



Installation Instructions



8" Crawler Front Coilover Conversion System

FTS24046BK

1987-1995 JEEP YJ 4WD 6cyl

Fabtech Motorsports 4331 Eucalyptus Ave. Chino, CA 91710
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Parts List:

Qty	Part #	Description
	FTS24062BK	Sub-Box 1
1	FT729U	Pass Frt. U-Bolt
2	FT50214BK	Front Bump Stop Bracket
2	FTS86	Frt Bump Stop
1	FT50216BK	Front Trac Bar
2	FTS98003	3/4" Heim
4	FTS43	Mis-Alignment
1	FT50217BK	Front Trac Bar Mount
1	FT50218BK	Front Trac Bar Support Tube
1	FT50193	Frt Trac Bar Sprt Tube Nut Tab
1	FT50263BK	Long Drag Link
1	FT1500-10-1	11/16" Jam Nut Right
1	FT50269	M22-1.5L Jam Nut
1	FT50267	Large Tie Rod End
2	FT50034	Frt Brake Hose
4	FT44516	Crush Washer
2	FT50055	Frt. Brake Line Bracket
2	FTT79	Frt. Brake Line Clip
2	FT50261BK	Frt. Sway Bar End Link
2	FT42	Disconnect Pin
2	FT45	Key Ring
2	FT90036	Lynch Pin
1	FT50247	Bushing Kit
1	FT50089	Sway Bar Sleeve Kit 1/2" id
1	FT50015	Pitman Arm
1	FT50250	Hardware Kit

Qty	Part #	Description
	FTS24063BK	Jeep YJ Crawler Sub-Box 2
1	FT50208BK	Drv Upper Axle Mount
1	FT50253BK	Drv Upper Axle Mount Support
1	FT50209BK	Pass Upper Axle Mount
1	FT50210BK	Drv Lower Axle Mount
1	FT50211BK	Pass Lower Axle Mount
1	FT50212BK	Driver Link Pocket
1	FT50213BK	Pass Link Arm Pocket
	FTS24064BK	Jeep YJ Crawler Sub-Box 3
2	FT50145BK	Front Upper Link
2	FT50124F	Adj. Joint Housing Small
2	FT50144BK	Front Lower Link
4	FT50397	Adj. Joint Housing Large
	FTS24065BK	Jeep YJ Crawler Sub-Box 4
1	FT50241BK	Driver Coilover Hoop
1	FT50242BK	Pass. Coilover Hoop
	FTS24066BK	Jeep YJ Crawler Sub-Box 5
2	FT82010-U	2.5 Coil Over W/ Resi

Spanner wrench is not included in this kit if needed order FTS98008



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FT50250 Front Hardware Kit

Qty.	Description	Location
8	1/2"-13 X 4 1/2" Hex Cap Bolt	drv./ pass. Axle bracket
8	1/2"-13 C-locks	drv./ pass. Axle bracket
16	1/2" SAE Flat Washer	drv./ pass. Axle bracket
3	5/16"-16 X 3/4" Hex Cap Bolt	Front Diff. Bracket
3	5/16" SAE Split Washers	Front Diff. Bracket
2	1/2"-13 X 2 3/4" Hex Cap Bolt	Sway Bar links
2	1/2"-13 C-locks	Sway Bar links
4	1/2" SAE Flat Washer	Sway Bar links
2	3/4"-16 Jam Nuts	Trac Bar
1	1/2"-13 X 3" Hex Cap Bolt	Trac Bar
2	1/2"-13 C-locks	Trac Bar
4	1/2" SAE Flat Washer	Trac Bar
1	1/2"-13 X 5 1/2" Hex Cap Bolt	Trac Bar
4	7/16"-14 X 3 1/2" Hex Cap Bolt	Upper Link Arms
4	7/16"-14 C-locks	Upper Link Arms
8	7/16" SAE Flat Washer	Upper Link Arms
4	7/16"-14 X 3 3/4" Hex Cap Bolt	Bump Stop Brackets
4	7/16"-14 C-locks	Bump Stop Brackets
8	7/16" SAE Flat Washer	Bump Stop Brackets
12	7/16"-14 X 3 3/4"	Shock hoops
12	7/16"-14 C-locks	Shock hoops
24	7/16" SAE Flat Washer	Shock hoops
4	9/16"-12 X 4 1/2" Hex Cap Bolt	Lower Links
4	9/16"-12 C-locks	Lower Links
8	9/16" SAE Flat Washer	Lower Links
4	1/2"-13 X 4" Hex Cap Bolt	Lower Link Pocket
4	1/2"-13 C-locks	Lower Link Pocket
8	1/2" SAE Flat Washer	Lower Link Pocket
2	1/2"-20 C-Locks	U Bolt @ front diff bracket
2	1/2" SAE Flat Washers	U Bolt @ front diff bracket
4	1/2"-13 X 3" Hex Cap Bolt	Front Shock Bolts
4	1/2"-13 C-locks	Front Shock Bolts
8	1/2" SAE Flat Washers	Front Shock Bolts
4	1 1/2"-12 Jam Nuts	Lower Links
2	1 1/4"-12 Jam Nuts	Upper Links



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**** THIS SYSTEM WILL ONLY WORK ON VEHICLES WITH POWER STEERING ****

**** THIS SYSTEM WILL ONLY WORK ON VEHICLES WITH 6 CYLINDER ENGINES ****

**** THIS SYSTEM IS DESIGNED TO BE USED ONLY WITH THE STOCK FACTORY YJ AXLES ****

READ ALL INSTRUCTIONS THOROUGHLY FROM START TO FINISH BEFORE BEGINNING INSTALLATION! IF THESE INSTRUCTIONS ARE NOT PROPERLY FOLLOWED, SEVERE FRAME, DRIVELINE AND / OR SUSPENSION DAMAGE MAY RESULT.

CHECK ALL PARTS INCLUDED IN THIS KIT TO THE PARTS LIST BEFORE BEGINNING INSTALLATION OF THE KIT. THE LIST HAS ALL THE APPLICATIONS FOR ALL THE VARIATIONS OF THE SYSTEMS. VERIFY THAT YOU HAVE THE CORRECT COMPONENTS FOR YOUR PARTICULAR APPLICATION AND SYSTEM SELECTED. IF ANY PIECES ARE MISSING, CONTACT FABTECH AT 909-597-7800

THIS KIT IS DESIGNED TO BE INSTALLED ON A JEEP WITH STOCK AXLES & STOCK TRANSFER CASE.

VEHICLES THAT WILL RECEIVE OVERSIZED TIRES SHOULD CHECK BALL JOINTS AND TIE RODS ENDS EVERY 2500-5000 MILES FOR WEAR AND REPLACE AS NEEDED

NOTE- PRIOR TO THE INSTALLATION OF THIS SUSPENSION SYSTEM A FRONT END ALIGNMENT MUST BE PERFORMED AND RECORDED. DO NOT INSTALL THIS SYSTEM IF THE VEHICLE ALIGNMENT IS NOT WITHIN FACTORY SPECIFICATIONS. CHECK FOR FRAME AND SUSPENSION DAMAGE PRIOR TO INSTALLATION. THIS SUSPENSION SYSTEM DOES REQUIRE WELDING FOR INSTALLATION.

THE INSTALLATION OF THIS SUSPENSION SYSTEM SHOULD BE PERFORMED BY TWO PROFESSIONAL MECHANICS.

DO NOT ALTER THE FINISH OF THESE COMPONENTS, EXAMPLE- CHROMING, ZINC PLATING OR PAINTING. CHANGING THE FINISH CAN CAUSE STRUCTURAL FATIGUE OF COMPONENTS.

THIS SUSPENSION SYSTEM MUST BE INSTALLED WITH FABTECH SHOCK ASBORBERS



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REAR DRIVE SHAFT INFORMATION

MODELS EQUIPPED WITH A NP231 TRANSFER CASE- INSTALLATION OF A FIXED YOKE CV STYLE REAR DRIVESHAFT AND FIXED YOKE KIT (FTS94004) WILL BE REQUIRED WITH THIS SYSTEM TO REDUCE DRIVELINE VIBRATION.

THE JEEP YJ'S FROM 1987-1995 CAME WITH TWO OPTIONS FOR REAR DRIVESHAFTS. TO DETERMINE WHICH DRIVESHAFT YOUR VEHICLE IS EQUIPPED WITH, MEASURE THE WIDTH ON THE U-JOINT AT THE REAR AXLE. THE TWO OPTIONS ARE 3 1/4" OR 3 5/8". THE 1987 – 1993 MODELS PREDOMINATELY CAME WITH THE 3 1/4" AND THE 1994-1995 MODELS CAME WITH THE 3 5/8" U-JOINT. DUE TO MANY DIFFERENT ASSEMBLY PLANTS, YOU **MUST** MEASURE THE DRIVESHAFT ON YOUR JEEP TO DETERMINE WHICH SHAFT YOU HAVE.

FTS94004	FIXED YOKE KIT
FTS94045	CV DRIVESHAFT w/ 3 1/4" / 1310 U-JOINT
FTS94046	CV DRIVESHAFT w/ 3 5/8" / 1330 U-JOINT

TOOL LIST: (NOT INCLUDED)

- **FLOOR JACK & JACK STANDS**
- **ASSORTED METRIC AND S.A.E SOCKETS, & WRENCHES**
- **TORQUE WRENCH**
- **SAWZ-ALL**
- **DIE GRINDER w/ CUT OFF WHEEL & SANDING DISC**
- **MIG WELDER**

FRONT SUSPENSION INSTRUCTIONS:

1. Disconnect the negative terminal on the battery. With the vehicle on level ground, set the emergency brake and block the rear tires. Take an accurate measurement of the front of the Jeep. This measurement will need to be taken from the center of the front wheel hub to the centermost part of the wheel well. This measurement will be needed to correctly set the height for the new Coil Over shocks. DO NOT exceed the 6" or 8" over stock height. Record your measurements below

Right _____ Left _____

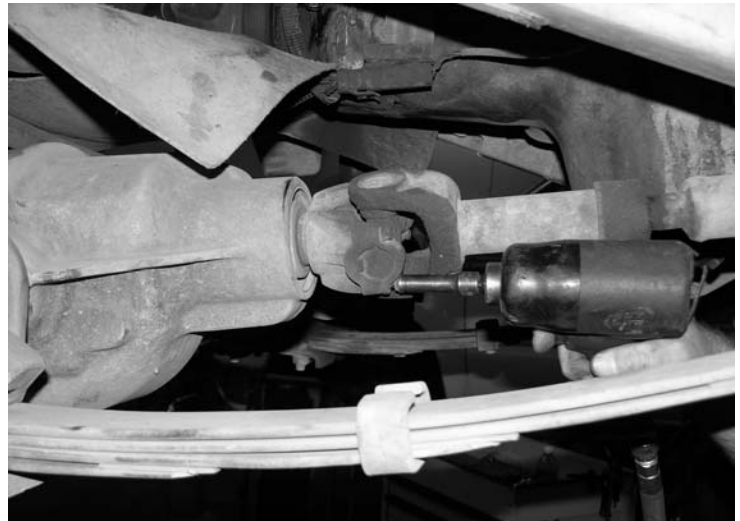
2. Jack up the front end of the truck and support the frame rails with jack stands. **NEVER WORK UNDER AN UNSUPPORTED VEHICLE!** Remove the front tires. Support the front axle with a floor jack just enough so that axle does not hang freely.
3. Remove the sway bar endlinks from the truck and discard with the hardware. Remove the factory steering stabilizer (if equipped) from the drag link and discard with the hardware. Remove the Trac Bar and discard with the hardware. Remove the drag link from the tie rod, save the right hand thread tie rod end and discard the drag link and left hand thread tie rod. SEE PHOTO BELOW.



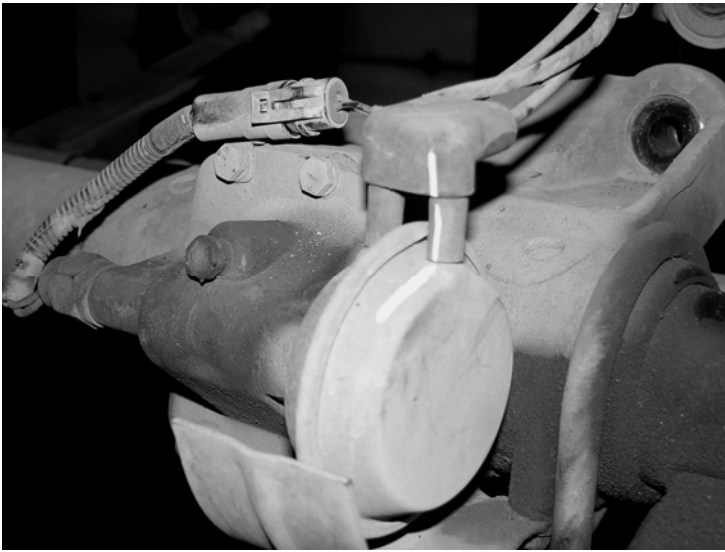
4. Disconnect the draglink from the pitman arm. Remove the pitman arm with a pitman arm puller and discard, save hardware. Locate the new Fabtech drop pitman arm FT50015 and install onto the steering box using the factory nut and washer. Torque nut to 185 ft lbs. SEE PHOTO IN NEXT COLUMN.



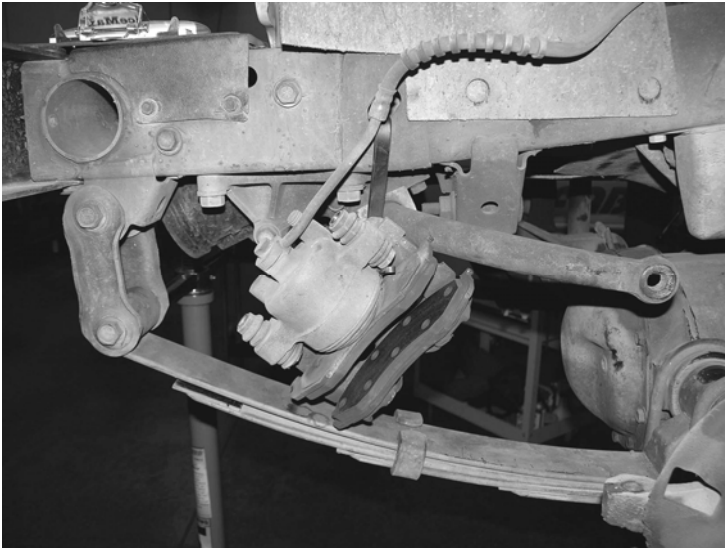
5. Remove the front drive shaft and save with all the hardware.



6. Locate the four wheel drive vacuum actuator on the passenger front axle. Using a paint pen or marker, draw a line on only ONE side of the vacuum plug and the actuator. When reconnected, it must be installed properly to ensure proper engagement / disengagement of the front axle. SEE PHOTO BELOW.



7. Remove the brake caliper and support properly from frame. **DO NOT ALLOW BRAKE CALIPER TO HANG FROM BRAKE LINE.** Remove the front shocks and discard with the factory hardware. SEE PHOTO BELOW.

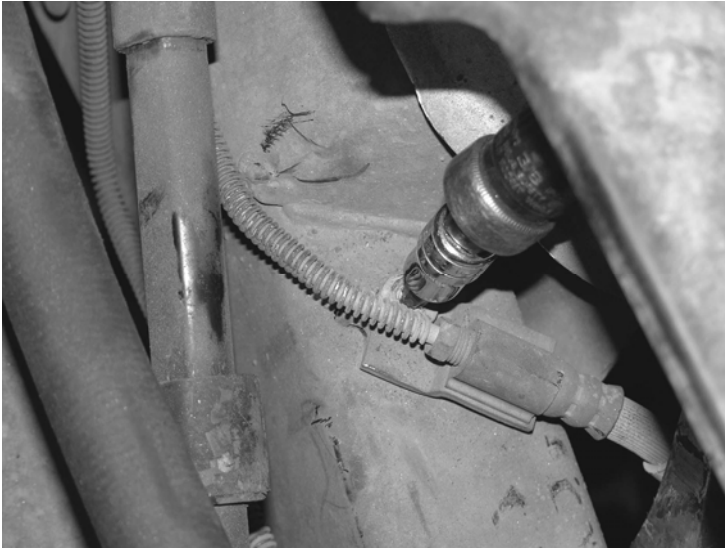


8. Support front axle with two floor jacks or two large heavy duty ratchet straps, remove and discard the front leaf springs and the shackles. Locate and remove the front bumpstops. Discard factory u-bolts, u-bolt plate, shackles, bumpstops, and all the hardware. SEE PHOTO BELOW.



9. From the driver's side, loosen the clips that hold the air box to the inner fenderwell and remove to gain access to the torx bolt that attaches the brake line bracket to the top of the frame rail. Remove the torx bolt and move the brake line back and away from the shock tower. Leave the air box out at this time. SEE PHOTO BELOW.

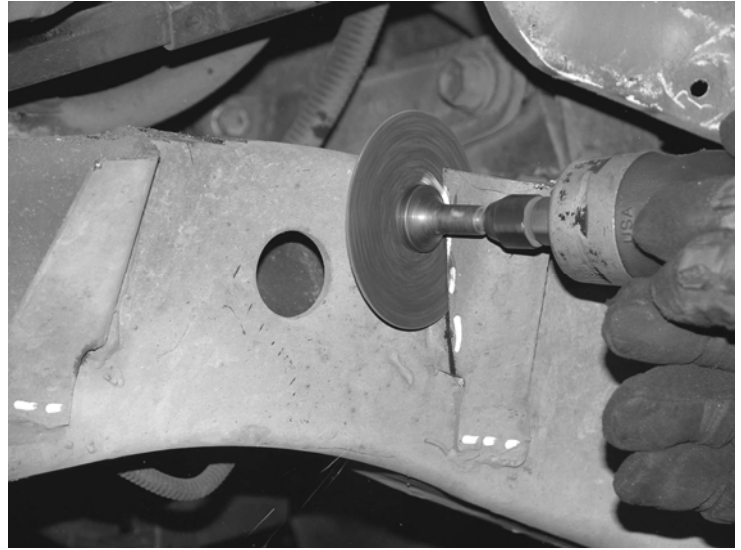




10. Using a saw-z-all, cut the top of the of the shock tower flush with the top of the frame rail. Use care not to cut into the brake line or any wiring behind the tower. SEE PHOTO BELOW.

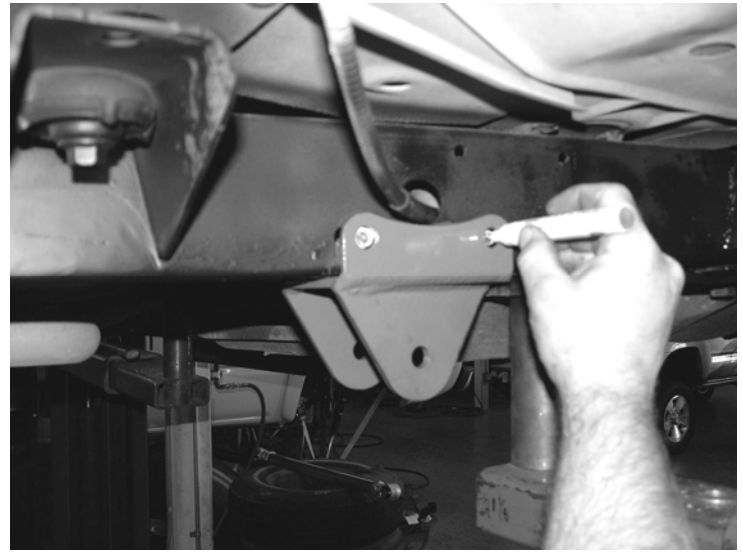
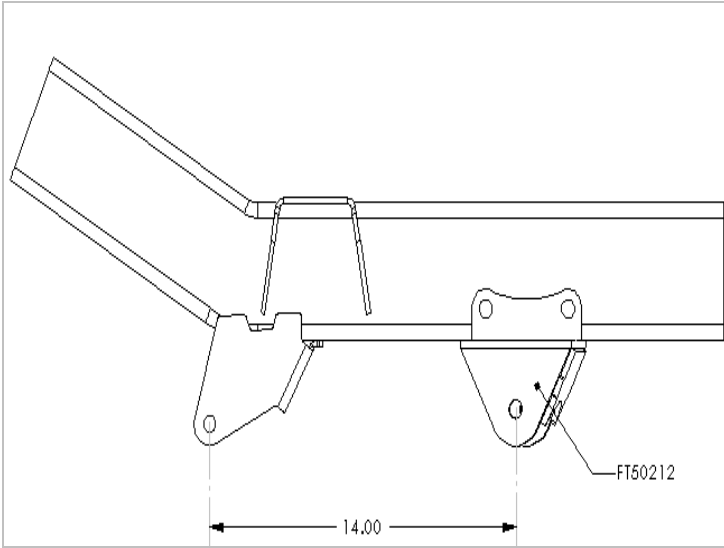
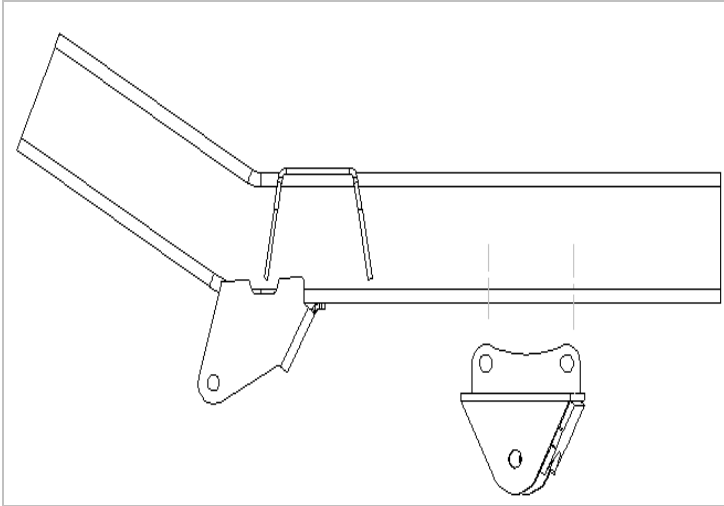


11. Using a die grinder with a cut-off wheel, cutting from the inside of the tower, remove the remaining two pieces of the tower from the frame. Use a grinder to grind the remaining parts of the tower flush with the frame. Paint all of the exposed areas to prevent rust. SEE PHOTOS BELOW AND IN NEXT COLUMN.

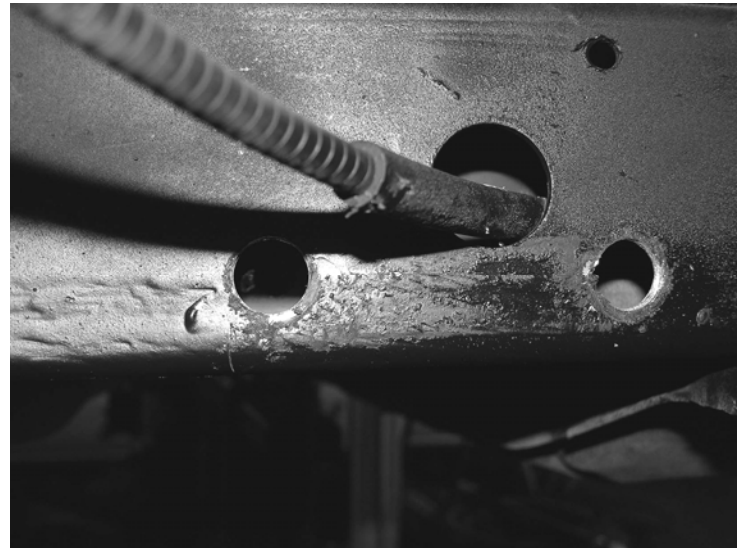


12. Repeat steps nine through eleven on the passenger side of the truck.
13. Locate FT20212BK (Driver) + FT50213BK (Pass) Link Arm Pockets. Place the pocket on the frame and measure from the center of the front leaf spring rear mounting hole

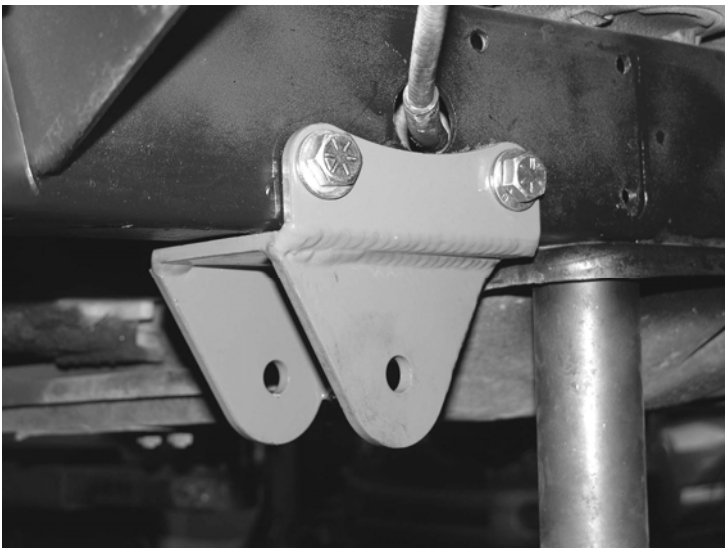
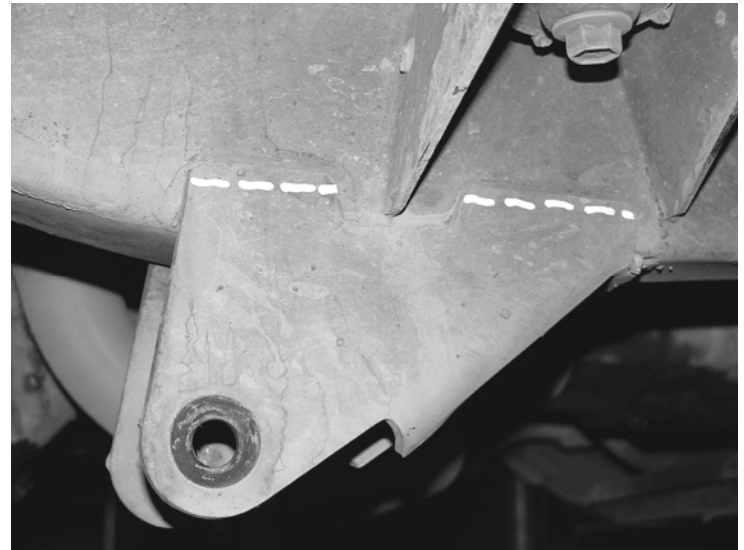
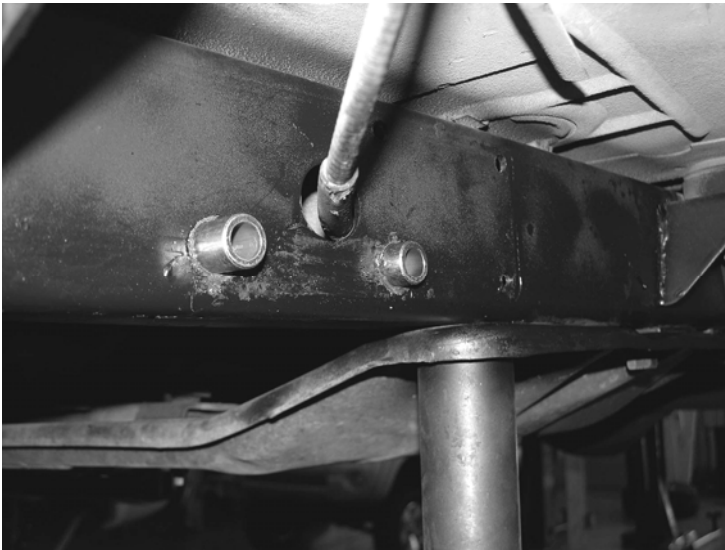
back 14" to the center of the bolt hole in the new pocket bracket. Use a center punch to mark the holes of the pocket bracket to the frame (use a paint pen if necessary). Remove the pockets from the frame and set aside. SEE PHOTOS AND DRAWINGS ON THE NEXT PAGE.



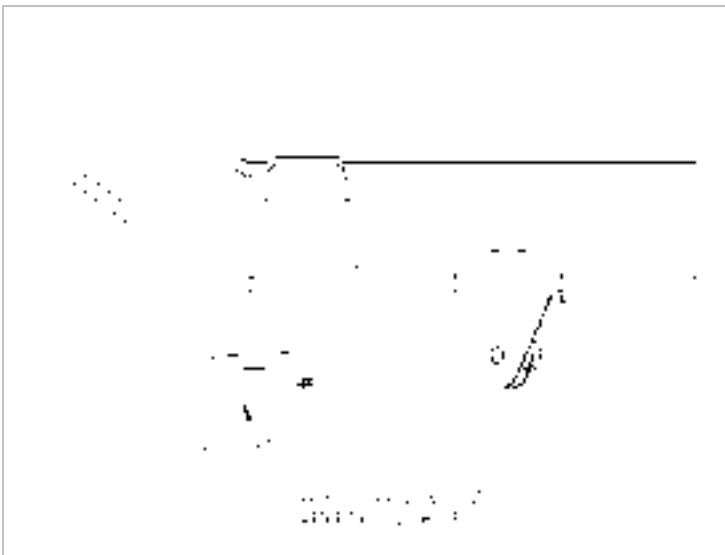
14. Use a drill with a long $\frac{1}{4}$ " drill bit, drill the two holes (pocket bracket) on the outside of the frame completely through the frame. **IT IS VERY IMPORTANT TO DRILL THESE HOLES STRAIGHT!!** Now using a $\frac{1}{2}$ " drill bit, drill a $\frac{1}{2}$ " hole completely through both sides of the frame. Using a $\frac{3}{4}$ " drill bit, **ONLY** drill the outer hole out to $\frac{3}{4}$ ". **USE CARE WHEN DRILLING THROUGH THE FRAME AS THERE ARE FUEL LINES AND ELECTRICAL ON THE BACKSIDE OF THE FRAME, USE CARE NOT TO DRILL INTO THEM. SEE PHOTO BELOW.**



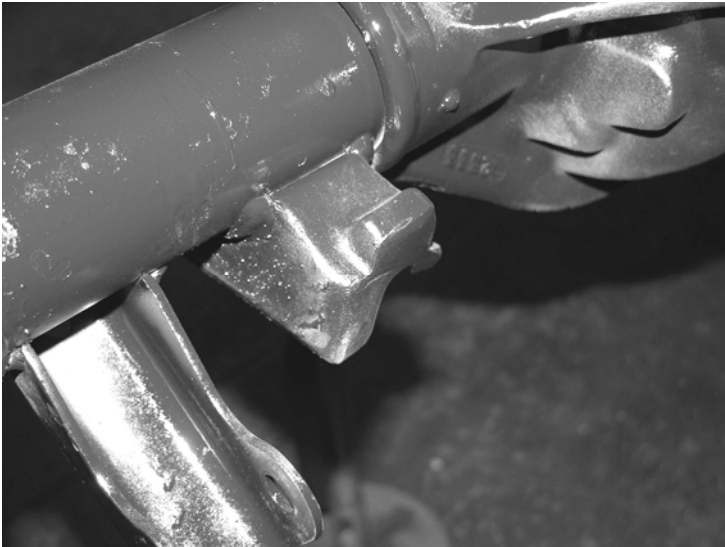
15. Insert two of the supplied $\frac{1}{2}$ " I.D. frame sleeves in into the previously drilled holes. Reattach the pocket bracket to the frame using $\frac{1}{2}$ " x 4" bolts and washers. Leave loose at this time. SEE PHOTOS ON NEXT PAGE.



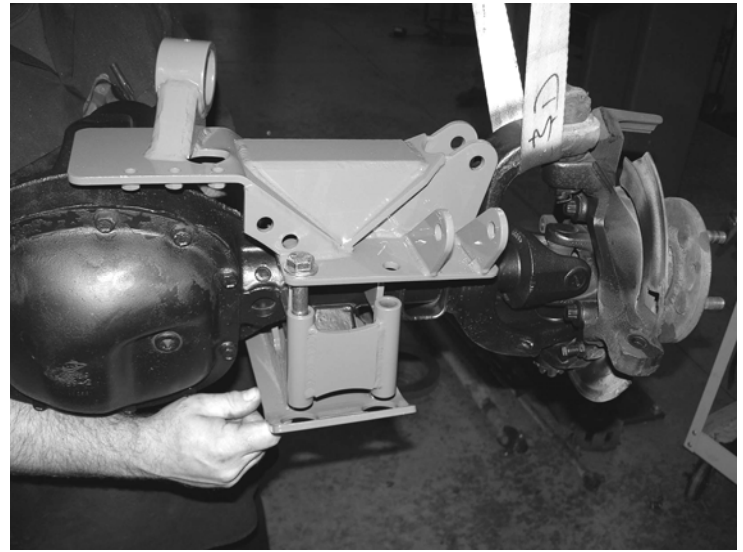
16. Locate the factory leaf spring mounts on the frame. Mark and cut the pockets from the frame with a die grinder and cutoff wheel. Completely remove the factory bracket from the frame. Sand and paint all bare metal areas. SEE DIAGRAM BELOW AND PHOTOS IN NEXT COLUMN.



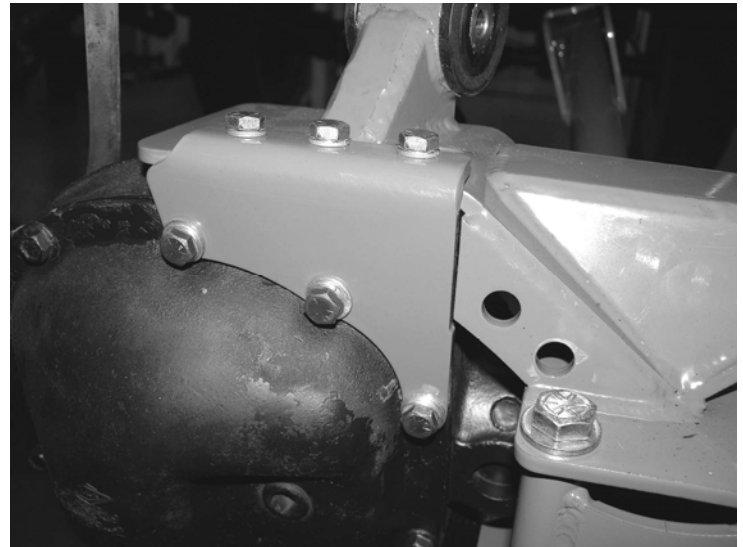
17. On the drivers side front axle, locate the factory axle leaf spring mount and measure approximately 1" back from the rear edge toward the axle. Mark and cut it with a die grinder with a cutoff wheel. Sand and paint all bare metal areas. SEE PHOTOS ON NEXT PAGE.



18. Locate FT50208BK (drv. Upper Axle Mount), FT50209BK (Pass. Upper Axle Mount), and the supplied bushings, sleeves, and bushing lube. Apply the lube to the bushings and press them into the mounts. Apply the lube to the sleeves and press them into the new bushings.
19. Working from the drivers side, locate FT50208BK (drv. upper axle mount), FT50253BK (drv. lower axle mount), and the supplied $\frac{1}{2}$ " x $4\frac{1}{2}$ " bolts and hardware. Place the brackets on the axle around the factory leaf spring perch and attach with the $\frac{1}{2}$ " hardware. Leave loose at this time. SEE PHOTO IN NEXT COLUMN.

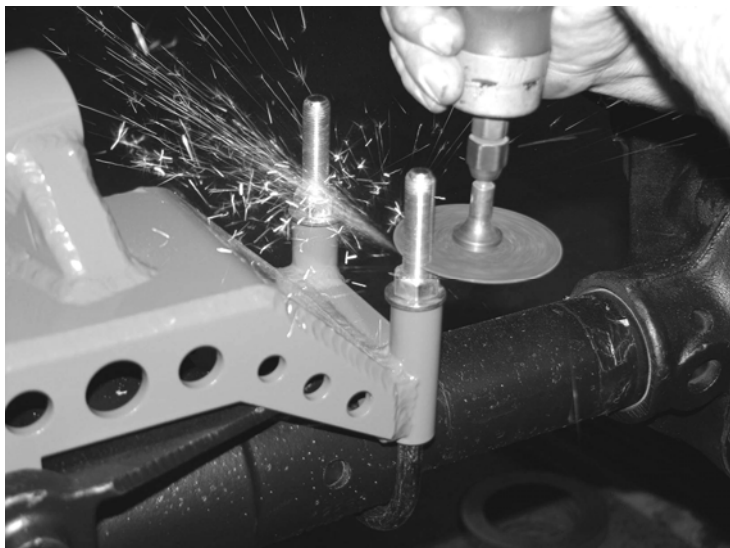


20. Locate FT50253BK (drv. upper axle mount support) and the supplied $\frac{5}{16}$ " hardware. Remove the top right three bolts from the front differential cover and discard. Place the bracket on the top of the axle mount and attach it using the $\frac{5}{16}$ " x 1" bolts with the flat and split washers, leave loose. Use the $\frac{5}{16}$ " x 1" bolts with flat and split washers and attach to the differential, also leave loose at this time. Torque the $\frac{5}{16}$ " hardware to 15ft. lbs first, then the $\frac{1}{2}$ " hardware to 75ft. lbs. SEE PHOTO BELOW.



21. Working from the passenger side, locate FT50209BK (pass. Upper Axle Mount), FT50211BK (pass. Lower Axle Mount), FT729U U-bolt, and the supplied $\frac{1}{2}$ " x $4\frac{1}{2}$ " bolts and hardware. Place the brackets on the axle around the factory leaf spring perch and attach with the $\frac{1}{2}$ " hardware. Leave loose at this time. Place the U-Bolt around the bottom of the axle and up into the upper mount. Install the supplied $\frac{1}{2}$ " washers and fine thread C-Lock nuts and leave loose at this time. Torque the bolts first then the u-bolt to 75ft. lbs.

22. Using a die grinder with a cutoff wheel, cut the excess length of the U-bolt flush with the top of the C-Lock nut. Re-connect the electric and vacuum connections for the four wheel drive vacuum actuator (make sure to line up the marks made on the plug to the one on the actuator). SEE PHOTO BELOW

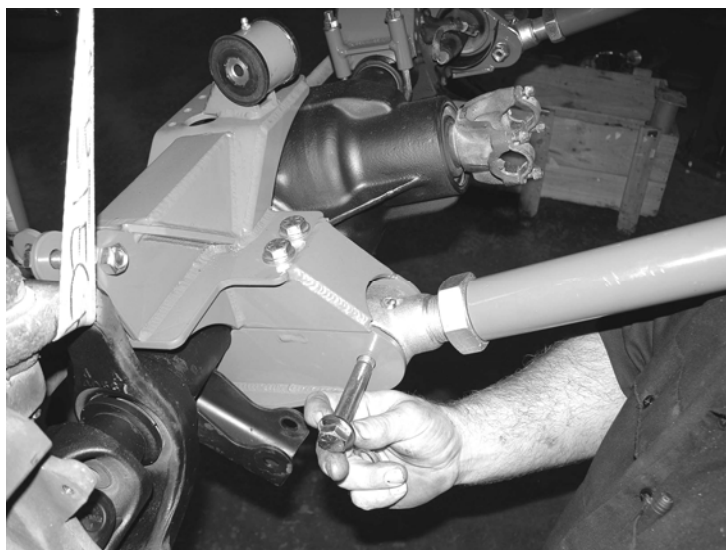


23. Locate two of FT50397 Large Pivot Joints and thread one of the supplied large jam nuts onto each of the pivot joints. **Note- when installing the jam nut onto the pivot end make sure the flatter side of the jam nut is facing the link arm.** You will need to thread the jam nut onto the end so there is $\frac{3}{8}$ " of thread showing above the jam nut on the **UPPER** joint and $\frac{7}{8}$ " of thread showing above the jam nut for the **LOWER** joint. **THESE MEASUREMENTS ARE JUST A STARTING POINT. YOU MAY HAVE TO ADJUST THEM BASED ON YOUR JEEP. BOTH FRONT LINKS MUST BE ADJUSTED EQUALLY FROM SIDE TO SIDE FOR PROPER VEHICLE ALIGNMENT.** Locate the new Fabtech front lower link arm FT50144 and install one of the previously assembled large pivot joints into each end of the link. SEE PHOTO BELOW.

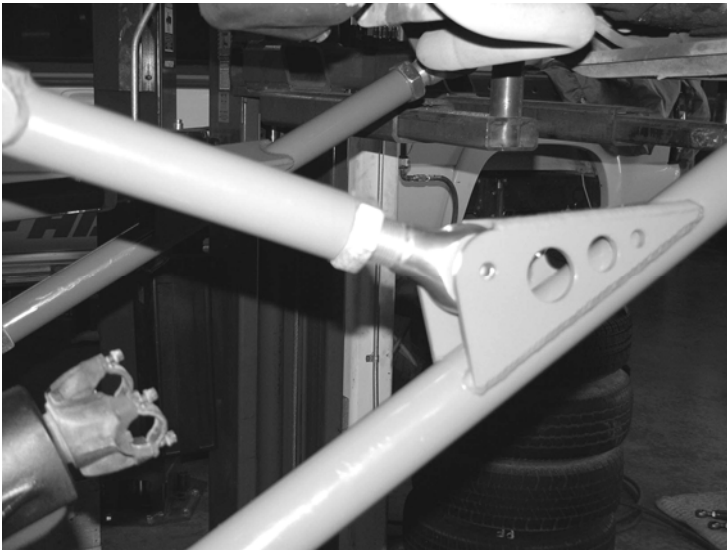


24. Attach the assembled lower link arm onto the truck. (**when attaching the lower link, the grease fittings need to face upward**). Attach first to the frame mount and then to the

axle using the supplied $\frac{9}{16}$ " x 4" hardware. Leave loose at this time. SEE PHOTOS BELOW.



25. Locate FT50124F Small Pivot Joint. Assemble one of the supplied Jam nuts onto the small pivot end. Thread the jam nut on until there is $\frac{3}{4}$ " of thread above the jam nut showing. **Note- when installing the jam nut onto the pivot end make sure the flatter side of the jam nut is facing the link arm.** Locate FT50145 Upper link arm and thread the assembled pivot joint into the upper link arm until the jam nut makes contact to the arm
26. Attach the assembled upper link arm to the lower link arm first, then attach the upper link arm to the front axle using the supplied $\frac{7}{16}$ " x 3" hardware. Leave loose at this time. SEE PHOTOS ON NEXT PAGE.

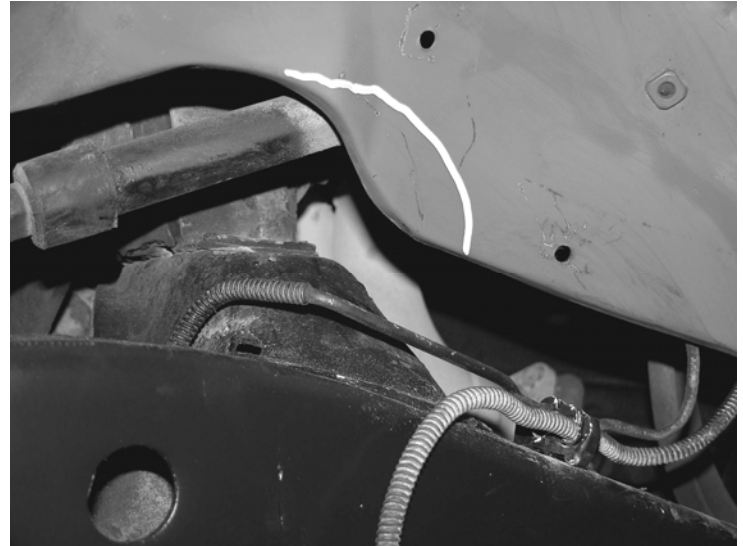


27. Repeat steps twenty through twenty-five on the passenger side of the Jeep.

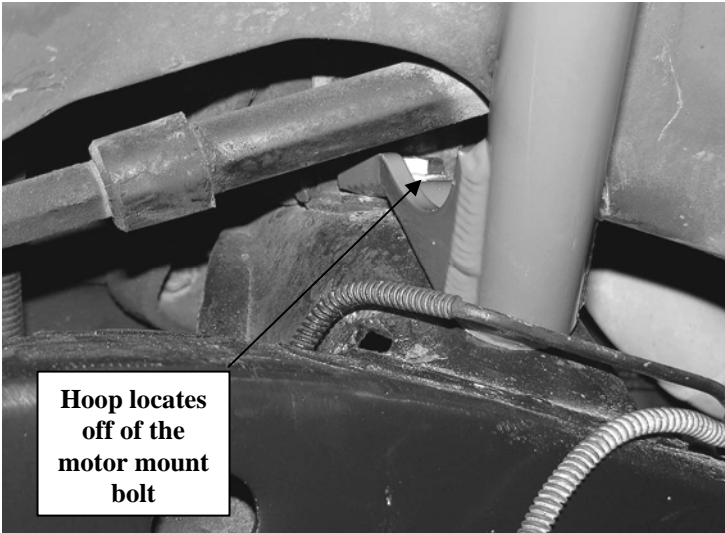
28. Working from the driver's side, locate the factory outer motor mount bolt. Remove the bolt and discard. SEE PHOTO BELOW



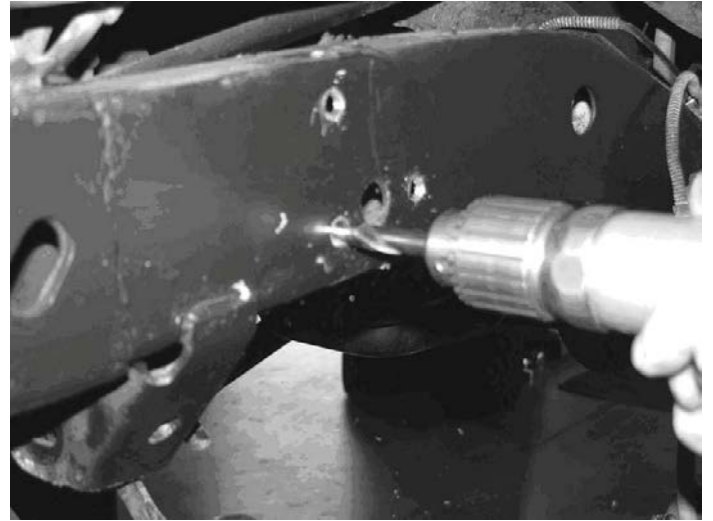
29. The inner fenderwell will need to be trimmed for clearance of the hoop support tube. Mark and cut the inner fenderwell as shown below. SEE PHOTOS BELOW.



30. Locate the FT50139 Shock Hoop and position it onto the motor mount and attach with the supplied 10mm x 1.5mm x 30mm bolt and washer. Leave loose at this time. SEE PHOTO'S ON THE NEXT PAGE.



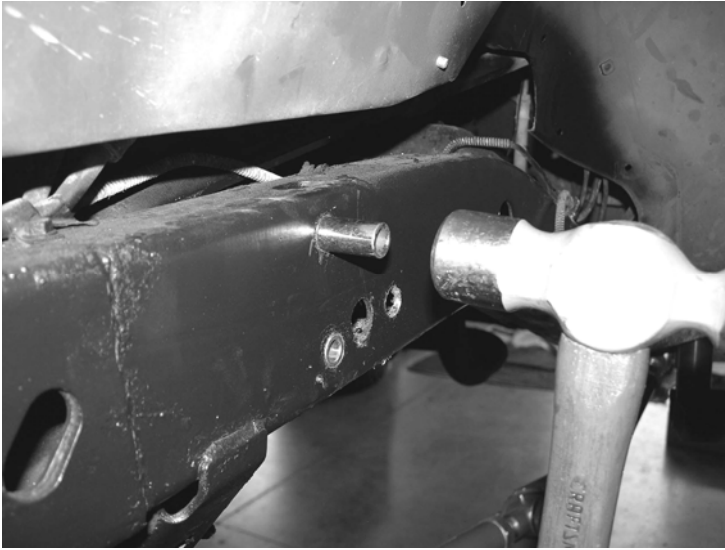
31. The two lower frame mounts have small tabs that fit flush against the bottom and the front of the frame. Check the top of the hoop for clearance with the fenderwell, adjust the hoop on the frame if necessary. With the hoop on the frame in the proper location, use a center punch to mark all the holes in each front and rear hoop mounts to the frame and drill a $\frac{1}{4}$ " guide completely through the frame. Follow with a $\frac{7}{16}$ " bit completely through the frame. **IT IS VERY IMPORTANT THAT THESE HOLES BE DRILLED STRAIGHT!!** Once all the holes are drilled remove the hoop only from the truck. SEE PHOTO IN NEXT COLUMN.



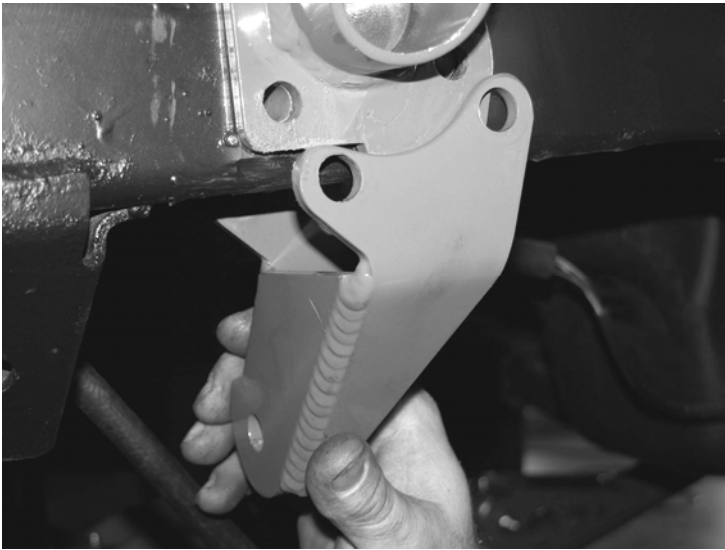
32. Using a drill with a $\frac{5}{8}$ " drill bit, drill **ONLY** the outside hole on the frame out to $\frac{5}{8}$ ", **DO NOT DRILL A $\frac{5}{8}$ " HOLE COMPLETELY THROUGH THE FRAME.** This is done so frame sleeves can be placed into the face of the frame and has the back of the frame hold it in place. SEE PHOTO BELOW.



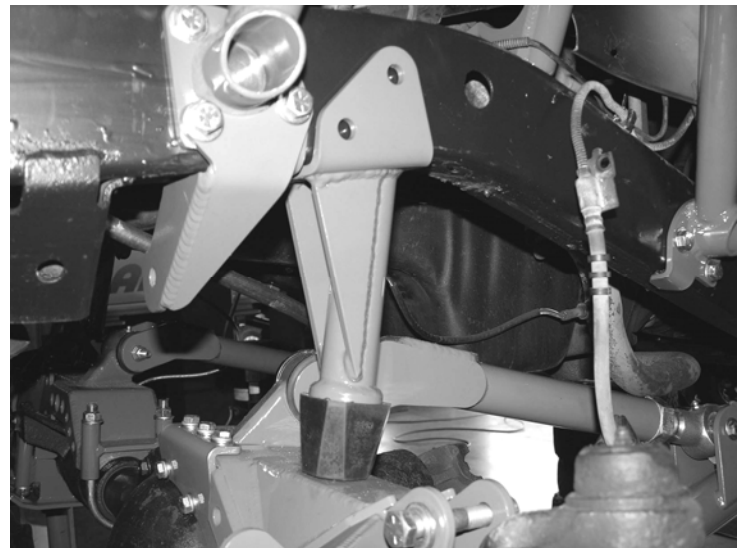
33. Insert one of the supplied sleeves into each hole previously drilled out to $\frac{5}{8}$ ". SEE PHOTO ON NEXT PAGE.

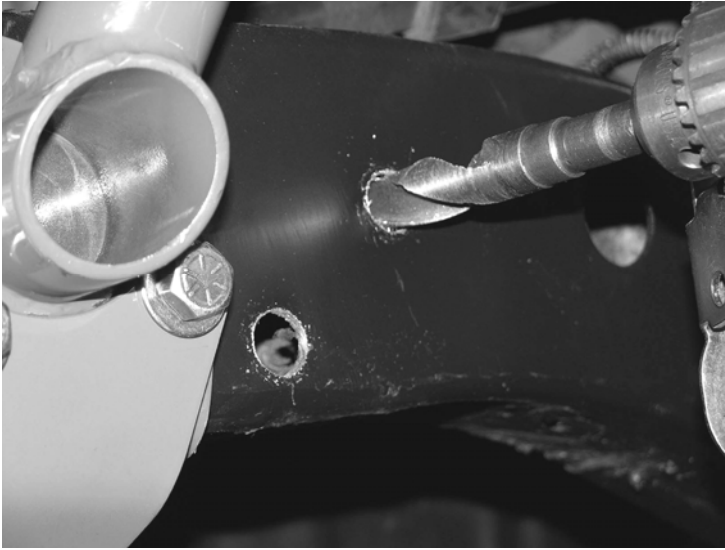


34. Reposition the hoop back onto the frame aligning it with the support tube to the motor mount. Apply thread-locking compound to the 10mm bolt and re-install with the washer. Locate FT50217 Front Trac Bar Mount and place on the front hoop mount. Place the supplied 3 3/4" bolts with washers through holes on each mount and through the frame with the c-locks and washers on the back of the frame. Torque the 10mm bolt to 25 ft. lbs. and the 7/16" bolts to 50 ft. lbs. Re-install the factory air box. SEE PHOTO BELOW AND IN NEXT COLUMN.



35. Working from both sides, locate FT50214 Upper Bump Stop Mounts and attach the supplied FTS86 Bump Stop to the new upper bump stop mount. Position the new mount onto the frame and align it in the center of the upper axle mount. With floor jacks under the front axle, raise the floor jacks enough to bring axle up until the bump stops will make contact with the new mounts on the axle. Mark the three new holes with a paint pen or center punch and remove the bump stop bracket. Using a drill, drill a 17/64" hole in the bottom of the frame for the front of the bump stop mount. Using a drill, drill a 1/4" guide hole completely through the frame for the other holes. Follow with a 7/16" hole completely through the frame. Drill a 5/8" hole through the outside of the frame **ONLY**. Insert one of the supplied sleeves into each hole previously drilled out to 5/8. Place the supplied 3 3/4" bolts with washers through holes on each mount and through the frame with the c-locks and washers on the back of the frame. Locate and install the included 5/16" x 1" self threading bolt (use care not to over tighten the bolt). Torque the 7/16" bolts to 50 ft. lbs SEE PHOTO BELOW AND ON NEXT PAGE





36. Locate FT50055 Brake Line Bracket. Place the bracket in the center of the frame eight inches forward of the rear mount of the shock hoop. Using a paint pen or center punch, mark the center of the bracket and drill a $17/64^{\text{th}}$ hole into the frame. Locate a supplied $5/16''$ self threading bolt and attach the new bracket to the frame. (use care not to over tighten the bolt) SEE PHOTO BELOW.

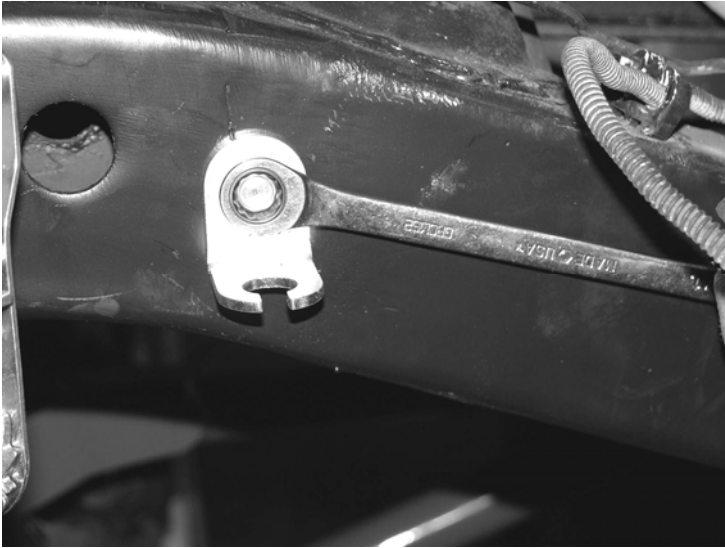


Photo shows installation on Driver's Side of Jeep

37. Disconnect the factory hard brake line from the rubber hose. Disconnect the factory brake line from the caliper, discard washers and brake line, save banjo bolt. Locate the new Fabtech extended brake line FT50034 and connect to the factory hard line. Slide the brake line into the bracket on the frame, then connect to the brake caliper using two of the new supplied FT44516 Crush Washers, one on each side of the banjo fitting. Using the supplied FTT79 brake line clip, attach the brake line to the brake line bracket.
NOTE: On the driver's side, there will be extra hard brake line. This needs to carefully be moved back behind the wheel well without damaging it. On the passenger side, pull some of the slack out of the hard line from the front of the Jeep by the core support and bumper. SEE PHOTOS IN NEXT COLUMN.

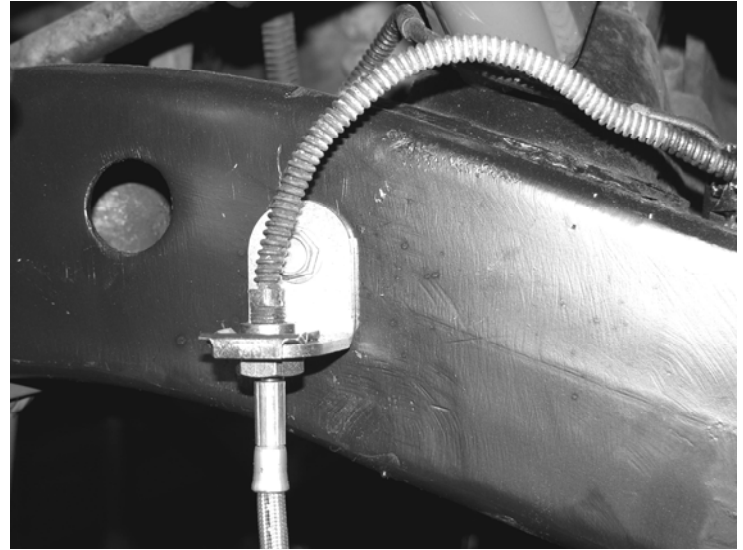


Photo of Driver's side

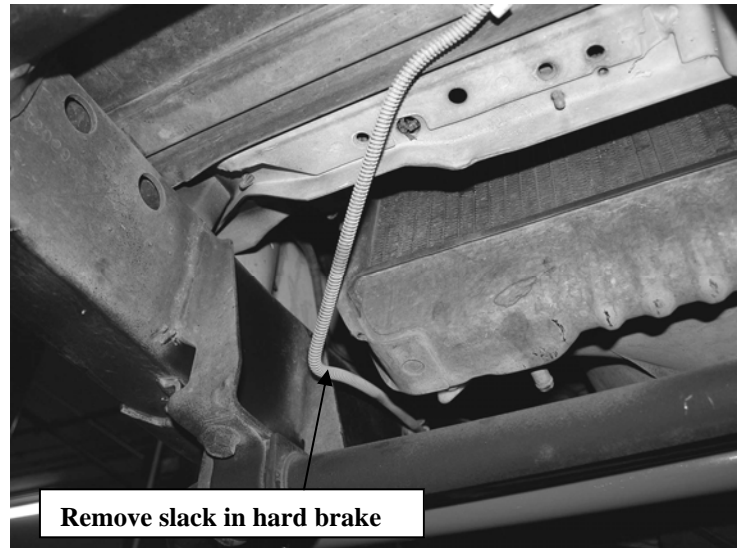


Photo of Passenger front

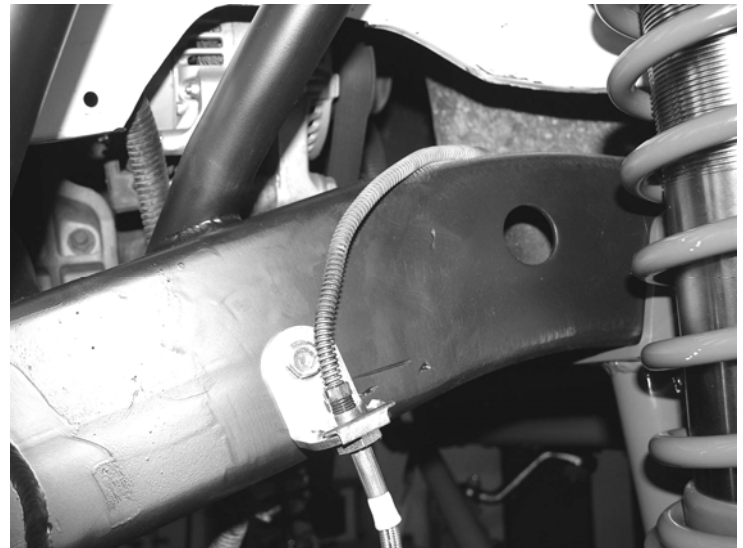
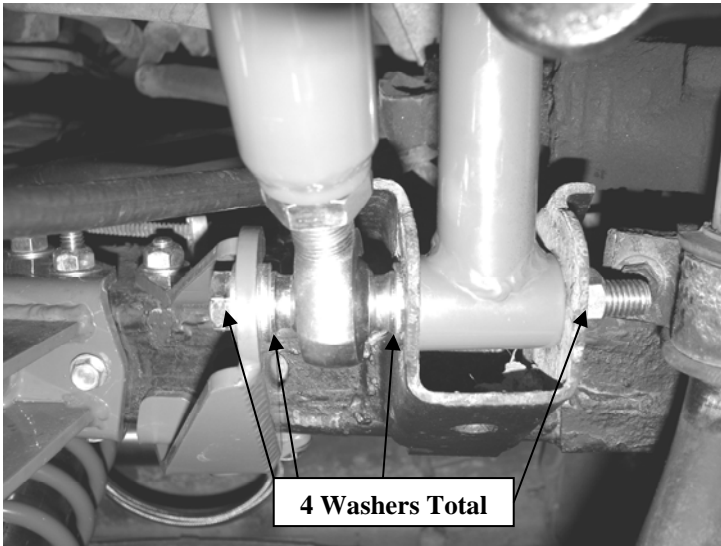
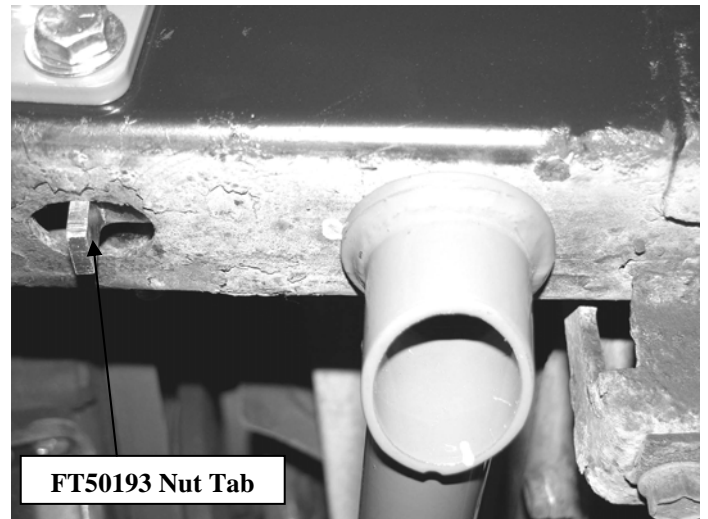
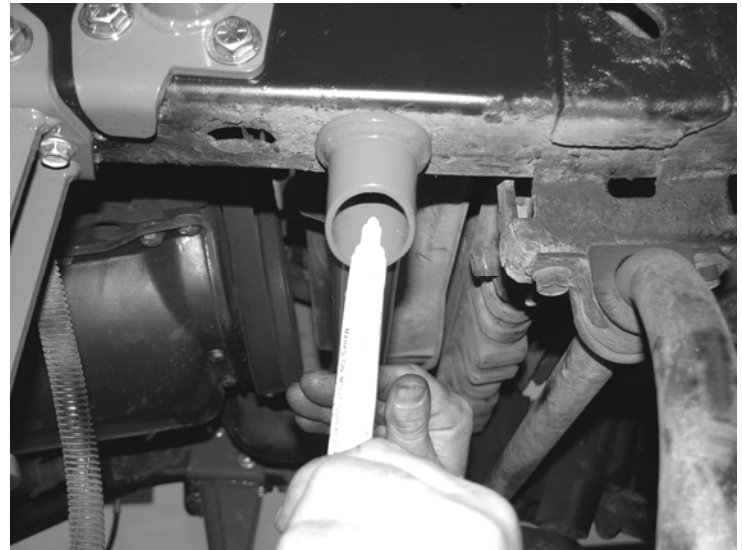


Photo of Passenger Side

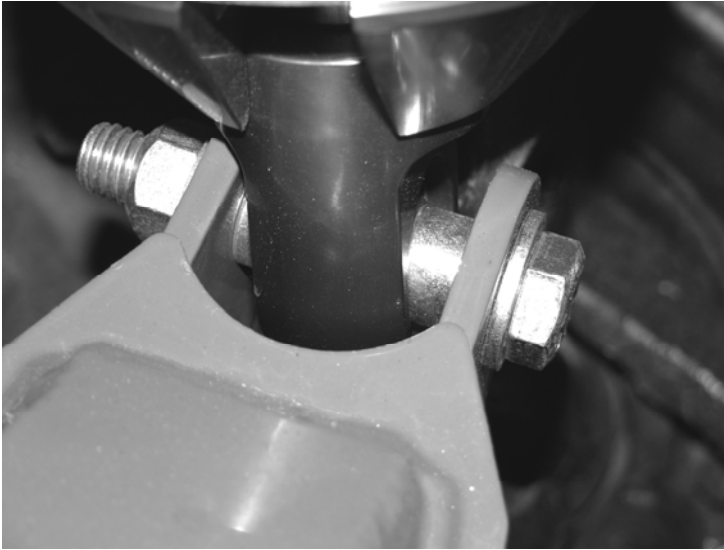
38. Locate FT50216 Front Trac Bar, FTS98003 $\frac{3}{4}$ " Heims, and FTS43 Mis-Alignments. Take the FTS98000 Heim Joints and thread the Jam Nuts from the hardware kit all the way onto the end of the Heim Joint. Install the joints onto the ends of the Trac Bar. The joint should be threaded into the Trac Bar so $\frac{5}{8}$ " of threads are out above the jamb nut.
39. Locate FT50218 Trac Bar Support tube and the supplied $\frac{1}{2}$ " x 5" bolt and hardware. Place the Mis-Alignments into the upper heim joint and then place the trac bar between the new trac bar bracket mount and the factory trac bar mount. Place the bolt with a washer through the new bracket then another washer before putting it into the heim joint. Then place another washer on the other side of the heim and into the factory trac bar mount. Place the barrel end of the support tube into the factory trac bar mount and push the rest of the 5" bolt through the support tube and factory mount. Place another washer and a C-lock nut on the back of the bolt and leave loose at this time. SEE PHOTO BELOW.



40. The other end of the support tube will connect to the passenger side of the frame. Locate the hole on the bottom side of the frame on the passenger side. Measure 2 $\frac{1}{2}$ " forward of the center of the hole and drill a $\frac{7}{16}$ " hole. Position the support tube to the bottom of the frame and using the supplied $\frac{7}{16}$ " x 1 $\frac{1}{4}$ " bolt, washer, and FT50193 nut tab attach the support tube to the frame. Torque $\frac{7}{16}$ " bolt to 55 ft. lbs. and the $\frac{1}{2}$ " trac bar bolt to 75 ft. lbs. SEE PHOTOS IN NEXT COLUMN.



41. Locate the Dirt Logic 2.5" Coil Over Shock. Place one of the supplied mis-alignment spacers on each side of the upper bearing in the shock. Place the shock into the upper hoop and connect it using the supplied $\frac{1}{2}$ " x 3" hardware. Leave loose at this time. The shock will come with some pre-load on the coils. The final adjustment to the coil over will be done after it is measured with the Jeep on the ground
42. Locate two of the mis-alignment spacers and place one on each side of the lower bearing in the shock. Using the supplied $\frac{1}{2}$ " x 3" hardware attach the coil over to the lower mount. Torque the upper and lower shock bolts to 75 ft. lbs. SEE PHOTO ON NEXT PAGE.

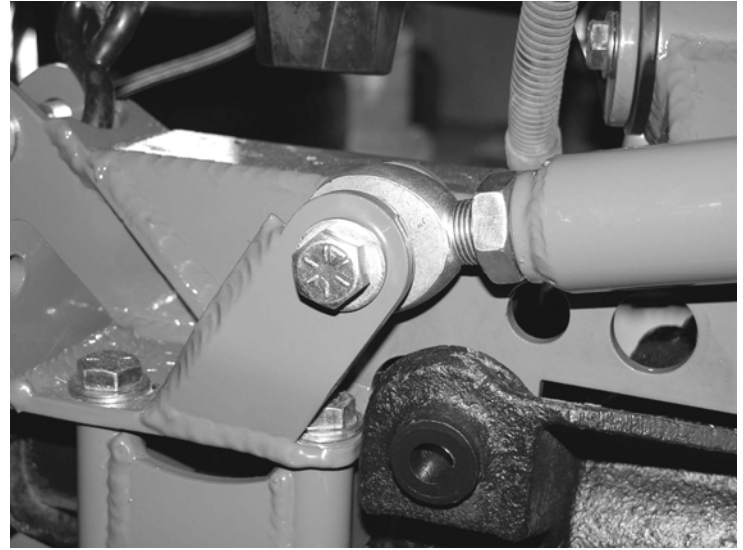


43. Use the supplied large clamps and poly mounts to attach the Reservoirs to the top of the shock hoop. The mounting position of the Resi for the shock is positioned so a 35" tire will clear. Check the clearance of the tire to Resi once the Jeep is back on the ground due to variances in actual tire sizes. SEE PHOTO BELOW.



Photo of Driver's Side

44. Install front tires and wheels. Torque lug nuts to wheel manufacturer's specifications.
45. Position the assembled trac bar with 2 FTS43 Mis-alignments in the heim into the Trac Bar mount on the new Axle Mount using the supplied 1/2" x 3" hardware. Torque to 75 ft. lbs. SEE PHOTO IN NEXT COLUMN.



46. Locate the factory right hand tie rod end and hardware (previously removed), FT50263 Drag Link, FT50267 Tie Rod End, M22-1.5L Jam nut, and 11/16" Jam Nut. Thread the 11/16" jam nut all the way onto the factory tie rod end and then into the drag link with the 11/16" end. Thread the M22-1.5L jam nut all the way onto the new tie rod end other end of the drag link. Place the factory right hand tie rod end into the
47. Locate the new Fabtech sway bar end links FT50261 and press one bushing and one sleeve from the supplied bushing kit into each end of the end link. With the supplied 1/2" x 3" bolts, nuts, and washers connect to the upper sway bar. SEE PHOTO BELOW.

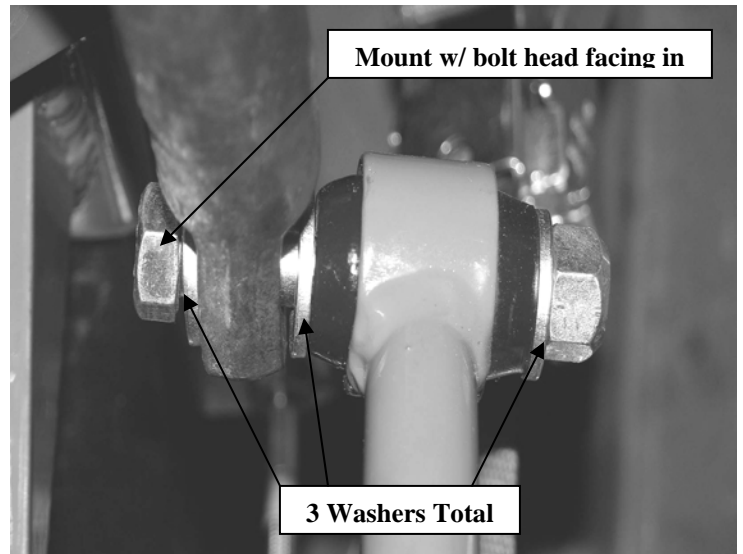
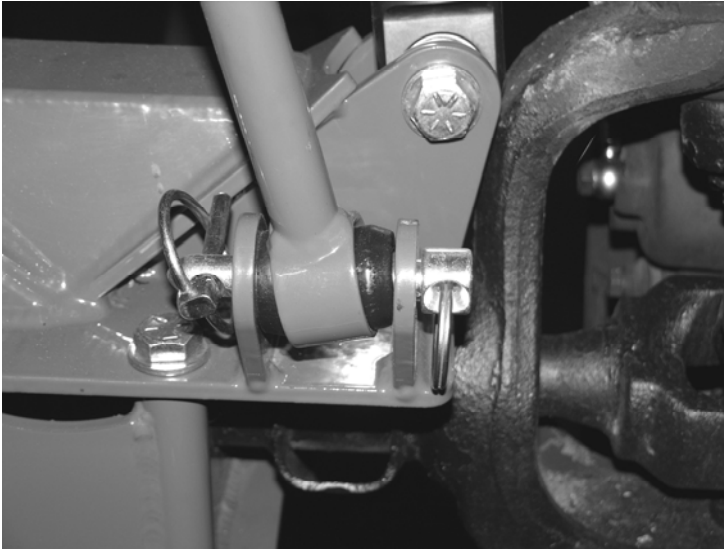


Photo of Driver's Side

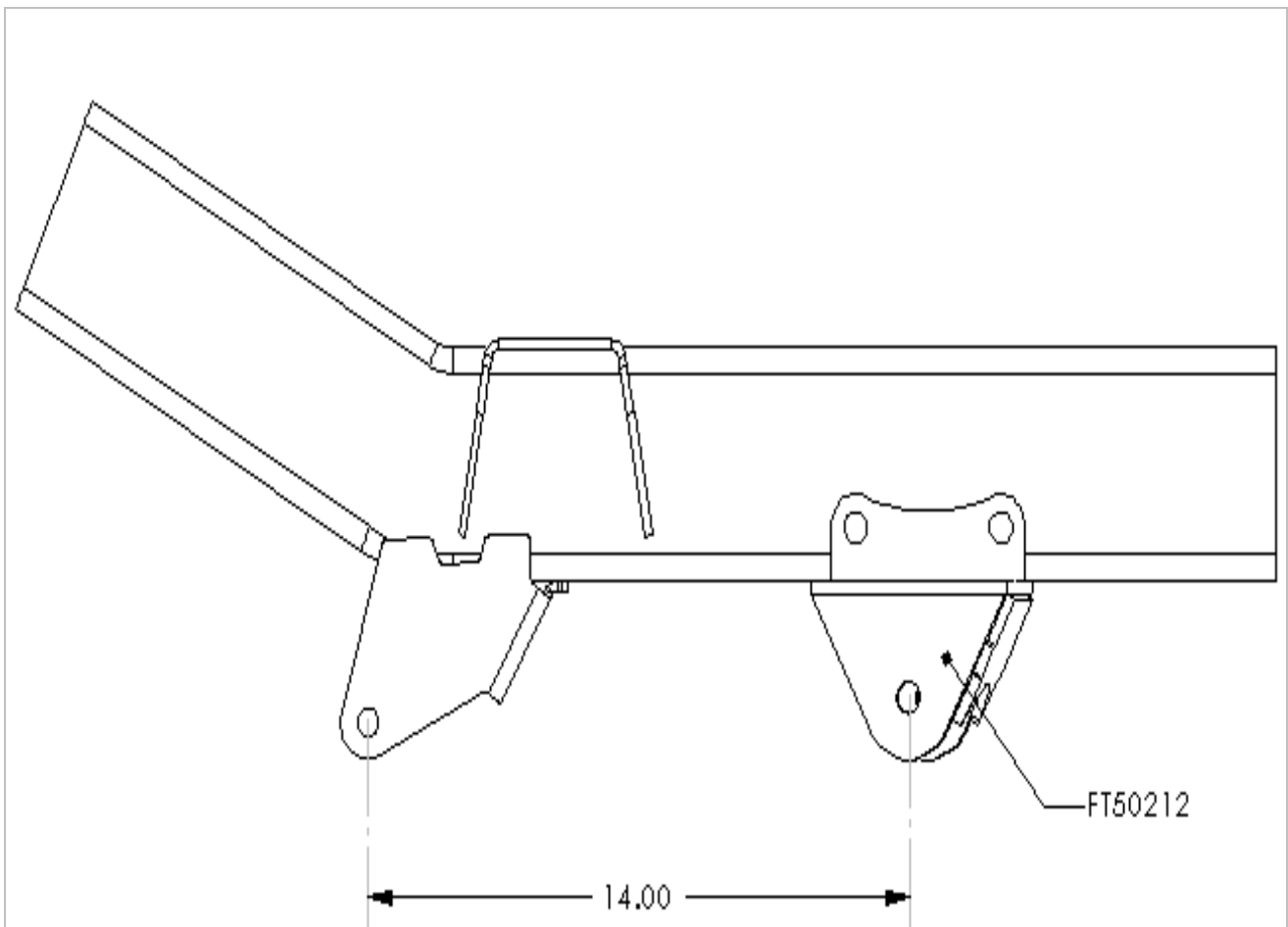
48. Attach sway bar end links to axle mounts using the supplied FT42 Pin and FT90036 Lynch Pin. Attach the FT45 key ring to the FT42 Pin. SEE PHOTO ON NEXT PAGE.



49. Locate the factory steering stops and remove and discard. Locate the supplied 3/8" fine thread bolt and nut. Thread one nut onto one bolt 3/4" from the head of the bolt. Install bolt with nut into the factory steering knuckle. While

steering the truck lock to lock, adjust the steering stop for ample clearance for the braking system. Tighten nut against the factory steering knuckle to 30 ft lbs

50. Measure front height of the Jeep and compare them to the measurements that were taken at the beginning of the install. If an adjustment needs to be made, the Jeep will need to be jacked up by the frame to take the load off the shock. Make the adjustment and lower the Jeep back onto the ground to re-measure. Turning the steering wheel fully in each direction, check for contact between the tires and any newly installed components. Drive the truck fifty miles and complete a full front-end alignment
51. Refer to Owner's Manual for proper brake bleeding procedure.
52. Adjust headlights
53. Tighten all the jam nuts on the rod ends and heim joints.



RETORQUE ALL NUTS, BOLTS AND LUGS AFTER 50 MILES AND PERIODICALLY THEREAFTER.

For technical assistance call: 909-597-7800

Product Warranty and Warnings-

Fabtech provides a Limited Lifetime Warranty to the original retail purchaser who owns the vehicle, on which the product was originally installed, for defects in workmanship and materials.

The Limited Lifetime Warranty excludes the following Fabtech items; bushings, bump stops, ball joints, tie rod ends, limiting straps, cross shafts, heim joints. These parts are subject to wear and are not considered defective when worn. They are warranted for 60 days from the date of purchase for defects in workmanship.

Take apart shocks are considered a serviceable shock with a one year warranty on leakage only. Service seal kits are available separately for future maintenance. All other shocks are covered under our Limited Lifetime Warranty.

Fabtech does not warrant any product for finish, alterations, modifications and/or installation contrary to Fabtech's instructions. Alterations to the finish of the parts including but not limited to painting, powdercoating, plating and/or welding will void all warranties. Some finish damage may occur to parts during shipping which is considered normal and is not covered under warranty.

Fabtech products are not designed nor intended to be installed on vehicles used in race applications or for racing purposes or for similar activities. (A "RACE" is defined as any contest between two or more vehicles, or any contest of one or more vehicle against the clock, whether or not such contest is for a prize). This warranty does not include coverage for police or taxi vehicles, race vehicles, or vehicles used for government or commercial purposes. Also excluded from this warranty are sales outside of the United States of America.

Installation of most suspension products will raise the center of gravity of the vehicle and will cause the vehicle to handle differently than stock. It may increase the vehicle's susceptibility to a rollover, on road and off road, at all speeds. Extreme care should be taken to operate the vehicle safely at all times to prevent rollover or loss of control resulting in serious injury or death. Fabtech front end Desert Guards may impair the deployment or operation of vehicles equipped with supplemental restraining systems/air bag systems and should not be installed if the vehicle is equipped as so.

Fabtech makes every effort to ensure suspension product compatibility with all vehicles listed in the catalog, but due to unknown auto manufacturers production changes and/or inconsistencies by the auto manufacturer, Fabtech cannot be responsible for 100% compatibility, including the fitment of tire and wheel sizes listed. The Tire and Wheel sizes listed in Fabtech's catalog are only a guideline for street driving with noted fender trimming. Fabtech is not responsible for damages to the vehicle's body or tires.

Fabtech's obligation under this warranty is limited to the repair or replacement, at Fabtech option, of the defective product only. All costs of removal, installation or re-installation, freight charges, incidental or consequential damages are expressly excluded from this warranty. Fabtech is not responsible for damages and/or warranty of other vehicle parts related or non related to the installed Fabtech product. This warranty is expressly in lieu of all other warranties expressed or implied. This warranty shall not apply to any product that has been subject to accident, negligence, alteration, abuse or misuse as determined by Fabtech.

Fabtech suspension components must be installed as a complete system including shocks as shown in our current catalog. All warranties will become void if Fabtech parts are combined and/or substituted with other aftermarket suspension products. Combination and/or substitution of other aftermarket suspension parts may cause premature wear and/or product failure resulting in an accident causing injury or death. Fabtech does not warrant products not manufactured by Fabtech.

Installation of Fabtech product may void the vehicles factory warranty; it is the consumer's responsibility to check with their local vehicle's dealer for warranty disposition before the installation of the product.

It is the responsibility of the distributor and/or the retailer to review all warranties and warnings of Fabtech products with the consumer prior to purchase.

Fabtech reserves the right to supercede, discontinue, change the design, finish, part number and, or application of parts when deemed necessary without written notice. Fabtech is not responsible for misprints or typographical errors within the catalog or price sheet.