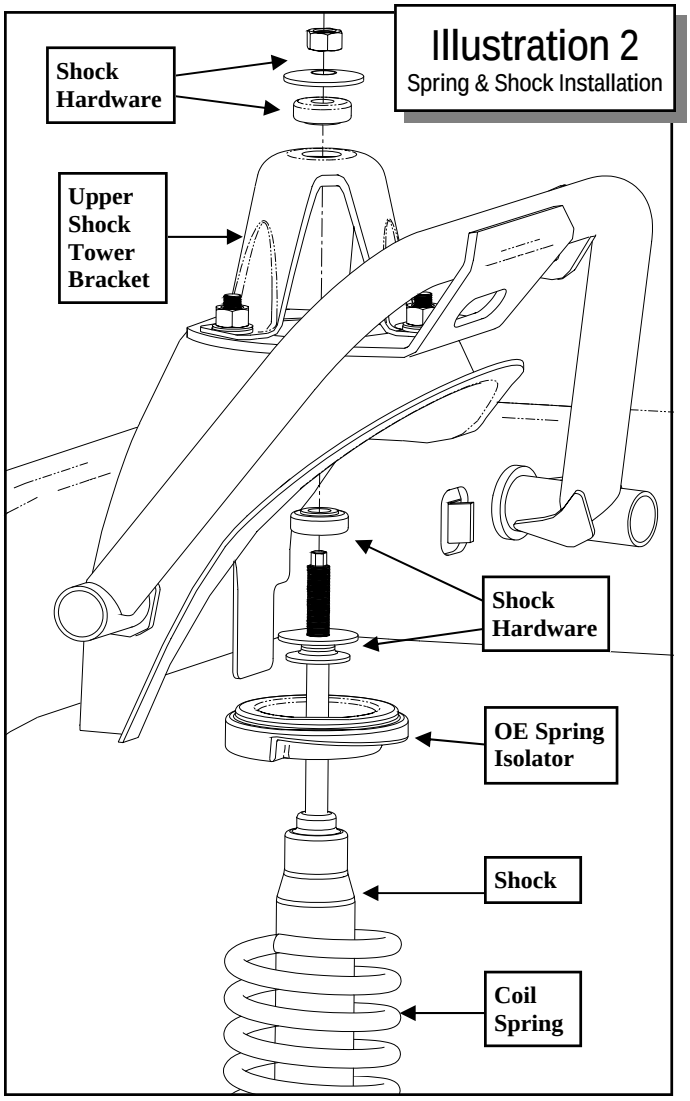
Check out our outstanding selection of Pro Comp tires to compliment your new installation!

Installation:

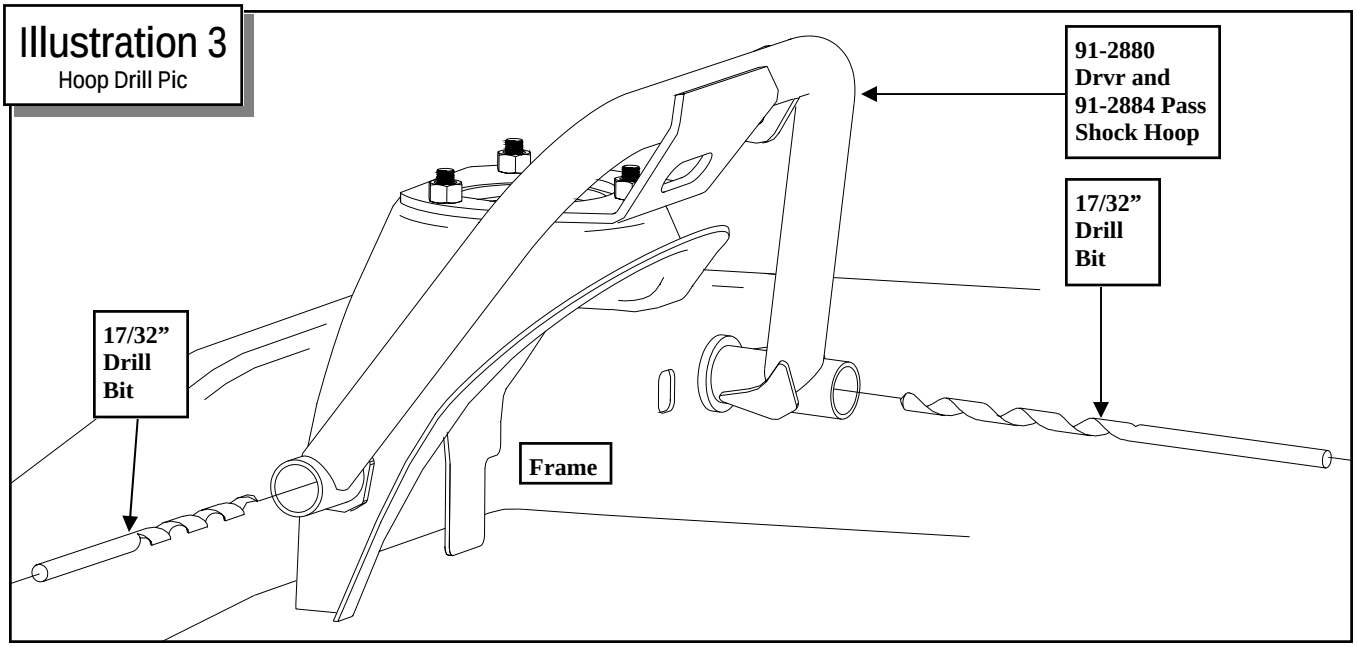
1. Ensure that your work space is of adequate size and the work surface is level. Set the emergency brake. Place your floor jack under the front axle and raise vehicle. Place jack stands under the frame rails behind the front wheel wells and lower the frame onto the stands. Remove the jack and place blocks both in front of and behind the rear wheels. Remove the wheels.
2. Remove any skid plates or debris shields from the bottom of the vehicle.
3. Unbolt sway bar from end links.
4. Raise a jack under the coil spring to support the axle.
5. Compress coil spring with coil spring compressor tool.

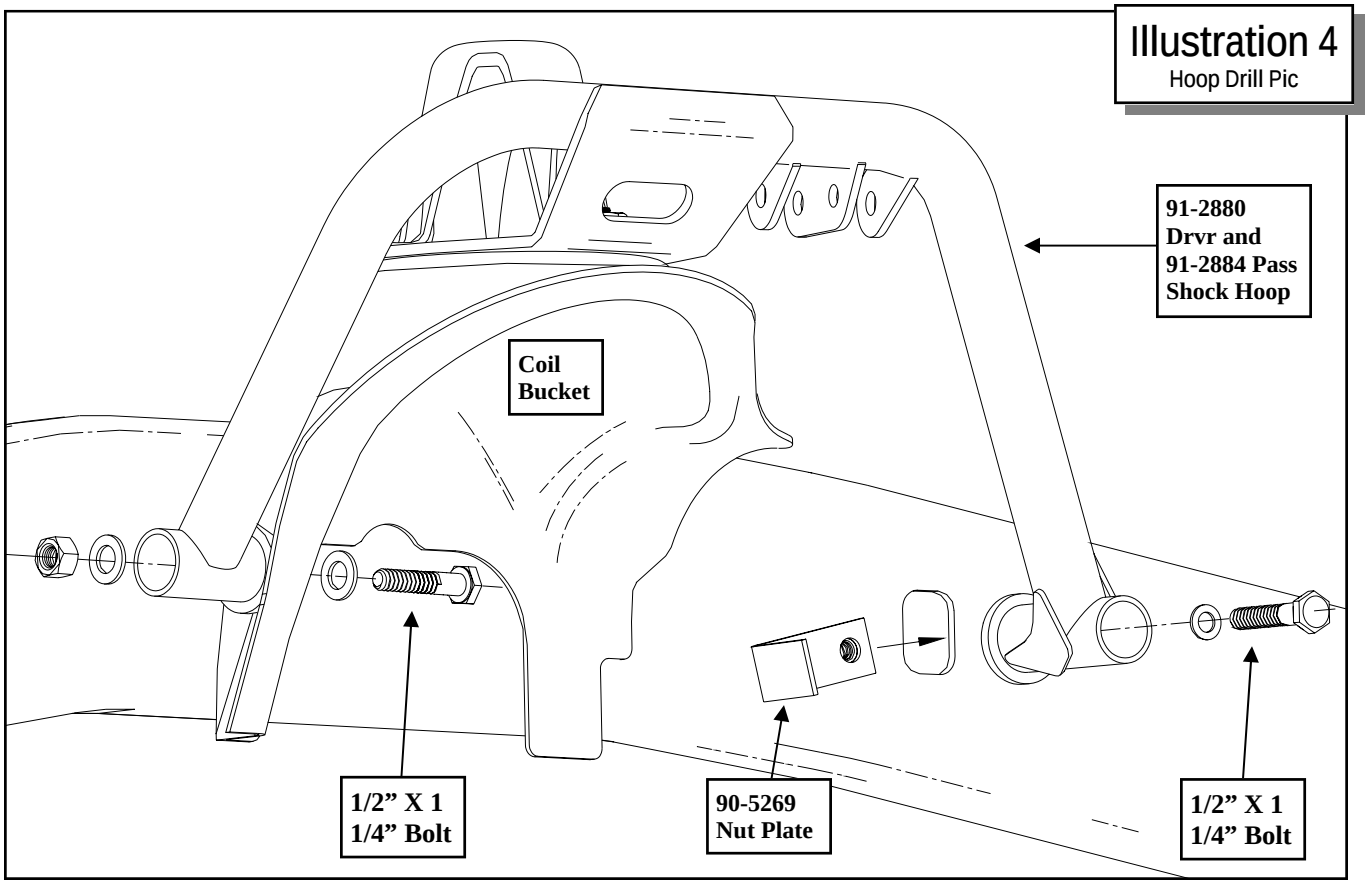


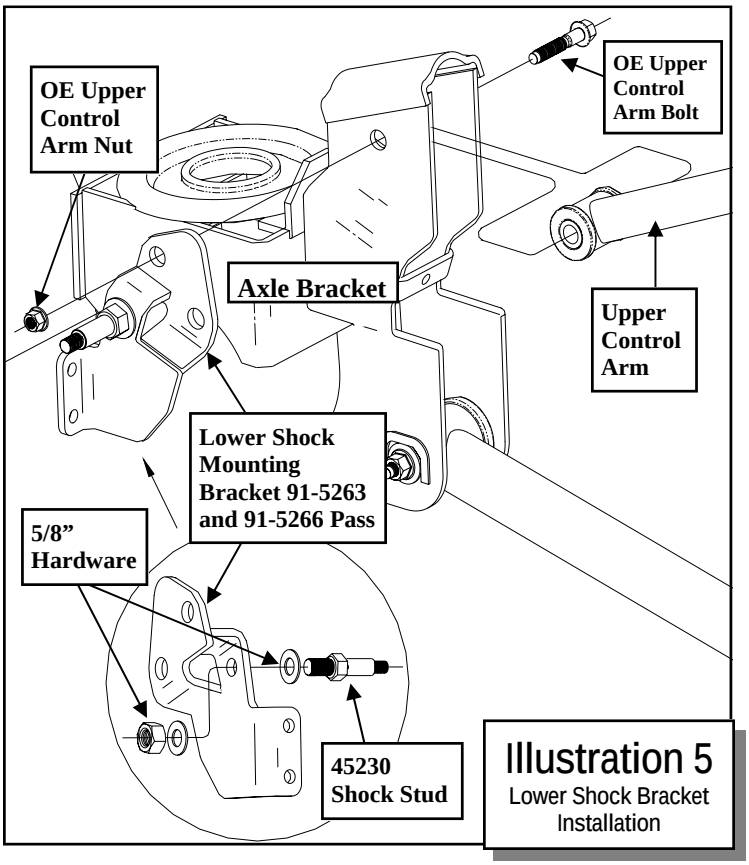
6. Locate the top shock mount in the engine compartment. Remove the nut, retainer and grommet from the shock. See ILLUSTRATION 1.
7. Remove the **(3) OE** nuts or **(3) 7/16"** bolts (depending on application) from the upper shock tower bracket. Remove the bracket and set aside. Save for reinstallation.
8. Unbolt the shock absorber from the lower mount bracket on the axle. Remove the shock through the engine compartment. Save hardware for reinstallation.
9. Carefully lower the floor jack until coil spring is free from the upper spring pocket. Remove the coil spring.
10. Remove and set aside the upper rubber isolation pad from the coil spring and the **OE** stud ring or coil spring spacer (depending on application) from the spring pocket. The **OE** stud ring will not reinstalled.
11. Install the supplied stud ring **(90-5283)** or the previously removed coil spring spacer ***only*** (depending on application) into the upper spring pocket on the frame. See ILLUSTRATION 1. Temporarily install the **7/16"** nuts from pack **(90-6317)** to the stud ring or the **(3)** previously removed **7/16"** bolts into the coil spring spacer (depending on application).
12. Insert the rubber isolator pad inside the recess of the spring pocket or spring spacer. See ILLUSTRATION 2.
13. With the front axle supported with a jack. Disconnect and remove track bar. Lower the axle and install the coil springs. Be sure the coils springs are properly indexed. See ILLUSTRATION 2.
14. Raise the front axle with the floor jack so that it compresses the front coil springs.
15. Renstall your Pro Comp shock through the coil spring from the engine compartment. Install the lower shock bolt and torque this hardware to 60 ft/lbs. See ILLUSTRATION 2.



16. Remove the **7/16”** hardware from the stud ring or coil spring spacer (depending on application). Align holes and install shock hoop **(91-2880 drvr** and **91-2884 pass sandwiched between the coil bucket and shock tower bracket)** and the upper shock tower bracket. See ILLUSTRATION 1. Install **7/16”** nuts, flat washers and lock washers onto the stud ring **(90-5283)** or the **(3)** previously removed **7/16”** bolts and washers into the coil spring spacer (depending on application). Torque the **7/16”** hardware to 35 ft/lbs.
17. Using the rear leg of the shock hoop as a template center punch and drill a **17/32”** hole. Secure the hoop to the frame using the supplied **1/2” X 1 1/4”** bolt and nut plate **(90-5269)**. See ILLUSTRATION 3 & 4.
18. Torque and the rear **1/2”** hoop bolt according to the torque chart on page 9. See Illustration 3.
19. Using the front leg of the shock hoop as a template center punch and drill a **17/32”** hole. Secure the hoop to the frame using the supplied **1/2” X 1 1/4”** bolt and hardware. See ILLUSTRATION 3 & 4.
20. Torque the front **1/2”** hoop bolt according to the torque chart on page 9. See ILLUSTRATION 3.



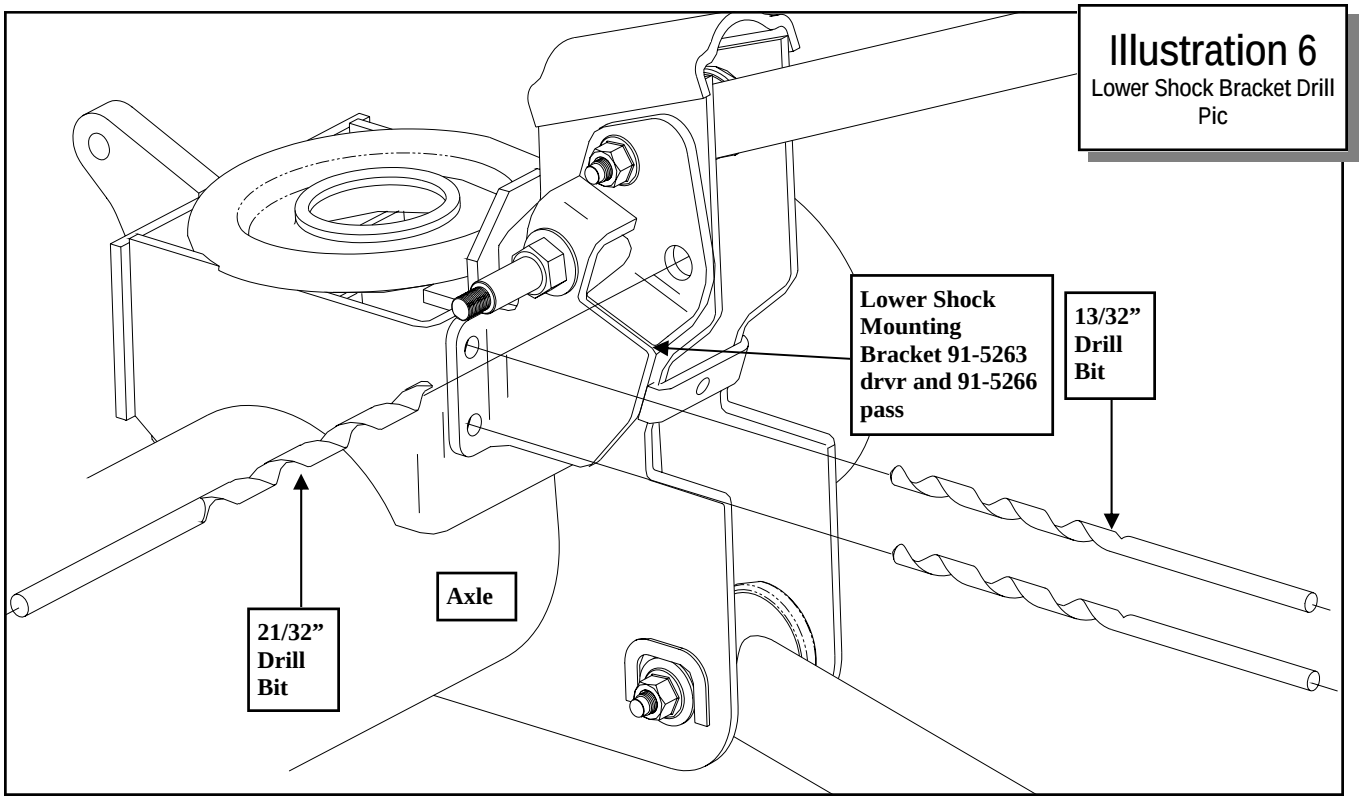


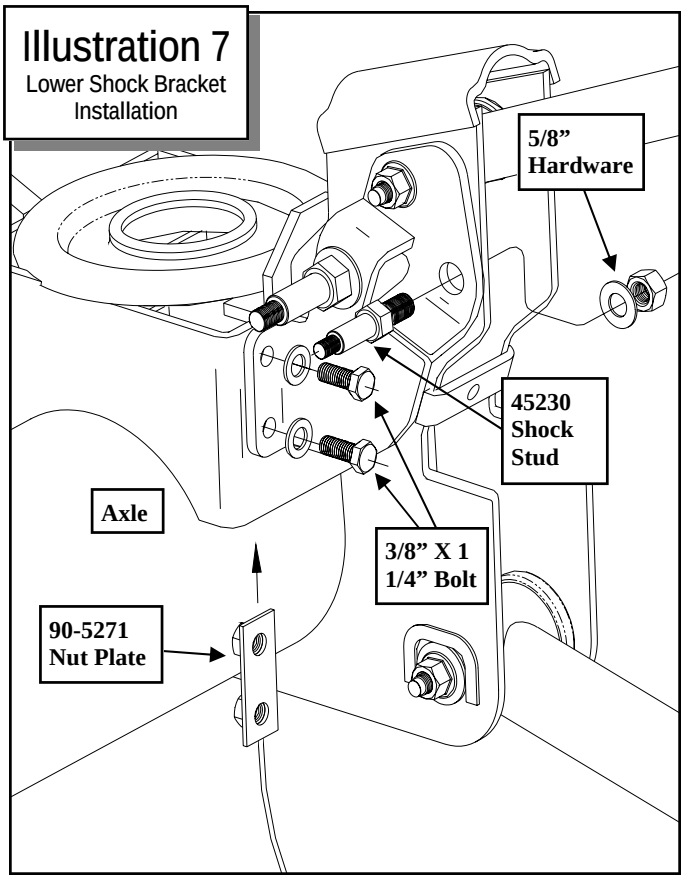


21. Install **(15-11213)- 1 1/2"** end cap in the end of the shock hoops.
22. Repeat on the remaining side of the vehicle.
23. Install the shock to the upper shock mount tower using the previously removed grommet, retainer and the upper shock nut. See ILLUSTRATION 2.
24. Using a jack under the coil springs support, but do not raise, the front axle.
25. Install the shock stud **(45230)** into the lower shock mounting bracket **(91-5263 drvr** and **91-5266 pass)**. See ILLUSTRATION 5.

    IMPORTANT!: Be sure to install the shock stud before installing the lower mounting bracket to the axle.
26. Unbolt the upper trailing arm to axle retaining nut. Save the nut for reinstallation. See ILLUSTRATION 5.

    NOTE: It is not necessary to remove the upper trailing arm to axle retaining bolt.





27. Install the lower shock mounting bracket **(91-5263 drvr** and **91-5266 pass)** onto the upper trailing arm to axle retaining bolt. Reinstall the previously removed **OE** nut onto the upper control are to axle retaining bolt. Leave the nut loose at this time. See ILLUSTRATION 5.
28. Position the lower shock mounting bracket **(91-5263 drvr** and **91-5266 pass)** so the flange is mated flush against the control arm bracket. See ILLUSTRATION 5.
29. Using the holes in the lower shock mounting bracket as a guide center punch and drill the **(2) 13/32"** mounting holes in the control arm bracket. See ILLUSTRATION 6.
30. Secure the lower shock mounting bracket to the control arm axle bracket using the supplied **3/8" X 1 1/4"** bolts and nut plate **(90-5271).** See ILLUSTRATION 7.
31. Torque the upper control arm retaining nut according to factory specifications.
32. Using the remaining hole in the lower shock mounting bracket as a guide center punch and

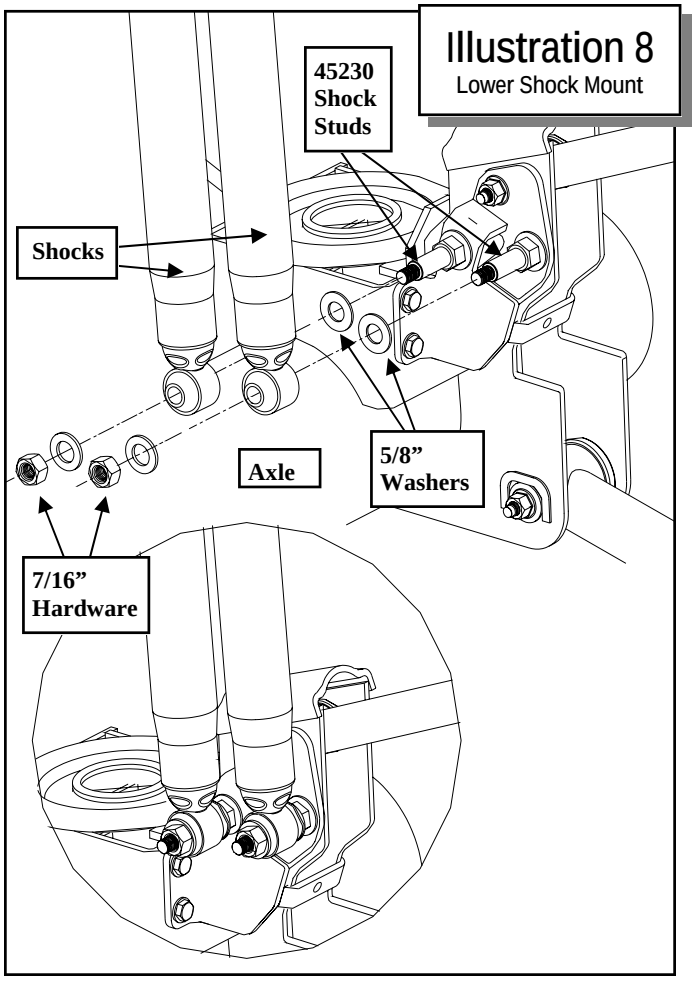


Illustration 8
Lower Shock Mount

drill the **21/32"** mounting holes in the control arm bracket. See ILLUSTRATION 6.

33. Install the shock stud **(45230)** into the newly drilled **21/32"** hole in the lower shock mounting bracket. See ILLUSTRATION 7.

IMPORTANT!: A shock <u>MUST</u> be installed in the factory location inside the coil spring if a triple shock system is not desired

34. Torque all the lower shock bracket mounting hardware according to the torque chart on page 9.

35. Repeat on the remaining side of the vehicle.

36. Install the Pro Comp shocks **(925509, FX6506 or FX6303)**, with the body end down, onto the lower mounting studs and secure using the supplied mounting hardware. Leave the hardware loose at this time. See ILLUSTRATION 8.

37. Install the shaft end of the shocks to the mounting tabs on the shock hoop and secure using the supplied **1/2" X 3"** bolts, sleeve **(54314)** and hardware. See ILLUSTRATION 9.

38. Torque all the shock mounting hardware according to the torque chart on page 9.

39. Repeat on the remaining side of the vehicle.

40. Reinstall the front wheels and lower the vehicle to the ground. Torque to manufacturers specs.

41. 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. At full droop, cycle the steering from lock to lock while observing the reaction of these components. Reposition them if needed.

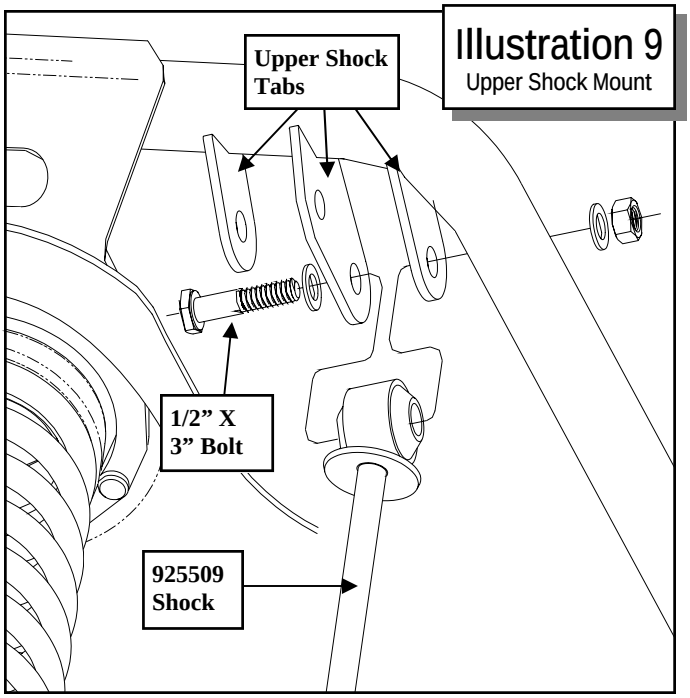


Illustration 9
Upper Shock Mount

<u>NOTES:</u>

⇒ **On completion of the installation, have the suspension and headlights re-aligned.**

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

⇒ **Recheck all hardware for tightness after off road use.**

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

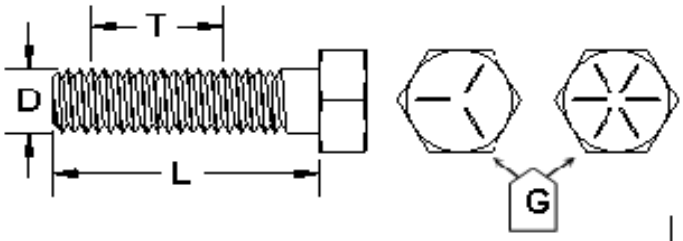
Bolt Torque and ID

Decimal System

Metric System

All Torques in Ft. Lbs. Maximums

Bolt Size	Grade 5	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



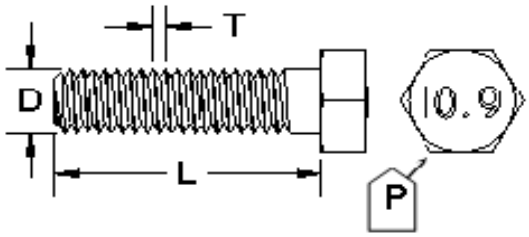
1/2-13x1.75 HHCS

D T L X

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

D T L X

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: _____