

**SIMPLY SUPERIOR.**

**4 DOOR MODELS**

**2.5" & 3.5" J-LANDER SUSPENSION SYSTEM**

**2018-2020 JEEP JL WRANGLER**

**JSPEC1314**

**2 DOOR MODELS**

**3" J-LANDER SUSPENSION SYSTEM**

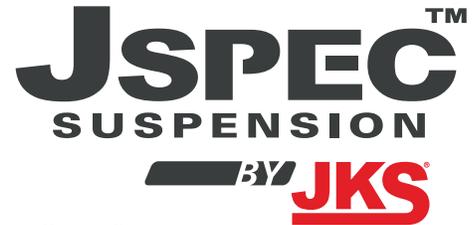
**2018-2020 JEEP JL WRANGLER**

**JSPEC1314**

[www.jksmfg.com](http://www.jksmfg.com) | [jks@ridefox.com](mailto:jks@ridefox.com) | 517-278-1226

## GETTING STARTED

Read all warnings, instructions, notes and cautions before you begin the installation.



## WHO SHOULD INSTALL THIS?

We recommend that this system be installed by a professional mechanic. The installer will need professional knowledge of special tools required for installation as well as assembly and disassembly procedures.

## STAYING SAFE AND LEGAL

- If you fail to drive your lifted and modified vehicle safely it may result in serious injury or death.
- Exercise caution: A lifted vehicle is at greater risk for rollovers or loss of control, especially during abrupt maneuvers.
- Always wear your seat belt, reduce your speed and avoid sharp turns.
- Never operate your vehicle under the influence of drugs or alcohol.
- Consult local and state laws for the legality of your ride height.

## BEFORE YOU BEGIN INSTALLATION

- Needed items: OE service manual for your vehicle, safety glasses, and any special tools as indicated in these instructions as well as the following tools: assorted metric and standard wrenches, hammer, hydraulic floor jack and a set of jack stands.
- Ride Height: Measure the initial ride height of your vehicle prior to installation. Final ride height may vary depending on the factory height of your vehicle.
- Tires and rims: Larger tire and rim combinations can increase leverage and cause additional stress to suspension, steering, and related components. When installing larger than OE tires and rims, the following components should be inspected for wear every 2500-5000 miles: ball joints, tie rod ends, wheel bearings, track bar bushings, pitman arm.
- Drive line vibrations: Some vehicles may experience drive line vibration after installation of this suspension system. Possible remedies for this include: tuning angles, replacement of slider on shaft, lengthening or truing of shaft, and/or replacing u-joints.
- Installation without a hoist: We recommend completing the rear alterations first if no hoist is available.



### TRACTION CONTROL COMPLIANT

In an effort to reduce the risk of rollover crashes the National Highway Traffic Safety Administration (NHTSA) established the Federal Motor Vehicle Safety Standard (FMVSS) No. 126 requiring all new passenger vehicles under 10,000 lbs GVWR include an electronic stability control (ESC) system as standard equipment. Effective August 2012 this law requires aftermarket products to be compliant with these same standards.

**VISIT 560PLUS.COM FOR MORE INFORMATION!**

## THANK YOU FOR CHOOSING JSPEC SUSPENSION

### TIRE FITMENT

#### SPORT & SAHARA MODELS

**2.5-3" LIFT** - 33x12.50 on 17x8 with 4.5-5" backspacing no rubbing  
- 35x12.50 on 17x8 with 4.5-5" backspacing rubbing  
under articulation will occur

**3.5" LIFT** - 35x12.50 on 17x8 with 4.5-5" backspacing no rubbing

#### RUBICON MODELS

**2.5-3" LIFT** - 35x12.50 on 17x8 with 4.5-5" backspacing no rubbing

**3.5" LIFT** - 37x12.50 on 17x8 with 4.5-5" backspacing no rubbing

### SPECIAL TOOLS REQUIRED

Torque Wrench

Die Grinder with carbide bur (LCA cam install)

### INSTALLATION TIME

Approximately 6-8 hours



## BEFORE YOU BEGIN

- The kit comes standard with front shocks intended for use with the factory front driveshaft. If an aftermarket dual cardan front shaft is used, front shocks up to 28" (2.5") or 29" (3.5") extended can be used.
- Individual part instruction sheets are not needed for installation.

## 01. PRE-INSTALLATION

a. Measure from the center of the wheel up to the bottom edge of the wheel opening.

	Drv	Pass
Front	<input type="text"/>	<input type="text"/>
Rear	<input type="text"/>	<input type="text"/>

## 02. REAR DISASSEMBLY

**TPMS ECU and parking brake cable relocation require bolt pack J129.**

- a. Disconnect the track bar at the axle with the vehicle still on the ground using a 21mm socket. Save bolt and nut tab.
- b. Raise and support the vehicle with jack stands positioned in front of the lower suspension arm brackets. Remove the tires.
- c. Remove the bolts holding the brake lines to the frame (10mm) [1].



- d. Remove the (2) bolts holding the TPMS ECU sensor to the rear crossmember (10mm) [2].
- e. Relocate the sensor using the provided ¼" hardware in bolt pack J129. Using the provided cable clamp, insert the passenger side parking brake cable and reattach where the sensor was located using the original nut.[3].

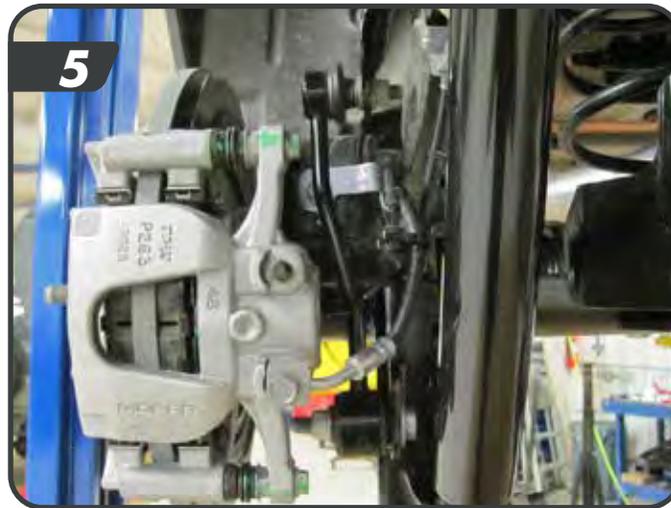


- f. Rubicon models: Disconnect the locker wires from the differential.

- g. Remove "W" bracket securing both emergency cables (15mm). The bracket is located above the driveshaft and is not easily visible. The bracket will not be re-used.[4]



- h. Remove the sway bar links from the axle and sway bar (18mm) [5]



- i. Remove the rear inner fender liners by removing the 3 bolts (8mm) to gain access to the upper shock bolt [6].



- j. Support the axle with a jack under the center of the differential and remove the shocks from the frame and axle (18mm), save hardware [7].



- k. Lower the axle enough to remove the factory springs. Note the orientation of the upper spring isolators. Make sure there is adequate slack on all brake lines.

## 03. REAR INSTALLATION

### REAR ADJUSTABLE COIL OVER SPACER (ACOST™)

- a. Using a paint marker, trace the circumference of the OE isolator pad. [8]



- b. Remove the rubber isolator pad from the upper coil spring mount on the chassis.  
c. Locate the small hole in the upper spring mount that was previously concealed by the rubber isolator pad.  
d. Position the flange end (concave) of the Cone Adapter Plate over the center portion (convex) of the upper spring mount.  
e. Rotate the Cone adapter plate so that one of the holes lines up with the factory hole in the factory spring mount, while keeping the Cone Adapter plate concentric within the traced circle of the OE isolator Pad. [9]

**Note:** The Cone Adapter Plate will be slightly bias towards the factory hole in the factory upper spring mount. You can also use a 5/16-18 x 1" Cap Screw to help keep the Cone Adapter Plate aligned with the factory hole.



- f. Using the Cone Adapter Plate as a template, accurately mark the 5 remaining hole locations on the upper spring mount.

**Hint:** A transfer punch or similar tool is useful for marking hole locations.

- g. Remove the Cone Adapter Plate and drill a pilot hole at each marked locations using a 1/4" drill bit. Enlarge each hole with a 3/8" drill bit. [10]



- h. Paint any exposed metal on the upper spring mount to prevent corrosion.  
i. Place Reinforcement Ring on top of the upper spring mount and align with drilled holes.  
j. Reposition the Cone Adapter Plate of ACOS™ over the center portion of the upper spring mount so that all six mounting holes align.  
k. Insert a 5/16-18 x 1" through each mounting hole.

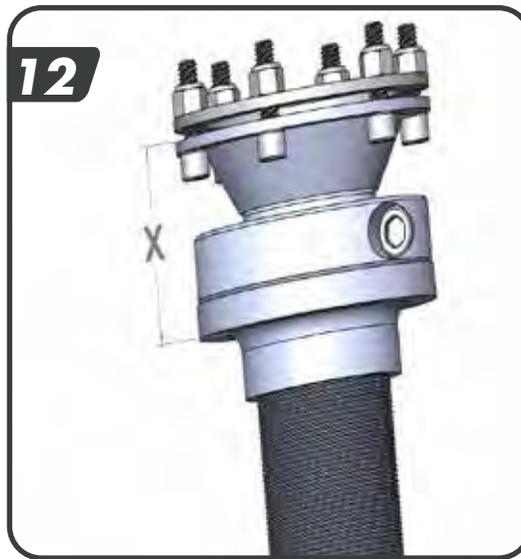
**Hint:** Bolts must be inserted from the bottom through the Cone Adapter Plate, Upper coil spring mount, and Reinforcement Ring.

- l. Loosely thread a 5/16" Nylock Nut onto each 5/16" x 1" Bolts [11]



- m. Once all 6 bolts have been installed, tighten the 5/16" Nylock Nuts to 30 ft-lbs using a torque wrench.  
n. Setting the adjuster ring for desired ride height:
  - Apply spray lubricant (WD-40 or similar) to threaded portion of Cone Adapter Plate
  - Install Adjuster Ring by threading it onto the Cone Adapter Plate
  - Slide Isolator Pad onto Cone Adapter Plate until it is flush with Adjuster Ring

**Important:** Adjustment height "X" is determined by measuring the distance between the top of the Cone adapter Plate and the bottom of the Isolator Pad.



 **WARNING**

**DO NOT EXCEED  
MAXIMUM RANGE OF ADJUSTMENT**

**Adjustment Range “X”\***

**Minimum: 2.5"**

**Maximum: 4.5"**

- o. Rotate Adjuster Ring to the minimum position (2.5") and tighten the recessed 5/16" x 1-1/4" Cap Bolt to lock in place.

**Note:** 2.5" is an appropriate starting point, further adjustments can be made to allow for ride height correction when additional weight is added.

## J-LINK REAR LOWER CONTROL ARMS

**Perform replacement control arm installation one side at a time.**

- p. Raise the axle housing back into position and support with a hydraulic jack. HINT: The axle housing should be evenly supported and the suspension at normal ride height. Do not attempt removal or installation with the suspension extended, or the axle drooped, as this will place tension on suspension arm mounting hardware.
- q. Remove the lower suspension arm bolt and nut from the axle housing bracket. Retain the original mounting hardware.
- r. Remove the bolt and flag nut from the chassis rail bracket. Retain the original mounting hardware.
- s. Remove the original lower suspension arm from the vehicle.
- t. Apply anti-seize lubricant to bolt threads of original mounting hardware.
- u. Mount the control arm to the frame rail bracket. Install the original mounting bolt and flag nut. Finger tighten the bolt. DO NOT torque mounting hardware until instructed.
- v. Mount the control arm to the axle housing bracket. Install the original mounting bolt and finger tighten the nut. DO NOT torque mounting hardware until instructed.

**HINT:** If mounting bolt is difficult to install due to misalignment of the control arm bushing with mounting bracket, either (1) adjust height of axle housing with hydraulic jack, or (2) move axle housing into position with a heavy-duty ratchet strap.

- w. Control arm bolts will be torqued with the full weight of the vehicle on the ground.

## COIL SPRINGS, SWAY BAR LINKS, BUMP STOPS

### Rear bump stop spacers will require bolt pack J151

- x. Install the shorter pair of JSPEC coils springs with the tighter windings on top into the rear of the vehicle with the orientation similar to stock. Raise the axle to compress the springs enough to hold them in place.
- y. Set the length of the provided rear sway bar links with the booted joints to 11- $\frac{3}{4}$ " between the ball stud centers and install to the outside of the sway bar and axle mount [13,14]. Torque to 72 ft-lbs.

*Note: Sway bar hole will be tight, it may require being enlarged just slightly to get the stud to push through. A round file or rotary bit can be used.*



- z. Install the provided adjustable bump stop spacers on the axle using the existing holes in the axle bump stop pad. The bump stop system consists of one 2" bump stop block, and two  $\frac{1}{2}$ " bump stop blocks. This allows for bumpstop height to be tuned specifically for your wheel and tire combination. We recommend using the 2" block for 2.5-3" of lift and all 3 pieces for a total bump stop height of 3" for 3.5" of lift. Fasten the bump stop spacer to the axle with the appropriate length 5/16" bolts, nuts, and washers (BP J151). Torque bolts to 15 ft-lbs.



- aa. The shocks come with the bushings and upper spacers pre-installed. The wide mount will be installed up, at the frame. Slide the shock up into the mount. JSPEC shocks will be installed body down, Fox shocks will be installed body up.

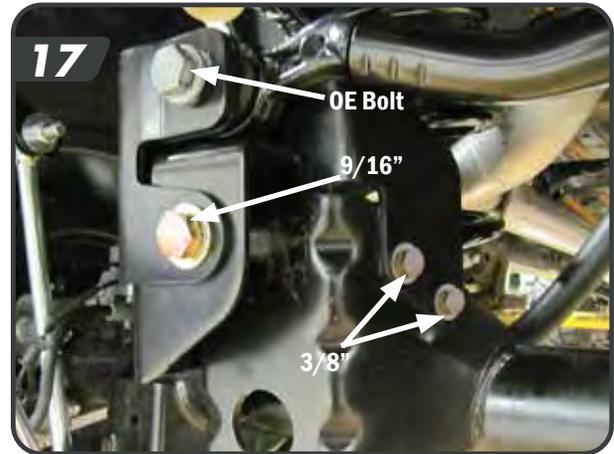
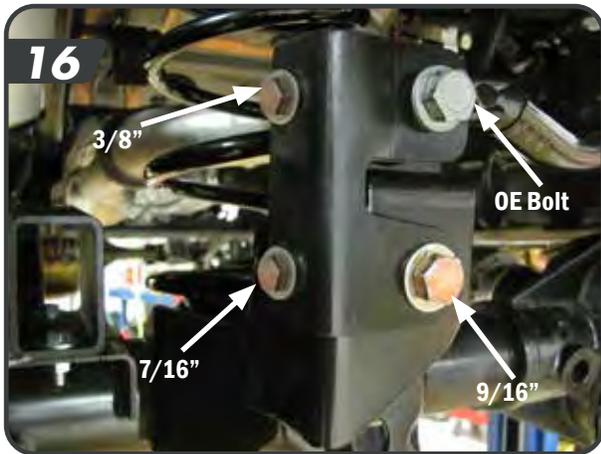
*Tip: The bushings will have to compress slightly to get the shock in the mount, try walking the shock into place by tilting the shock back and forth against the spacers while pushing the shock up into place.*

- ab. Attach the shock to the frame and axle mount with the original hardware. Torque upper bolts to 74 ft-lbs and the lower bolts to 81 ft-lbs. Re-install inner fender liners.

## TRACK BAR BRACKET

**Rear track bar bracket and brace will require bolt pack J129 and the 1 5/8" long sleeve.**

- ac. Insert the provided 9/16" hardware first into the track bar bracket, then through the original track bar bolt hole using the provided 1-5/8" long sleeve located in the hardware box. [16]
- ad. Secure the track bar brace to the track bar bracket with 3/8" hardware located in bolt pack J129.
- ae. With the bracket and brace in position, mark the position of the 3 holes to be drilled. One 1/2" hole will be drilled below the 3/8" bolt holding the bracket and brace together, a 1/2" drill bit is used to provide clearance for the 7/16" hardware. Two 7/16" holes will be drilled adjacent to each other to secure the track bar brace to the axle. A 7/16" drill bit is used to provide clearance for the 3/8" hardware.



- af. Drill the holes and fasten the bracket to the axle with the provided hardware. Insert the provided sleeve in the OE track bar position.
- ag. Tighten the 9/16" bolt to 130 ft-lbs; 7/16" to 59 ft-lbs, and the 3/8" hardware to 37 ft-lbs [17]. The track bar will be re-installed with the vehicle on the ground.
- ah. Re-attach the brake line brackets to the frame using the factory hardware.
- ai. Rubicon models: Reattach the locker wire harness to the differential.
- aj. Mount the tires and lower the vehicle to the ground.
- ak. Install the rear track bar into the relocation bracket with the factory bolt.  
*Tip: Use an assistant to push on the body of the vehicle to help align the track bar in the bracket.*
- al. Torque the axle side track bar bolt to 74 ft-lbs plus 60 degrees.

## 04. FRONT DISASSEMBLY

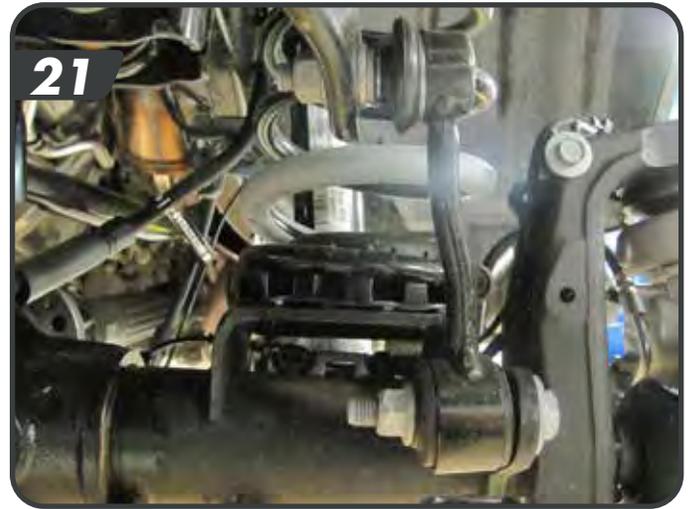
- a. Disconnect the front track bar (21mm) from the axle. Save bolt and nut tab.
- b. Raise the vehicle and support the frame with jack stands behind the front lower control arm pockets.
- c. Remove the wheels.
- d. Disconnect the front brake line brackets from the frame rails (10mm) [18].



- e. Rubicon models: Disconnect the front locker wires from the differential.
- f. All models: Disconnect the front axle disconnect wiring harness and pull out the (2) push pins that mount the harness to the axle [19].



g. Disconnect the sway bar links from the axle and sway bar (18mm). Discard links, save lower hardware [20,21].



h. Remove the 4 bolts mounting the front driveshaft to the pinion flange (15mm). This is done to ensure the driveshaft does not bind when removing the coil springs. [22]



i. Support the front axle with a hydraulic jack. Remove the front shocks from the vehicle using a 18mm socket for the top and 18mm socket and wrench on the bottom. Save lower hardware.

j. Lower the front axle and remove the coil springs. As the axle is lowered, verify all brake and electrical wires have enough slack and the driveshaft doesn't bind.

## 05. FRONT CAM LOCK INSTALLATION (OPTIONAL)

**Alignment cams are provided, but should NOT be installed unless more caster is needed/ desired. Consult your alignment technician if you think this is necessary.**

- a. With the front axle still supported with a jack, loosen all 4 lower control arm bolts. Remove the passenger's side lower control arm bolt at the axle. The lower control arm mounts are setup with cam stops so they can be changed to slots for alignment cams.
- b. Place the alignment cam between the stops on the axle so that the new bolt hole is rearward. Mark the area that needs to be removed.
- c. Using a die grinder with a carbide burr (preferred), remove the area marked on both sides of each control arm axle mount. [23]



- d. Re-install the control arm to the axle with the factory bolt with cam lock washers. Rotate the cam lock so that the bolt will be as far back in the slot as possible (most rearward setting = max caster). Snug the cam hardware so that the cams are retained within the stops. Final torque will be completed with the weight of the vehicle on the suspension. [24]

*Note: Use of a jack on the axle may help to align the cams. Wait for final cam placement until the other side is complete.*



- e. Repeat cam bolt installation on the driver's side.

## 06. FRONT INSTALLATION

### J-LINK FRONT LOWER CONTROL ARMS

**Perform replacement control arm installation one side at a time.**

- a. Raise the front axle housing back into position and support with a hydraulic jack. HINT: The axle housing should be evenly supported and the suspension at normal ride height. Do not attempt removal or installation with the suspension extended, or the axle drooped, as this will place tension on suspension arm mounting hardware.
- b. Remove the brake line control arm bracket from the control arm and brake line. [25] These will not be re-used.



- c. Remove the lower suspension arm bolt and nut from the axle mount. Retain the original mounting hardware.
- d. Remove the bolt and nut from the chassis rail bracket. Retain the original mounting hardware.
- e. Remove the original lower suspension arm from the vehicle.
- f. The factory shock bolts will need to be cut shorter to clear the larger JKS control arms. Using a cut off wheel, leave about 1/4" of threads past the nut and cut off the bolt [26]



- g. Mount the control arm to the frame rail bracket. Install the original mounting bolt and nut. Finger tighten the bolt. DO NOT torque mounting hardware until instructed. The full weight of the vehicle must be resting on the suspension to prevent premature rubber bushing wear.
- h. Mount the control arm to the axle housing bracket. Install the original mounting bolt and finger tighten the nut. DO NOT torque mounting hardware until instructed.

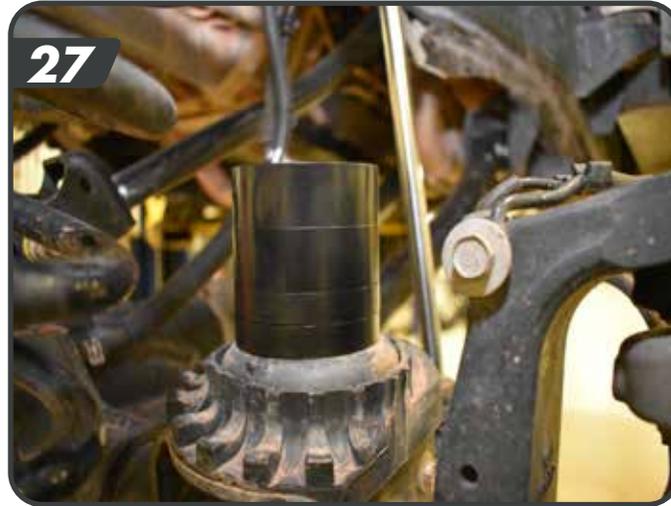
**HINT:** If mounting bolt is difficult to install due to misalignment of Control Arm bushing with mounting bracket, either (1) adjust height of axle housing with hydraulic jack, (2) move axle housing into position with a heavy-duty ratchet strap, or (3) temporarily disconnect track bar until mounting holes align.

## FRONT BUMP STOP & COIL SPRING INSTALLATION

**Front bump stop spacers will require bolt pack J150**

- i. Place the provided bump stop extension inside one of the JSPEC front coil springs. Install the front springs with the bump stop extension [27]. Make sure the spring is seated properly in the axle mount and the top isolator hasn't moved from the stock position.

*This kit includes an adjustable bump stop system that allows for bump stop height to be tuned specifically for your wheel and tire combination. The bump stop system consists of one 2" bump stop block, and two 1/2" bump stop blocks. For the 2.5-3" kit, we recommend using only the 2" block. For the 3.5" kit, we recommend 3" of bump stop extension.*



- j. Attach the bump stop extension to the axle through the hole in the center of the spring perch. Access to the nut can be obtained from the front of the spring perch. Another option is to remove the brake line bracket temporarily to gain access to attach the nut from the rear of the spring perch. Torque to approximately 29 ft-lbs.
- k. Repeat the spring and bump stop installation on the other side of the vehicle.
- l. Install the new shocks with the factory hardware. The shocks will be installed with the wide spacers up top and the bushing and sleeve in the bottom similar to the rear. JSPEC shocks will be installed body down, Fox shocks will be installed body up. Torque the upper bolts to 74 ft-lbs and the lower bolts to 81 ft-lbs.
- m. Re-install front driveshaft using OE hardware and thread locker. Torque bolts to 89 ft-lbs.

## QUICKER DISCONNECT INSTALLATION

**Quicker Disconnects will require bolt pack J127**

### ALL MODELS

- n. Adjust the length of the quicker disconnects to 9" center to center. This is a good starting point and can be fine tuned once the vehicle is on the ground if needed.

- o. Insert the longer sleeves into the upper bushing and slide the polyurethane spacer onto the upper sleeve so it will mount towards the swaybar.
- p. Using the provided 12mm x 75mm bolts, washers, and nuts loosely fasten the sway bar links to the sway bar with the bolts going from the outside towards the frame [28].



## NON-RUBICON MODELS

- q. The passenger side mount will need to be cut to provide access for the disconnect post. Cut the mount off vertically just past the weld on the bracket [29]. This should be about 1-1/4" from the center of the hole.



- r. Install the shorter passenger side post on the side of the track bar mount at the sway bar link mount location with it pointing outboard [30]. Fasten with the 1/2" nylock nut and tighten to 64 ft-lbs.



- s. Install the longer disconnect post on the driver side axle sway bar link mount with it pointing inboard [31]. Fasten with the  $\frac{1}{2}$ " nylock nut and tighten to 64 ft-lbs. Tighten the post with the pin hole parallel to the ground. Slide the polyurethane spacer on the pin up against the axle tab.

*Note: A small screwdriver or punch inserted into the pin hole will keep the post from turning as you tighten it.*



- t. The kit comes with disconnect retention brackets to hold the links when the links are disconnected. Install the retention brackets using the provided  $\frac{5}{16}$ " bolts into the factory hole in the front of the coil bucket [32]. These are designed to slightly interfere with the edge of the coil bucket to hold them in place.



- u. Slide the ends of the disconnects over the retention bracket posts. Insert click pins to secure. These quicker disconnects can be more easily attached with the vehicle at ride height.
- v. Torque the quicker disconnect to sway bar mounting bolts to 79 ft-lbs.

## RUBICON MODELS

***Rubicon models have a factory electronic disconnect system. Follow these steps to solid mount your sway bar links.***

- w. Set the sway bar into disconnect mode for ease of installation of the links to the axle.
- x. Locate the 1- $\frac{1}{4}$ " sleeve and insert it into the passenger side disconnect bushing.
- y. Insert the  $\frac{1}{4}$ " thick spacer and disconnect into the original sway bar link location. It may be necessary to slightly open up the link opening for ease of assembly.
- z. Fasten the link to the axle with the original hardware. [33] Adjust the length as necessary to ensure the links do not bind at full droop, depending on the shocks being installed.



- aa. Install the remaining longer sleeve on the driver side and slide the polyurethane spacer onto the sleeve so it will mount towards the axle mount tab. Install the quicker disconnect to the inboard side of the axle tab with the original sway bar link hardware.

*Note: If the link length was adjusted for the passenger side, match the length on the driver side link.*

- ab. Torque the upper bolts to 79 ft-lbs and OE lower bolts to 59 ft-lbs

## FRONT ADJUSTABLE TRACK BAR

- ac. Adjust the length of the track bar to 34". This is a starting point, final adjustment can be made once the vehicle is on the ground.
- ad. Disconnect the factory track bar from the frame side mount, save hardware.
- ae. Insert the non adjustable end of the new track bar into the frame mount with the clearance bend forward. Use factory hardware. Do not tighten at this time.

## 07. FINAL INSTALLATION STEPS

- a. Rubicon models: Reattach the locker wire harness to the differential.
- b. All models: reattach front brake line brackets to the frame and reattach front axle disconnect harness clips.
- c. Install the wheels and torque to the lug nuts to 130 ft-lbs.
- d. Lower the vehicle to the ground and bounce the vehicle to settle the suspension.
- e. Torque the front lower control arm bolts at the axle and at the frame to 103 ft-lbs plus 145 degrees. Torque the rear lower control arm bolts to 74 ft-lbs plus 50 degrees at both the frame and axle.
- f. Attach the front track bar to the axle with the OE hardware. Have an assistance turn the steering wheel to aid in aligning the track bar bolt. Take measurements to check if the axle is centered. Make an adjustment to the track bar equal to half of the distance the axle is shifted to one side. Torque the frame side track bar bolt to 52 ft-lbs plus 115 degrees and the axle side track bar bolts to 52 ft-lbs plus 155 degrees.
- g. Verify tire clearance, trim the front bumper side trim pieces as shown if necessary on your model.



- h. Double check all hardware for proper torque.
- i. Lubricate all grease zerk fittings using common wheel bearing grease or equivalent.  
**Caution:** Rubber bushings must never be lubricated as doing so will impair performance and longevity.
- j. Have a front end alignment performed to center steering wheel.
- k. Check all fasteners after 500 miles and at regularly scheduled maintenance intervals.

## 08. STICKER INSTALLATION

**Sticker installation should be performed when the temperature is above 60° F.**



- a. Clean the areas thoroughly with rubbing alcohol to remove any buildup.
- b. Carefully place the sticker in the desired location.
- c. Rub gently to secure, then press firmly for 30 seconds.

## 09. MAINTENANCE AND OPERATION

### ACOS™ RIDE HEIGHT ADJUSTMENTS

- a. Future ride height adjustments should be made with no load on the rear coil springs, and the suspension at full droop.
- b. Never turn the adjuster ring while under tension and always apply spray lubricant to the threads of the threaded tube before adjusting.

# KIT CONTENTS

## JSPEC STD COIL SPRINGS - 2.5" 4 DOOR/ 3" 2 DOOR

Part No.	Qty	Description
034230R	2	Front coil springs - Std
034236R	2	Rear coil springs - Std

## JSPEC HD COIL SPRINGS - 2.5" 4 DOOR/ 3" 2 DOOR

Part No.	Qty	Description
034232R	2	Front coil springs - HD
034238R	2	Rear coil springs - HD

## JSPEC STD COIL SPRINGS - 3.5" 4 DOOR

Part No.	Qty	Description
034330R	2	Front coil springs - Std
034336R	2	Rear coil springs - Std

## JSPEC HD COIL SPRINGS - 3.5" 4 DOOR

Part No.	Qty	Description
034332R	2	Front coil springs - HD
034338R	2	Rear coil springs - HD

## JSPEC1314 MAIN BOX KIT

### Rear Track Bar Bracket

Part No.	Qty	Description
03321	1	Rear Track Bar Bracket
03322	1	Rear Track Bar Bracket Brace
163	1	Track Bar Bracket Sleeve
J129	1	Bolt pack - Rear Track Bar Bracket
	1	9/16"-12 x 3-1/2" bolt
	1	9/16"-12 prevailing torque nut
	2	9/16" SAE flat washer
	1	7/16"-14 x 1" hex bolt
	1	7/16" prevailing torque nut
	2	7/16" SAE flat washer
	3	3/8"-16 x 1" hex bolt
	3	3/8"-16 prevailing torque nut
	6	3/8" SAE flat washer
	1	1/4"-20 x 3/4" hex bolt
	1	1/4"-20 prevailing torque nut
	2	1/4" SAE flat washer
	1	Cable clamp

## Front Adjustable Track Bar

Part No.	Qty	Description
03300	1	Track Bar
03309	1	Track Bar End
36274	1	1-1/4" Jam Nut
MB01B701740	2	Bushing

## Sway Bar Quicker Disconnects

Part No.	Qty	Description
03315	1	Disconnect Retention Bracket - Drv
03316	1	Disconnect Retention Bracket - Pass
03010	1	Female
03011	1	Male
M00475-BK-01	2	Spherical Bushing
7050R	2	Grease Zerk Cap
7607	2	Grease Zerk
36264	1	5/8 Jam nut
J127	1	Bolt Pack - Quicker Disconnects
	2	12mm-1.75 x 75mm bolt
	2	12mm-1.75 x 75mm prevailing torque nut
	4	12mm flat washer
	2	5/16"-18 x 3/4" bolt
	2	5/16"-18 prevailing torque nut
	4	5/16" SAE flat washer
03005	2	Quick Pin (2001CP)
M03212-BK-01	3	Offset Polyurethane Spacer
A1046	1	03013 Stud w/ nut
A1045	1	03017 Stud w/ nut
65	2	3/4" X 1.65" Sleeve

## Rubicon Fixed Mount Hardware

Part No.	Qty	Description
65	1	3/4" X 1.65" Sleeve
162	1	3/4" x 1.25" Sleeve
01499	1	1/4" Spacer

# KIT CONTENTS

## JSPEC1314 MAIN BOX KIT (CONT.)

### Front Alignment Cams

Part No.	Qty	Description
03326	4	Front alignment cam washer

### Bump Stop Extensions

Part No.	Qty	Description
3296-STN	2	2" Front Bump Spacer
3596	4	0.5" Front Bump Spacer
J150	1	Bolt Pack - Front Bump Ext. 2 3/8"-16 x 2-1/2" bolt 2 3/8"-16 x 3" bolt 2 3/8"-16 x 3-1/2" bolt 2 3/8"-16 flange lock nut 2 3/8" SAE washer

### Rear Sway Bar Links

Part No.	Qty	Description
TRE502	4	Rod End with nut
03065	2	Connecting Rod
N12FJ	4	1/2" Jam Nut

### J-LINK LOWER CONTROL ARMS

Part No.	Qty	Description
A1008	2	J-Link Rear Lower Control Arm
A1058	2	J-Link Front Lower Control Arm

### JKS2571- REAR ACOS

Part No.	Qty	Description
A1059	2	JL Rear ACOS Assembly
03129	2	Reinforcement Ring
J133	1	Bolt Pack - Rear ACOS 12 5/16"-18 Nylock Nut 12 5/16"-18 x 1" Cap Screw
03891	2	2" Rear Bump Spacer
03892	4	0.5" Rear Bump Spacer
J151	1	Bolt Pack - Rear Bump Ext. 4 5/16"-18 x 1-1/4" bolt 4 5/16"-18 x 1-3/4" bolt 4 5/16"-18 x 2-1/4" bolt 4 5/16" SAE washer 4 5/16" flange lock nut