Installation Instructions

FTS24070BK 97-06 Jeep Extended Rear Link Kit w/ DYNA TRAC PRO ROCK 60 REAR AXLE NON UNLIMITED

	FTS24070BK	
Qua	Part #	Description
2	FT50275BK	Rear Lower Link Ext.
1	FT50276BK	Wish Bone Ext.
1	FT50277BK	Rear Upper Coil Seat Drv
1	FT50279BK	Rear Upper Coil Seat Pass
1	FT50278BK	Coil Seat Cross Tube
1	FTS18	1 1/4" Heim
1	12512003202	1 1/4" -12 Jam Nut
2	FT103	Mis-Alignments
1	FTS1042	Wish Bone Bushing 4 Pack
2	FT135	Wish Bone Sleeve
6	FT112	Frame Sleeve
2	FT50284	Axle Bump Stop Weld On
1	FT50285	Shock Mount Drv.
1	FT50286	Shock Mount Pass
2	FTS88	Urethane Bump Stop
2	FT50304	Coil Spring Retainer
2	31181501081	5/16"-18 x 1 1/2" Bolt
2	31180003352	5/16"-18 C-Lock Nut
4	31000005052	5/16" SAE Flat Washer
6	43143751081	7/16" -14 x 3 3/4" Hex Bolt
2	43140003052	7/16"-14 Nylock Nut
4	43000005252	7/16" Split Washer
8	43000005081	7/16" SAE Flat Washer
2	50134001081	1/2"-13 x 4' Hex Cap Bolt
2	50130003052	1/2"-13 Ny-Lock Nut
4	50000005081	1/2" SAE Flat Washer
2	37160003052	3/8"-16 Ny-Lock Nut
2	37000005052	3/8" SAE Flat Washer

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Before You Begin Installation Read The Following:

INSTALLATION OF THIS KIT WILL REQUIRE THE REPLACEMENT OF THE STOCK GAS TANK AND INSTALLATION OF A GEN-WRIGHT GAS TANK SPECIFIC TO THIS APPLICATION. PLEASE CONTACT GEN-WRIGHT (**www.genright.com**) OR (805-584-8635) FOR A LOCAL DISTRIBUTOR OF THE NEW TANK.

INSTALLATION OF THIS KIT WILL REQUIRE **EXTENSIVE** BODY MODIFICATION / CUTTING. READ THE COMPLETE INSTRUCTION SHEET PRIOR TO STARTING ANY INSTALLATION OF THIS KIT. SEE STEP #28

CHECK ALL PARTS INCLUDED IN THIS KIT TO THE PARTS LIST ON THE LAST PAGES BEFORE BEGINNING INSTALLATION OF THE KIT. THE LIST HAS ALL THE APPLICATIONS FOR ALL THE VARIATIONS OF THE SYSTEM FOR BOTH UNLIMITED AND NON-UNLIMITED. 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 & STOCK SUSPENSION

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

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.

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
THIS SUSPENSION SYSTEM IS DESIGNED TO BE USED WITH A REAR DANA 44 AXLE. CONTACT FABTECH OR SEE FABTECH'S MASTER CATALOG FOR OPTIONAL AXLE MOUNTS.

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REAR DRIVE SHAFT INFORMATION

MODELS EQUIPPED WITH A NP231 TRANSFER CASE- INSTALLATION OF A FIXED YOKE CV STYLE REAR DRIVESHAFT (FTS94005) AND FIXED YOKE KIT (FTS94004) WILL BE REQUIRED WITH THIS SYSTEM TO REDUCE DRIVELINE VIBRATION.

OR

MODELS EQUIPPED WITH A NP241 TRANSFER CASE- INSTALLATION OF A REAR CV STYLE DRIVE SHAFT KIT WILL BE REQUIRED WITH THIS SYSTEM TO REDUCE DRIVELINE VIBRATION. SEE LIST BELOW FOR PROPER DRIVE SHAFT

THIS KIT WILL REQUIRE HAVING A CUSTOM REAR DRIVE SHAFT MADE FOR THIS APPLICATION.CHECK WITH A LOCAL DRIVE LINE SHOP IN YOUR AREA TO HAVE A DRIVE SHAFT MADE SPECIFIC TO YOUR APPLICATION

CAT-BACK EXHAUST SYSTEM

THE FACTORY EXHAUST SYSTEM WILL NOT BE ABLE TO BE RE-INSTALLED ON THE JEEP ONCE THIS SYSTEM HAS BEEN INSTALLED. YOU MUST HAVE A CUSTOM EXHAUST SYSTEM MADE FOR YOUR APPLICATION.

TOOL LIST: (NOT INCLUDED)

- **FLOOR JACK & JACK STANDS**
- **ASSORTED METRIC AND S.A.E SOCKETS, & WRENCHES**
- **DIE GRINDER WITH CUTOFF WHEEL OR SAWZALL**
- **SANDING WHEEL**
- **MIG WELDER**
- **TORQUE WRENCH**
- **GREASE GUN**
- **FLAT BLACK SPRAY PAINT**
- **AIR HAMMER W/ CHISEL BIT**

INSTRUCTIONS:

1. Disconnect the negative terminal on the battery. With the vehicle on level ground set the emergency brake and block the front tires. Measure the center of the rear axle to bottom of the fender and record this number. This is your ride height of the rear of the vehicle. Jack up the rear end of the vehicle and support the frame rails with jack stands just in front of the rear bumper **NEVER WORK UNDER AN UNSUPPORTED VEHICLE!**

REFER TO THE INSTRUCTIONS INCLUDED WITH THE NEW GEN-WRIGHT GAS TANK AND INSTALL AT THIS TIME PER THOSE INSTRUCTIONS

2. Supporting the rear differential remove and discard the rear shocks, save the hardware. Use care not to over extend the brake hoses.

3. Using two ratchet straps or two jack stands support the rear axle, do not allow it to hang freely. Remove rear drive shaft and save with the hardware

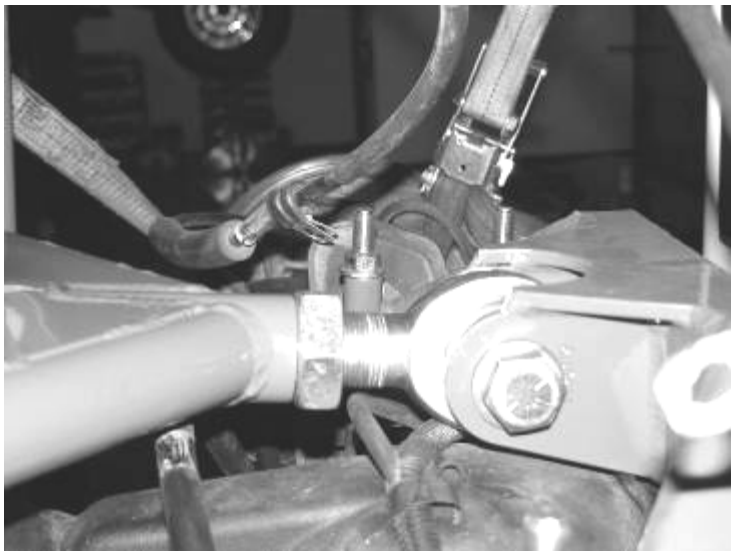
4. Locate and disconnect the factory sway bar end links only from the sway bar and save hardware.

5. Locate and remove the Fabtech coil springs and bump stops from the frame and the axle. Save the springs and discard the bumpstops and hardware.

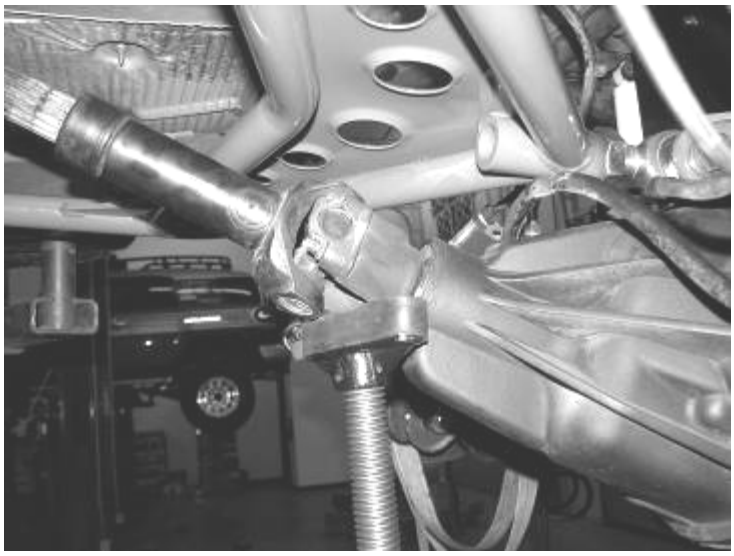
6. Remove the lower link arms and the wish bone and save with all of the mis-alignments and hardware.

7. Locate FT50276BK Wish Bone and supplied bushings and sleeves. Press two bushings and one sleeve into each barrel on the wishbone. Locate FT18 1 ¼" Heim Joint and two of the supplied FT103 mis-alignments and thread them into the bearing end of the wishbone so that there is ¾" of thread above the jam nut (put anti-seize on the threads of the heim joint before installing into the wishbone). Use a small amount of supplied FTLUBE on the bushings before installing them into the wishbone

8. Place the assembled wishbone into the pan mounts using the two inner pockets. Using the original 9/16" x 6 ½" bolt and washer insert the bolt through the wishbone bushings only, (do not push the bolt all the way through at this time). Using the original ¾" x 4 ½" bolt nut and washers, attach the heim joint on the wishbone to the axle truss. Leave loose at this time. SEE PHOTOS IN NEXT COLUMN

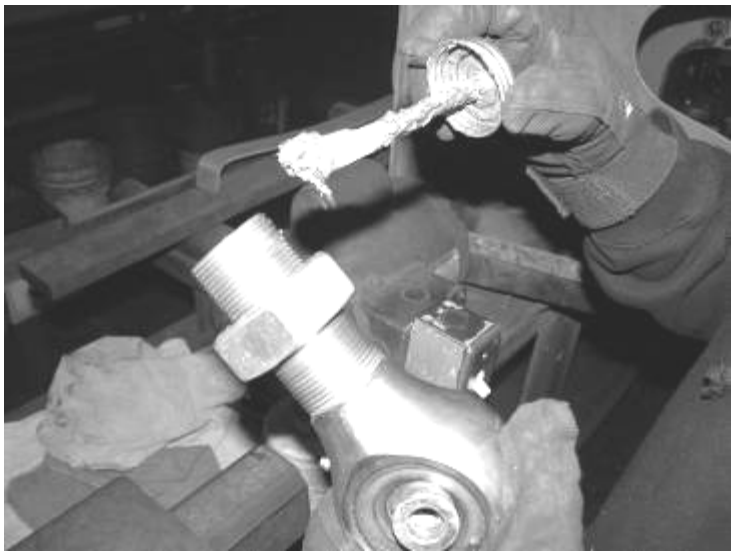


9. Set the axle at to the earlier recorded ride height. Using a floor / scissor jack, raise the pinion on the diff so that the pinion and driveshaft are set @ 0 degrees (perfectly straight) + or – 1 degree. Adjust the heim joint as needed. This is just a starting point, final adjustment may be needed after the installation is complete. SEE PHOTO BELOW

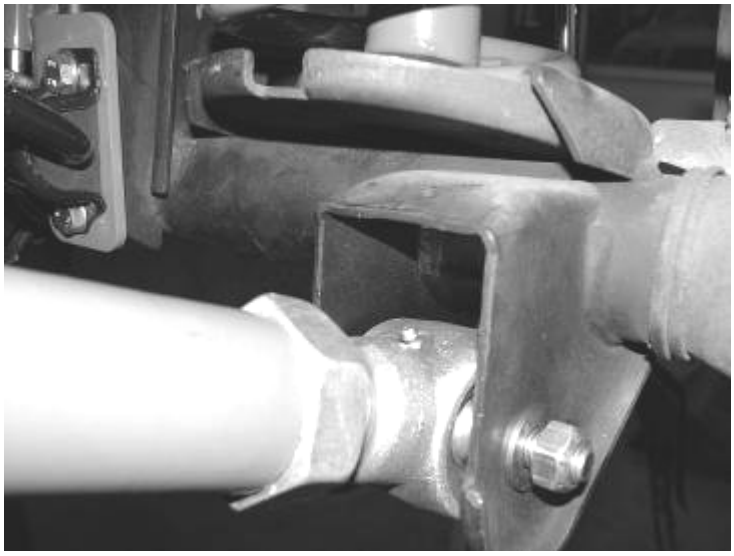


10. Locate the previously removed link arms and remove the rod ends / large pivots from the links with the jam nut (do not remove the jam nut from the rod end).

11. Locate FT50275 Rear Lower Link Arm, thread one pivot in to each end of the link arms as shown below. Leave approximately 3/4" of threads showing above the jam nut. (put anti-seize on the threads of the rod ends before installing them into the link arms). SEE PHOTOS BELOW

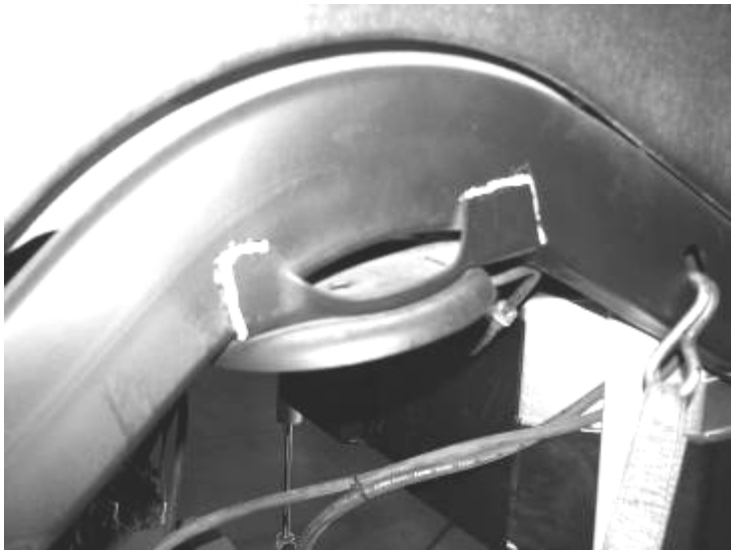


12. Working from both sides the Jeep, place one of the assembled link arms into the outer pocket on the pan mount, push the previously installed 9/16" bolt completely through the mount and place one of the supplied 9/16" washer and c-lock nuts onto the bolt. Leave loose at this time. Connect the other end of the link arm to the axle using the original 9/16" hardware. **MAKE SURE WHEN INSTALLING THE LINK ARMS THAT THE GREASE FITTINGS ON THE PIVOTS ARE FACING UP.** Adjust the pivots as necessary to keep the pinion straight, (adjust the pivots equally top and bottom). Leave loose. SEE PHOTO IN NEXT COLUMN

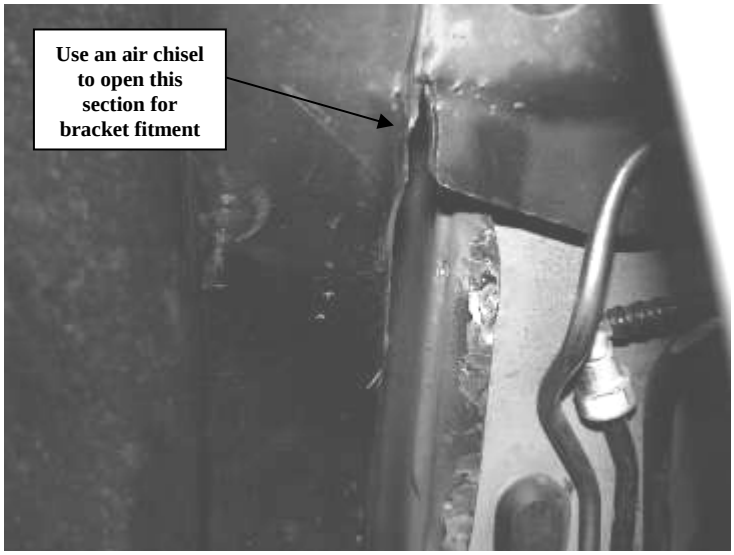


Axle Mount Shown With Grease Fitting Facing Up

13. Locate the upper coil mount on the rear frame section. Use a die grinder with a cut-off wheel and cut the weld that attaches the coil mount to face of the frame (DO NOT CUT INTO THE FRAME). Once cut, use a large hammer to break the mount loose from the face of the frame. SEE PHOTOS BELOW AND ON NEXT PAGE

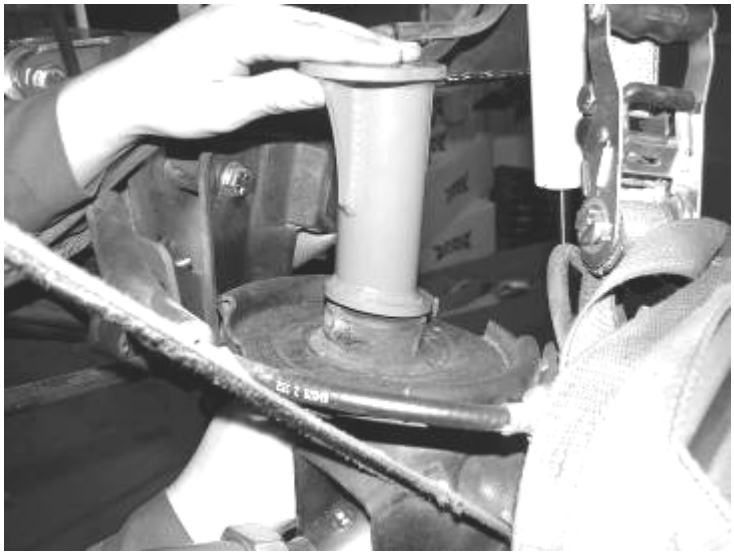


14. Next, use an air hammer with a chisel bit and cut the weld from the coil mount to the inside of the frame. (use caution around the fuel and brake lines on inside of the frame rail). Once the welds are cut, use a hammer to completely remove the mount from the frame. The inside lip of the body tub must be hammer flat for clearance of the new coil spring mount. Use a hammer and flatten the six inch section just parallel of the frame rail. The crossmember on the inside of the frame rail toward the rear of the Jeep will need to be cut flush with the frame rail. Use an air hammer with a chisel bit and cut the crossmember about two inches back. Sand the face of the frame smooth and paint all exposed sections. SEE PHOTOS BELOW AND IN NEXT COLUMN AND PAGE



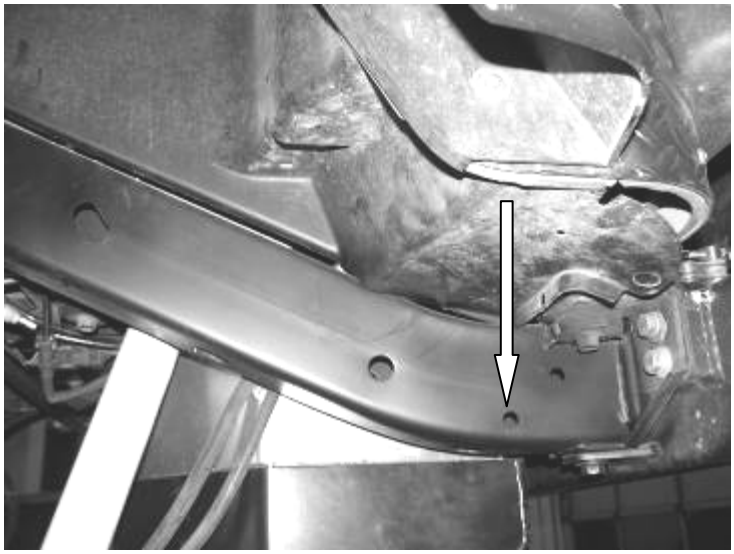
REFER TO THE INSTRUCTIONS INCLUDED WITH THE NEW GEN-WRIGHT GAS TANK AND INSTALL AT THIS TIME PER THOSE INSTRUCTIONS

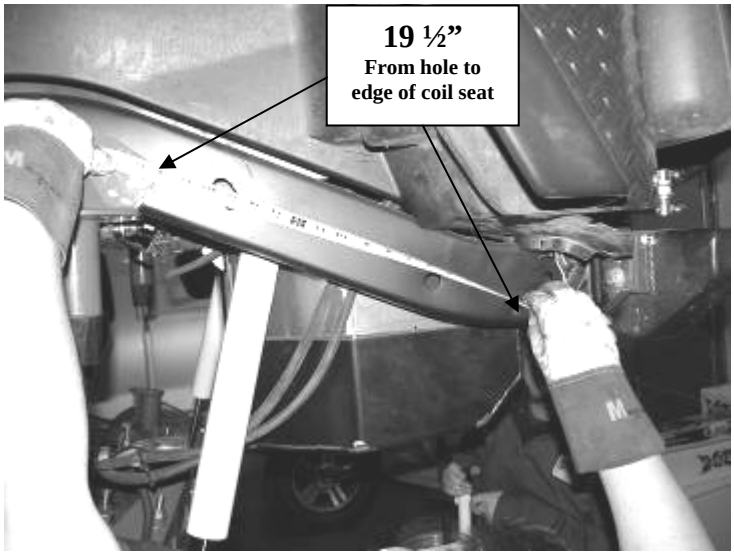
15. Locate the new lower Weld-On Axle Bumpstop Mounts FT50284 and attach it to the coil perch using a large C-clamp or vise grip. (MAKE SURE WHEN INSTALLING THE MOUNT TO THE COIL PERCH THAT IT IS ANGLES FORWARD). SEE PHOTOS IN NEXT COLUMN

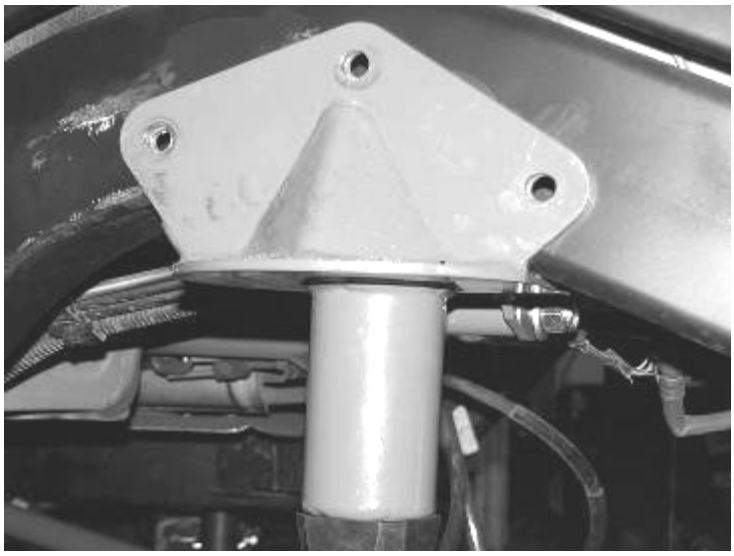


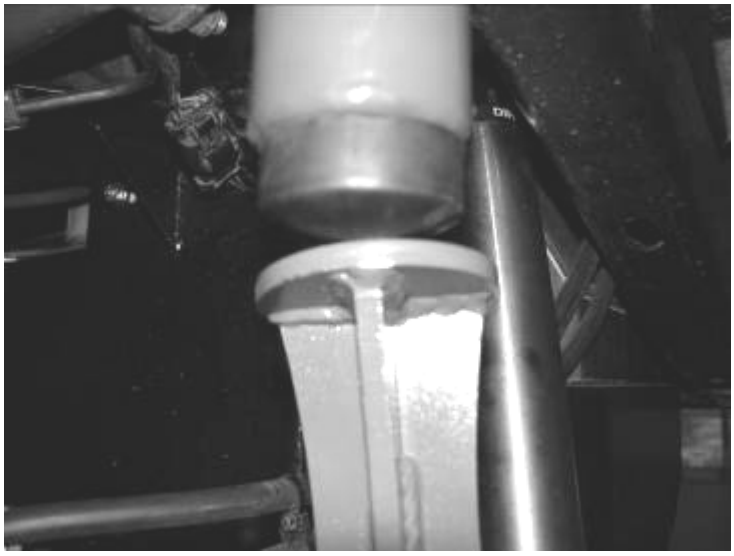
16. Locate FT50277 & FT50279 Rear Upper Coil Seats (drv & pass), FTS88 Bumpstops, and FT50278 Coil Seat Cross Bar and the 7/16" & 1/2" hardware. Position the brackets as they would go onto the vehicle and install the support tube between them with the supplied ½" hardware. Install the bumpstops into the ends of the coil mounts.

17. Position the coil seats up onto the frame so they are **approximately** 19 ½" (this is just a starting point) up from the bottom ½" factory hole in the frame. (you may have to use a rubber mallet to put them onto the frame). Use a floor jack and raise the axle one side at a time until the bumpstop mount on the axle makes contact with the bumpstop on the coil seat. Rotate the bumpstop mount on the axle (make sure that it stays centered on the spring pad) so that the entire bumpstop makes contact with the lower mount, (move the coil seat on the frame as necessary), place a small tack weld on the bumpstop to the lower mount. Once both coil seats are properly position on the frame with the bumpstops and mounts aligned, use drill with a 7/16" bit and drill the three holes in each coil mount completely through the frame. (these holes MUST be drilled straight and level) SEE PHOTOS BELOW AND ON NEXT PAGE



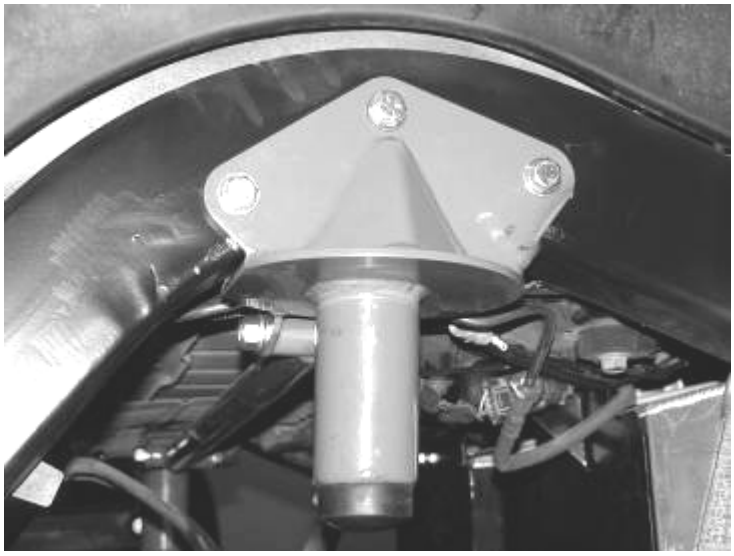






18. Lower the floor jack and remove the coil seats from the frame. Using a drill with a 5/8” drill bit, drill just the outside hole on the frame out to 5/8”, DO NOT DRILL A 5/8” HOLE COMPLETELY THROUGH THE FRAME. Insert one of the supplied sleeves into each hole previously drilled out to 5/8”. SEE PHOTOS BELOW AND ON NEXT PAGE

19. Reposition the coil mounts onto the frame with the support tube. Place the 3 ¾" bolts with flat and split washers through the two lower holes on each mount and through the frame and tighten into the nut on the back side of the mount. Leave loose. Place the 3 ¾" bolt through the top hole and place a washer and ny-lock on the back of the frame. Torque the 7/16" hardware to 50 lbs. and the ½" hardware on the support tube to 75 lbs. SEE PHOTO BELOW AND IN NEXT COLUMN

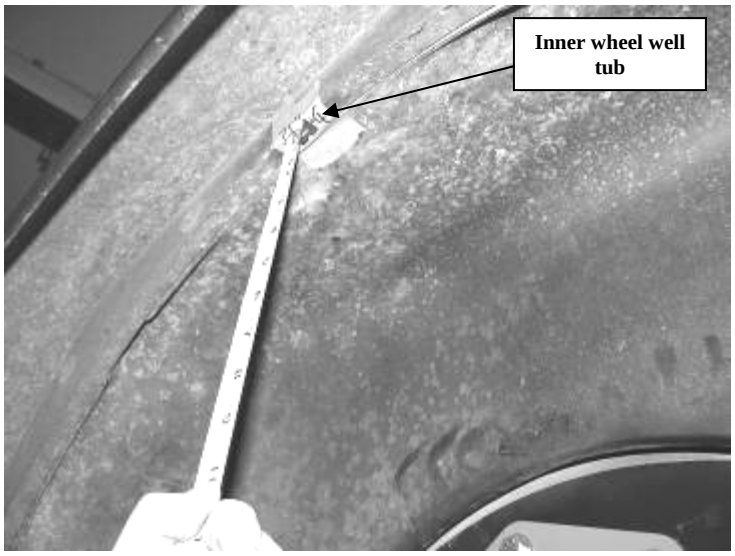


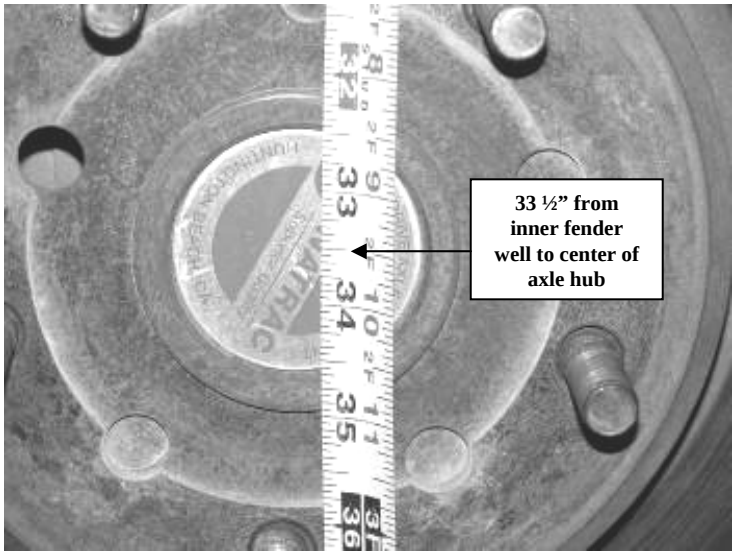
20. Raise the axle with a floor jack one side at a time and make sure that the lower mount makes contact with each of the upper coil seat bumpstops. Then lower the axle and weld the lower bumpstops to the axle.

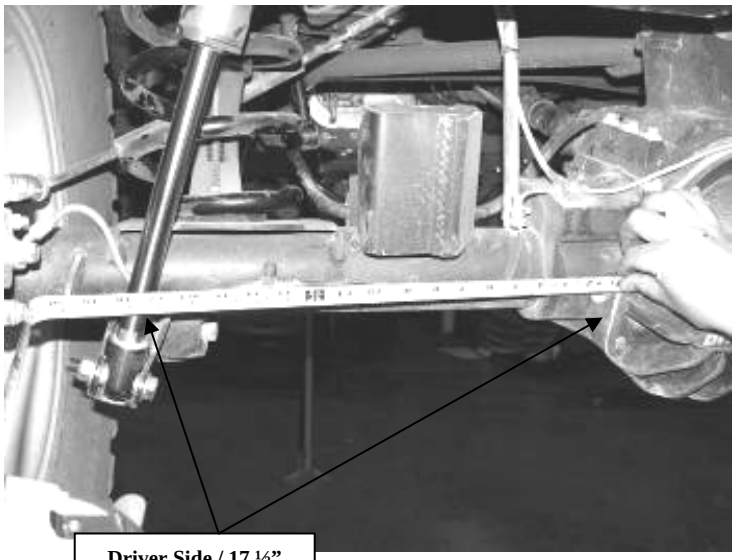
21. Working from the driver's side, locate FT50285 Driver Side shock mount, FT50286 Passenger side shock mount, supplied ½"x 2 ¾" hardware, factory upper shock hardware, and FTS7129 rear shocks (not included in this kit). Insert one of the provided shock sleeves into the bushings on the body end of each shock. Mount the shocks (with the body up) to the upper shock mount with the factory hardware. Fully extend the shocks. Mount the tabs to the shocks with the ½" hardware and leave loose. **Fabtech shocks must be used with this system. They are the suspension / driveline limiting stop.**

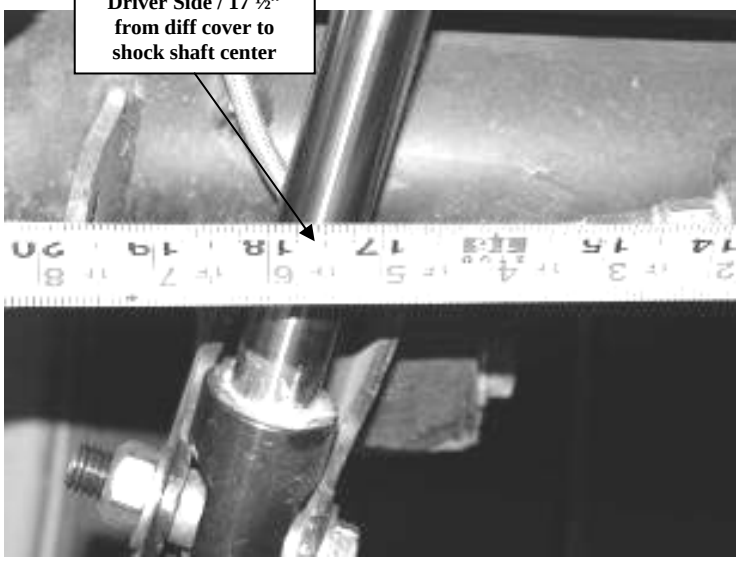
22. Use a floor jack to raise the axle so that the axle hub-to-inner fender height is 33 ½" **on both sides of the Jeep**. On the driver's side, place the tabs up to the axle and position them so the outer tab mounts 17 ½" inward from the outside edge of the rear diff cover. Place tack welds on the corners of each tab to the axle. Repeat the same procedure on the passenger side (position the mount 16 ½" from the outside edge of the diff cover). Double check all of the measurements and remove the shocks. Weld both sides on each of the gussets to the axle tube. Once cooled, paint the axle and tabs. SEE PHOTOS BELOW AND IN NEXT COLUMN

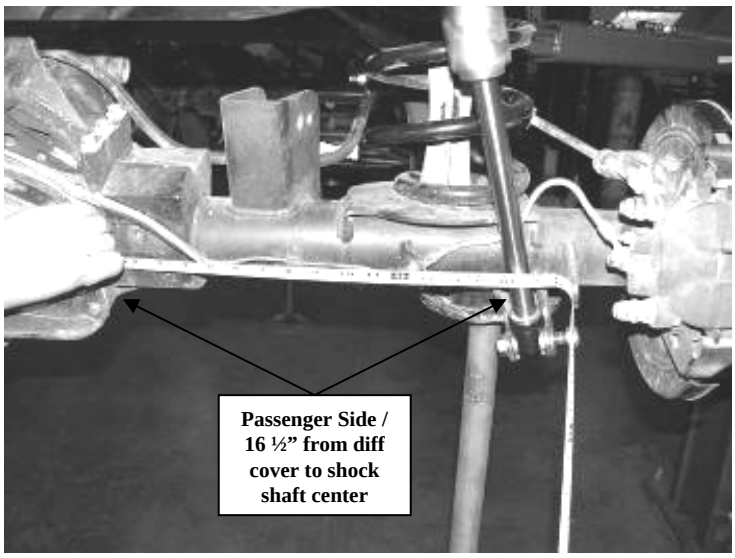
THESE TABS ARE A WELD-ON INSTALLATION. ONLY AN EXPIRENCED CERTIFIED WELDER SHOULD COMPLETE THIS INSTALLATION

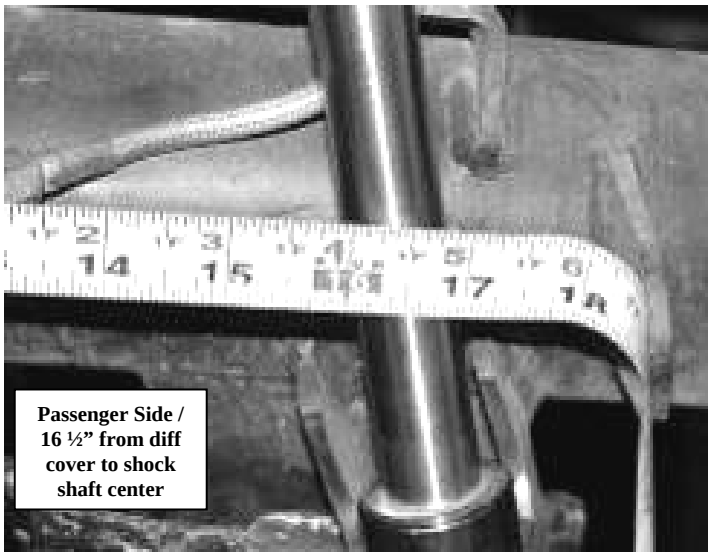

Inner wheel well tub


33 ½" from inner fender well to center of axle hub


Driver Side / 17 ½" from diff cover to shock shaft center




Passenger Side / 16 ½" from diff cover to shock shaft center



23. Locate the Fabtech rear lift coil springs, (not included in kit: 6" or 8" coil springs) and install into the Jeep. Rotate the coil springs until they make contact with the stop built into the welded bumpstop. Locate the FT50304 Coil Spring Retainer and position it onto the front of the bumpstop tower and against the top of the coil and spring plate. Mark the hole bottom of the spring plate where the retainer will mount. Remove the coils and drill the spring plate to 5/16". Re-install the coil springs, index them, and install the new coil spring retainers with the provided 5/16" hardware. SEE PHOTO BELOW

24. Reconnect the shocks to the lower mounts and torque the hardware to 75 ft. lbs. Re-attach the sway bar endlinks using the original hardware.

25. Install the correct for your application Fabtech rear CV drive shaft (not included with this system).

26. Install rear tires and wheels and torque lug nuts to wheel manufacturer's specifications. Turn front tires left to right and check for appropriate tire clearance.

27. The rear inner and outer fenderwell on the Jeep will need to be trimmed / cut. Due to variances on Jeeps, wheels and tire combinations, and accessories, each Jeep will need to be trimmed as necessary. Use the photos below as a reference / staring point and trim as necessary for your Jeep. SEE PHOTOS BELOW AND IN NEXT COLUMN AND PAGE

28. Some vehicles are equipped with a charcoal canister mounted behind the Passenger plastic rear wheel liner. If your Jeep is equipped with a charcoal canister, see the instructions with the Gen-Wright gas tank.

29. Recheck all nuts and bolts for proper torque tightness before driving. Grease all the zerc fittings in all of the new rod ends and in all the factory steering components. Drive the truck for 50 miles and have it aligned to factory specifications.

30. Refer to Owner's Manual for proper brake bleeding procedure.

31. Adjust headlights

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 manufacturer's production changes and/or inconstancies 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.