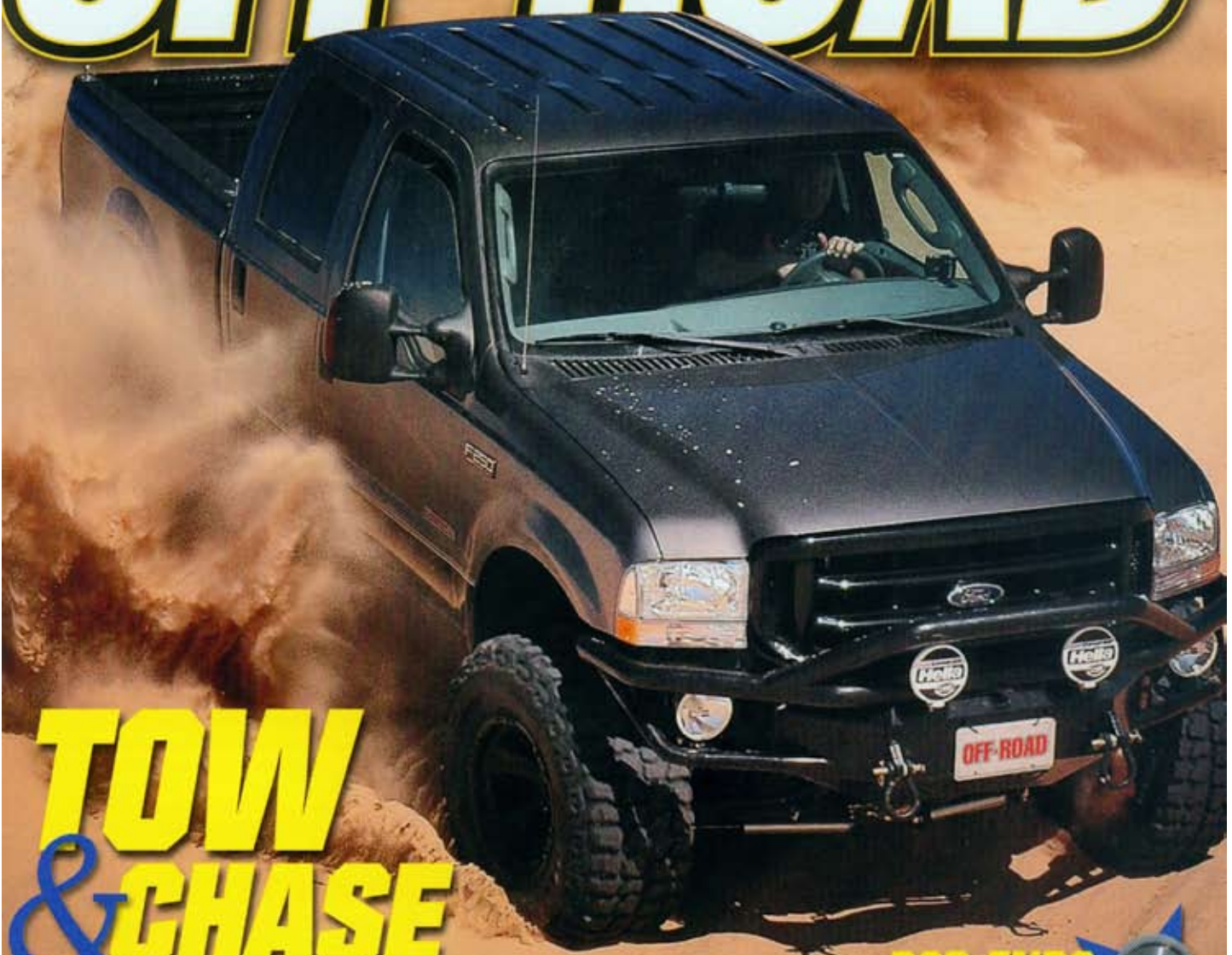


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Special



PRO COMP SUSPENSION'S '03-'08 DODGE 2500/3500 6-INCH SUSPENSION SYSTEM

LOOKING GREAT AND FUN TO DRIVE

BY JAMES J. WEBER

PHOTOGRAPHY: JAMES J. WEBER

The current body style 3/4- and 1-ton Dodge Rams have been out for a while, but they're as popular as ever with the Hemi or new 6.7L Cummins diesel and heavy-duty powertrain. And to top it off, Dodge has left a solid axle in the front with a nice five-link suspension design that makes this truck not only easy to modify but also very receptive to it. They're great in stock form as a tow vehicle, but if your ride is an all-around support, chase, and tow vehicle for all of your sick hobbies, then you might find yourself wanting a little more suspension to get you through the rough stuff and a slightly bigger tire to smooth out the ride. Pro Comp has recently released a new 6-inch 2500/3500 Dodge Ram kit that'll be ready by the time you read this. You can buy a base-model kit and save yourself some money, or Pro Comp offers nice options like remote-reservoir shocks that you might find worth coughing up a little extra dough for. 



▲ Pro Comp Suspension's latest coil-spring system provides a full 6 inches of lift for all '03-'08 Dodge 2500/3500 trucks, regardless of whether the truck is fitted with a gasoline or diesel engine. The CRT (Comfort Ride Tuned) front coil springs are available in two spring rates. Best of all, the system utilizes the factory steering assembly.

'03-'08 Dodge 6-Inch Suspension System



▲ Yes, you're seeing correctly. The kit has the capacity to accommodate three shocks at each front wheel to provide an even more stable and solid driving experience. By using the system-specific CRT front springs, spacers are a thing of the past which translates to more suspension articulation. To preserve the factory caster-alignment settings, new upper and lower control arms are included.



▲ Included with each kit is a track-bar relocation bracket template that ensures the bracket is aligned perfectly and allows for a seamless installation of the new hardware. Once installed, the adjustable chrome-moly track bar is right at home.



▲ The rear of the truck is lifted using billet aluminum blocks that align with the factory double-pinned leaf-spring packs which aid in the retention of the factory load-carrying and towing capacities.



▲ Matching the front dampers, the rear of the truck is fitted with single Pro Comp adjustable MX-6 shocks.



▲ The 6 inches of suspension lift allows for the use of 37x13.50 tires on wheels up to 9.5 inches wide with up to 5.25 inches of backsparing. Our project vehicle is outfitted with 37x13.50-20 Pro Comp Xtreme A/T tires mounted on 20x9.5 Pro Comp wheels.

Sources

PRO COMP SUSPENSION
(800) 776-0767
www.procompmotorsports.com

PRO COMP TIRE & WHEEL
www.procomptire.com

Optional Equipment



▲ Soon to be released as an option for the kit are shock hoops that allow for the integration of Pro Comp's MX-6 reservoir shocks.



▲ The dual-steering-stabilizer kit allows for two ES9000 shocks to be mounted equally on the front axle via a custom-fabricated bracket.

▶ A transfer-case index ring kit is available to alleviate out-of-alignment front driveshafts often associated when installing a lifted suspension.



What Did We Think?



▲ As soon as the tires were torqued to their specs, we headed down the road less traveled to see just what our new suspension could take. Running down the highway at 75 mph, the truck feels like a Cadillac and provides a minimal amount of bumpsteer. Of course the adjustable MX-6 shocks helped to smooth things out as well. Passing a local fire road proved to be too much temptation, and we veered off the pavement and onto washboards that reminded us of running the Baja 1000. Again, our truck and its suspension soaked up the unevenness like they weren't even there.