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PRO COMP SUSPENSION

Suspension Systems that Work!

***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 4.*

Part #
56726/56726MX
2006 DODGE IFS, 1/2
Ton, 2WD
w/ Coil Spring Front end

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 56726/56726MX-1

PART #	DESCRIPTION	QTY.	ILLUS.	PAGE
90-5057	REAR CROSSMEMBER	1	3	6
90-6485	HARDWARE PACK: Crossmember	1	-	-
.180C1500HCS1	18MM X 150MM 10.9 HEX BOLT	4	2,3	6
.180CNUCZ	18MM- 1.5 STOVER NUT	4	2,3	6
.180NWUSZ	18MM FLAT WASHER	8	2,3	6
90-6486	HARDWARE PACK: Cam Block off plates	1	-	-
90-3602	CAM BLOCK OFF PLATE	8	2,3	6
7525	HARDWARE PACK: Front Brake Line	1	-	-
7525-1	FRONT BRAKE LINE	2	-	-
90-6223	HARDWARE PACK: Rear Bump Stop/Brake Line	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	-	-
90-3607	REAR BUMP STOP DROP	2	-	-
90-6625	HARDWARE PACK: Front Brake Lines	1	-	-
90-5092	BRAKE LINE BRACKET	2	-	-
90-6626	HARDWARE PACK: Front Brake Lines	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 56726/56726MX-2

90-4150	STEERING KNUCKLE: Driver	1	5	7
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Box 3 of 5 PN 56726/56726MX-3

90-4151	STEERING KNUCKLE: Passenger	1	5	7
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Box 4 of 5 PN 56726/56726MX-4

90-2319	COMPRESSION STRUT	2	10	10
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90-1435	COMPRESSION STRUT MOUNT	2	10	10
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90-6234	HARDWARE PACK: Compression Strut	1	-	-
70-0501251800	1/2" X 1" 1/4" GR. 8 HEX BOLT	2	10	10
70-0504001800	1/2" X 4" GR. 8 HEX BOLT	4	10	10
72-050100816	1/2" USS GR. 8 STOVER NUT	4	10	10
73-05000034	1/2" SAE GR. 8 FLAT WASHER	10	10	10

90-1582	NUT PLATE	2	10	10
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90-6263	HARDWARE PACK: Compression Strut	1	-	-
15-11148	BUSHING, URETHANE	8	10	10
90-2109	SLEEVE, COMPRESSION STRUT	4	10	10

90-3722	FRONT CROSSMEMBER	1	2	6
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95-304D	3" SPACER BLOCK	2	11	12
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90-5000	SWAY BAR SPACER PLATE	2	8	9
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PART #	DESCRIPTION	QTY.	ILLUS.	PAGE
90-6494	HARDWARE PACK:	1	-	-
.100C500HCS1Z	M10 -1.5 X 50 HEX CAP SCREW GR.10.9 ZINC	4	8	9
.100NWUSY	10mm FLAT WASHER	5	8	9
.100NLOCZ	10mm LOCK WASHER	4	8	9
.100NUCZ	10mm-1.5 STOVER NUT—not used	1	-	-
.100C600HCS1Y	10mm-1.5 X 60 HEX BOLT GR. 10.9—not used	1	-	-
37C100HCS8Y	3/8" X 1" HEX BOLT GR.8 —not used	1	-	-
37NWUSZ	3/8" FLAT WASHER —not used	1	-	-
37CNUCZ	3/8" STOVER NUT—not used	1	-	-
13-90326	9/16" X 11" U-BOLT	4	11	12
20-65302	HARDWARE PACK: Hi Nut	1	-	-
13-10423	9/16" SAE NUT GR. 8	8	11	12
13-3033	9/16" HARDENED FLAT WASHER	8	11	12
90-2602	SWAY BAR END LINK EXTENSION	2	9	9
Box 5 of 5 PN 56726-5				
ES9022	FRONT SHOCK	2	-	-
ES9100	REAR SHOCK	2	-	-
OR Box 5 of 5PN 56726MX-5				
MX6022	MX-6 FRONT SHOCK	2	6	8
MX6100	MX-6 REAR SHOCK	2	-	-
90-6395	MX6 SHOCK ADAPTER	2	-	-
90-3162	SHOCK ADAPTER	1	6	8
90-6396	HARDWARE PACK: SHOCK ADAPTER	1	6	8
73-05000100512	1/2" SAE FLAT WASHER PLATED	2	6	8
70-0502751500	1/2" x 2 3/4" USS GRADE 5 HEX BOLT PLATED	1	6	8
72-05000100512	1/2" USS GRADE 5 NYLOCK NUT PLATED	1	6	8
72-06200100512	5/8" USS GRADE 5 NYLOCK NUT PLATED	1	6	8
73-06200032	5/8" SAE FLAT WASHER PLATED	1	6	8
54314	SHOCK SLEEVE 1/2" X 5/8" X 1.0"	1	6	8

Optional Equipment Available from your Pro Comp Distributor!

PRO COMP COIL SPRINGS ARE REQUIRED FOR THIS INSTALLATION.

PN 52160

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

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!***

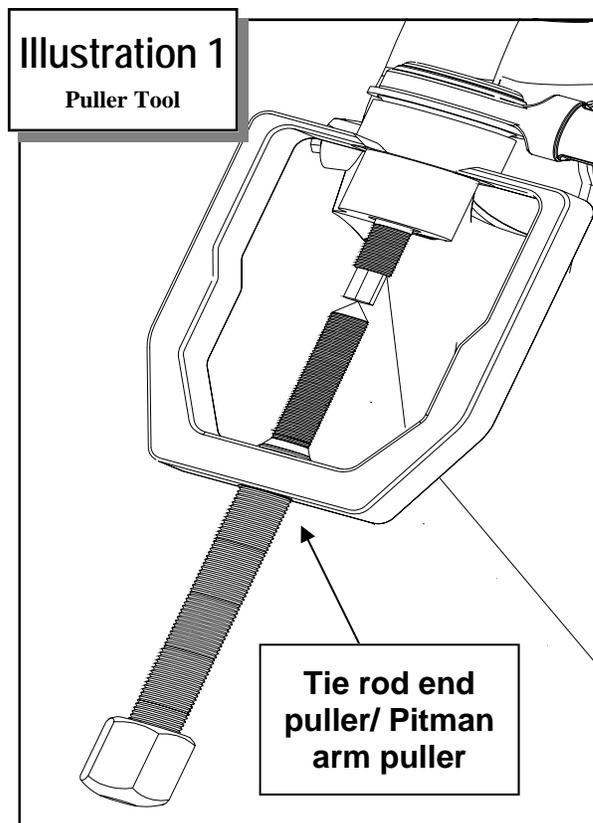
Front Installation:

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.

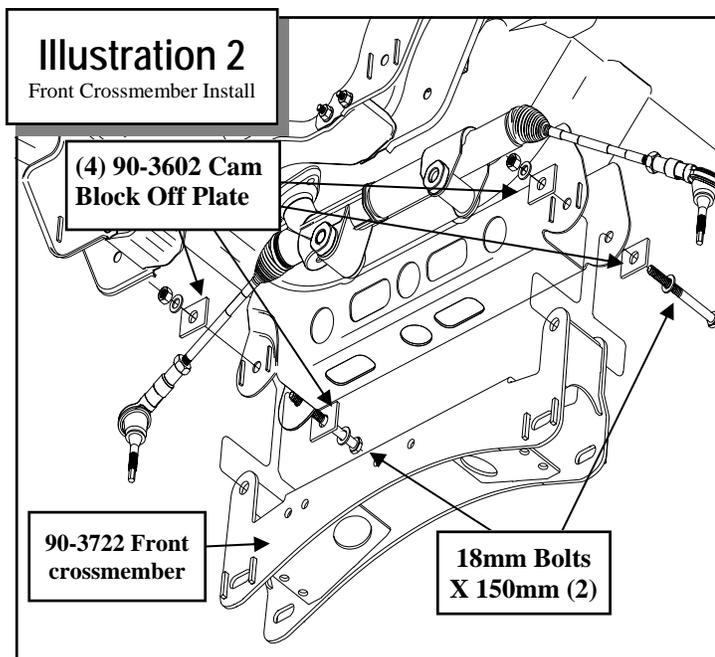
LF: _____ RF: _____

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. Unbolt the sway bar from the sway bar end links. Save the hardware for reuse.
5. Unbolt and remove the sway bar from the vehicle.
6. 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.
7. 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!
8. Remove the disc brake rotors.
9. 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. **See Illustration 1.**



10. Remove the shock absorbers. Using a wrench hold the shock absorber stem while backing the nut off the stem. Remove the bottom bolts from the lower control arm and remove the shock from the bottom.
11. Using a floor jack support the front lower control arm near the spring seat. Raise the jack until it just supports the lower control arm.
CAUTION: The floor jack must remain under the front control arm spring seat during disassembly to retain the spring and control arm position or personal injury may result.
12. Mark the end of the springs location in the bucket for new coil installation.
13. Install coil spring compressor tool and compress the coil spring.
14. Locate the upper ball joint, remove the nut from the ball joint. Using the ball joint separator tool apply pressure to the tool until the



ball joint breaks loose from the upper part of the knuckle.

15. locate the lower ball joint, remove the nut from the ball joint. Using the ball joint separator tool apply pressure to the tool until the ball joint breaks loose from the lower part of the front knuckle.
16. Remove the knuckle.
17. Slowly release the floor jack until all of the pressure has been released. Remove the front

coil spring and the compressor. Save the coil spring isolators for reuse.

18. Remove the three bolts from the backside attaching the bearing hub assembly and the dust shield from the OE knuckle. Set these parts aside for installation on new knuckle.

NOTE: Trimming of the factory dust shields is required before reinstallation. See ILLUSTRATION 5.

19. Install the three OE bolts to the backside of the new knuckle attaching the bearing hub assembly and the dust shield. Apply thread locking compound to these bolts. Make sure drivers hardware goes to the new drivers knuckle and the passengers goes to the passengers knuckle. Torque this hardware to **125** ft./lbs.

20. Remove the nuts, washers and bolts fastening the lower control arm to the frame. Set these parts aside for future use.

21. Remove the lower control arms.

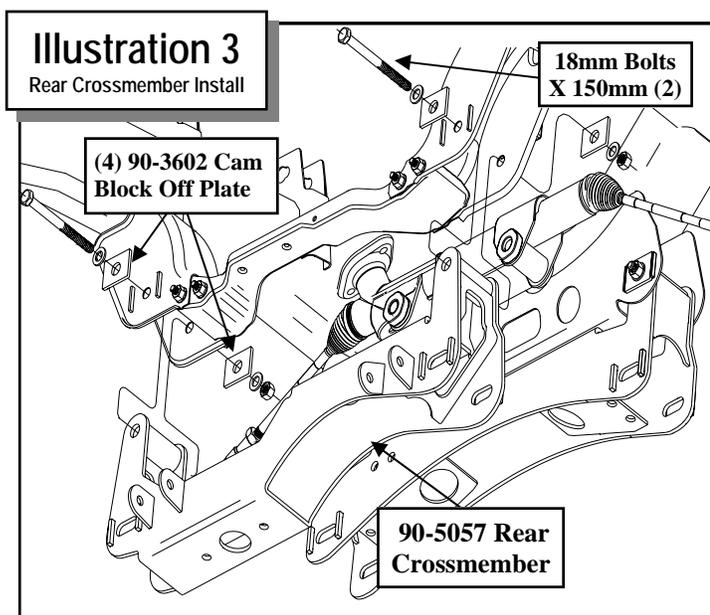
⇒ **Repeat steps 7 through 21 on the remaining side of the vehicle**

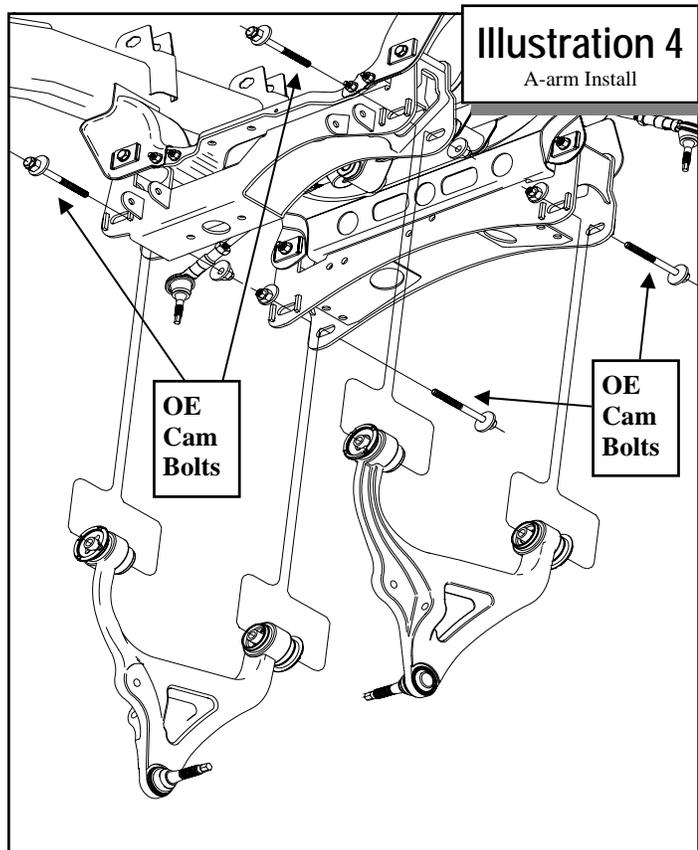
22. Install the front cross member (**90-3722**) into the front A-arm pockets using the provided **18mm X 150mm** bolts, nuts and provided cam block off plate (**90-3602**). Leave hardware loose at this time. See **Illustration 2**.

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

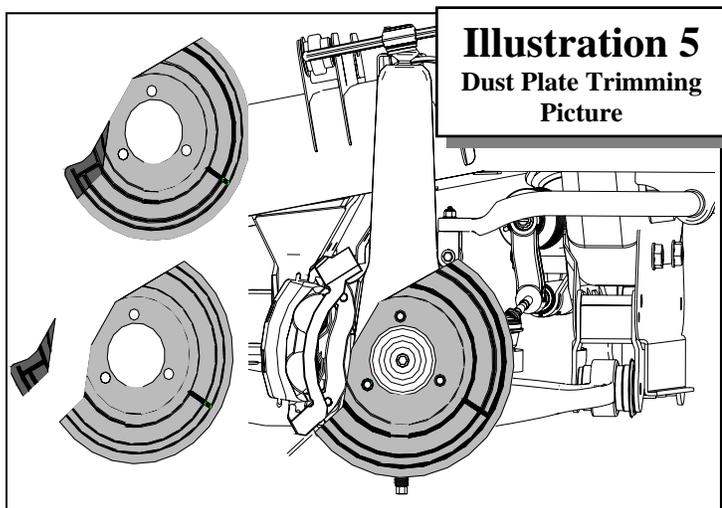
23. Install the rear cross member (**90-5057**) into the rear A-arm pockets using the provided **18mm X 150mm** bolts, nuts and provided cam block off plate (**90-3602**). Leave hardware loose at this time. See **Illustration 3**.

24. 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 4**. **DO NOT** torque the cam bolts until the vehicle is back on the ground.





25. With the lower A-Arms installed, torque the **18mm** crossmember mounting bolts to **220** ft./lbs.
26. Trim the **OE** dust shields according to the diagram provided. See **Illustration 5**.
27. Install the **OE** coil spring isolators on to the new coil spring **PN 52160** in the proper factory location.

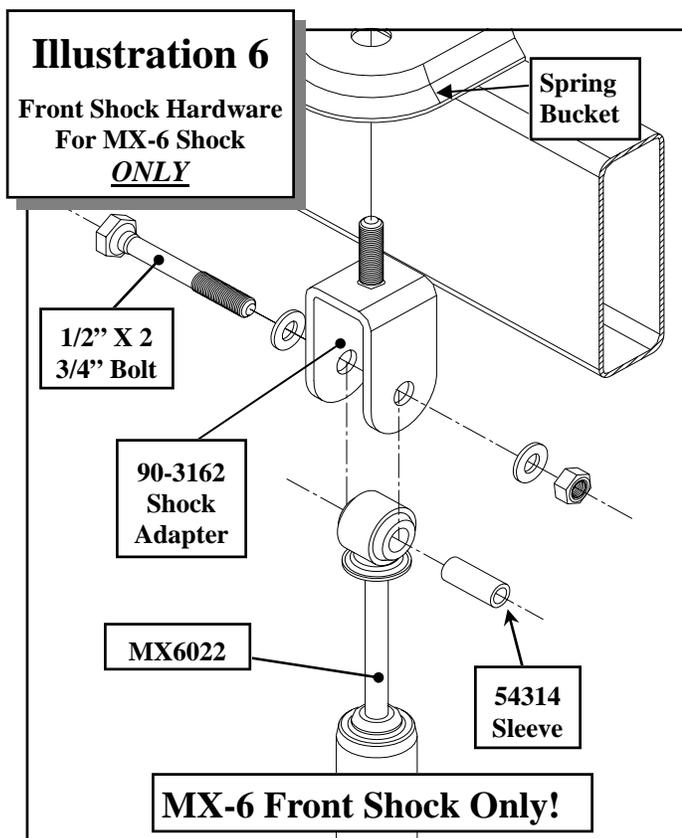


NOTE: *Applying a small amount of grease on the upper isolator will reduce friction and lessen the chances of squeaking*

28. Position the coil spring **PN 52160** in the lower control arm spring seat. Match up with the mark from the original coils location.
29. While the lower control arm is supported with the floor jack, compress the coil with the spring compressor. Place the top of the spring in the upper frame spring pocket.
30. Install new front knuckle (**90-4112 DRVR** and **90-4113 PASS**) to lower control arm ball joint. Fasten with the **OE** nuts. Torque the lower ball joint nut to **40** ft./lbs. then an additional 90 degrees for 1500 models and **100** ft./lbs. for HD models.
31. Raise the lower control arm using the floor jack. Attach the front knuckle to the upper ball joint.
32. Remove the coil spring compressor tool.
33. Torque the lower ball joint nut to **40** ft./lbs. then an additional 90 degrees for 1500 models and **75** ft./lbs. for HD models.

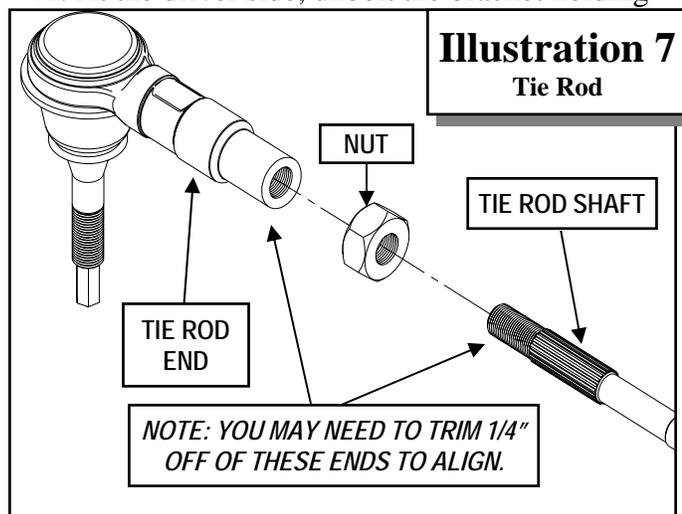
NOTE: *Make sure the ABS wire is routed on the a-arm so it will not hit the tire.*

34. Install brake rotor onto the front spindle.
35. Attach the brake caliper assembly to the new front spindle. Torque the bolts to **130** ft./lbs.
36. Install the front Pro Comp shock absorber (**ES9022 w/the shaft end up or MX6022**) to the original position using adapter kit (**90-6181**) for the upper mount and the **OE** bolts for the bottom mount. See **Illustration 6**. **FOR MX-6 ONLY.**
37. On both sides of the vehicle loosen the jam nut and remove the outer tie rod ends and jam nuts.
38. The inner and outer tie rod ends may need to be shortened by **1/4"**. Using a suitable cutting tool, (abrasive cutoff wheel, Sawz-all, etc.) cut the ends 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. See **Illustration 7**.

39. Reinstall the outer tie rod ends onto the inner tie rod ends. Thread them on as far as they will go with the stud facing down.
40. Insert from the top and secure the tie rod end to the knuckle and torque to 45 ft./lbs.
41. 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.

42. Thoroughly clean all mating surfaces and install the supplied stainless steel brake line (PN 7525-1). 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 brake line supplement on page 14**) Make sure brake lines are clean and dry of any debris before ABS brake bleeding.

43. Secure the supplied tear drop brake line bracket to the existing hole in the frame using the previously removed OE bolt.

44. Repeat on the remaining side of vehicle.

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

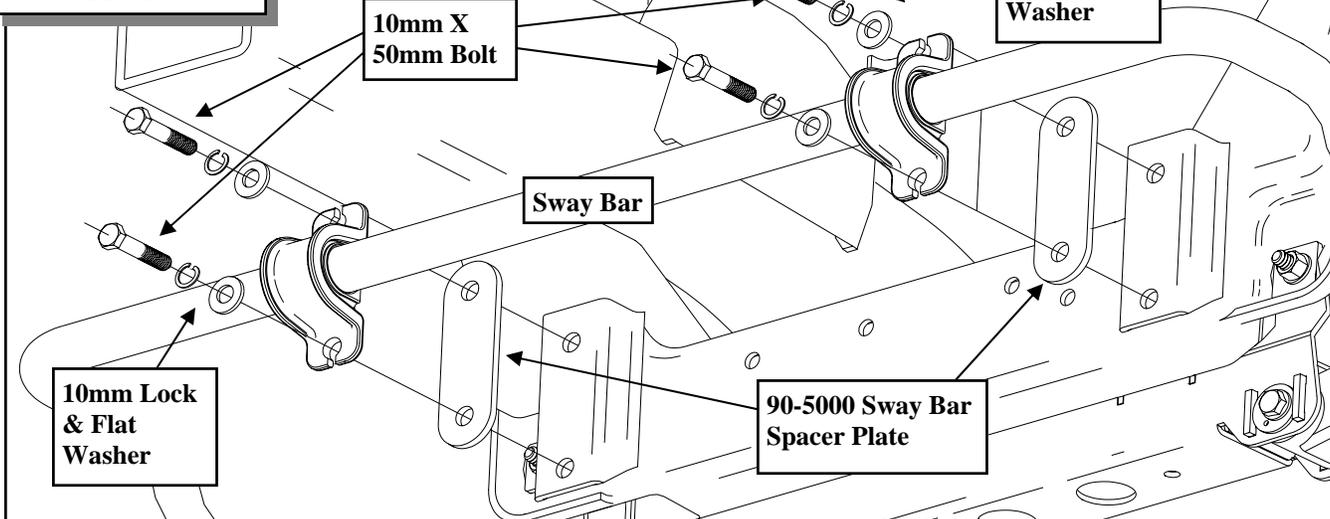
IMPORTANT: BE VERY CAREFUL NOT TO LET THE MASTER CYLINDER RUN DRY! WITH ABS BRAKES THIS SITUATION WILL DAMAGE THE SYSTEM!

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

IMPORTANT: Move the A-arm assembly 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.

46. Bolt the sway bar to the original frame mounting position using the (2) spacers (90-

Illustration 8
Dust Plate Trimming
Picture



5000) and the supplied **10mm X 50mm** bolts, lock washers and flat washers. See **Illustration 8**.

47. 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 9**.

48. Attach the sway bar link extension to the

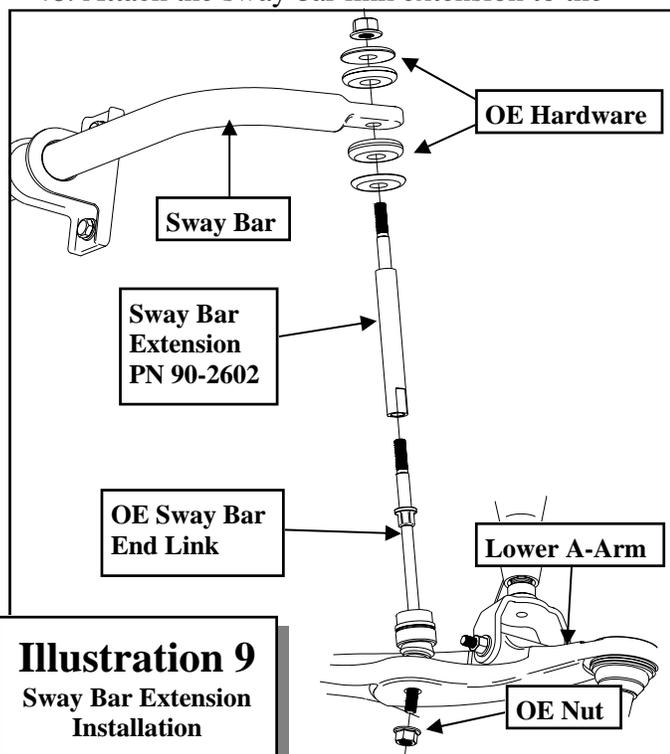


Illustration 9
Sway Bar Extension
Installation

sway bar with the **OE** bushings and hardware. Tighten the nut until the bushings begin to swell. See **Illustration 9**.

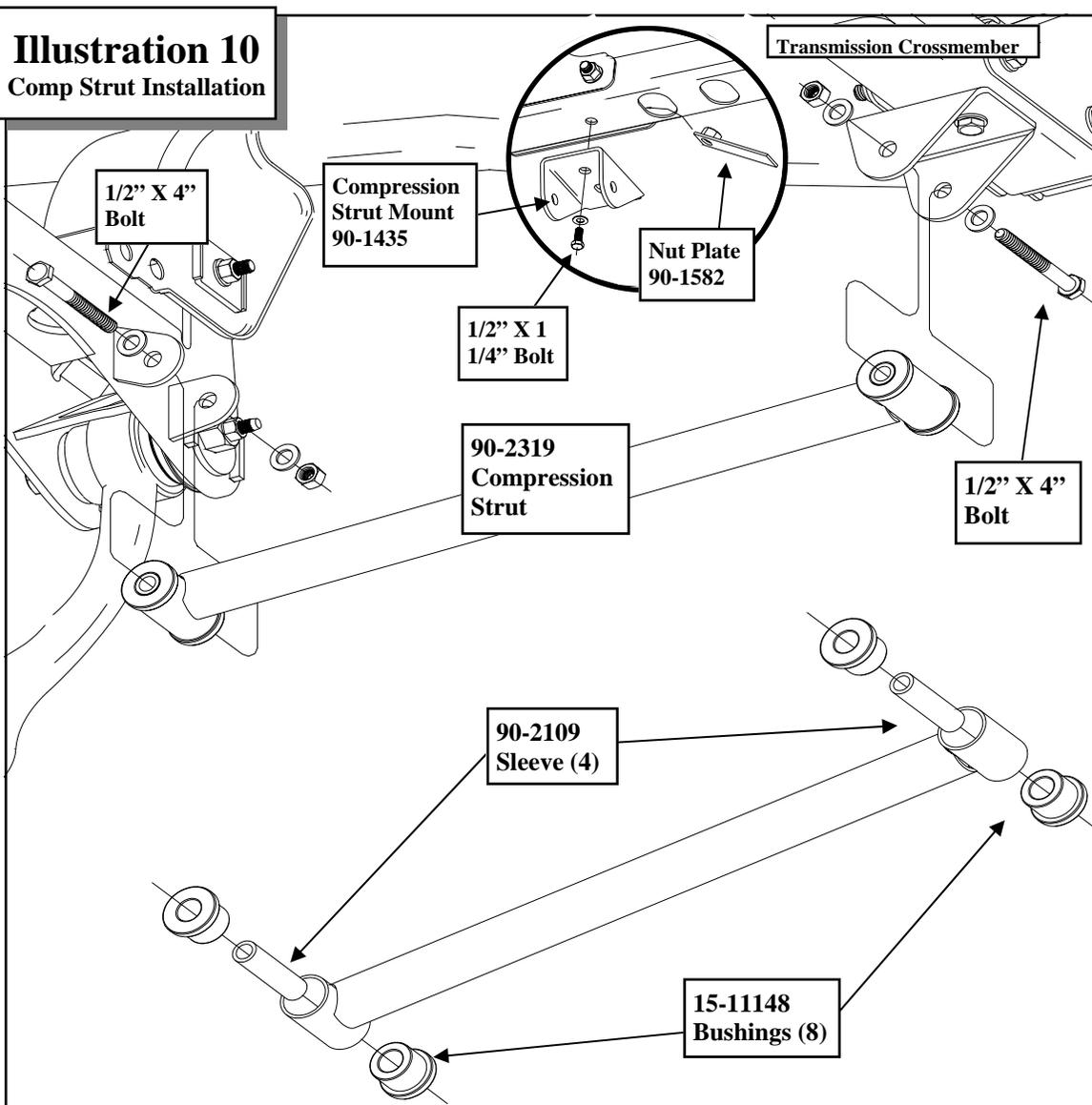
49. Install the bushings (**15-11148**) and sleeves (**90-2109**) from hardware pack (**90-6263**) into the compression struts (**90-2319**). See **Illustration 10**.

50. Bolt the compression strut mount (**90-1435**) to the compression strut using the supplied **1/2" X 4"** bolt and hardware. See **Illustration 10**.

51. 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 10**.

NOTE: *If the vehicle does not have existing holes for the compression strut mounts, rotate the compression strut up to contact the transmission crossmember. Use the bracket as a template and mark the transmission crossmember for drilling. Center punch and drill out the previously applied marks in the transmission crossmember to 1/2". Install the mount to the crossmember using the 1/2" X 1 1/2" bolts and hardware.*

52. Torque the compression strut hardware to **65**



ft./lbs.

53. Repeat these steps on the remaining side of the vehicle.
54. 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.
55. Install your wheels and tires and lower the vehicle to the ground. Torque the lug nuts to manufacturers specifications.

56. With the vehicle on the ground torque the lower control arm bolts to **150** ft./lbs.
57. 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.**

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 4 thru 10 on the remaining side.

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 **9/16"** U-bolts supplied. Do not tighten at

this time. See **Illustration 11**.

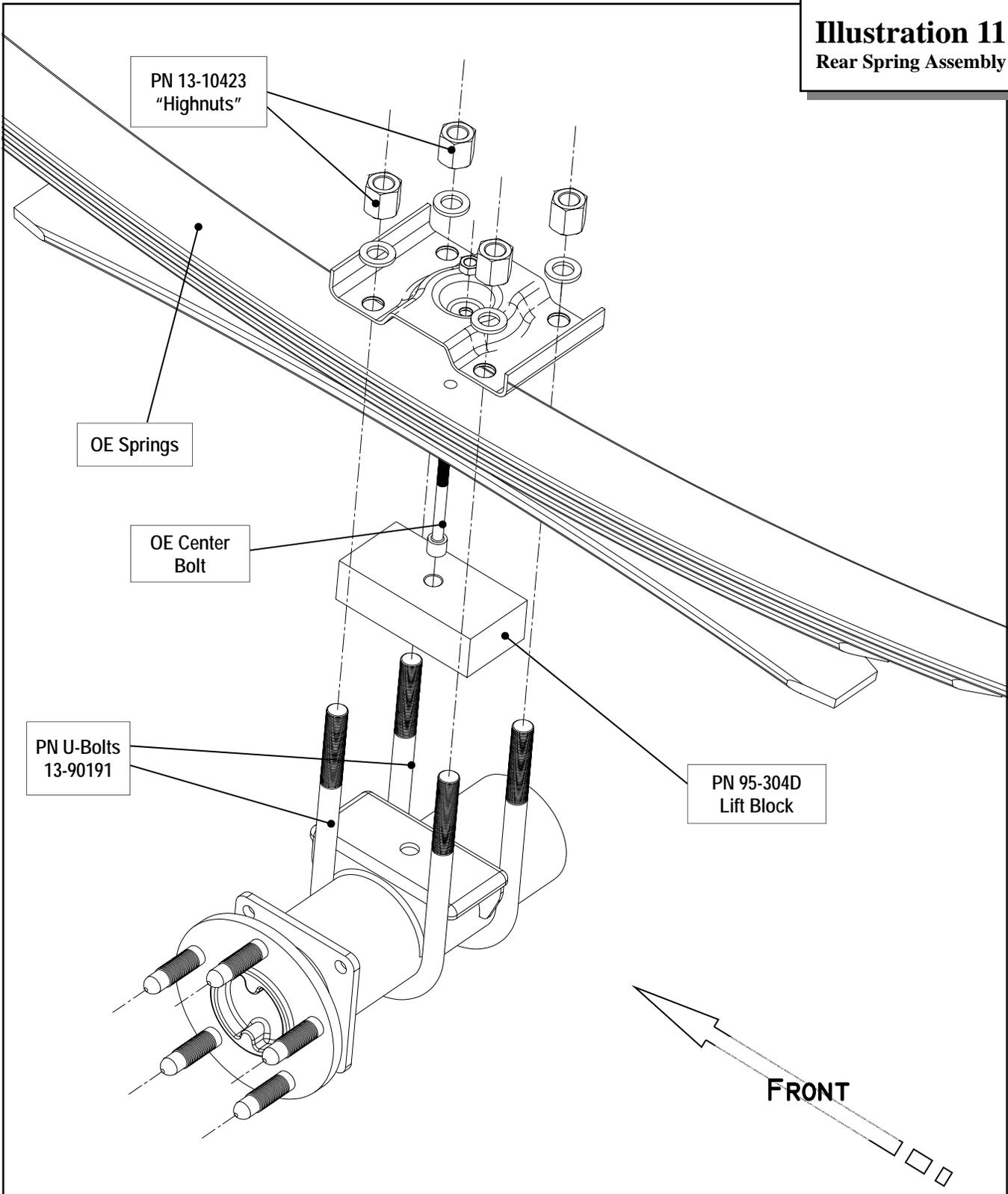
NOTE: *make sure the block sits flush on the axle perch. If not press pin into block or modify accordingly.*

9. Install your new Pro Comp shocks (**PN ES9100 or MX6100**) and torque this hardware to **60** ft./ lbs.
10. Tighten the U-bolts to **100** ft./lbs.
11. Reinstall the wheels and tires and lower the vehicle to the ground. Torque the lug nuts to manufacturers specifications.
12. Recheck the wheel lug torque on all four wheels at this time.
13. 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 11
Rear Spring Assembly



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

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

1/2-13x1.75 HHCS **Grade 5 Grade 8**
 (No. of Marks + 2)

D T L X

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)

Revised
8.16.07



PRO COMP SUSPENSION

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Suspension Systems that Work!

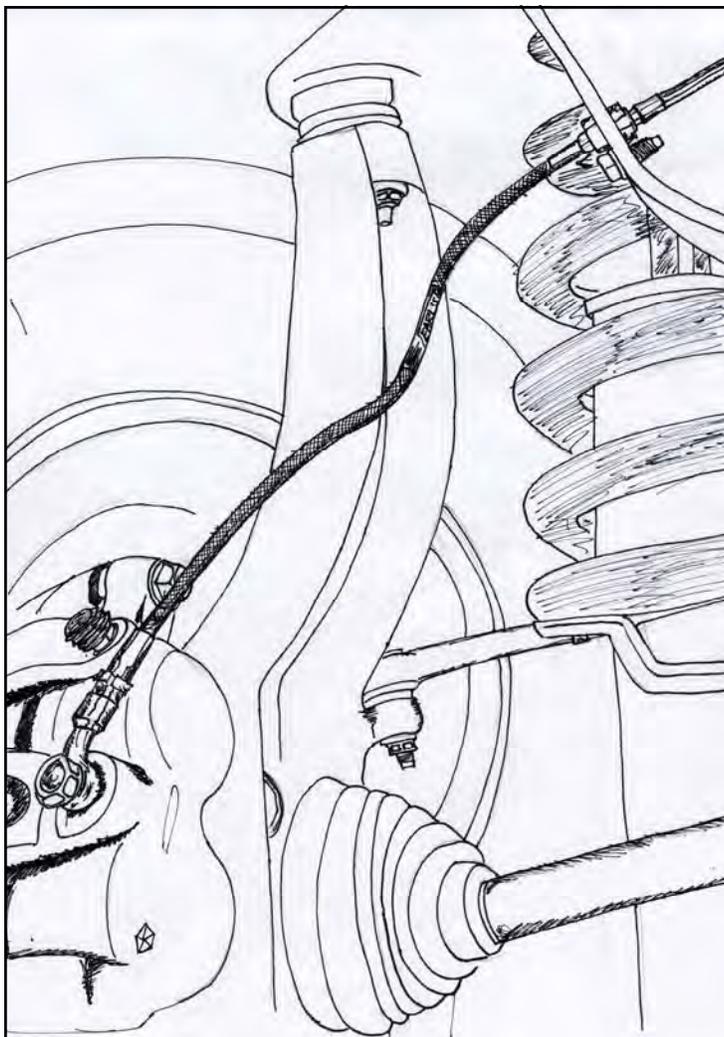
2006-2007 Dodge 1500 Front Stainless Steel Brake Line Installation Supplement

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.

E-Mail: tech@explorerprocomp.com
Website: www.explorerprocomp.com
Fax: (619) 216-1474
Ph: (619) 216-1444

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