



Revised
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PRO COMP SUSPENSION

Suspension Systems that Work!

Part #	Bill Of Materials Description	Qty.
	55837 CV Style	
N2-4-JK03 4600008	TRANSFER CASE YOKE: CV Style	1
	HARDWARE PACK: Transfer Case Yoke	1
	5/16"-24 X 1 1/4" HEX BOLT	4
	<i>OR</i>	
	55827 Non-CV Style	
N2-4-JK01 4608900	TRANSFER CASE YOKE: Non-CV Style	1
	HARDWARE PACK: U-bolts	2
	U-BOLT	2
	U-BOLT NUT	2
	LOCK WASHER	2
	YOKE SPACER	1

PART# 55837
2007-2008
0-6 Lift
Jeep JK Front
CV DriveShaft

PART# 55827
2007-2008
0-4 Lift
Jeep JK Front
Non-CV DriveShaft

INSTALLATION INSTRUCTIONS:

- Position your vehicle on a smooth, flat, hard surface (i.e. concrete or asphalt). Block the rear tires and set the emergency brake.
- Unbolt the front factory "tulip" style driveshaft and remove it from the vehicle. Save the front flange hardware for reuse.
- Remove the transfer case yoke. Save the **OE** retaining yoke nut.
NOTE: Some yokes may be stubborn and necessitate use of a puller tool to aid in removal.
NOTE: Now would be a good time to inspect the transfer case seal for and leaking or damage. If so, replace the seal at this time.
- Install the supplied yoke (**N2-4-JK03 CV style or N2-4-JK01 Non-CV style and the yoke spacer with the recess toward the transfer case in the non-CV yoke application ONLY.**) into the transfer case using the previously removed **OE** yoke retaining nut. Be sure to apply thread locker to the **OE** yoke retaining nut. Torque the nut to **130** ft./lbs.
NOTE: Apply silicone to the splines of the transfer case yoke front output shaft to prevent oil from working it's way up the splines.
- CV STYLE:** Install the CV end of the new driveshaft (**55837**) to the transfer case yoke using the supplied **5/16"-24 X 1 1/4"** through the yoke into the CV. Torque the **5/16"** hardware to **18** ft./lbs.
- NON-CV STYLE:** Install the rear of the new Non-CV driveshaft (**55827**) to the transfer case yoke using the supplied U-bolts and hardware from pack (**4608900**). Torque the **5/16"** hardware to **18** ft./lbs.
- Install the flanged end of the driveshaft to the front axle using the previously removed **OE** hardware. Be sure to use thread locker on the **OE** hardware. Torque the **OE** hardware to **81** ft./lbs.
- Variations in the suspension set up can affect the driveline angles (i.e. ride height, pinion angles, and suspension travel). Cycle the front suspension, looking for any driveshaft interference or binding. If interference is detected, suspension adjustments may be necessary to remedy any problems.
- Re-torque all the newly installed hardware after 100 miles or any off road use.
TECH NOTE: Components under extreme conditions need more frequent checks due to the greater potential for excessive wear.

SEE PAGE 2 FOR LUBRICATION AND

SERVICE NOTES:



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LUBRICATION

WHY LUBRICATE?

Proper lubrication of any moving parts in a driveline is essential to keep the driveline in proper working order and to obtain an acceptable service life.

WHAT SHALL I LUBRICATE?

All universal joints, slip yoke and stub shaft assemblies, as well as centering kits in CV heads should be greased regularly.

HOW?

Universal Joints

Secure grease gun on grease fitting and pump in grease until all four bearings are lubricated. To check for this, make sure that all four seals have purged out air and old grease. Grease until fresh grease appears at the base of all four seals. If a seal does not purge properly, move the driveline to free up the end to end clearance of the bearing cup. On bearing plate style U-joints, it may be necessary to loosen the bolts two or three turns to allow grease to flow. If the joint still does not grease properly, disassemble the kit to determine the source of the problem.

Slip Yoke and Stub Shaft Assemblies

Before putting the slip yoke onto the stub shaft, coat both parts uniformly with a layer of grease. After assembly, but before installation into vehicle, fully collapse the driveline and apply grease to the grease fitting until it comes out of the vent hole in the wrench plug. Cover the hole and continue greasing until grease appears at the seal.

At relubrication it may be impossible to fully collapse the driveline. Follow the same general greasing procedure but be careful no to overfill. Overfilling may cause the Welch plug to pop out during operation.

Centering Kits

A special needle nose grease gun adaptor is needed to grease the flush type fitting on centering kits. Apply grease until fresh grease appears at purge hole or at ball seal.

WHEN SHALL I LUBRICATE?

Frequency of lubrication is determined by the type of service which the driveline is subject to a list of recommended relube cycles for various service conditions is shown below:

<u>Service Conditions</u>	<u>Re-lube Period</u>	<u>Approximate Miles</u>
City	Every 3 Months	6,500
Highway	Every 1 Month	12,000
Off Highway	Every 3 Months	6,500
Line Haul	Every 1-2 Months	20,000-30,000
Off Highway 4X4	Every 1 Month	2,500

WHAT TYPE OF GREASE SHOULD I USE?

A good quality Lithium Complex soap type EP (extreme pressure) grease, with an NLGI grade of 1 or 2, is recommended.