



2360 Boswell Road
Chula Vista, CA 91914
Phone 619.216.1444
Fax 619.216.1474
E-Mail tech@explorerprocomp.com

PRO COMP SUSPENSION

Suspension Systems that Work!

PART# GDL40
GM Adjustable
Dropped Drag Link

INSTRUCTIONS:

1. Put the transmission in neutral. Raise vehicle by positioning floor jack each side of the front axle. Place jack stands under frame (just behind the front springs rear shackles. Slowly lower the jacks until the vehicle is resting on jack stands (keep a slight load on the jacks). Put the vehicle in gear or park, set the emergency brake and chock the rear wheels to prevent any movement.
2. Remove the driver's side tire. Remove the cotter pin and nut from both ends of the stock drag link. Use a "pickle fork" to dislodge the end from the arms. Discard the stock link.
NOTE: Check the tapered holes on the steering arm - make sure they are not elongated (egg-shaped). If they are not perfectly round- replace the part to avoid link end failure. Also check for stress cracks in the frame rail where the steering sector attaches- if they exist, repair before proceeding.
3. **CENERING THE STEERING SECTOR**- Adjust both of the turning radius stop bolts (located on the front axle knuckles) all of the way in. Turn the steering wheel completely to the right. Now turn the wheel all the way to the left, counting the number of rotations. Turn the wheel back to the right 1/2 the number of rotations- this should center the pitman arm/ steering sector and properly position the steering wheel crossbars. Mark the pitman arm and sector to note it's centered position.
4. **CENTERING THE FRONT TIRES/WHEELS**- Point the front tires straight ahead. Using a straight edge, position it horizontally against the top of the brake rotor. Measure the distance from the straight edge overhang to the parallel point of the leaf spring. Even up this measurement from in front of the rotor compared to behind the rotor- the tires will be pointing straight forward.
5. Raise the jacks to where the frame is barely off the jack stands. Position the drop link in place (do not bolt it up) and adjust the length accordingly, without moving the pitman arm or knuckles. Adjust each end evenly not exceeding these specs:

- **Minimum thread contact (check through clamp slot in tube) - 1.20"**
 - **Maximum thread exposure- 1.061"**
 - **Overall thread length- 2.261"**
6. Before installing, clean end studs and mating holes. Bolt up the link (torque slotted nuts to 65 ft./lbs.) and install cotter pins. ***NOTE: if the installed link angle exceeds 1-1/2"- check for end stud over extension.***
 7. Before tightening the tube clamps, be sure the tube body is properly positioned (not rotated). Center the clamps over the slots and torque the nuts with lock washers to 41 ft./lbs.
 8. Install the tire/wheel. Turn the steering wheel all of the way (right and left) and be sure the turning is not obstructed in any way.
 9. **ADJUSTING THE TURNING RADIUS STOPS-** (mentioned in steps 3) with the bolts adjusted all the way in, either end of the sectors actual ability to turn or tire-to-leaf spring contact will limit turning. Adjust the stop bolt out until the bolt limits turning at least **1/2"** before tire contact or end of sector radius. Use the same procedure to adjust the other side (the amount of adjustment may differ slightly). Longer grade 8 bolts may be required. If the steering sector is at full lock and receives a blow, steering linkage and/or steering sector main shaft failure may occur.
 10. **FINAL PROCEDURES-** Raise truck, remove the jack stands and ease down the jacks. Take a short test drive (around the block)- a fine tuning adjustment may be needed to center the steering wheel. Grease the link end when adjustment is corrected. Double check the cotter pins and all other areas touched during installation. After the first 100 miles check tightness on all nuts/bolts.