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Latest Revision:
12.6.2024

PRO COMP SUSPENSION

VEHICLES EQUIPPED WITH 22" FACTORY WHEELS MUST USE K2104B.
IF UNSURE IF VEHICLE IS EQUIPPED FROM THE FACTORY WITH 22" WHEELS, CHECK THE OE KNUCKLE FOR MARKINGS. SEE PHOTO A.
THIS KIT DESIGNED FOR USE WITH FACTORY RAM DRIVESHAFT, ANY OTHER DRIVESHAFT IS NOT RECOMMENDED. CALL THE PRO COMP TECH DEPARTMENT WITH ANY QUESTIONS.
DOES NOT FIT TRUCKS EQUIPPED WITH OE REAR DIFFERENTIAL HEAT EXCHANGERS.
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.

RAM126M.
2019-2022 RAM 1500 6" Kit 4WD IFS with 5-Link Rear

READ INSTRUCTIONS THOROUGHLY AND COMPLETELY BEFORE BEGINNING INSTALLATION.
INSTALLATION BY A CERTIFIED PROFESSIONAL MECHANIC IS HIGHLY RECOMMENDED.
PRO COMP IS NOT RESPONSIBLE FOR ANY DAMAGE OR FAILURE RESULTING FROM IMPROPER INSTALLATION.
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.

PART #	DESCRIPTION	QTY.	ILLUS.	PAGE
	Box 1 of 6 PN 56758B-1			
91-9460	**REAR CROSSMEMBER**	**1**	**9**	**10,12**
91-11984	**DIFF DROP BRACKET FRONT RAM**	**1**	**4**	**9**
91-11987	**DIFF DROP BRACKET DRIVER RAM**	**1**	**6**	**9,10**
91-11990	**DIFF DROP BRACKET PASS RAM**	**1**	**5,7**	**9,10,11**
91-11993	**DIFF DROP BRACKET 2 PASS RAM**	**1**	**5,7**	**9,10,11**
90-60728	**HARDWARE PACK: DIFF DROP**	**1**	**-**	**-**
	12MM-1.75 X 25MM FLANGED HEX BOLT 10.9	3	4,5,7	9,10,11
	12MM-1.75 X 40MM FLANGED HEX BOLT 10.9	4	4,5,7	9,10,11
	12MM-1.75 X 50MM FLANGED HEX BOLT 10.9	2	4,5,7	9,10,11
	12MM-1.75 X 70MM FULL THREAD HEX BOLT 10.9	2	4,5,7	9,10,11
	12MM HARDENED FLAT WASHER PLATED	11	4,5,7	9,10,11
	12MM-1.75 STOVER NUT PLATED	9	4,5,7	9,10,11
90-4430	**DRIVESHAFT SPACER**	**1**	**-**	**16**
90-6408	**HARDWARE PACK: DRIVESHAFT SPACER**	**1**	**-**	**-**
120C600HCS1Y	M12-1.75 X 60 HEX BOLT 10.9 YELLOW ZINC	4	**-**	**16**
120NWHDY	M12 HARDENED WASHER YELLOW ZINC	4	**-**	**16**
90-6485	**HARDWARE PACK: CROSSMEMBER**	**1**	**-**	**-**
.180C1500HCS1	18MM X 2.5 X 150MM HEX BOLT PLATED 10.9	4	**8,9**	**10,11,12**
.180CNUCZ	18MM X 2.5 STOVER NUTS	4	**8,9**	**10,11,12**
.180NWUSZ	18MM PLATED WASHER	8	**8,9**	**10,11,12**
7535	**BRAKE HOSE KIT 6" KIT**	**1**	**16,17**	**15,16**
90-60729	**HARDWARE PACK: CAM BLOCK OFF PLATES**	**1**	**-**	**-**
35-11849	OFST CAM PLT	8	8,9	10,11,12
91-11994	**SB DROP BRKT FRT RAM**	**2**	**-**	**16,17**
90-6340	**HARDWARE PACK: SWAYBAR DROP**	**1**	**-**	**-**

PART #	DESCRIPTION	QTY.	ILLUS.	PAGE
43C125HC8I/IMP	7/16-14 X 1-1/4 HEX CAP GR8 ZINC II	4	-	17
43CNPTZ/GRC	7/16-14 TOPLOCK GRADE C ZINC	4	-	17
43RWFLZ/SAE-PC	7/16 FL WSHR SAE ZINC	8	-	17
90-4136	**WIRING HARNESS**	**1**	**7**	**9,11**

Box 2 of 6 PN 56759B-2

90-44059	**STEERING KNUCKLE - DRIVER**	**1**	**16,17**	**14,15**

Box 3 of 6 PN 56759B-3

90-44060	**STEERING KNUCKLE - PASS**	**1**	**-**	**-**

Box 4 of 6 PN 56757B-4

91-9453	**FRONT CROSS-MEMBER W/LOGO**	**1**	**8**	**10,11**
91-9459	**FRONT SKID PLATE**	**1**	**-**	**10**
90-6223	**HARDWARE PACK: Skid Plate**	**1**	**-**	**-**
70-0371251800	3/8-16 X 1 1/4" GRADE 8 HEXBOLT	4	-	10,11
72-037100816	3/8"-16 USS STOVER NUT	4	-	10,11
73-03700034	3/8" SAE GRADE 8 WASHER	8	-	10,11

Box 5 of 6 PN 56757B-5

90-5472	**NUT PLATE**	**2**	**22**	**19**
90-6299	**HARDWARE PACK: REAR BRAKE LINES**	**1**	**-**	**-**
31C100HC8I/IMP	5/16-18 X 1 HEX BOLT J429 GR 8 ZINC II	2	30	22,23
31CNNLZ	5/16-18 NYLON INSERT LOCKNUT ZINC PLTD	2	30	22,23
31RWHDI/IMP	5/16 ASTM F436 HARD WASHER (A325)	4	30	22,23
90-2311	**SWAY BAR EXTENSIONS- REAR**	**2**	**29**	**21,23**
90-60730	**HARDWARE PACK: REAR SWAY BAR**	**1**	**-**	**-**
71-120601751008	12MM 1.75 X 60MM BUTTON HEAD ALLEN 10.9	2	29	21,23
7201217510916	12MM 1.75 MECHANICAL LOCKNUT 10.9	2	29	21,23
73-05000042	1/2 ASTM F436 HARD WASHER (A325) USS	2	29	21,23
73-01000450	M10 FENDER WASHER 18-8 10.5 ID X 30 OD	2	29	21,23
RM40010	BUSHING	4	29	21,23
51792	SLEEVE	2	29	21,23
61150	SLEEVE	2	29	21,23
91-11854	**COIL SPCR RR RAM**	**2**	**24**	**20**
35-11858	**NUT PLT 3.57X3/8-16**	**2**	**23**	**18,20**

PART #	DESCRIPTION	QTY.	ILLUS.	PAGE
90-60731	**HARDWARE PACK: REAR COIL SPACER**	**1**	**-**	**-**
	3/8" X 5.25" GR. 8 HEX BOLT PLATED	2	24	20
	3/8" SAE FLAT WASHER PLATED	2	24	20
91-11860	**TRACK BAR DROP BRKT RAM**	**1**	**25**	**20,21,23**
90-6627	**HARDWARE PACK: TRACK BAR DROP**	**1**	**-**	**-**
50C125HC8I/IMP	1/2-13 X 1-1/4 HEX CAP SC GR 8 ZINCII	2	25	20,21
50CNPTZ/GRC	1/2-13 TOPLOCK GRADE C ZINC	2	25	20,21
50RWHDI/SAE-IMP	1/2 ASTM F436 HARD WASHER (A325) SAE ZINC	4	25	20,21
56C300HC8I/IMP	9/16-12 X 3 HCS GR 8 YELLOW ZINC- IMPORT	1	25	20,21
56CNPTZ/GRC	9/16-12 TOPLOCK GRADE C ZINC	1	25	20,21
56RWHDI/IMP	9/16 ASTM F436 HARD WASHER (A325)	2	25	20,21
97-11865	**BRK LINE BRKT RR DVR RAM**	**1**	**30**	**22,23**
91-11866	**BUMP STOP SPCR RR RAM**	**2**	**28**	**21,22**
90-6577	**HARDWARE PACK: REAR BUMP STOP**	**1**	**-**	**-**
37C100HC8I/IMP	3/8-16 X 1 HEX CAP SCREW GRADE 8 - ZINCII	4	-	21
37CNPTZ/GRC	3/8-16 TOPLOCK GRADE C ZINC	4	-	21
37RWHDI/IMP	3/8 ASTM F436 HARD WASHER SAE (A325) ZINC	8	-	21
35-11870	**NUT PLT RR BUMP RAM**	**1**	**28**	**21,22**
91-11872	**GCB DVR RR RAM**	**1**	**22**	**19**
91-11877	**GCB PAS RR RAM**	**1**	**-**	**19**
90-6832	**HARDWARE PACK: REAR CONTROL ARM DROP**	**2**	**-**	**-**
62C400HC8I/DOM	5/8-11 X 4 HEX BOLT J429 GR. 8 ZINC	2	22	19
62CNPTZ/GRC	5/8-11 TOPLOCK GRADE C ZINC	2	22	19
62RWHDI/IMP	5/8 ASTM F436 HARD WASHER (A325) ZINC	4	22	19
90-6705	**HARDWARE PACK: REAR CONTROL ARM DROP**	**1**	**-**	**-**
50C150HC8I/IMP	1/2-13 X 1 1/2 HEX BOLT J429 GR 8 ZINC II	2	22	19
50CNPTZ/GRC	1/2-13 TOPLOCK GRADE C ZINC	2	22	19
50RWHDI/SAE-IMP	1/2 ASTM F436 HARD WASHER (A325) SAE ZINC	4	22	19

Box 6 of 6 PN 56757B-6

91-2600	**COIL OVER SPACER**	**2**	**13**	**12,13**
90-6317	**HARDWARE PACK: Spacer Mount**	**1**	**-**	**-**
72-043200810	7/16” Gr. 8 HEX NUT	6	-	12
73-04300830	7/16” SAE FLATWASHER	6	-	12
73-04300836	7/16” SPLIT LOCK WASHER	6	-	12
90-7035	**COILOVER PRELOAD SPACER**	**4**	**13**	**12,13**

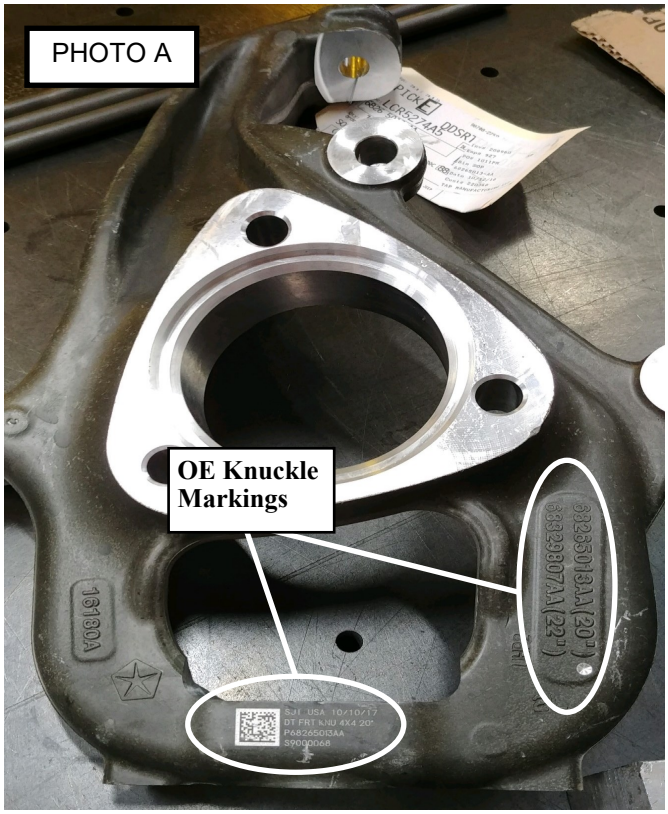
Special Tools:
Please refer to your service manual for more information.
A special removal tool is required for safe removal of the tie rods.
These tool may be purchased at your local Ram dealer.
You may be able to rent any of these tools at your local parts store.

Tire Information:

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 20" wheel not to exceed 10" in width with a maximum backspacing of 5" must be used. Additionally, a quality tire of radial design, not exceeding 35" tall X 12.50" wide is also recommended. Please note this kit will clear a 37" X 12.50" tire, but may require minor trimming of the front valence and rear lower portion of the inner fender. 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.

IMPORTANT!: 20" OR LARGER WHEELS WITH 5" MAXIMUM BACKSPACING MUST BE USED IN CONJUNCTION WITH THIS LIFT KIT!

IMPORTANT!: If the vehicle was equipped with 18" OE wheels the spare should be checked and replace with a 20" spare tire.



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 lower control arm and frame rails. Remove from the vehicle and save for reinstallation.
5. 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!
6. Remove the disc brake rotors.
7. Disconnect the ABS wiring and secure it clear of the work area where it will not get damaged.
8. Remove the nuts from the tie rod ends. Using the tie rod end puller, remove the tie rods from the OE knuckle. Be very careful that you do not damage the dust guard or the tie rod ends. Save the nuts for reinstallation.
9. Remove the CV axle nut from the front bearing cartridge. This will require a 36mm socket. Keep these nuts for reinstallation.
10. Loosen but DO NOT remove the lower 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 coilover mounting nuts. DO NOT loosen the middle coilover nut.
13. Remove the upper ball joint nuts. Carefully separate the upper ball joints from the OE steering knuckle using the appropriate tool. Save these nuts for reinstallation.
14. Loosen the lower coilover retaining nut. Remove the nut from the bolt and remove the coilover from the vehicle.
15. While leaning the OE knuckle 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 joint. Using the appropriate tool, remove the knuckles from the lower ball joint. Save these nuts for reinstallation. Place knuckle aside.
17. Unbolt and remove the lower control arms from the frame. Save the OE hardware for reinstallation.
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 down. Failure to do this may cause the boot to pinch and crack.**
20. Unbolt and remove the OE rear cross-member brace from the frame. Discard the

cross-member and hardware after removal.

21. While supporting the differential, remove the front differential mounting hardware and carefully lower the differential assembly to the floor. Save the three OE bolts from the drivers side rear mounting location on the differential for reinstallation.
22. The driver and passenger side rear lower control A-arm mounting pocket must be trimmed to clear the cross-member and differential in its lower position. See PHOTO 1, 2, and 3 for reference. Starting on the passenger side, measure outward 2 ¾" from the edge of the factory cross-member 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.
23. On the front edge of the newly cut frame, measure outward 2 ¼" and mark the frame. Scribe a diagonal line from previously made mark to the top edge of the newly cut frame edge and cut. Measure 1" down from the cam bolt plate, scribe a line, and trim. Repeat steps 22 and 23 on the driver side.
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.

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.

25. Locate the front differential wiring extension harness. Install the provided wiring extension harness (90-4136) to the OE harness. Be sure to leave enough slack for the differential when it is in it's final lowered position. Be sure to secure the wiring harness out of the way of any moving parts.
26. Install the driver side front differential drop bracket (91-11984) to the differential as shown in PHOTO 4. Secure using (2) M12 X 40mm flanged bolts and hardware from hardware pack (90-60728). Leave bolts loose at this time. NOTE: The notch in differential drop bracket will face toward the rear of the vehicle, and the bolt heads will face towards the driver side of the vehicle.
27. Install the passenger side differential drop bracket (91-11990) and (91-11993) to the differential as shown in PHOTO 5. Secure using

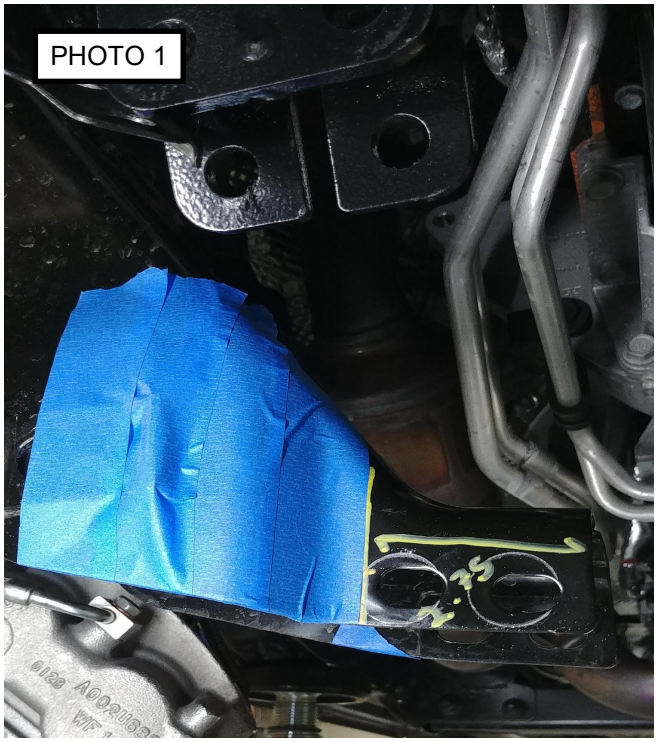
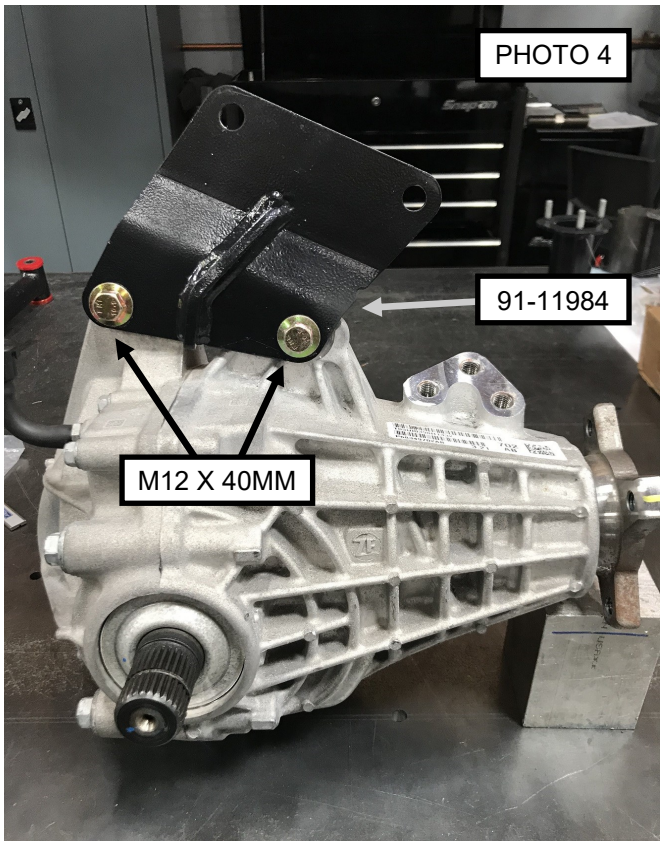


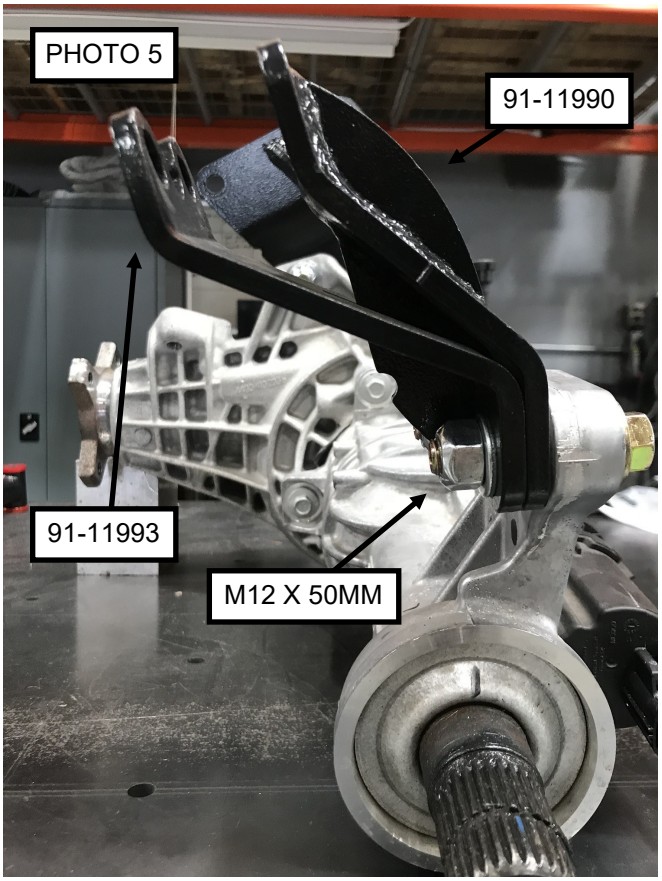
PHOTO 1


PHOTO 2

(2) M12 X 50mm flanged bolts and hardware from hardware pack (90-60728). Leave bolts loose at this time. IMPORTANT! The notch on the rib of the bracket will point towards the rear of the vehicle.

28. Install the driver side rear differential drop bracket (91-11987) to the differential as shown in PHOTO 6. Secure using the previously removed OE bolts. Apply thread locker and torque to 75 ft./lbs. IMPORTANT! The gusset on the bracket will face towards the front of the vehicle.
29. Carefully raise the differential into the vehicle and suspend the assembly using the (2) M12 X 40mm flange bolts on the driver side. On the passenger side, align the bracket to the frame and secure using the (2) M12 X 70mm fully threaded bolts from hardware pack (90-60728). After the (2) M12 X 70mm bolts are installed, attach the wire harness bracket to the end of the differential drop bracket and install the (2) M12 locknuts. Leave hardware loose at this time. See PHOTO 7 for reference.
30. Secure the driver side rear differential drop bracket (91-11987) to the frame by installing the (3) M12 X 25mm flange bolts and hardware from hardware pack (90-60728). Apply thread locker to the bolts and install with the bolt heads facing upwards.
31. Tighten all differential mounting hardware to 75 ft./lbs. at this time. IMPORTANT! Due to the upper casting on the passenger side of the differential being threaded; the (2) M12 X 70mm flange bolts must be torqued prior to tightening (2) M12 locknuts. When torqueing the (2) M12 locknuts, secure the bolt heads with a wrench to assure that the proper torque specifications are met.
32. Reattach the differential vent line and wiring harness extension to the differential and zip tie them out of the way from the axle.
33. Install the front cross-member (91-9453) into the front A-arm pockets using the provided M18 X 150mm bolts and hardware found in hardware pack (90-6485) and provided cam block off plates (35-11849). Leave hardware loose at this time. See PHOTO 8 for reference. NOTE: The offset in the cross-member goes to the front to allow clearance with the differential and the bolt heads face towards the front of the vehicle.
34. Install the rear cross-member (91-9460) into the rear A-arm pockets using the provided





M18 X 150mm bolts and hardware found in hardware pack (90-6485) and provided cam block off plates (35-11849). Leave hardware loose at this time. See PHOTO 9 for reference.

35. Install the skid plate (91-9459) to the mounting holes on the front and rear crossmembers using the supplied 3/8" X 1 ¼" bolts and hardware found in hardware pack (90-6223). Leave hardware loose at this time.

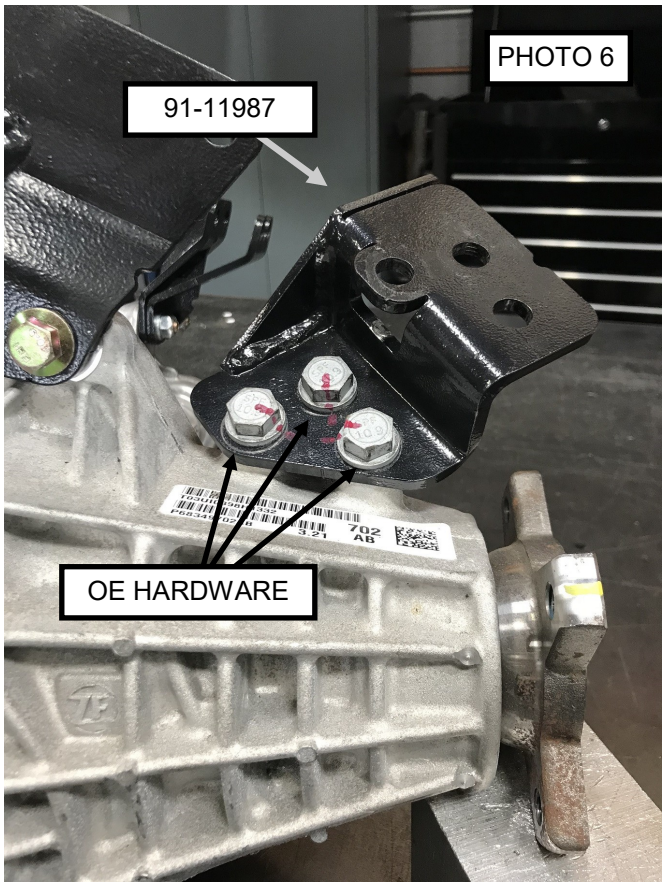
36. Install the lower control arms into position with the OE cam bolts and nuts. Be sure the heads of the bolts are oriented toward the front of the vehicle. DO NOT torque the cam bolts until the vehicle is back on the ground.

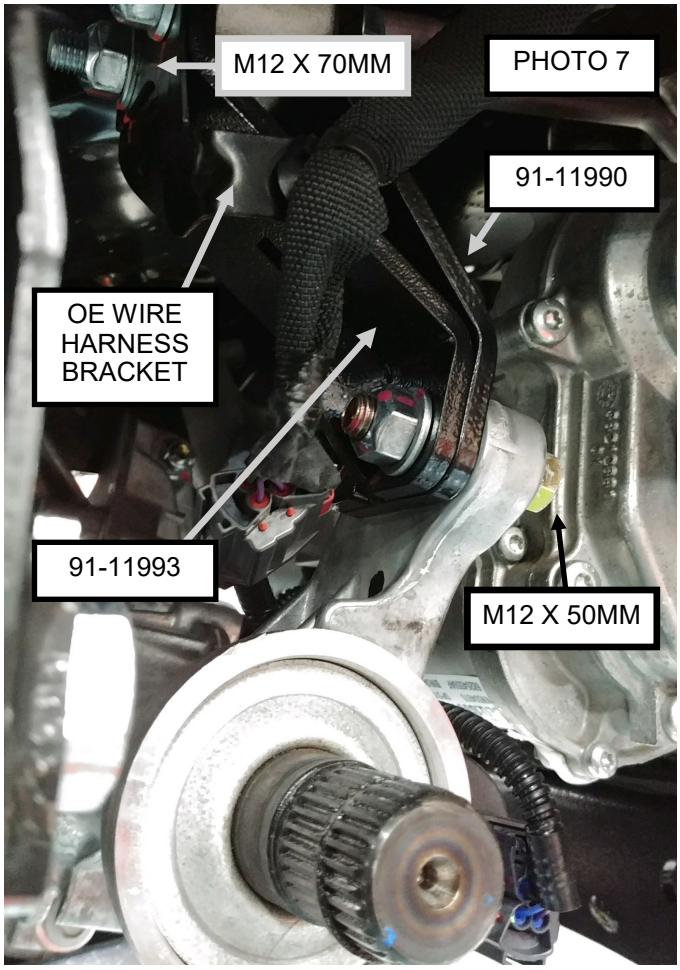
37. After the lower control A-arms are installed, apply thread locker to the M18 X 150mm front and rear cross-member mounting bolts and torque to 220 ft./lbs. Torque the 3/8" X 1 ¼" skid plate bolts to 35 ft./lbs.

38. Using both OE coilovers, scribe an index mark on the top of the OE coil springs to the upper coilover mounting plates. On the driver side coilover, also scribe an index mark on the bottom of the coilover's lower coil retainer and coilover body. The index mark on the bottom should be in line with the index mark on the top.

39. Compress the coil springs on both of the coilover assemblies with a suitable coil spring compressor so that the coil springs has about 3/8" of play in the coilovers. Once compressed, remove the upper coilover mounting plate retaining nuts. **CAUTION! The coil is under extreme pressure and severe bodily injury may occur if the coil spring is disassembled without using a coil spring compressor. NOTE: Do not use an impact gun to remove the retaining nut. It will damage the coilover shaft.**

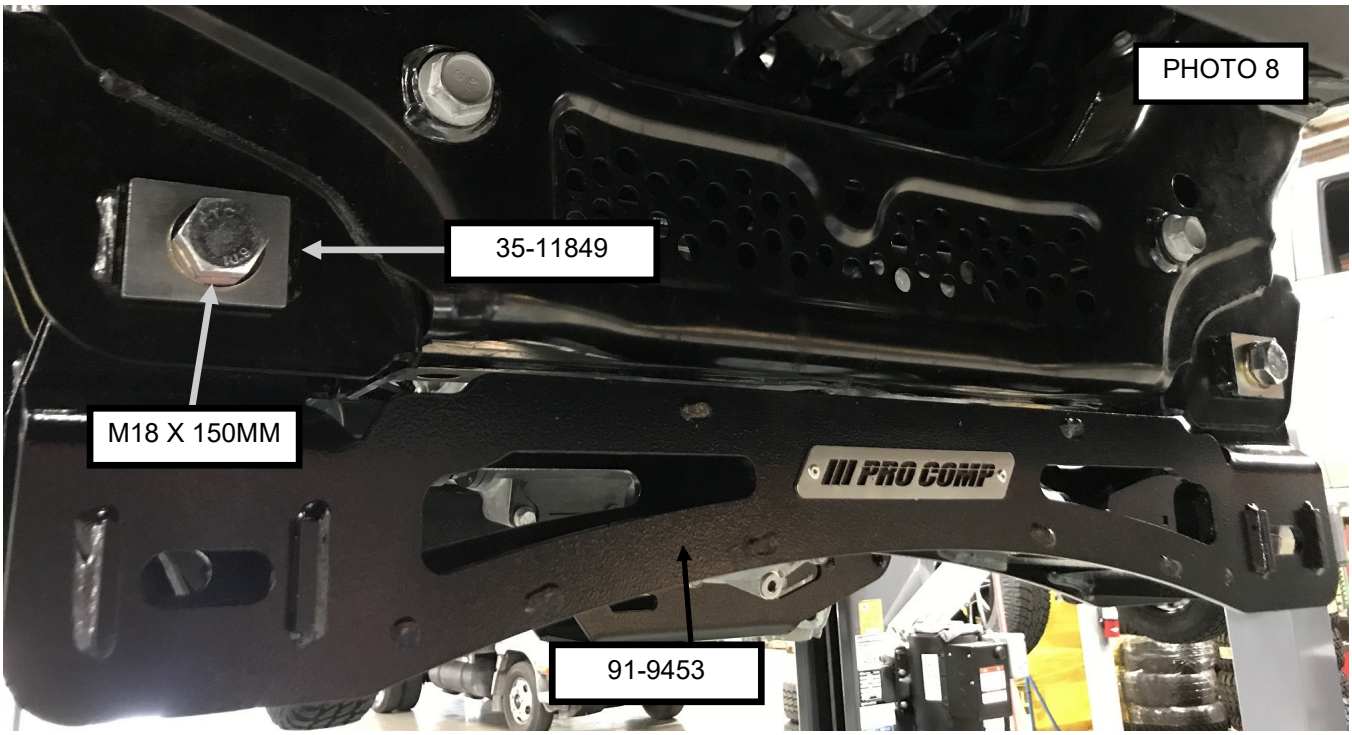
40. ON THE DRIVER SIDE ONLY, remove the coil spring from coilover and rotate the coilover's lower coil retainer 120 degrees counterclockwise. You can also measure 1 ¼" from the coil stop and scribe an index mark for rotation. See PHOTO 10, 11 and 12 for reference. After the coilover's lower coil retainer has been rotated, install the coil spring back into the coilover assembly. NOTE: Inspect

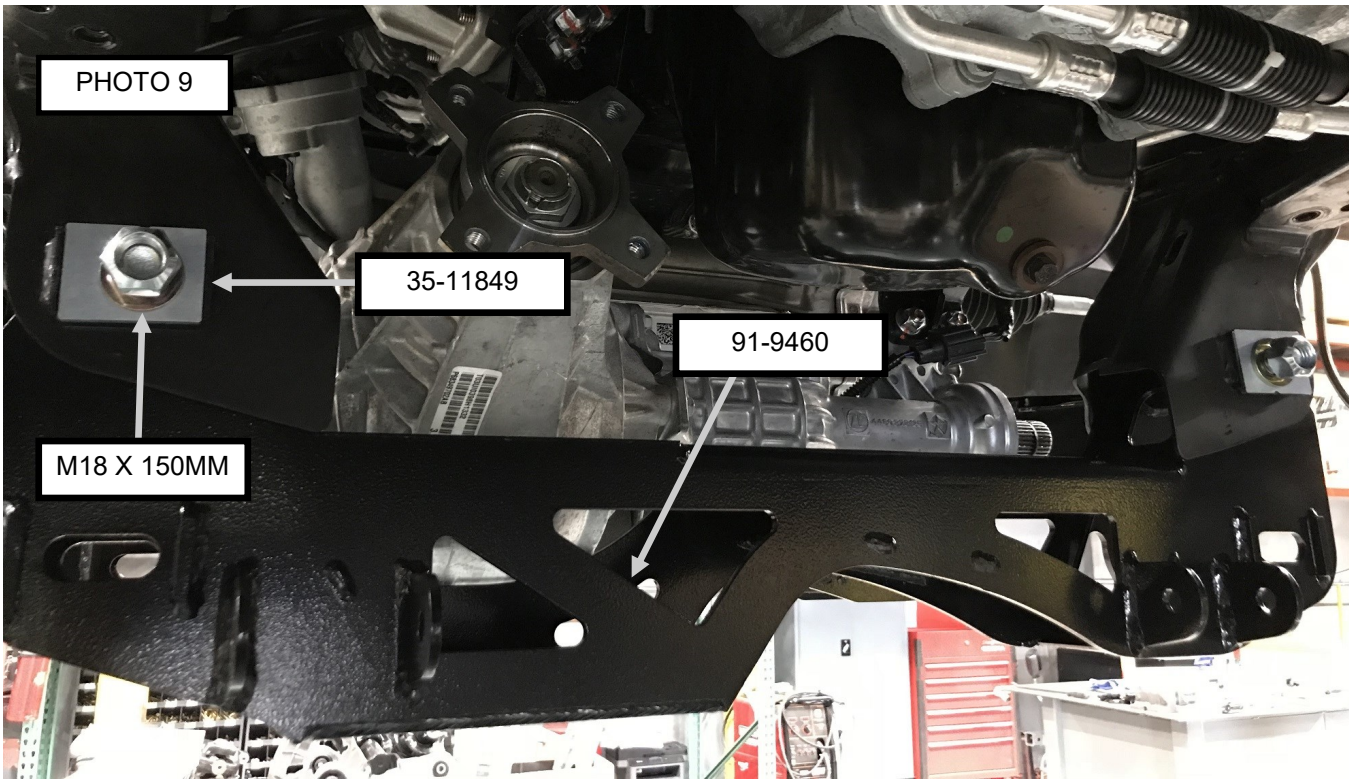




both front coilover assemblies for any damage or fluid leakage. Replace if necessary.

41. Install the (2) supplied 3/8” coilover preload spacers (90-7035) on the top of the coil spring isolators of both coilover assemblies.
42. Re-attach the upper mounting plates using the OE hardware. Torque the upper coilover mounting plate retaining nuts to 35 ft./lbs.
43. Slowly decompress the coil spring on the coilover assembly. Make sure that the spring is seated correctly into the assembly and aligned with the previously scribed index mark on the upper coilover mounting plate. The scribed index mark for the driver side coilover will be rotated 120 degrees from the original mark.
44. Attach the coilover spacer (91-2600) to the top of the coilover using the OE hardware. See PHOTO 13 for reference. Apply thread locker and torque to 30 ft./lbs. Install the coilover assembly and spacer into the stock mounting location on the frame. Fasten using the supplied hardware from hardware pack (90-6317) and torque to 45 ft./lbs.





45. Install the OE bolt through the lower coilover mount and lower control A-arm. Leave hardware loose at this time. Repeat steps 44 and 45 on the other side of the vehicle.

46. Disassemble the OE knuckles on your work bench, remove the hubs and brake backing plates from the OE knuckles by removing the three OE bolts. Save the mounting bolts, bearings, and dust shields for re-use. Recycle the OE knuckles

    NOTE: Be very careful with the ABS sensor and wire loom that is attached to the bearing cartridge.

47. Trim the OE dust shields according to the diagram provided. Paint the exposed metal with a quality paint. See PHOTO 14 and 15.

48. Reassemble the hub and brake dust shields into the new steering knuckles (90-44059 Driver and 90-44060 Passenger) or (90-44061 Driver and 90-44062 Passenger with 22" OE wheels). Make sure that the ABS wiring is oriented in exactly the same position as it came from the OE knuckles and out of the way of the tire.

    IMPORTANT: Now would be an excellent time to make sure the bearings are in good condition.

49. Torque the bearings to the knuckles with the OE bolts. Apply thread locking compound and torque to 125 ft./lbs.

50. Install the assembled knuckle to the lower ball joint using the OE hardware. Tighten but do not Torque.

51. While leaning the knuckle 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.

52. Slide the knuckle on to the top ball joint and torque the upper ball joint to 65 ft./lbs. Torque the lower ball joint to 85 ft./lbs. Torque the CV axle retaining nut to 185 ft./lbs.

53. Reinstall the disc brake rotors and calipers to the knuckle and torque 130 ft./lbs. Be sure to use thread locker on the caliper bolts.

54. Attach the outer tie rod end to the new steering knuckle using the OE nut. Torque to 65


PHOTO 10


PHOTO 12


PHOTO 11

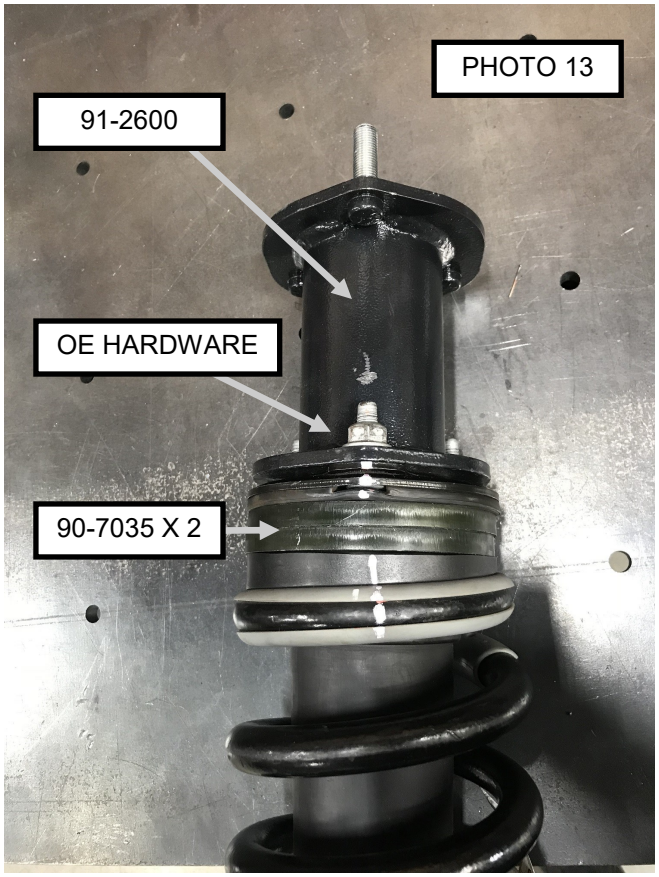
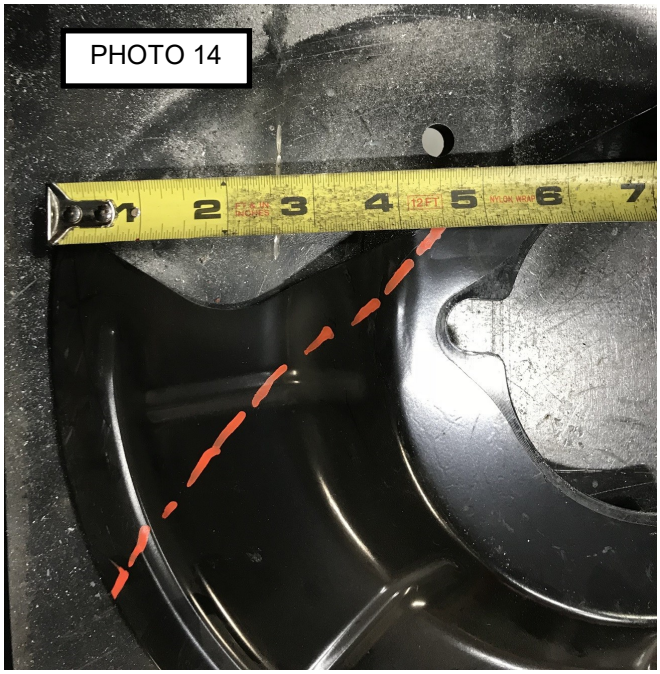


PHOTO 13
91-2600
OE HARDWARE
90-7035 X 2

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.**

55. Repeat the steps on the remaining side of the vehicle.
56. At the driver side, unbolt the bracket holding the OE brake line to the frame. Locate the rubber brake hose that runs from the caliper to the frame. Pinch it closed with vise grips or a small C clamp and detach it from the caliper and factory metal brake line. Plug or cover the caliper opening and remove the OE brake line from the vehicle.
57. Thoroughly clean all mating surfaces before installing the supplied stainless-steel brake line (7535). Insert the threaded end of the brake line from the outside through the factory mounting hole in the frame. Secure the brake line to the frame with the provided brake line hardware. Attach the stainless-steel brake line to the factory metal brake line and tighten. Install the brake line to the caliper using the supplied crush washer and factory banjo bolt.
58. Repeat on the other side of vehicle.
59. After both brake lines are installed, bleed the brake system. **IMPORTANT! BLEEDING OF THE BRAKE SYSTEM SHOULD BE DONE ACCORDING TO RAM FACTORY SERVICE MANUAL. BE VERY CAREFUL NOT TO LET THE MASTER CYLINDER RUN DRY! WITH ABS BRAKES, THIS SITUATION WILL DAMAGE THE SYSTEM!**
60. The OE ABS mounting brackets located on the upper control arms must be bent to avoid interference with the new brake lines. See PHOTO 16 for reference.
61. Using the supplied brake line hardware, place one Adel clamp on the abs wire and one Adel clamp on the brake line. Secure both clamps to the bottom mounting tab on the knuckle using the supplied ¼" X 1" bolt and hardware. See PHOTO 17 for reference. Use zip ties to tie together the loose lines and secure them out of the way of the suspension components. Repeat on the other side of the vehicle. **IMPORTANT! At full droop, cycle the steering from lock to lock several times to check for binding and ensure that there are no interference or pinching problems with the brake lines and ABS wiring. Reposition them if needed.**
62. Due to the new driveline angle, trimming of the transmission shift cable shield is required. Mark shield as shown in PHOTO 18 and 19 and trim.



63. Install the provided sway bar drop brackets (91-11994) to the frame using the previously removed OE 8mm sway bar bolts. Apply thread locker and torque to factory specifications.
64. Line up the previously applied index marks and reinstall the rear of the front driveshaft to the transfer case.
65. Secure the front driveshaft to the front differential using the supplied M12 X 60mm bolts found in hardware pack (90-6408) and driveshaft spacer (90-4430). Install the driveshaft spacer with the raised flange facing toward the rear of the vehicle. Be sure to line up the previously applied index marks before tightening bolts. Apply thread locker to the bolts and torque to 75 ft./lbs.
66. Install OE front sway bar to the sway bar drop brackets (91-11994) using the supplied 7/16" x 1 ¼" bolts and hardware found in hardware pack (90-6340). Torque to 45 ft./lbs. Install the OE sway bar end links through the lower control A-arms. Attach the OE nuts and torque to factory specifications.
67. 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.

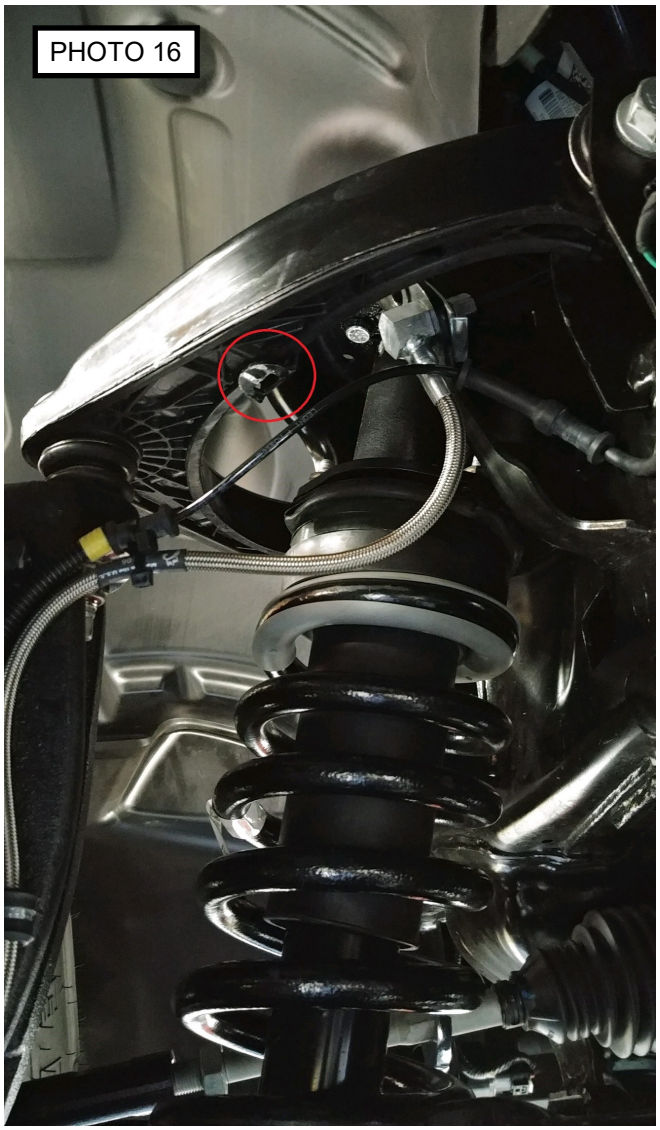


PHOTO 16

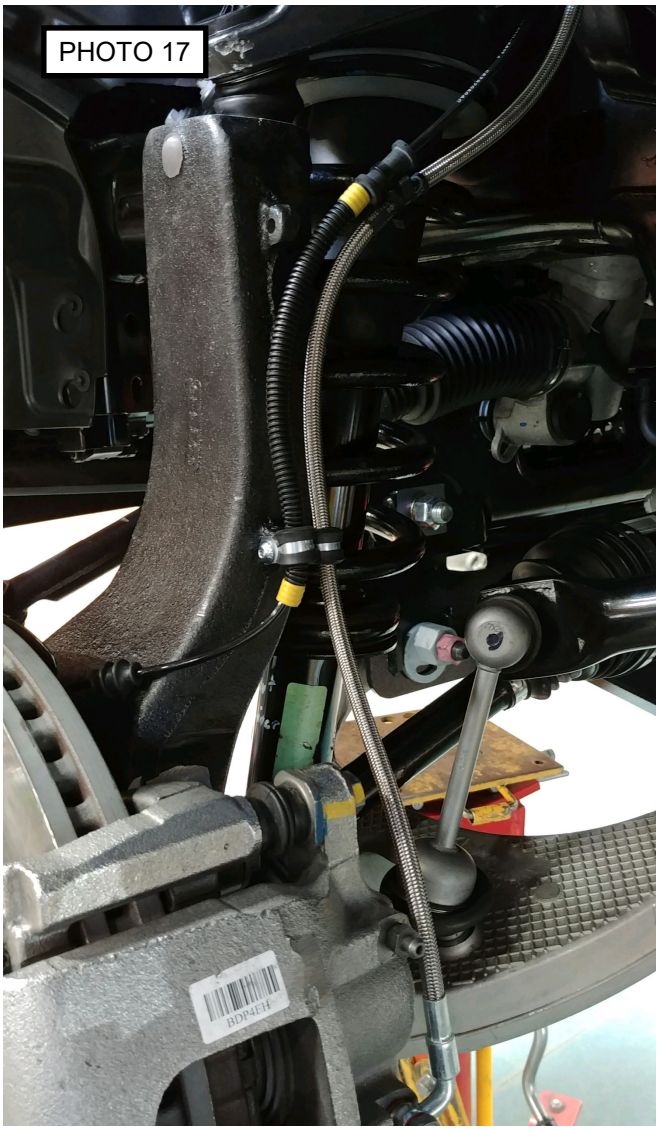


PHOTO 17


PHOTO 18

68. Install your wheels and tires and lower the vehicle to the ground. Tighten the lug nuts to manufactures specifications.
69. With the vehicle on the ground torque the lower control arm bolts to 125 ft./lbs. Torque the lower coilover bolts to factory specifications.
70. Recheck for proper installation and torque on 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.**

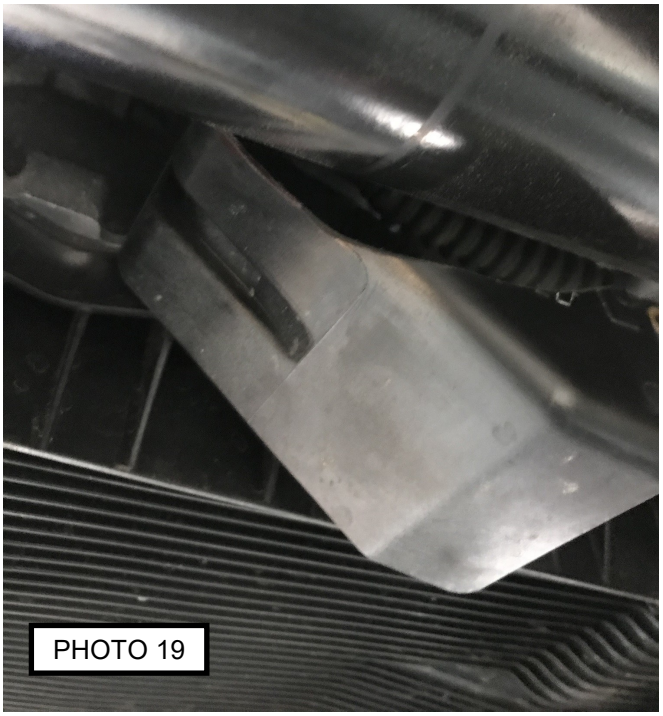
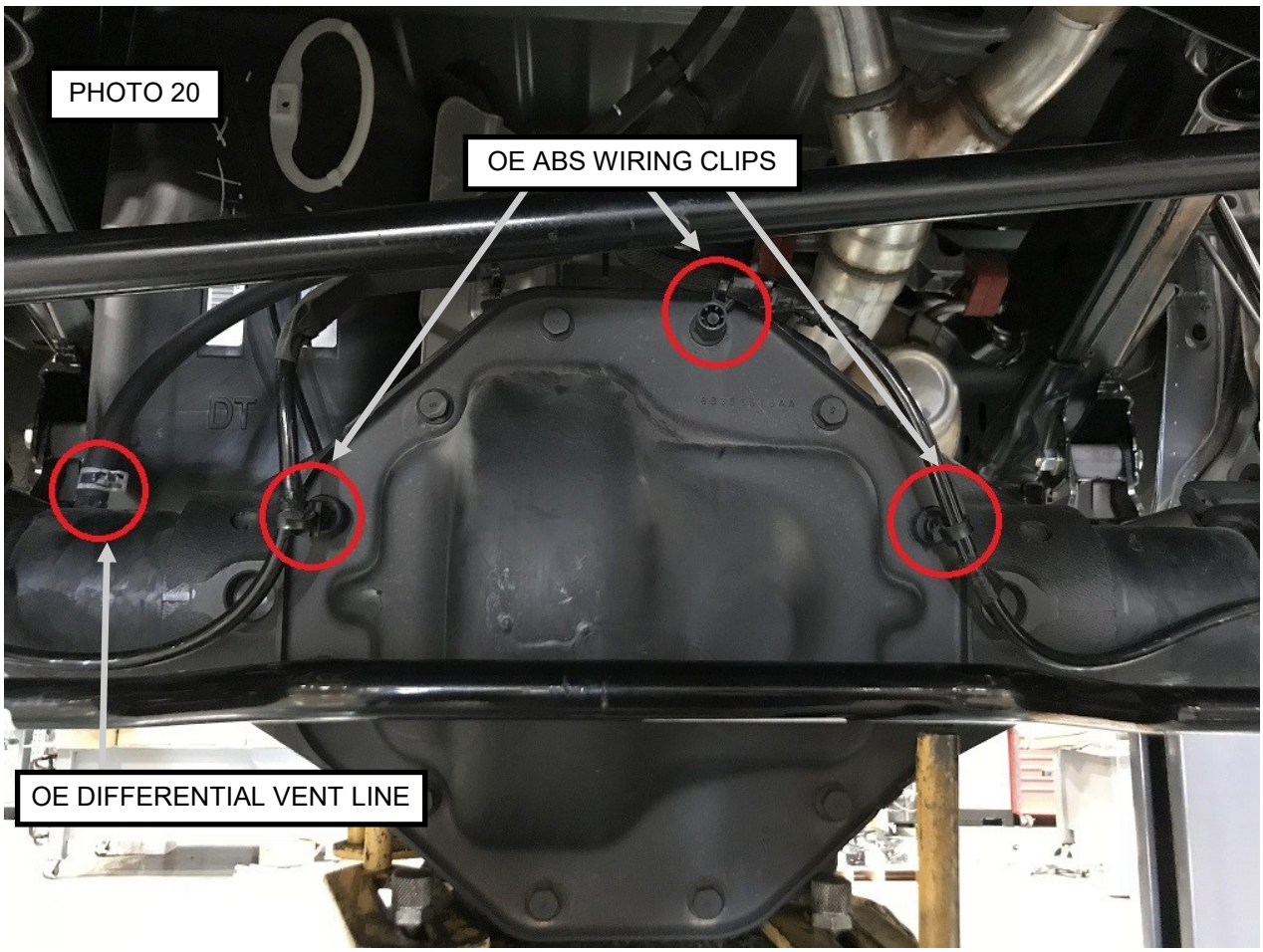
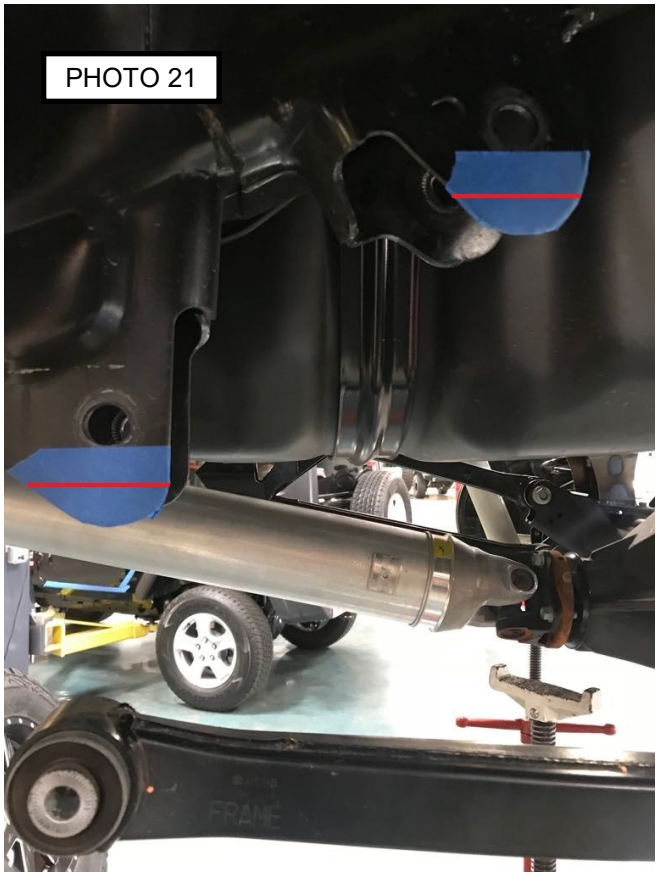


PHOTO 19

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. Unbolt the brake line brackets from the frame on both sides of the vehicle. Save the hardware for reinstallation. On the driver side, unclip the body clip on the frame that holds the brake line in place. On both sides, unfold the metal brake line as necessary to reach the new dropped position.
4. 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. Save the hardware for reinstallation. **NOTE: You may need to remove the rear inner fender for easy access to the top shock mounting nut and rear coil spacer nut plate (35-11858) for later install. Be sure to support the rear axle while the shocks are removed.**
5. Disconnect the sway bar end links and remove them from the vehicle. The end links will not be reinstalled. Save the OE hardware for reinstallation.
6. Disconnect the differential vent line and ABS wires from the mounted position on the axle. See PHOTO 20 for reference.
7. Unbolt the track bar from the frame mount and secure it out of the work area. Save the hardware for reinstallation.
8. Carefully lower the rear axle enough to remove the coil springs from the rear spring pockets. Save the factory isolators for reinstallation. **NOTE: Be sure to support the rear axle while the springs are removed.**
9. One side at a time, loosen but do not remove the upper and lower control arm bolts that mount to the axle. Unbolt and remove the upper and lower control arms to the frame mounting pocket. Save the hardware for reinstallation. **NOTE: Be sure to support the ax-**



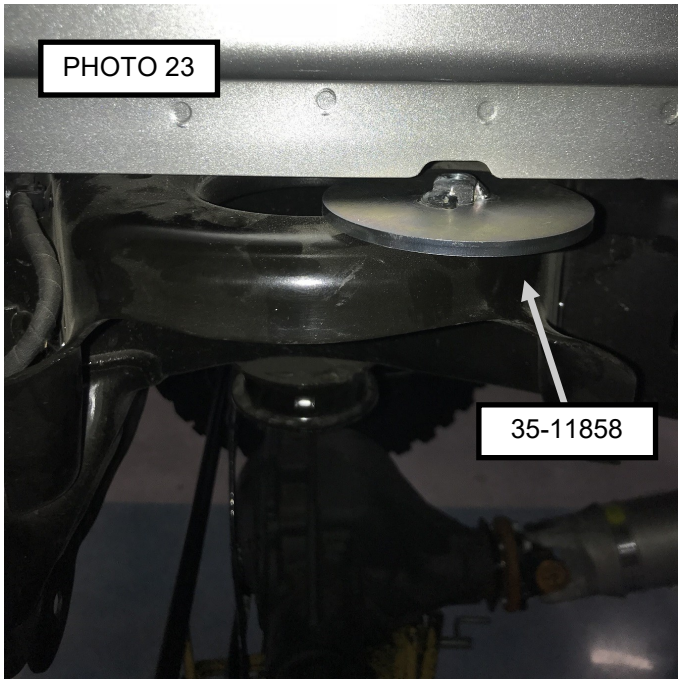


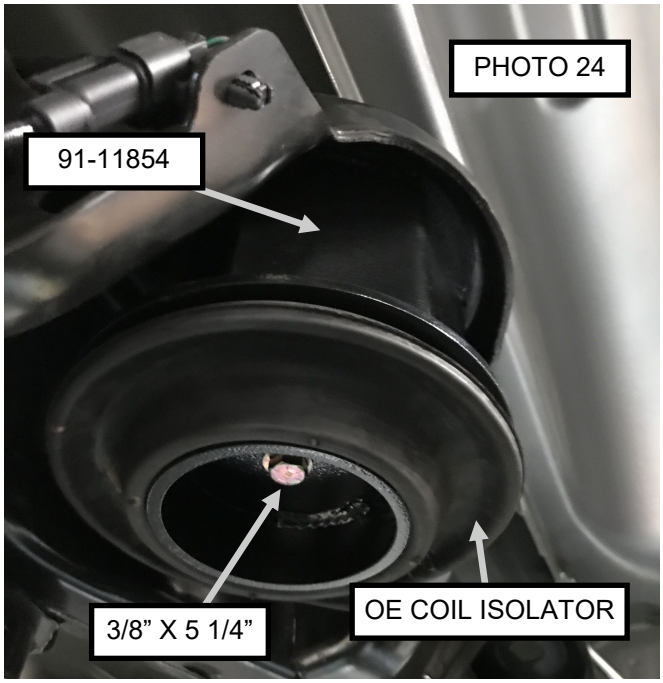
le while the control arms are removed.

10. Installation of the control arm drop brackets requires trimming to the frame mounting pockets. Mark a line ½” above the bottom of the mounting pocket and cut. Paint the exposed metal area with a good quality paint. See PHOTO 21 for reference.
11. Starting on one side of the vehicle, install the control arm drop bracket (Driver: 91-11872) (Passenger: 91-11877) into control arm frame mounting pockets using the supplied 5/8” x 4” bolts and hardware found in hardware pack (90-6832). See PHOTO 22 for reference. Leave hardware loose at this time. Secure the front of the bracket to the frame using the supplied nut plate (90-5472) and 1/2” x 1 ½” bolts and hardware found in hardware pack (90-6705). There will be two extra washers and nuts included in the hardware pack that may not be used. If there is a gap between the front of the bracket and the frame the extra 1/2” washers can be used to adjust the position of the control arm drop bracket. Use a pry bar to keep the nut plate centered in the pocket and torque the ½” bolt to 90 ft./lbs. After torqued, bend the nut plate upwards to allow room for the lower control arm to be installed. Torque the 5/8” x 4” bolts to 175 ft./lbs.
12. Reinstall the upper and lower control arms into the control arm drop bracket using the previously removed OE bolts. **Do not torque at this time.**
13. Repeat steps 11 and 12 on the other side of the vehicle.
14. Install the OE coil isolators to the coil spacer brackets (91-11854). Be sure to line up the dimples on the coil isolators with the holes on the coil spacer brackets to ensure proper seating.
15. Install the rear coil spacer brackets (91-

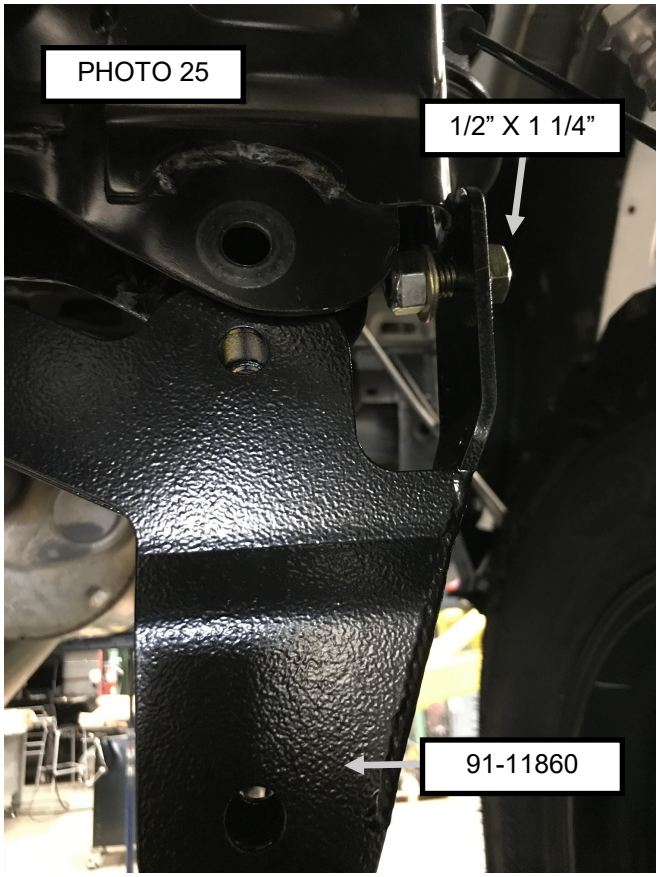
11854) into the rear upper coil mounting buckets on the frame. Secure the rear coil spacer bracket to the bucket using the supplied nut plate (35-11858) and 3/8" X 5 ¼" bolts and hardware found in hardware pack (90-60731). See PHOTO 23 and 24 for reference. Torque the 3/8" X 5 ¼" bolts to 30 ft./lbs.

16. Using the supplied hardware found in hardware pack (90-6627), pre-install the ½" bolts and hardware to the passenger side of the track bar drop bracket (91-11860) to ease installation on the frame. See PHOTO 25 for reference. Install the track bar bracket (91-11860) to the original frame mounting location using the supplied hardware found in hardware pack (90-6627). First torque the 9/16" x 3" bolts to 130 ft./lbs., then torque the ½" x 1 ¼" bolts to 90 ft./lbs.
17. The ABS wire mounted on the passenger side of the frame will need to be moved to the lower hole on the frame. See PHOTO 26 for reference. This will allow enough slack in the line to reach the new lower position.
18. Carefully lower the axle to install the OE coil springs into the rear coil spacer brackets (91-11854) and lower axle spring perch. Once the coil springs are in place, slowly raise the axle to secure both coil springs. Make sure the coil springs seat properly on the rear coil spacer bracket and lower axle spring perch.
19. Install your new pro comp shocks (929592) with shaft up using the supplied hardware for the top and the previously removed OE hardware for the bottom. See PHOTO 27 for reference. Torque to factory specifications.
20. Install the rear bump stop pad extension (91-11866) to the original bump stop pad on the rear axle using the supplied 3/8" bolts and hardware found in hardware pack (90-6577). There will be two extra washers and nuts included in the hardware pack. If the bolt is too long and contacts the axle the extra washers can be used under the head to prevent contact of the bolt and axle tube. Use the supplied nut plate (35-11870) for the driver side installation. See PHOTO 28 for reference. Torque the 3/8" X 1" bolts to 35 ft./lbs. **NOTE: The mounting holes for the bump stop pad on the axle may need to be drilled out to 3/8" for ease of installation.**
21. Assemble the rear sway bar end links (91-2311) using the supplied bushings and sleeves found in hardware pack (90-60730). NOTE: The smaller ID sleeves will be used on the upper end of the sway bar end links that mount to the frame.





22. Install the rear sway bar end links (91-2311) to the rear sway bar using the supplied M12 X 60mm button head bolts and hardware found in hardware pack (90-60730). See PHOTO 29 for correct order of hardware installation. Torque the M12 X 60mm button head bolts to 30 ft./lbs. Install the upper end of the sway bar end links into the original mounting bracket on the frame using the previously removed OE bolt and washer. If the vehicle is not equipped with the OE washer, use the supplied M10 Fender washer from hardware pack 90-60730. Torque the OE bolts to factory specifications. **NOTE: The M12 X 60mm button head bolts need to be installed with the bolt heads facing towards the outside of the vehicle. This will prevent potential interference with the brake lines.**
23. On the driver side of the vehicle, install the rear brake line bracket (97-11865) to the original mounting hole on the frame using the previously removed OE bolt. Torque the OE bolt to factory specifications. See PHOTO 30 for reference.
24. Secure the OE brake line bracket to the rear brake line bracket (97-11865) using the supplied 5/16” X 1” bolt and hardware found in hardware pack (90-6299). Torque the 5/16” x 1” bolt to 15 ft./lbs. Attach the ABS brake line to the rear brake line bracket. See PHOTO 30 for reference.
25. On the passenger side, install the OE brake line bracket to the track bar drop bracket (91-11860) using the supplied 5/16” X 1” bolt and hardware found in hardware pack (90-6299). See PHOTO 31 for reference. Torque the 5/16” x 1” bolt to 15 ft./lbs. **NOTE: The OE brake line bracket may need to be bent to install onto the track bar drop bracket.**
26. Reattach the differential vent line and ABS wires to the OE mounting position on the axle. Due to the new position of the differential, the differential vent line and ABS wire mounting clips will need to be adjusted as necessary.



27. 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. If necessary use zip ties to secure these lines out of the way and to keep from contacting any moving parts. Reposition them if needed.
28. If removed earlier, reinstall the inner fender liners at this time.
29. Some models may be equipped with an OE rear skid plate. This can be reinstalled with minor trimming to the driver side of the skid plate by the rear control arms. See PHOTOS 32 and 33 for reference. From the front edge, mark a line at the 8" and 11" location. Measure inwards 1 ¼" and mark a line for the cut depth. After all marks have been made, trim away the material. After trimming the skid plate, thoroughly clean and de-burr all cut surfaces. Paint the exposed metal area with a good quality paint.
30. Reinstall the wheels and tires and lower the vehicle to the ground. Torque the lug nuts to factory specifications.
31. With the vehicle on the ground, torque the driver and passenger upper and lower control arms to 175 ft./lbs.
32. Reinstall the OE rear track bar to the rear track bar bracket (91-11860) using the previously removed OE hardware. Torque the OE track bar mounting bolt to 130 ft./lbs. **NOTE: The OE track bar mounting bolt should be installed with the bolt head facing towards the rear of the vehicle.**
33. Recheck the wheel lug torque on all four wheels at this time.
34. 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.**


PHOTO 27

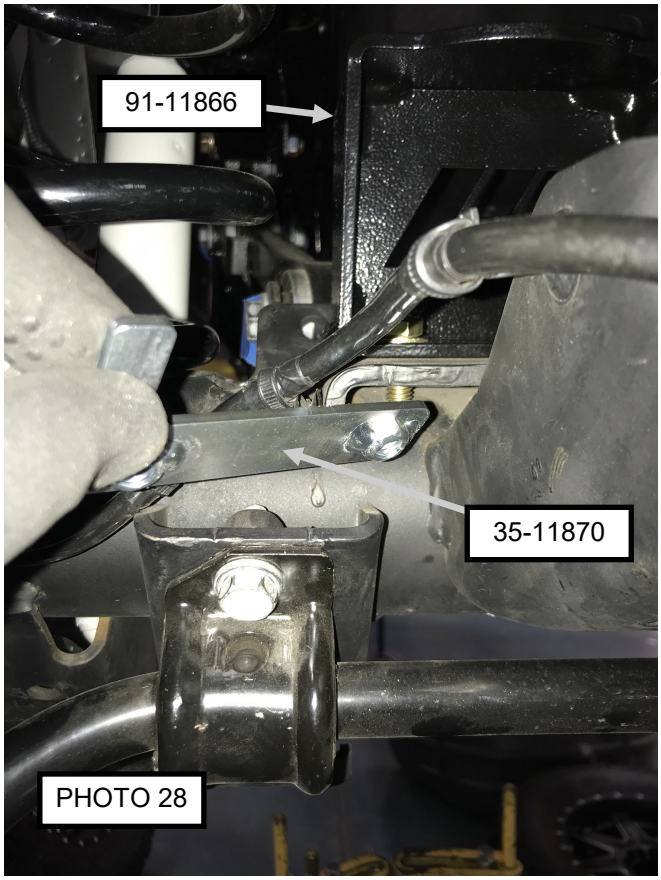


PHOTO 28

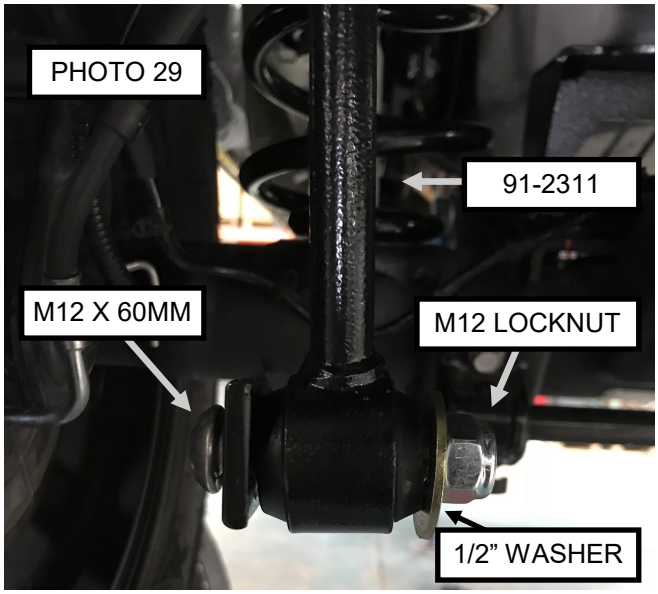


PHOTO 29
91-2311
M12 X 60MM
M12 LOCKNUT
1/2” WASHER

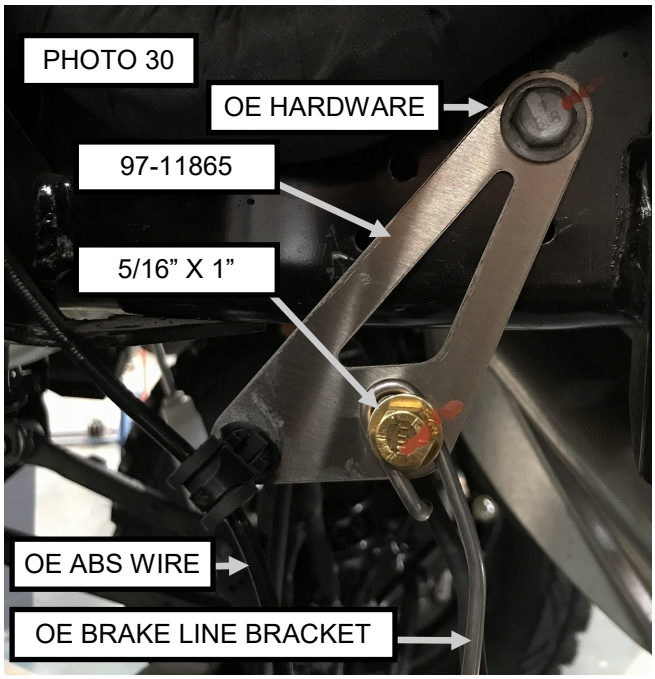


PHOTO 30
OE HARDWARE
97-11865
5/16” X 1”
OE ABS WIRE
OE BRAKE LINE BRACKET

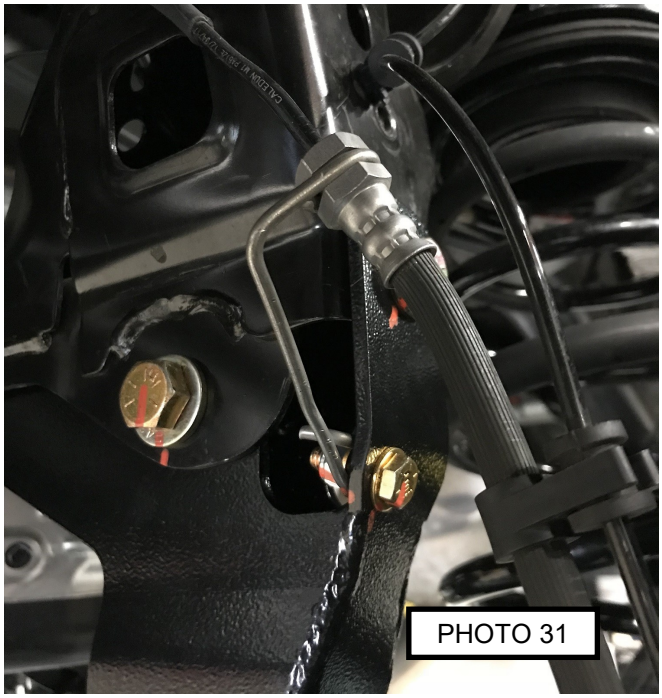


PHOTO 31

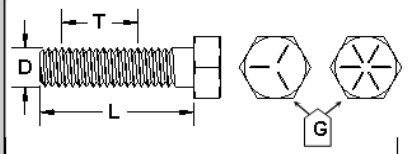
PHOTO 33

PHOTO 32

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

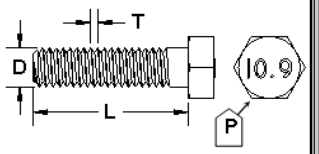
Bolt Torque and ID

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 **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

P = Property Class (Bolt Strength)
D = Nominal Diameter (Millimeters)
T = Thread Pitch (Thread Width, mm)
L = Length (Millimeters)
X = Description (Hex Head Cap Screw)

Safety Warning

MISUSE OF THIS PRODUCT COULD LEAD TO INJURY OR DEATH

Suspension systems or components that enhance the on and off-road performance of your vehicle may cause it to handle differently than it did from the factory. Extreme care must be used to prevent loss of control or vehicle rollover during abrupt maneuvers. Always operate your vehicle at reduced speeds to ensure your ability to control your vehicle under all driving conditions. Failure to drive safely may result in serious injury or death to driver and passengers.

Driver and passengers must ALWAYS wear your seat belts, avoid quick sharp turns and other sudden maneuvers. PRO COMP does not recommend the combined use of suspension lifts, body lifts, or other lifting devices.

You should never operate your vehicle under the influence of alcohol or drugs.

Constant maintenance is required to keep your vehicle safe. Thoroughly inspect your vehicle before and after every off-road use.

It is the responsibility of the retailer and/or the installer to review all state and local laws, with the end user of this product, related to bumper height laws and the lifting of their vehicle before the purchase and installation of any PRO COMP products. It is the responsibility of the driver/s to check their surrounding area for obstructions, people, and animals before moving the vehicle. All raised vehicles have increased blind spots; damage, injury and/or death can occur if these instructions are not followed.

Installation Warning

All steps and procedures described in these instructions were performed while the vehicle was properly supported on a two post vehicle lift with safety jacks.

Use caution during all disassembly and assembly steps to insure suspension components are not over extend-ed causing damage to any vehicle components and parts included in this kit.

Included instructions are guidelines only for recommended procedures and are not meant to be definitive. Installer is responsible to insure a safe and controllable vehicle after performing modifications.

PRO COMP recommends the use of an OE Service Manual for model/year of vehicle when disassembly and assembly of factory and related components.

Unless otherwise specified, tighten all bolts and fasteners to standard torque specifications listed within the OE Service Manual. Suspension components that use rubber or urethane bushings should be tightened with the vehicle at normal ride height. This will prevent premature wear or failure of the bushing and maintain ride comfort.

Larger tire and wheel combinations may increase leverage on suspension, steering, and related components. Due to payload options and initial ride height variances, the amount of lift is a base figure. Final ride height dimensions may vary in accordance to original vehicle ride height. Always measure the vehicle ride height prior to beginning installation.

Unless otherwise specified, tighten all bolts and fasteners to standard torque specifications listed within the OE Service Manual. Suspension components that use rubber or urethane bushings should be tightened with the vehicle at normal ride height. This will prevent premature wear or failure of the bushing and maintain ride comfort.

Larger tire and wheel combinations may increase leverage on suspension, steering, and related components. Due to payload options and initial ride height variances, the amount of lift is a base figure. Final ride height dimensions may vary in accordance to original vehicle ride height. Always measure the vehicle ride height prior to beginning installation.

SAEJ2492 Warning
By installing this product, you acknowledge that the suspension of this vehicle has been modified. As a result, this vehicle may handle differently than that of factory-equipped vehicles. As with any vehicle, extreme care must be used to prevent loss of control or roll-over during sharp turns or abrupt maneuvers. Always wear seat belts, allow more time and distance for braking, and drive safely, recognizing that reduced speeds and specialized driving techniques may be required. Failure to drive this vehicle safely may result in serious injury or death. Do not drive this vehicle unless you are familiar with its unique handling characteristics and are confident of your ability to maintain control under all driving conditions. Some modifications (and combinations of modifications) are not recommended and may not be permitted in your state. Consult your owner's manual, the instructions accompanying this product, and state laws before undertaking these modifications. You are responsible for the legality and safety of the vehicle you modify using these components.

Headlamp Warning
A lifted vehicle may have different headlight aim performance. PRO COMP recommends marking and recording the headlight beam position before kit installation and then adjusting, if necessary, the headlamps to the same height settings after kit installation. Set the vehicle on a level surface 10' to 15' from a solid wall or garage door. (This is a general distance with some manufacturers requiring different distances.) Note the top height of the low beam's bright spot, the top of the most intense part of the beam, for driver and passenger side. Height may vary from side to side. Repeat this procedure and adjust after lift kit is installed. Adjust if the aim is off by turning the adjusters gradually (a quarter of a turn) and looking to see where the new alignment falls. It may be easier to block one headlamp while adjusting the other. Consult the owner operation manual for procedures to adjust headlights - many automakers offer headlight aiming specs. Some states have their own specifications when it comes to headlight aim, so it's best to follow those rules when aligning headlights.
FAILURE TO PERFORM THE POST INSPECTION CHECKS MAY RESULT IN VEHICLE
COMPONENT DAMAGE AND/OR PERSONAL INJURY OR DEATH TO THE DRIVER AND/OR OTHERS.

Final Checks & Adjustments
Once the vehicle is lowered to the ground, check all parts which have rubber or urethane components to ensure proper torque. Torque lug nuts to the wheel manufacturer specs. Move vehicle backwards and forwards a short distance to allow suspension components to adjust. Turn the front wheels completely left then right and verify adequate tire, wheel, brake line, and ABS wire clearance. Test and inspect steering, brake and suspension components for tightness and proper operation. Inspect brakes hoses and ABS lines for adequate slack at full extension, adjust as necessary.
RECHECK ALL HARDWARE FOR PROPER TORQUE VALUES AFTER 500 MILES, AND THEN PERIODICALLY AT EACH SERVICE INTERVAL THERAFTER.

Vehicle Handling Warning
Increasing the height of your vehicle raises the center of gravity and can affect stability and control. Use caution on turns and when making steering corrections.
Vehicles with larger tires and wheels will handle differently than stock vehicles. Take time to
familiarize yourself with the handling of your vehicle.

Wheel Alignment/Headlamp Adjustment
It is necessary to have a proper and professional wheel alignment performed by a certified alignment technician. Align the vehicle to factory specifications. It is recommended that your vehicle alignment be checked after any off-road driving.
In addition to your vehicle alignment, for your safety and others, it is necessary to check and adjust your vehicle headlamps for proper aim and alignment. If the vehicle is equipped with active or passive
safety/collision monitoring and/or avoidance systems including, but not limited to, camera- or radar-based systems, check and adjust your vehicle's systems for proper aim and function.

PRO COMP 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.

The PRO COMP PROMISE WARRANTY

At Pro Comp, we know you have many choices when selecting products to personalize your vehicle. You should demand nothing but the highest quality available and have total confidence that the products you selected are the best in the industry. It is for these reasons that Pro Comp Suspension products are backed by the best warranty in the industry...the Pro Comp Promise!

Pro Comp promises that its products will last a lifetime or we will replace it free of charge. It's that simple! Because of our commitment to quality and manufacturing excellence, we are able to stand behind our products. FOREVER.

It is Pro Comp's Promise that if one of our suspension products breaks not due to misuse, neglect or vandalism, we will replace it. Whether you are the original purchaser or not, you can be assured that we will make it right. The Pro Comp Promise covers all suspension products including shocks and steering stabilizers. Buy Pro Comp Suspension today and enjoy it for the rest of your life!

That's our Pro Comp Promise!

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 that the Dealer / Installer explains and delivers all warning notices, warranty forms and instruction sheets included with Pro Comp product.

Warranty and Return Policy:

Pro Comp warranties its full line of products to be free from defects in workmanship and materials for the life of the product. 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.
* Finish after 90 days.
* Damage caused as a result of not following recommendations or requirements called out in the installation manuals.

Pro Comp Monotube 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: info@procompusa.com
Website: www.procompusa.com
Fax: (310) 747-3912
Ph: 1-800-776-0767

PLACE
WARRANTY REGISTRATION NUMBER
HERE: _____

Revision Page:

9.21.2018: RELEASE
9.27.2018: Photos labeled with PN's
1.2.2019: Added 56758B fitment to cover. Added 56758B-2 and 56758B-3 to BOM. Added steering knuckle PN's to text. Added 56758B steering knuckle note to pg. 5
2.26.2019: Separated K2103B and K2104B BOMS and fitment boxes. Added K2103B/K2104B kit BOMs. Added 22" wheel note to cover and knuckle marking photo A to pg. 5.
4.3.2019: Updated diff drop PNs in BOM Box-1 and text.
8.20.21: Added T/M instance to K2103/K2104
12.1.21: Added note to cover page for OE Rear Differential Heat Exchanger.
7.8.22: Updated knuckle boxes from 56757B/56758B to 56759B/56760B. Updated knuckles from 44003/44004/44037/44038 to 44059/44060/44061/44062.
2.15.23: Updated template and model year fitment for 2022.
12.6.24: Change Address, change kit P/N from K2103 to RAM126M, remove the K2104 kit from BOM.