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INSTALLATION INSTRUCTIONS

Part # 55499

'97-'98 4WD Jeep Wrangler TJ

Stage II 3" to 4" Lift

Designed To Fit Vehicles w/ Power Steering
Only

Now Manufactured With Chromolly Arms

PARTS LIST:

<u>ITEM#</u>	<u>DESCRIPTION</u>	<u>QTY.</u>	<u>ILLUST.</u>
90-2058	Lower Control Arm	4	6,7
90-2064	Crosslink, Track Bar Brace 25.5"	1	8,9,10
90-1011	Bracket, Track Bar Mount (Rear)	1	20,21
90-2065	Brace, Secondary Support 23.75"	1	8,9,10
90-2008	Sway Bar Link (Front)	2	14,15
90-2009	Sway Bar Link (Rear)	2	19
90-4002	Bumpstop Pad (Front)	2	12
90-4003	Bumpstop Extension (Rear)	2	18
90-6045	Hardware Pack Containing:		
90-2002	Transfer Case Pack Spacer, Conical	6	16
90-2003	Spacer, Transfer Case	6	16
90-6046	Hardware Pack & Sleeves		
45359	Bushing, (Rubber) Hour Glass	4	14,19
600001	5/8" Urethane Bushing .562 I.D.	4	
60859H	Sleeve, 5/8" x 12mm x 1.48" Lg.	2	14
61150	Sleeve, 5/8" x 3/8" x 1.48" Lg.	2	14
90-6047	Hardware Pack Containing:		
90-1003	Shifter Drop Bracket	2	17A
90-1122	Tab, Track Bar Mount (Pass.)	2	9
90-2010	Sleeve, 7/8" x 1.60" Lg.	1	20
90-2014	Spacer, .750" x .120 Wall x .250"	1	9
90-2022	Sleeve, 3/4" x .87" Lg.	1	10
90-2071	Sleeve, 3/4" x 3.34" Lg.	1	9
JM8	Rod End w/ Nut, 1/2"-20 Right Hand	2	8
JML8	Rod End w/ Nut, 1/2"-20 Left Hand	2	8
90-6048	Hardware Pack Containing:		
15-11255	Bushing, Tapered (Red)	16	6
90-2310	Sleeve	8	6
90-6059	Hardware Pack Containing:		

90-1010	Bracket, Sway Bar Front Mount	2	15
90-1121	Frame Brace Mount (Block Mount)	1	9,10
90-1125	Track Bar Mount (Front)	1	10
90-6062	Hardware Pack Containing:		
70-0503001500	1/2" x 3" USS Gr. 5 Hex Bolt	7	
71-1006515008800	10mm x 1.50 x 65mm Hex Bolt	2	
70-0372501520	3/8" x 2" Self Tapping Hex Bolt	2	
70-0372501500	3/8" x 2 1/2" USS Gr. 5 Hex Bolt	2	
70-0371501500	3/8" x 1 1/2" USS Gr. 5 Hex Bolt	2	
70-0371001504	3/8" x 1" USS Gr. 5 Hex Bolt	1	
70-0311001500	5/16" x 1" USS Gr. 5 Hex Bolt	3	
73-05000030	1/2" SAE Flat Washer	8	
73-05000036	1/2" Split Lock Washer	6	
73-03700030	3/8" SAE Flat Washer	12	
73-01000036	10mm Split Lock Washer	12	
73-03100030	5/16" SAE Flat Washer	6	
72-05000100512	1/2" USS Gr. 5 Nyloc Nut	1	
72-03700100512	3/8" USS Gr. 5 Nyloc Nut	5	
72-03100100512	5/16" USS Gr. 5 Nyloc Nut	3	
71-0602010010909	6mm x 1.0 x 20mm Button Head	4	
73-00600040	6mm Flat Washer	8	
72-00610008812	6mm x 1.0 Nyloc Nut	4	
90-6066	Hardware Pack Containing:		
70-0562751800	9/16" x 2 3/4" USS Gr. 8 Hex Bolt	1	
70-050751800	1/2" x 7 1/2" USS Gr. 8 Hex Bolt	1	
70-0502751806	1/2" x 2 3/4" USS Ctr. Sunk Allen Bolt	2	
70-0502501800	1/2" x 2 1/2" USS Gr. 8 Hex Bolt	1	
73-05600042	9/16" USS Hardened Flat Washer	1	
73-05000038	1/2" Flat Washer A.N.		
73-05000030	1/2" SAE Flat Washer	4	
72-05600100816	9/16" USS Gr. C Top Lock Nut	1	
72-05000100816	1/2" USS Gr. C Top Lock Nut	4	
YJ400	Pitman Arm (Power Steering Only)	1	11

FOLLOWING PARTS ARE USED IN CONJUNCTION WITH THIS KIT. THEY ARE NOT INCLUDED AND MUST BE ORDERED SEPARATELY.

324515	Shock Absorbers (Front)	2	13
324509	Shock Absorbers (Rear)	2	
55497	Coil Springs, pair (Front)	1	13
55498	Coil Springs, pair (Rear)	1	

OPTIONAL PRODUCT OFFERED BY PRO COMP FOR YOUR JEEP WRANGLER

55496	Winch Spacer, 1" (Front) - Pair	1	
7450	Stainless Steel Brake Line	1	
219200	Steering Stabilizer	1	
20-65225	Rear Pinion Adjustment Cams	1	

PRO COMP NOW OFFERS A FULL LINE OF ALL TERRAIN & MUD TERRAIN TIRES. CALL YOUR LOCAL DEALER FOR DETAILS.

PLEASE NOTE:

Due to differences in manufacturing, dimensions and inflated measurements, tire and wheel combinations should be test fit prior to installation. Tire and wheel choice is crucial in assuring proper fit, performance, and the safety of your Pro Comp equipped vehicle. For this application, we recommend a wheel not to exceed 10" in width with a minimum backspacing of 3.25" must be used. Additionally, quality tire of radial design, not exceeding 33" tall X 12.5" wide is also recommended. Please note that the use of a 33" X 12.5" tire may require fender modification. Violation of these recommendations will not be endorsed as acceptable by Explorer Pro Comp and will void any and all warranties either written or implied.

BEFORE YOU BEGIN:

- ⓐ Read the instructions and study the illustrations before attempting installation. Separating the 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 parts and hardware against the parts list to assure that your kit is complete.
- ⓒ Always wear safety glasses when using power tools.
- ⓓ Always use new cotter pins (these items are not supplied) when replacing them.
- ⓔ There are two special tools needed during disassembly and installation. They may be purchased through your authorized Jeep dealer.
 - 1) Puller - C-3894-Z
 - 2) Pitman arm remover - C-4150A

DISASSEMBLY - FRONT:

- 1) Raise and support vehicle with jack stands. Support axle with a floor jack. Remove

ILLUSTRATION 1

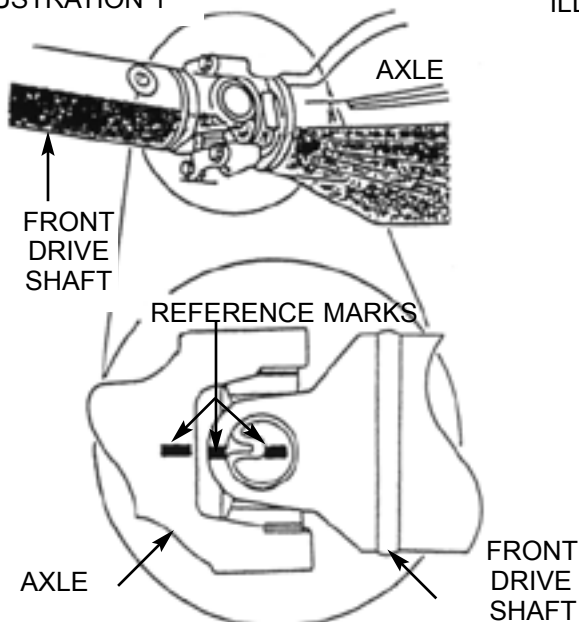
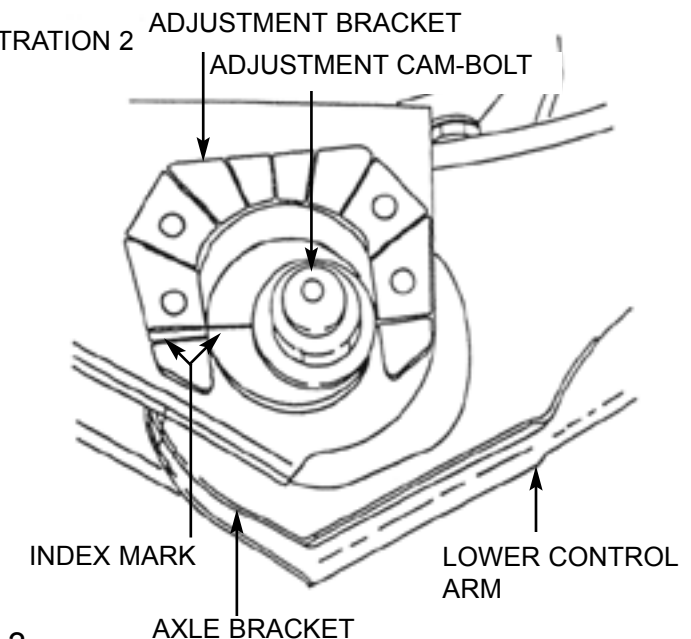


ILLUSTRATION 2



3

wheels and tires.

2) Place reference marks (as shown in ILLUSTRATION 1) on front drive shafts and axle. Disconnect the front drive shaft from axle.

NOTE: If vehicle is equipped with ABS brakes remove sensor wire from the inboard side of the lower control arm.

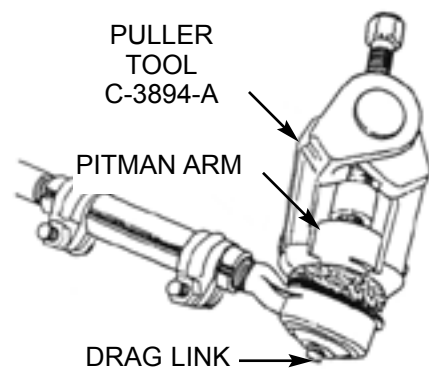
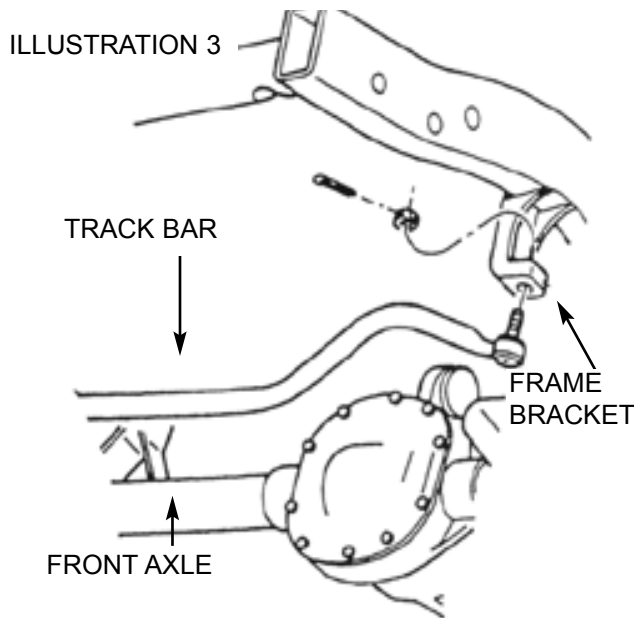
3) Locate adjustment cam-bolts, positioned on front of existing lower control arms. Make an index mark as shown in ILLUSTRATION 2, for installation reference. Remove lower control arms.

4) Remove front shock absorbers. Disconnect the stabilizer bar link at the axle.

5) Lower axle until coil spring is free from upper mount. Remove coil spring retainer bolt and remove the coil spring.

CAUTION: Use a universal Puller Tool to separate the track bar ball stud from the frame rail bracket. This will prevent damage to the ball stud seal.

ILLUSTRATION 4



6)

ILLUSTRATION 5

Disconnect the front track bar at the upper frame bracket as shown in ILLUSTRATION 3.

7) Remove the cotter pin and nut from the drag link at the pitman arm. Using the puller (C-3894-A), disconnect the pitman arm from the drag link as shown in ILLUSTRATION 4.

8) Remove the nut and washer from the steering gear shaft. Remove pitman arm using special pitman arm

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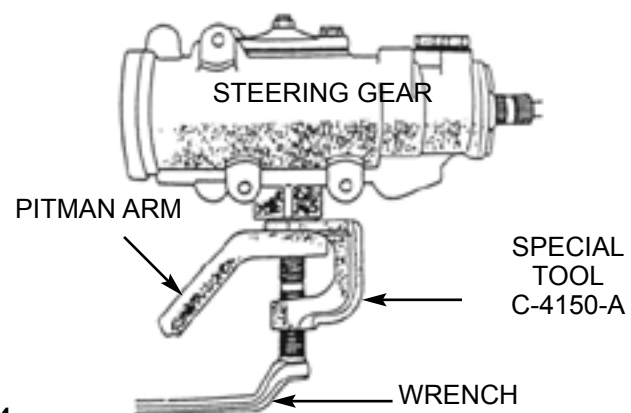


ILLUSTRATION 6

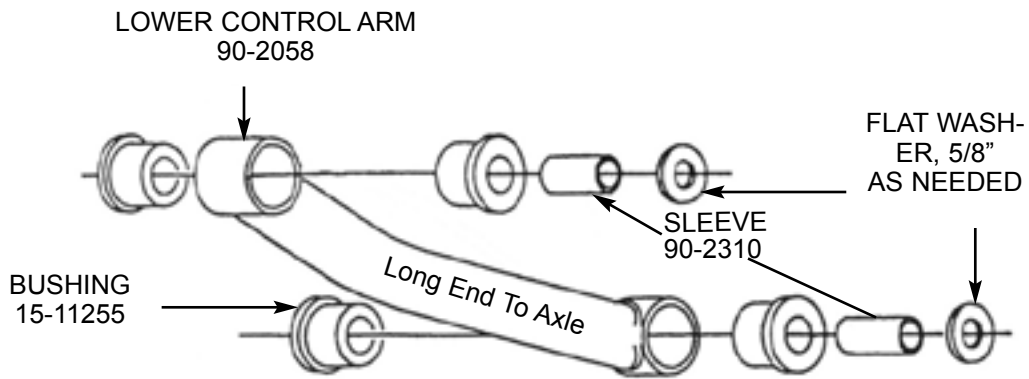
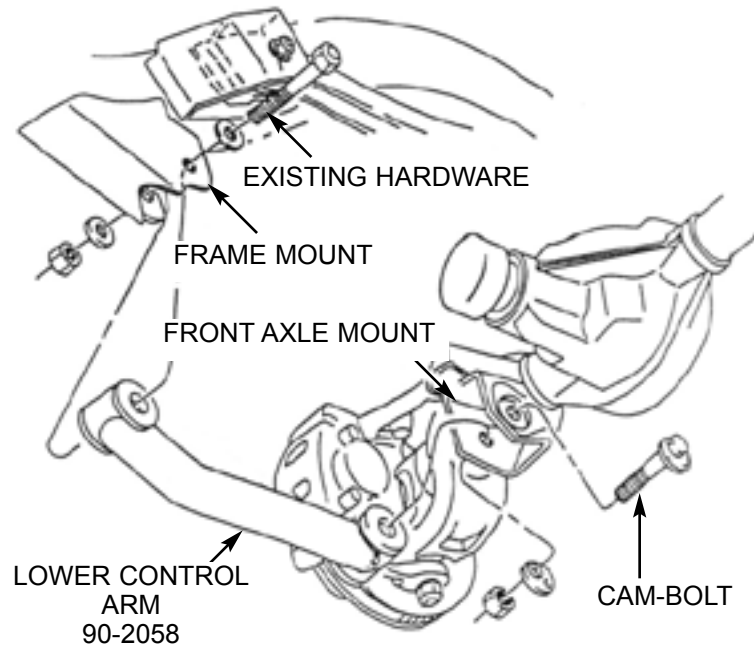


ILLUSTRATION 7



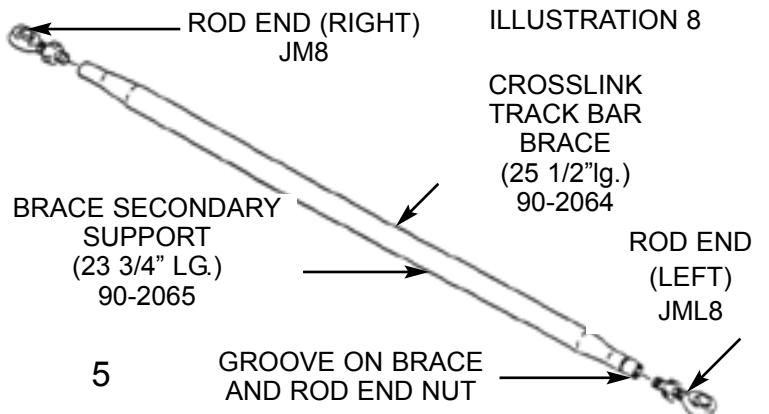
removal tool (C-4150A) as shown in ILLUSTRATION 5.

INSTALLATION - FRONT:

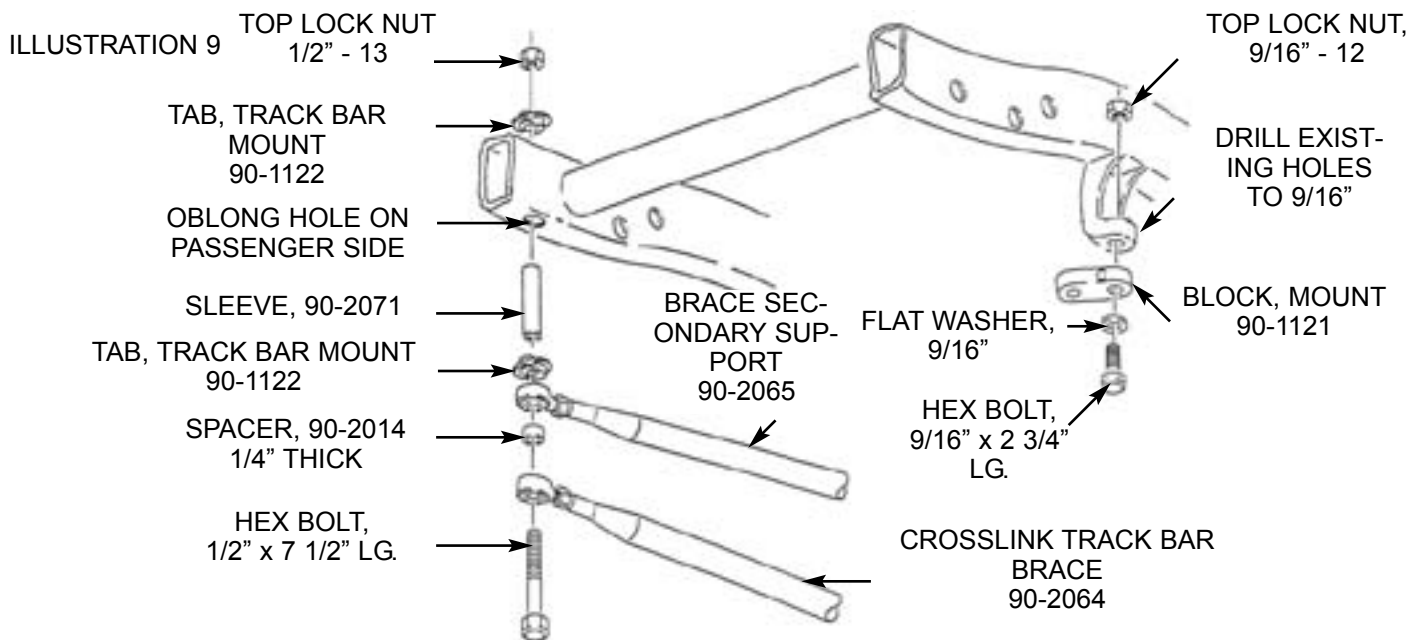
1) Insert the bushing (15-11255) and sleeve (90-2310), using a thin layer of lubricant, into the new lower control arms (90-2058) as shown in ILLUSTRATION 6.

2) Position the lower control arms in the front and rear brackets and install using the existing hardware as shown in ILLUSTRATION 7. Adjust the cam-bolt to the index mark. Torque lower cam-bolt nut to 85 ft./lbs. and upper frame bracket nut to 110 ft./lbs.

NOTE: If your vehicle is equipped with ABS brakes re-install sensor wire to inboard side of lower control arm.

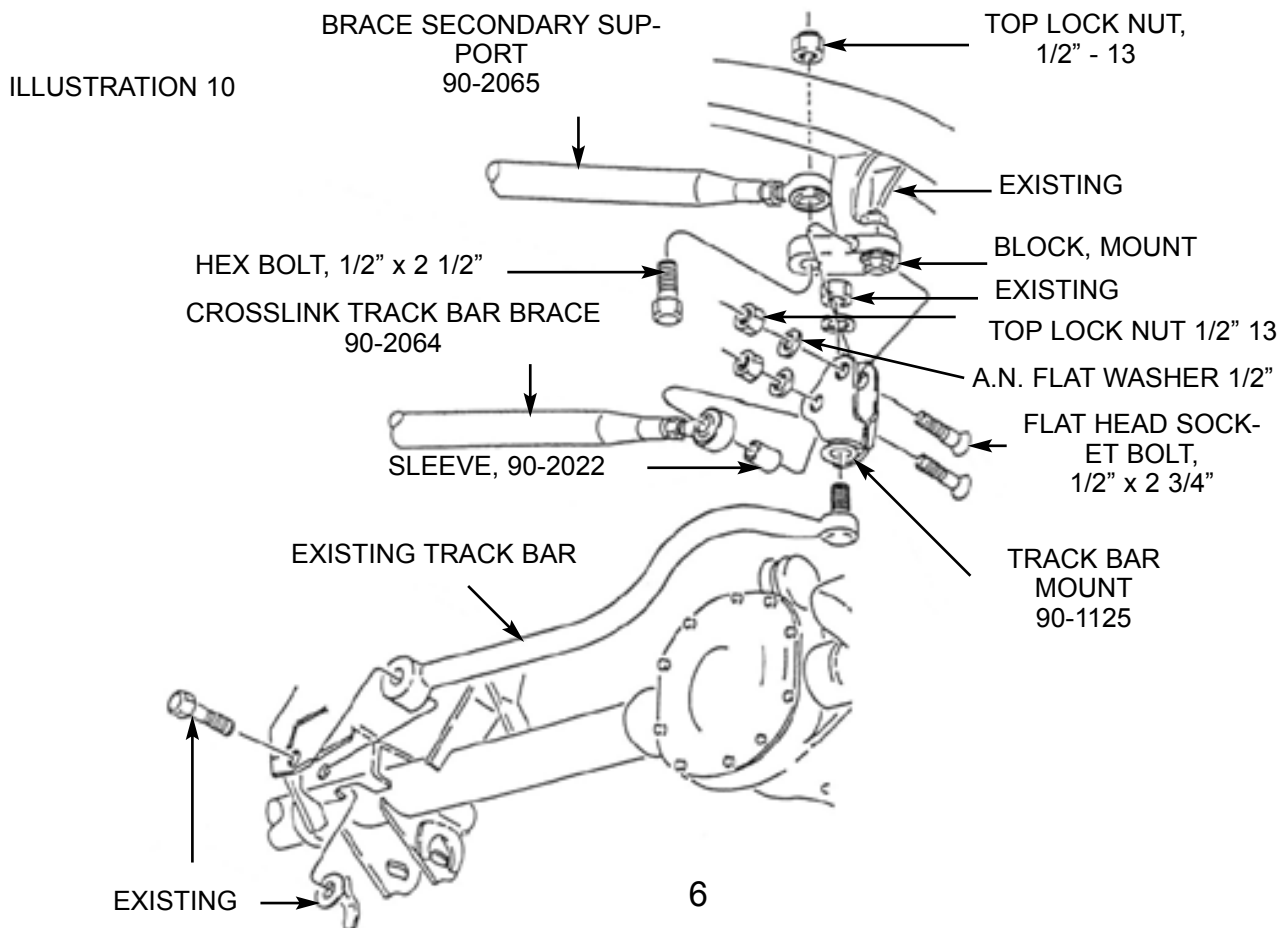


3) Referring to ILLUSTRATION 8, assemble crosslink track bar brace (90-2064) and secondary support brace



(90-2065) using rod ends (JML8) and (JM8).

NOTE: Match groove at one end of the track bar brace to groove on rod end nut as shown in ILLUSTRATION 8. These ends have a left handed thread pattern. Attach rod end (JLM8)



at this end only. Failure to do so will cause damage to threads on inside of track bar brace.

4) Drill out the hole in the existing track bar frame mount to 9/16" diameter. Install the block mount (90-1121) using the 9/16" hardware, as shown in ILLUSTRATION 9.

NOTE: Still referring to ILLUSTRATION 9, locate the oblong hole on passenger side of

ILLUSTRATION 11

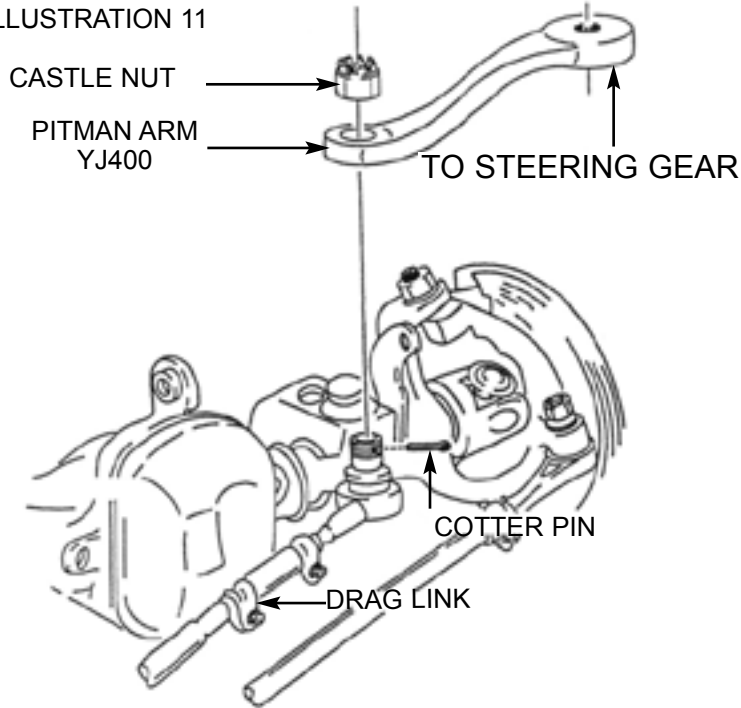
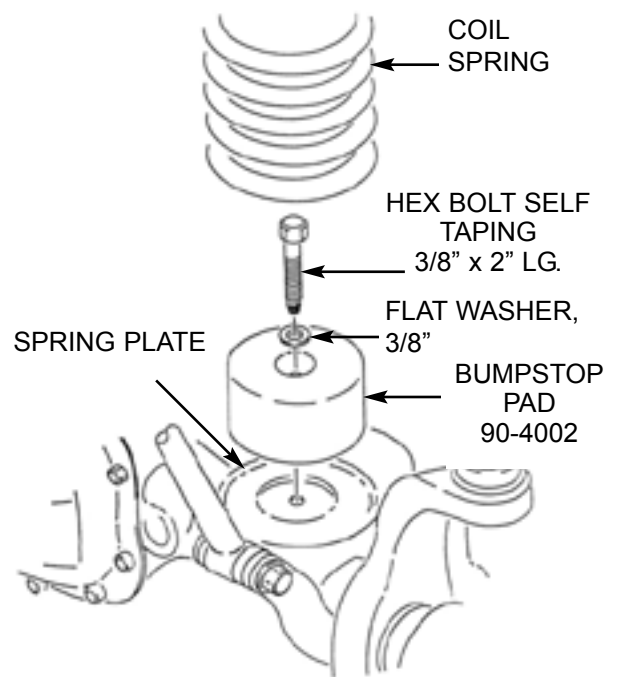


ILLUSTRATION 12



frame. Install the 25-1/2" long crosslink track bar brace (90-2064), 23-3/4" long brace secondary support, track bar mount tabs (90-1122), sleeve (90-2071), spacer (90-2014) with the supplied hardware in the order shown. Torque the 1/2" nut to 85 ft./lbs.

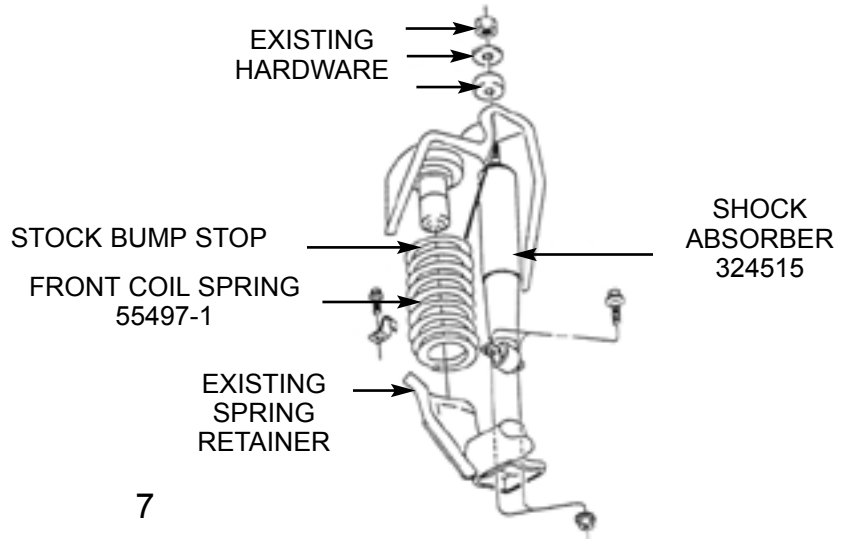
5) Attach the track bar mount bracket (90-1125) to the block mount (90-1121) using supplied hardware as shown in ILLUSTRATION 10. Install the opposite ends of the crosslink track bar brace (90-2064) to the track bar mount bracket (90-1125) and brace secondary support (90-2065) to block mount (90-1121).

Re-connect the existing track bar into the new mounting position using existing hardware. Torque to 85 ft./lbs.

6) Using the existing hardware, install the new pitman arm (YJ400) onto the drag link (torque to 60 ft./lbs.) and steering gear shaft (torque to 185 ft./lbs). See ILLUSTRATION 11.

7) Install new bumpstop pad (90-4002) as shown in ILLUSTRATION 12. Mark center of lower coil spring pad. Using a 11/32" diameter drill

ILLUSTRATION 13



bit, drill a pilot hole in the previously marked area. Install using 3/8" self-tapping hardware provided. torque to 25 ft./lbs.

NOTE: VERY IMPORTANT:

Compress front axle against the bumpstops. Check for clearance between differential and track bar mount and any related hardware. The block mount, track bar mount bolt

ILLUSTRATION 14

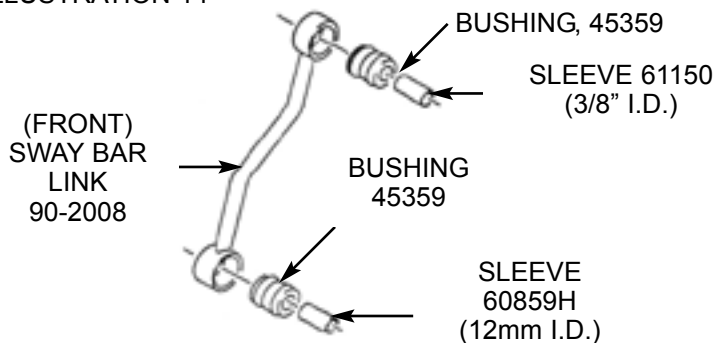
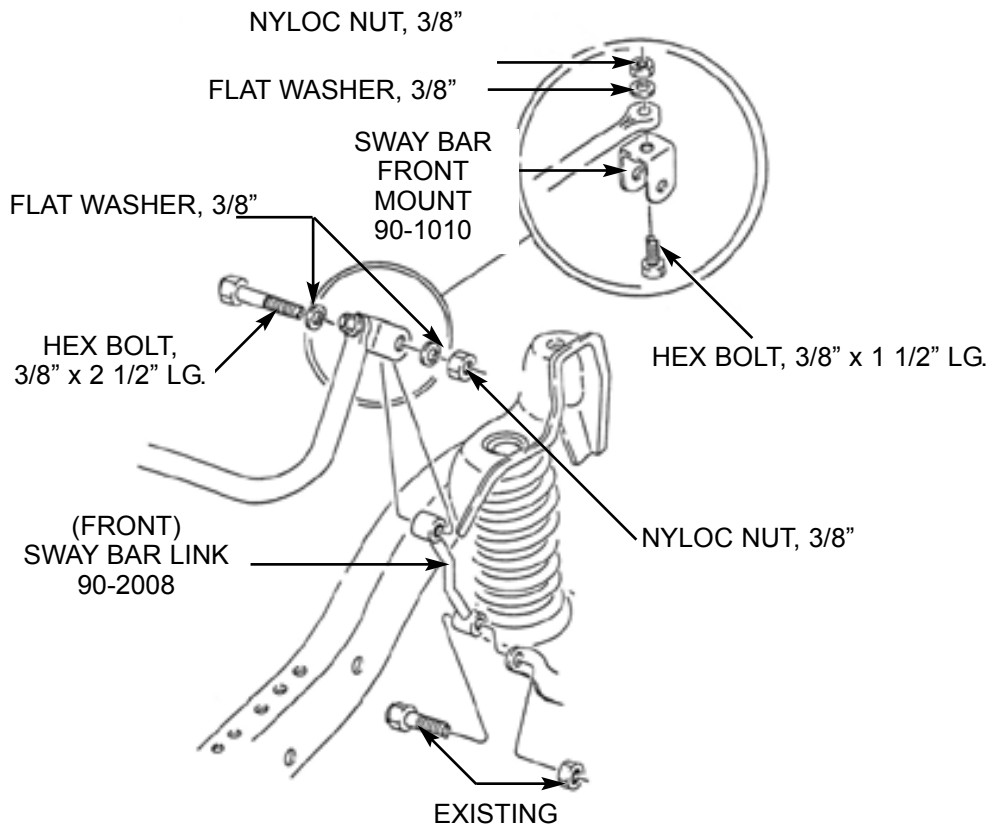


ILLUSTRATION 15

NOTE:

Before attaching sway bar link to axle, rotate sway bar up and check for clearance between the head of the 3/8 x 2 1/2 bolt and the side of the frame. Also be sure the steel brake line on the top of the frame does not interfere with the sway bar or related parts.

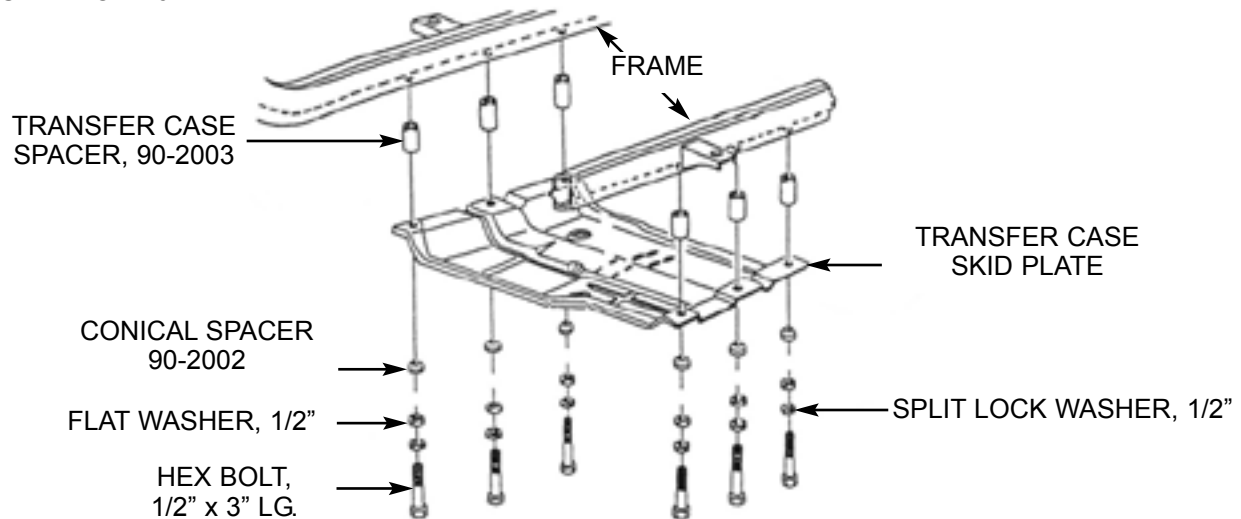


allows the track bar mount to rotate to obtain clearance between track bar mount and differential. Be careful not to bind rod ends against the side of the track bar mount. Both brace and support bars should rotate slightly when installed, this will assure adequate clearance between rod ends and brackets. When clearance is obtained, torque 9/16" block mount to track bar mount bolt to 105 ft./lbs. Inadequate clearance between rod end and bracket will cause premature rod end failure.

⦿ See checks and adjustments on last page for critical information and instructions, concerning track bar mount bolts and hardware.

8) Position new front coil spring (55497) on axle pad. Re-install coil spring retainer and bolt. Torque to 16 ft./lbs. Raise the axle into position until coil spring seats in upper mount, then raise axle another 2". Install new longer shock absorbers (324515) as shown in ILLUSTRATION 13. Torque upper shock nuts to 17 ft./lbs. and lower nuts to 20 ft./lbs.

ILLUSTRATION 16

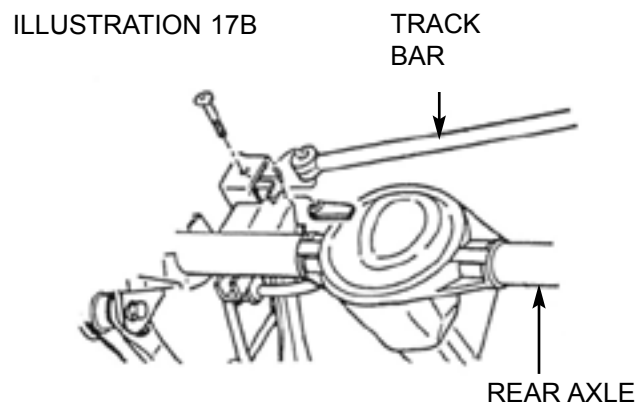
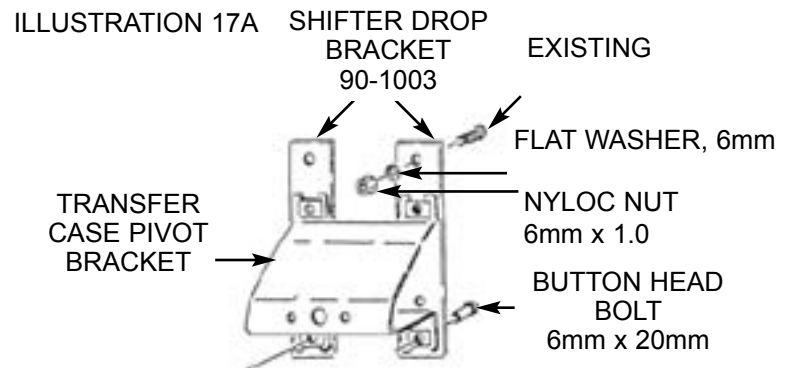


9) Install the hour glass bushings (45359) and sleeves (61150) and (60859H) as shown in ILLUSTRATION 14, into the sway bar link (90-2008).

10) Mount the sway bar front mount bracket (90-1010) to the sway bar using the 3/8" hardware provided. Attach sway bar link (90-2008) using provided hardware as shown in ILLUSTRATION 15. Torque nut to 30 ft./lbs.
 11) Remove the (4) 6mm bolts that fasten the transfer case pivot bracket to the floor pan. This can be accessed by lifting the carpet on drivers side of the vehicle. Slide pivot bracket from pivot rod and set aside.

12) Support the transfer case skid plate. The transfer case and transmission are supported by the skid plate. Before removing the skid plate ensure that the transmission is properly supported. Remove the (6) bolts connecting the skid plate to the frame. Re-install transfer case skid plate with transfer case spacers (90-2003), conical spacers (90-2002) and supplied hardware as shown in ILLUSTRATION 16. Torque bolts to 55 ft./lbs.

13) Attach shifter drop brackets (90-1003) to transfer case pivot bracket using 6mm hardware provided. Install assembly into the existing mounting location using existing hardware (previously removed). See ILLUSTRATION 17A.



NOTE: It is very important that the shifter pivot rod protrudes through the self-aligning bearing on the pivot bracket approximately 3/8". By bending the opposite bracket on the transfer case, you can easily achieve this.

14) Re-connect the front drive shaft to the axle using the reference marks as guides. Refer back to ILLUSTRATION 1 if necessary.

DISASSEMBLY - REAR:

1) Raise the rear of the vehicle, support frame with jack stands and remove rear wheels and tires.

ILLUSTRATION 18

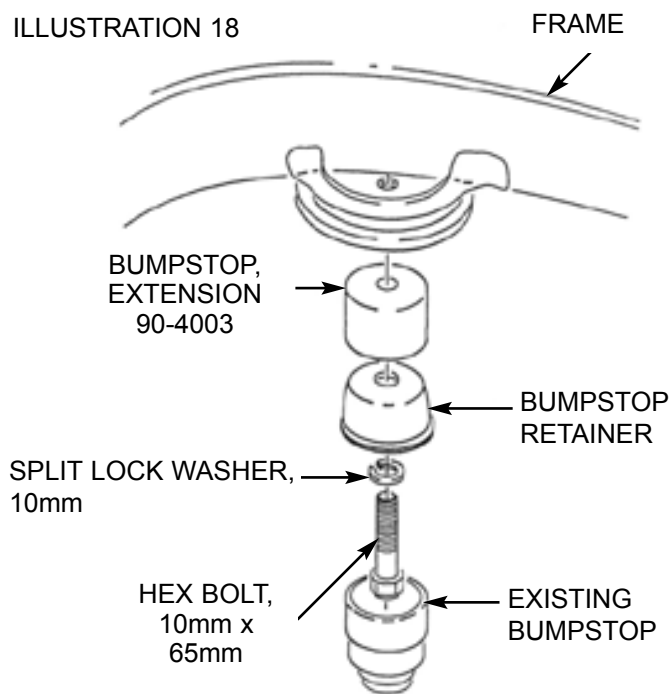


ILLUSTRATION 19

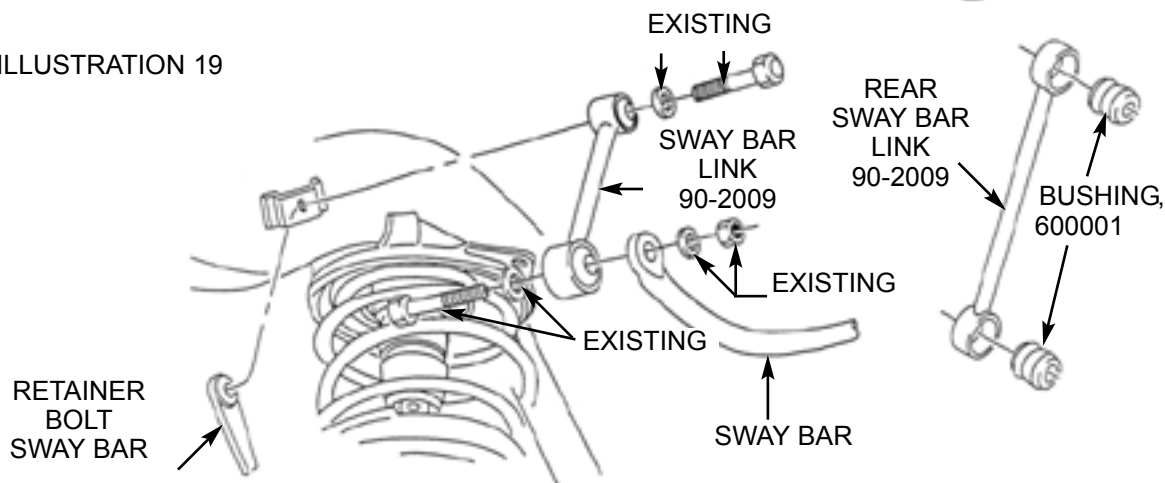
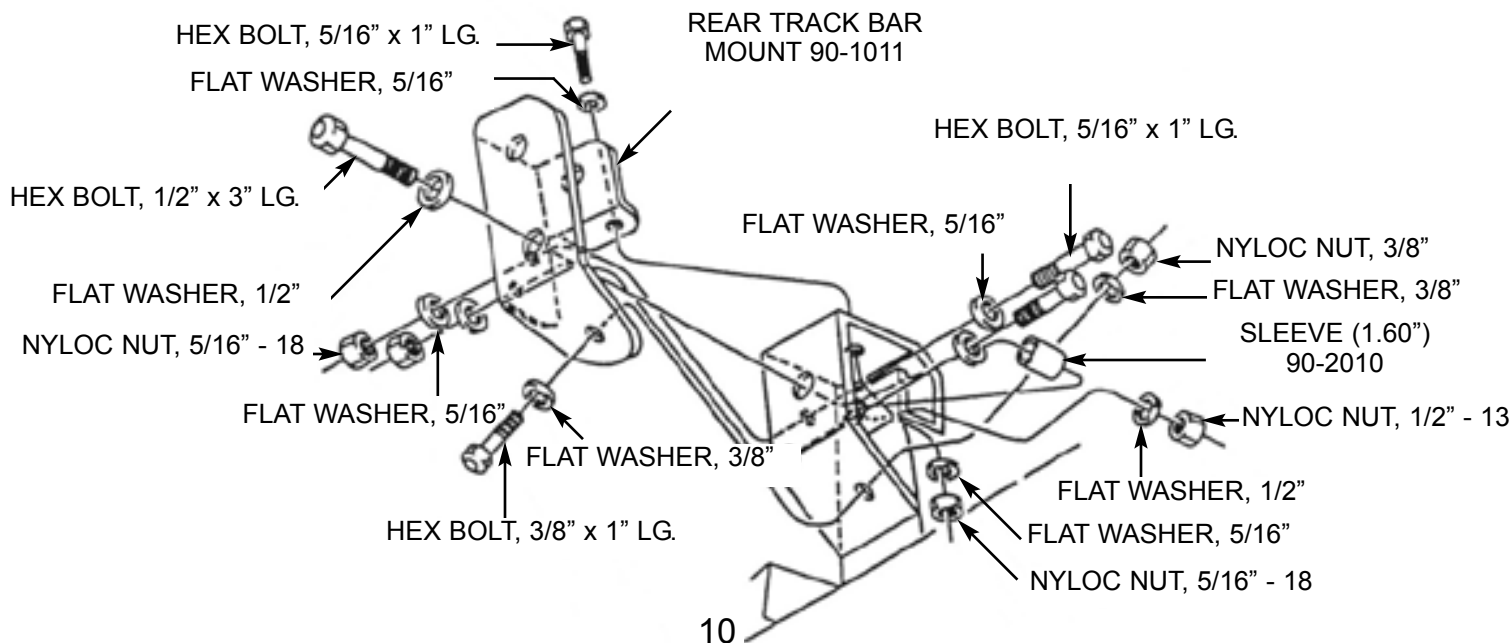


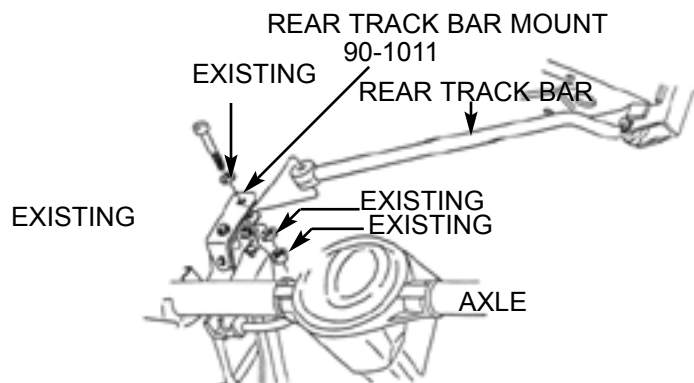
ILLUSTRATION 20



- 2) Locate and remove existing rear lower control arms.
- 3) Disconnect lower track bar mount as shown in ILLUSTRATION 17B.
- 4) Locate and remove rear stabilizer bar and rear shock absorbers.

5) Lower rear axle until coil springs are free from upper seat. Remove coil springs.

ILLUSTRATION 21



INSTALLATION - REAR:

1) Position rear lower control arms (90-2058) into existing front and rear mounting brackets and install using hardware previously removed. Do not tighten at this time.

2) Install new rear bumpstop extensions (90-4003) using the supplied 10mm hardware as shown in ILLUSTRATION 18. Torque to 27 ft./lbs.

3) Install rear sway bar links (90-2009) as shown in ILLUSTRATION 19, using hour glass bushings (600001). When re-installing existing stabilizer bar you must ensure that the bar is centered, equally spaced, over both sides of differential housing. Fasten using existing hardware. Torque to 40 ft./lbs.

4) Referring to ILLUSTRATION 20, install rear track bar mount bracket (90-1011) using 1.60" sleeve (90-2010) and supplied hardware. Torque 1/2" x 3" track bar bracket bolt to 65 ft./lbs. Drill out the 3/8" hole at the three 5/16" hole locations using bracket as template.

5) Install new rear coil springs (55498) and new longer shock absorbers (324509). At this time, torque existing lower control arm nuts to 130 ft./lbs.

6) Attach track bar into new track bar mounting bracket (90-1011), as shown in ILLUSTRATION 21, using existing OE Bolt. Torque nut to 60 ft./lbs.

7) Cycle steering lock to lock and inspect steering, suspension and driveline suspension and driveline systems for proper operation, tightness and adequate clearance. Recheck brake hose / fittings for leaks. Be sure all hoses are long enough.

8) Install the wheels and tires. Remove the jack stands and lower the vehicle.

CHECKS AND ADJUSTMENTS: VERY IMPORTANT:

ⓐ Recheck all hardware for tightness after the first 100 miles.

ⓑ To adjust location of front axle (side to side), rotate crosslink track bar brace and the sec-

secondary support brace to move axle to desired location. Tighten jam nuts on rod ends, then torque 1/2" flat head countersunk allen bolts on track bar mount bracket to 90 ft./lbs.

⌚ Steering stops can be adjusted by use of spacers behind welded jam nuts, or be use of a secondary jam nut (not provided).

⌚ Headlights should be adjusted.

⌚ Rotate front and rear drive shafts with suspension hanging. Depending on engine, transmission and differential combinations, it may be necessary to increase the drop on the transfer case if u-joint-to-yoke interference is found. This can be accomplished with the use of 1/2" flat washers (not provided). 1/4" additional drop is usually sufficient.

⌚ Alignment of front wheels will be required, use factory specifications.

TORQUE SPECIFICATIONS:

Lower Control Arms-to-Axle.....130 ft./lbs.
Front Shock Absorbers at Axle.....20 ft./lbs.

P L A C E
W A R R A N T Y
S T I C K E R
H E R E

LIMITED WARRANTY

Pro-Comp Suspension warrants to the original retail purchaser that its suspension products are free from defects in workmanship and material as long as the purchaser owns the vehicle on which the product was originally installed. Pro-Comp Suspension does not warrant the product for finish, alterations, modifications and/or installation contrary to Pro-Comp Suspensions instructions. Pro-Comp Suspension not used in conjunction with Explorer or Pro-Comp shock absorbers may void warranty. Pro-Comp Suspension products are not designed nor intended to be installed on vehicles used in race applications or for racing purposes or similar activities. A "Race" is any contest between two or more vehicles, or any contest of one or more vehicles against the clock, whether or not such contest is for a prize. Pro-Comp Suspensions obligation under this warranty is limited to the repair or replacement, at Pro-Comp Suspensions option of the defective product, any and all costs of removal, installation or reinstallation, freight, charges, incidental or consequential damages are expressly excluded from this warranty. This warranty is expressly in lieu of all other warranties expressed or implied, including the implied warranties of merchant ability and fitness for use, and all other obligations or liabilities on the part of Pro-Comp Suspension. This warranty shall not apply not apply to any product that has been subject to accident, negligence, alteration, abuse or misuse. Pro-Comp Suspension does not warrant whatsoever any products not supplied by them.

PRODUCT SAFETY AND WARNING

The installation of this kit will modify the suspension of your vehicle and may cause it to handle differently than a factory equipped vehicle. It will not strengthen nor reinforce the stock frame of the vehicle, or will it increase rollover protection. The kit is intended to provide a better ride and increase performance when used off-road. We strongly advise you to operate your vehicle responsibly at all times, and ask you to periodically inspect all suspension and drivetrain components for tightness of fit or any damage. This is especially critical both before and after off-road use. Additional safety warnings are included in the instructions, which accompany this product. We urge you to use seat belts and to always drive safely, both on and off-road.

INSTALLER'S SAFETY WARNING

Pro-Comp Suspension recommends our products to be installed by certified technicians only. These instructions pertain to installation of Pro-Comp Suspensions and may not include original equipment recommended procedures for disassemble/reassemble of original equipment components. Efforts to install our system without knowledge and experience may jeopardize the operating safety of the vehicle.

Safety Warning Label

A safety warning label is included with this product. It is the installers responsibility to install this label of the vehicle's cab, in a highly visible location to all operators of the vehicle.

Tire and Wheel Warning

Larger wheel and tire combinations may increase leverage on suspension, steering, brake systems, and related components. As you increase the size of the rim and tire combinations over stock, you also increase the chances of original equipment related component failure. Consult a professional mechanic with off-road experience before installing any tire and wheel combinations.

DETACH AND MAIL OR FAX TO THE ADDRESS BELOW

Name: _____ Phone Number: (____) _____
Address: _____

Products Purchased from: _____ Date Purchased: _____
Installed By: _____ Date Installed: _____
Vehicle Make: _____ Model: _____ Year: _____
Installation Comments: _____

Product Part Number: 55499 Description: '97 Jeep Wrangler TJ "Stage II" 4" Kit
Warranty/Registration Number: _____

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