

SIMPLY SUPERIOR.

**3.5" J-LANDER SUSPENSION SYSTEM
2007-2018 JEEP JK WRANGLER
4 DOOR MODELS**

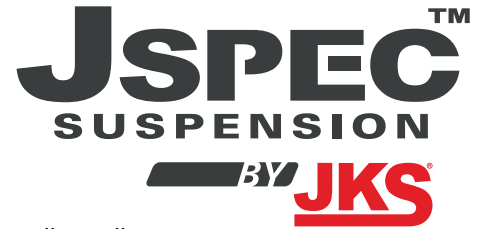
JSPEC2252

www.jksmfg.com | jks@ridefox.com | 517-278-1226

RV. 031220

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

3.5" LIFT
35x12.50 on 16x8 with 4.5" backspacing

SPECIAL TOOLS REQUIRED

Torque Wrench
5/16" Drill (Bump Stop Extensions)
Rotary cut off tool or punch (cam install)

INSTALLATION TIME

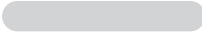
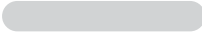


Approximately 7-8 hours

BEFORE YOU BEGIN

2012-14 models using the stock front driveshaft will require exhaust extension kit JKS8150.

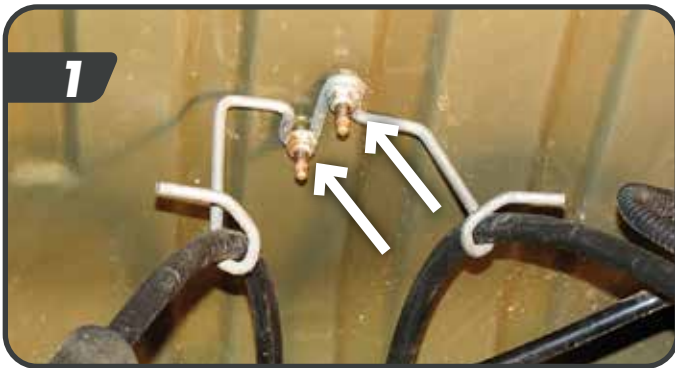
01. PRE-INSTALLATION

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

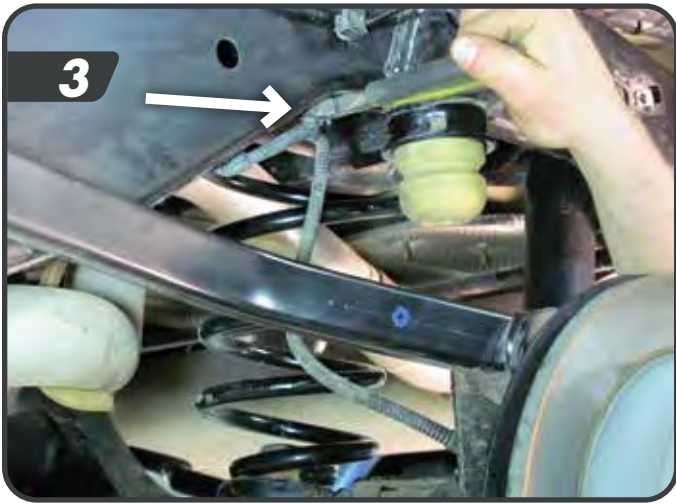
	Drv	Pass
Front		
Rear		

02. REAR DISASSEMBLY

- Disconnect the track bar at the axle with the vehicle still on the ground using a 21mm socket. Save bolt and nut tab.
- Raise and support the vehicle with jack stands positioned in front of the lower control arm brackets. Remove the tires.
- Remove the parking brake cable bracket (10mm) [1]. Save nuts.
- Remove the bolts holding the brake lines to the frame (10mm) [2].



- e. Using a clip removal tool or pliers, remove the wheel speed sensor wiring from the bottom of the frame to gain additional slack [3].
- f. Support the axle with a jack under the center of the differential and remove the shocks from the frame (16mm) and axle (18mm), save hardware [4].



- g. Rubicon models: Disconnect the locker wires from the differential.
- h. Remove the sway bar links from the axle and save hardware (18mm) [5].



- i. Lower the axle enough to remove the factory springs. Make sure there is adequate slack on all wires.

03. REAR INSTALLATION

REAR J-LINK CONTROL ARM INSTALLATION

- a. Raise the axle housing with a hydraulic jack.

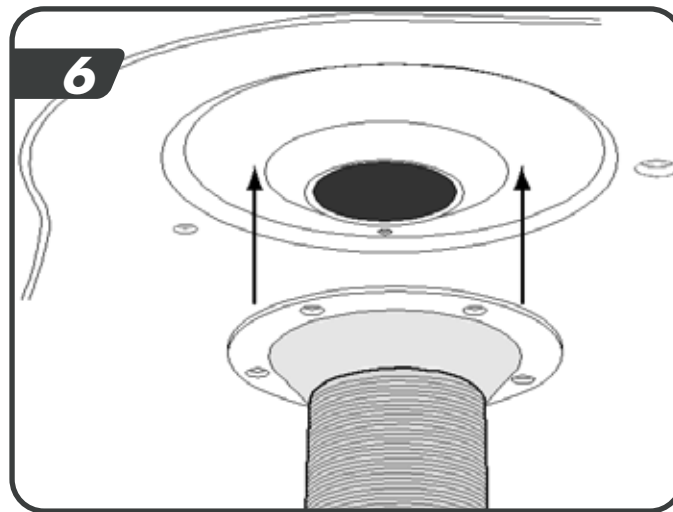
HINT: The axle housing should be evenly supported and the suspension at normal ride height. Do not attempt removal or installation with the suspension extended, or the axle drooped, as this will place tension on suspension arm mounting hardware.

- b. Remove the lower suspension arm bolt and nut from the axle housing bracket. Retain the original mounting hardware.
- c. Remove the bolt and flag nut from the chassis rail bracket. Retain the original mounting hardware.
- d. Remove the original lower suspension arm from the vehicle.
- e. 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.
- f. 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.

REAR ADJUSTABLE COIL SPACER (ACOS™)

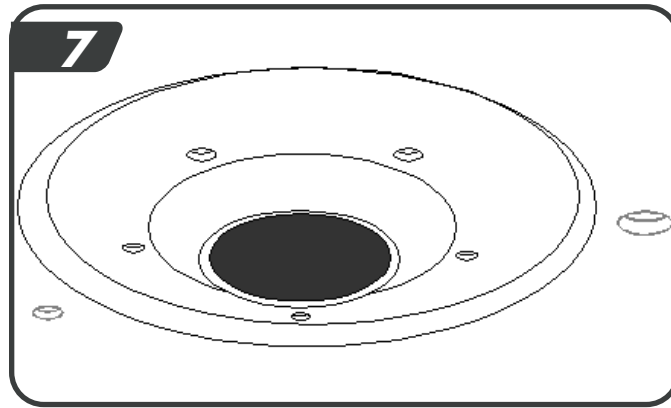
- a. Remove the rubber isolator pad from the upper coil spring mount on the chassis.
- b. Locate the small hole in the upper spring mount that was previously concealed by the rubber isolator pad.
- c. Position the flange end (concave) of the Main Body over the center portion (convex) of the upper spring mount as illustrated below. [6]



- d. Rotate the Main Body until one of the holes in the mounting flange aligns with the factory hole in the upper spring mount.
- e. Using the Main Body as a template, accurately mark the four remaining hole locations on the upper spring mount.

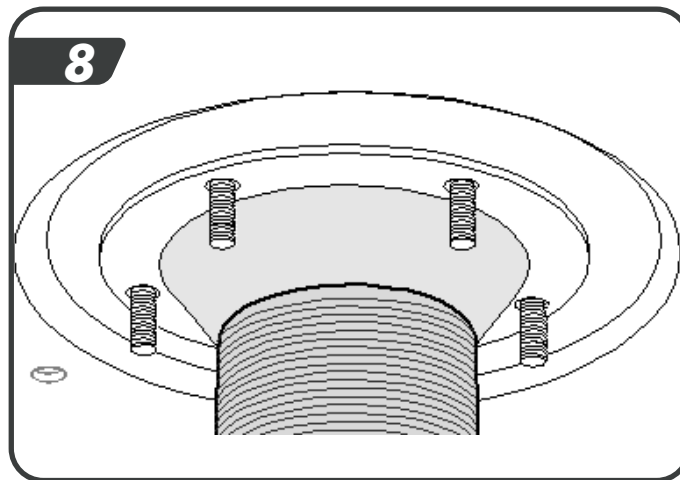
HINT: A transfer punch or similar tool is useful for marking hole locations.

- f. Remove the Main Body and drill a pilot hole at each marked location using a $\frac{1}{4}$ " drill bit. Enlarge each hole with a $\frac{3}{8}$ " drill bit. [7]

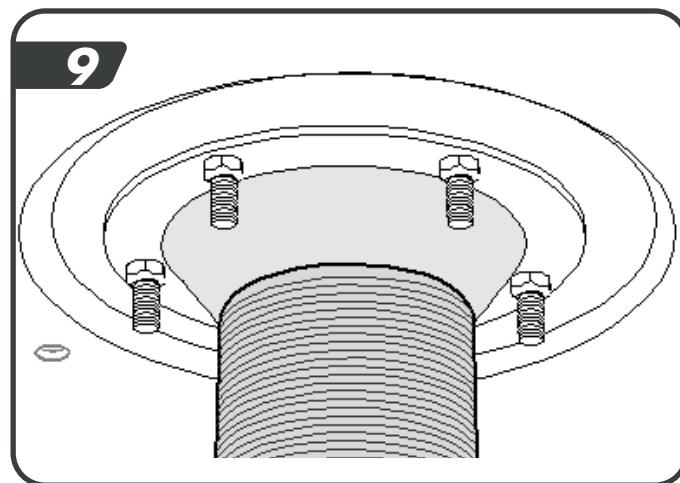


- g. Paint any exposed metal on the upper spring mount to prevent corrosion.
h. Reposition the Main Body of ACOS over the center portion of the upper spring mount so that all five mounting holes are in alignment.
i. Insert a $\frac{5}{16}$ " x $\frac{3}{4}$ " Bolt through each mounting hole. [8]

HINT: Bolts must be inserted from above upper spring mount so that bolt threads point down as illustrated below.

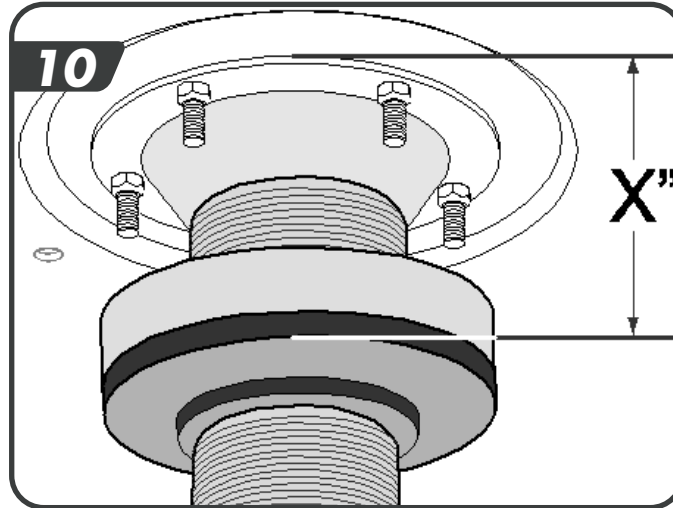


- j. Loosely thread a $\frac{5}{16}$ " Nylock Nut onto each $\frac{5}{16}$ " x $\frac{3}{4}$ " Bolt (I). [9]
k. Once all five bolts have been installed, tighten the $\frac{5}{16}$ " Nylock Nuts to 40 ft-lbs. using a torque wrench.



- l. Set adjuster ring for desired ride height
- m. Apply spray lubricant to threaded portion of Main Body.
- n. Install Adjuster Ring by threading it onto the Main Body.
- o. Slide Isolator Pad onto Main Body until flush with Adjuster Ring. [10]

IMPORTANT: Vehicle ride height is determined by measuring the distance between the top of Main Body and bottom of Isolator Pad, and then subtracting 3/8" (0.375 in.).



$$X'' - 3/8'' = \text{RIDE HEIGHT} *$$

* Represents increase in ride height over OE suspension



WARNING

**DO NOT EXCEED
MAXIMUM RANGE OF ADJUSTMENT**

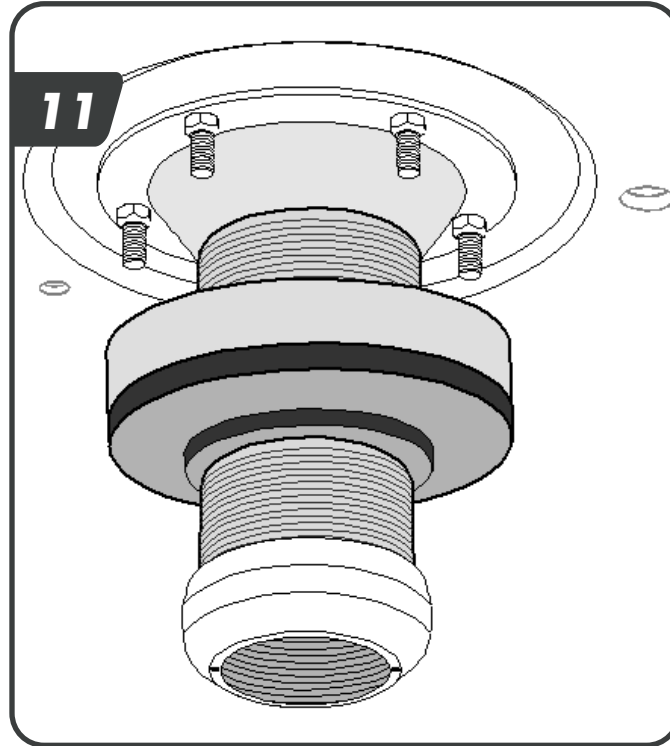
ADJUSTMENT RANGE *

MINIMUM: 2" (2.0 in.)

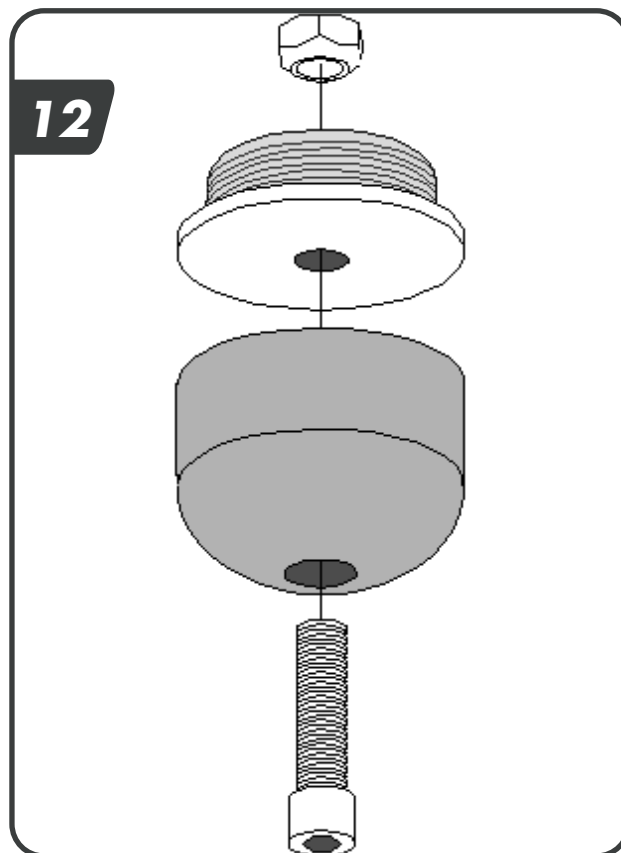
MAXIMUM: 4" (4.0 in.)

- p. Rotate Adjuster Ring to desired position and tighten the recessed 3/8" x 1-1/4" Cap Bolt to lock in place.
- q. Install the bump stop on the threaded tube OF ACOS™.
- r. Apply a drop of thread locking compound to bottom few threads of Main Body.

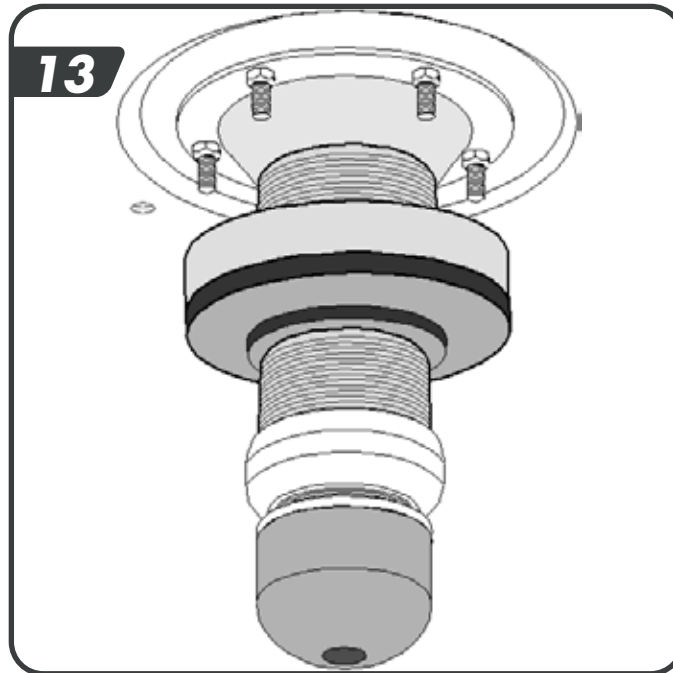
- s. Install Bump Stop Adapter onto Main Body and tighten by hand until snug. [11]



- t. Insert the 10mm x 55mm Cap Bolt into the recessed hole in Polyurethane Bump Stop and through the hole in the bottom of the Bump Stop Plug.
- u. Secure the Polyurethane Bump Stop to the Bump Stop Plug by installing the 10mm Locking Nut. [12]



- v. Slowly tighten 10mm x 55mm Cap Bolt until the sides of the Polyurethane Bump Stop begin to bulge. Do NOT overtighten!
- w. Apply anti-seize lubricant to threads of Bump Stop Plug.
- x. Install Bump Stop Plug with Polyurethane Bump Stop by threading the assembly completely into the Bump Stop Adapter. Tighten by hand until snug. [13]



J-LINK REAR LOWER CONTROL ARMS

Perform replacement control arm installation one side at a time.

- y. Raise the axle housing 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.*
- z. Remove the lower suspension arm bolt and nut from the axle housing bracket. Retain the original mounting hardware.
- aa. Remove the bolt and flag nut from the chassis rail bracket. Retain the original mounting hardware.
- ab. Remove the original lower suspension arm from the vehicle.
- ac. 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.
- ad. 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.

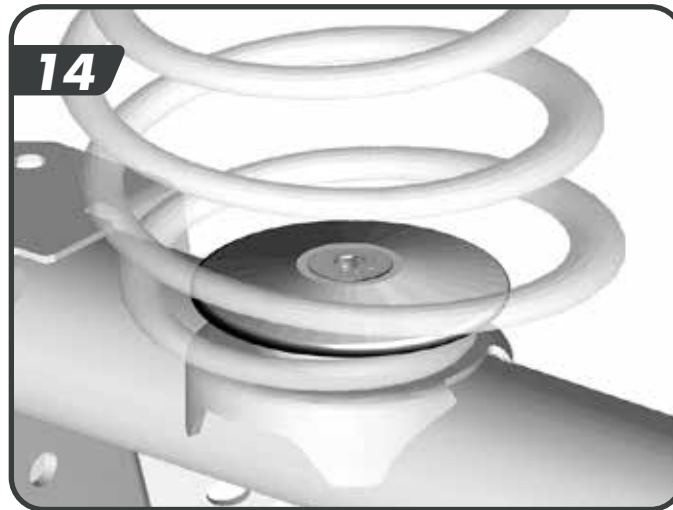
HINT: If mounting bolt is difficult to install due to misalignment of Control Arm bushing with mounting bracket, either (1) adjust height of axle housing with hydraulic jack, (2) move axle housing into position with a heavy-duty ratchet strap, or (3) temporarily disconnect track bar until mounting holes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

COIL SPRINGS, SWAY BAR LINKS, BUMP STOPS

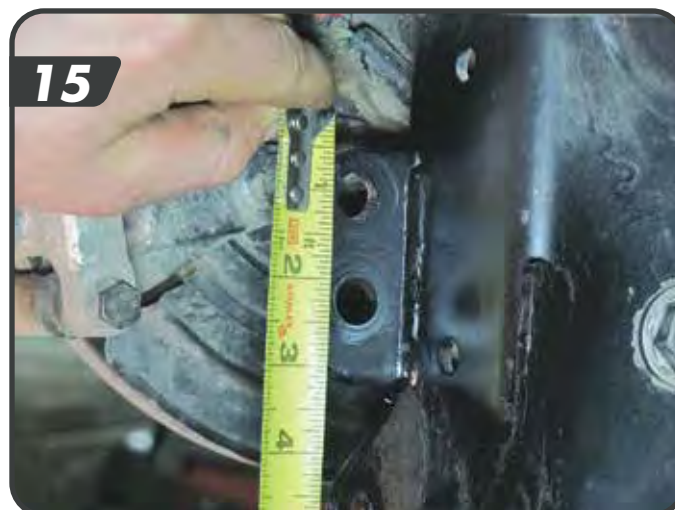
Rear Bump stop spacers 03574, 03575 will require bolt pack J106

- ae. Install the shorter pair of JSPEC coils springs into the rear of the vehicle with the orientation as shown. Raise the axle to compress the springs enough to hold it in place.
- af. Locate the 5/8" hole in the center of the lower spring mount on the rear axle.

- ag. Place Coil Spring Retainer inside the spring by sliding it between the coils. Make sure flat side of Coil Spring Retainer faces down. [14]
- ah. Position Coil Spring Retainer directly on the lower spring mount as illustrated.



- ai. Insert 7/16" x 1-1/2" Flathead Socket Screw into tapered hole in center of Coil Spring Retainer, and through the hole in the lower spring mount.
- aj. From beneath spring mount, slide a 7/16" Flat Washer onto threads of Flathead Socket Screw and install the 7/16" Nylock Nut .
- ak. Secure the Coil Spring Retainer to the lower spring mount by tightening the mounting hardware. Use a 1/4" Allen Wrench to prevent the 7/16" x 1-1/2" Flathead Socket Screw from spinning, and tighten the 7/16" Nylock Nut to 50 ft-lbs.
- al. Make sure the Coil Spring Retainer (L) is perfectly flat against the lower spring mount, and coil spring is secure.
- am. The rear sway bar link axle mounts will need to be drilled to accommodate the added lift. Measure up 1-1/4" from the center of the OE mounting hole and drill a 1/2" hole at the mark. Paint bare metal. [15]



an. Re-install sway bar links into the drilled hole using the factory hardware. [16]



ao. Install the rear bump stop spacers on the axle with the 2" tall orientation for 2.5" lifts and 3" orientation for 3.5" lifts. In both cases the bump should be installed with the offset in material forward. Fasten the bump stop spacer to the axle with the 5/16" x 7/8" bolts, nuts and washers. Torque bolts to 20 ft-lbs. (1/2") [17]



ap. Install the shocks into the vehicle with the factory hardware.

REAR BRAKE LINES & TRACK BAR BRACKET

Rear track bar bracket 03179 and riser brace 03217 will require bolt pack J103

Brake line brackets 03172 and 03173 will require bolt pack 768

- a. Position the rear track bar bracket on the axle above the factory bracket so radius edges rest on the axle tube and the rear track bar mount hole aligns with the hole in the bracket. [18]



- b. Install the riser brace into the factory pocket using the factory track bar bolt and nut tab, do not tighten.
- c. Install two 3/8" x 1" bolts and washers from the inside of the track bar bracket and through the riser brace. Fasten with provided nuts and washers.
- d. Install the u-bolt, washers, and nylock nuts and fasten the relocation bracket to the axle tube.
- e. Tighten the u-bolt hardware to 65 ft-lbs; the original track bar bolt to 125 ft-lbs; and the 3/8" hardware to 40 ft-lbs. The track bar will be re-installed with the vehicle on the ground.

Note: The hole on the track bar bracket is only used when the JKS Rear Trackbar brace has been installed.

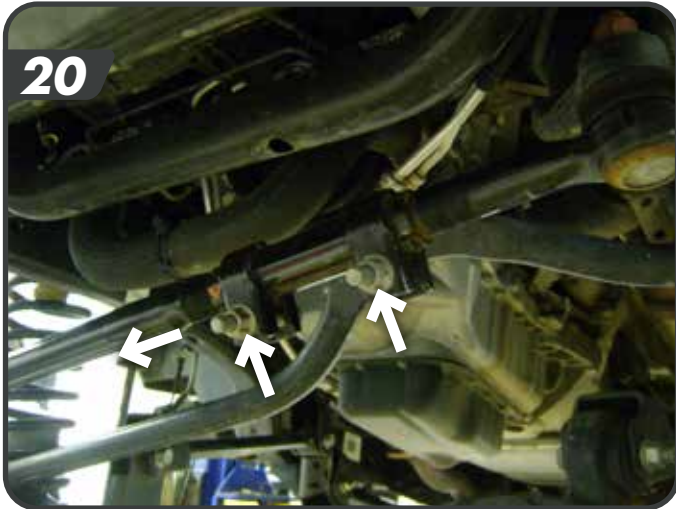
- f. Attach the brake line drop brackets to the brake line so the brake line tab fits in the drop bracket slot using the provided 1/4" hardware
- g. Attach the brackets to the frame using the factory hardware [19]. Re-install only the lower clip for the ABS wire.



- h. Rubicon models: Reattach the locker wire harness to the differential.
- i. Reattach the parking brake cable bracket to the floor using the factory nuts.
- j. Mount the tires and lower the vehicle to the ground.
- k. Install the rear track bar into the relocation bracket with the provide 9/16" x 3" bolt, nut, and washers.
Tip: Use an assistant to push on the body of the vehicle to help align the track bar in the bracket.
- l. Torque the track bar bolts to 110 ft-lbs.

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. Remove the front splash guard by removing the 6 plastic clips.
- e. Disconnect the steering drag link from the passenger side steering knuckle.
- f. Loosen the drag link adjustment collar (15mm) and un-thread the passenger side drag link from the adjusting collar. [20]
- g. Disconnect the sway bar links from the axle (18mm) and sway bar. Discard links and hardware. [21]



- h. Disconnect the track bar from the frame and remove it from the vehicle. Save hardware.
- i. Disconnect the front brake line brackets from the frame rails (10mm). 2011-14 models: Disconnect the brakelines from the axle below the coil spring. Save hardware.
- j. Rubicon models: Disconnect the front locker wires from the differential.
- k. Remove the 4 bolts mounting the front driveshaft to the pinion flange (15mm). This is done to ensure the driveshaft does not bind when installing the new springs. [22]



- l. Support the front axle with a hydraulic jack. Remove the front shocks from the vehicle using a 16mm wrench for the top and 18mm on the bottom. Save lower hardware.
- m. 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 clears the pinion flange.

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, remove the passenger's side lower control arm bolt at the axle. The lower control arm mounts are perforated from the factory so that they can be changed to slots for alignment cams. The perforated sections must be removed to accept the new cam washers supplied in this kit. Special tools are made to perform this operation but are not necessary. The perforated sections can be removed with a rotary cut off tool, chisel or a combination of both, only the rear section needs to be removed. [23]
- b. When the perforated sections are removed from the lower control arm mount, reinstall 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

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



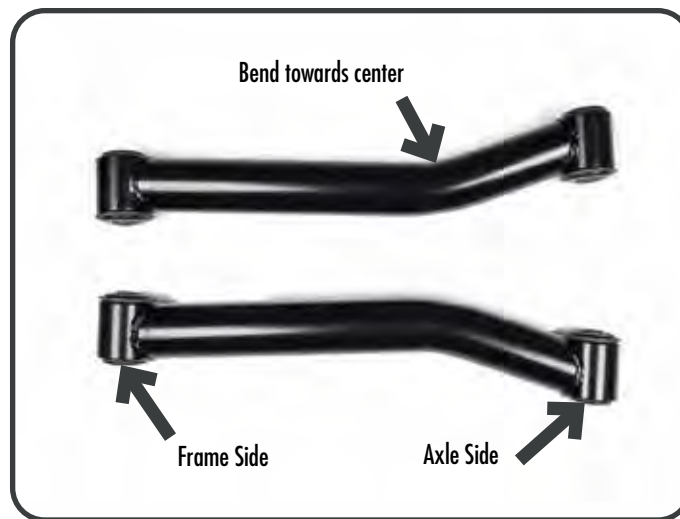
06. FRONT INSTALLATION

FRONT J-LINK CONTROL ARM INSTALLATION

- a. Raise the front axle 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 lower suspension arm bolt and nut from the axle housing bracket. Retain the original mounting hardware
- c. Remove the bolt and nut from the chassis rail bracket. Retain the original mounting hardware
- d. Remove the original lower suspension arm from the vehicle
- e. Establish the J-Link control arm orientation so the bend goes inward (away from the tire) and the end closest to the bend mounts to the axle.



- f. 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.
- g. 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 adjust height of axle housing with hydraulic jack or move axle housing into position with a heavy-duty ratchet strap

- h. Repeat the J-Link Installation on the opposite side.

FRONT BUMP STOP & COIL SPRING INSTALLATION

Front bump stop extensions will require bolt pack J150

- a. Make a mark in the center of the lower coil spring mound pad. Drill a 5/16" hole at the mark. Using the provided 3/8" x 1" self tapping bolt (9/16"), tap a hole and remove the bolt. This hole will be used to attached the bump stop extension when the coils are installed. [25]



- b. Place the provided bump stop extension inside one of the JSPEC front coil springs. Note: Taller springs are for the front. Install the front coil springs with the bump stop extension. Make sure the spring is seated properly in the axle mount.

Note: This kit includes an adjustable front bump stop system that allows for bump stop height to be tuned specifically for your wheel and tire combination. The system consists of one 2" bump stop block and two 1/2" bump stop blocks. [25] The 2" configuration is a good starting point for the recommended tire sizes

- c. Attach the bump stop extension to the axle through the hole that was made earlier using the provided 3/8" x 3-1/2" bolt and washer. Torque to approximately 25 ft-lbs.
- d. Repeat the spring and bump stop installation on the other side of the vehicle.
- e. Install the new shocks with the factory lower hardware and the new upper bushings and hardware. Torque the lower bolt to 60 ft-lbs and the upper nut until the bushings begin to swell.

FRONT ADJUSTABLE TRACK BAR

- a. Insert the non adjustable end of the track bar into the frame mount with the clearance bend forward. Use factory hardware, do no tighten.
- b. Adjust the length of the track bar to 32-1/2". This is a starting point, final adjustment can be made once the vehicle is on the ground. Tighten the jam nut so the flats in the nut are parallel with the end to provide clearance to the high steer bracket. The track bar will be attached to the axle once the weight of the vehicle is on the suspension.

QUICKER DISCONNECT INSTALLATION

NON-RUBICON MODELS

- a. Remove the nut and mount the longer tapered mounting posts on the outboard side of the sway bar ensuring the click pin holes are parallel with the ground. Slide the polyurethane spacer on the pin and up against the sway bar. Apply Loctite to the tip of the mounting post and fasten with the 1/2" nylock nut, tighten to 65 ft-lbs. [26]

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



- b. Remove the nut and install the lower mounting posts into the factory sway bar link holes so they are pointing inboard and the pin holes are parallel to the ground. The passenger side post is squared off to provide clearance between the post and the OE track bar bracket. [27]



Note: In some cases a rotary grinder may be necessary to slightly open up the sway bar hole to clear the ½" bolt. This ensures a tight fit.

- c. Apply Loctite to the tip of the mounting post and fasten with the ½" nylock nut and tighten to 65 ft-lbs.
- d. Adjust the length of the quicker disconnects to 9" center to center. This is a starting point and can be fine tuned once the vehicle is on the ground.

Slide the upper and lower ends of the disconnects over the mounting posts. Insert click pins to secure. [28]



RUBICON MODELS

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

Fixed sway bar link mounting will require bolt pack J105

- e. Adjust the length of the quicker disconnects to 9" center to center. This is a starting point and can be fine tuned once the vehicle is on the ground.
- f. Locate the ¾" x 1-¼" sleeve and insert them into the lower bushing of the sway bar link. Insert the longer sleeves into the upper bushing. Slide the polyurethane spacer onto the upper sleeve so it will mount to the swaybar.
- g. Using the ½" x 2-¼" bolts, nuts, and washers fasten the links to the axle.
- h. Using the ½" x 3" hardware, fasten the sway bar links to the sway bar.
- i. Torque ½" hardware to 65 ft-lbs.

FRONT BRAKE LINE BRACKETS

Brake line brackets 03174 and 03175 require bolt pack 768

- a. The front brake line brackets have a tab that inserts into the OE frame slot with the bracket towards the rear of the slot. Attach the drop brackets to the brake line so the brake line tab fits into the drop bracket slot using the provided 1/4" hardware. [29]



- b. Attach the brackets to the frame as shown using the factory hardware. You will need to slightly reform the hard lines.
- c. Verify the newly formed hard lines are not rubbing on the frame or shock mount.
- d. Slightly reform the 90 degree bend in the OE brake line down 10-15 degrees by hand to provide additional slack if necessary.
- e. 2011-14 models: Reattach the brakelines below the coil spring mount with the factory bolt.

07. FINAL FRONT INSTALLATION STEPS

- a. 2012-14 models, install the exhaust extensions using the instructions provided in the JKS8150 kit, sold separately.
- b. Rubicon models: Reattach the locker wire harness to the differential.
- c. Reattach the front driveshaft to the axle flange. Use Loctite on the bolts. Torque to 81 ft-lbs.
- a. Install the wheels and lower the vehicle to the ground. Bounce the vehicle to settle the suspension. Torque to the lug nuts to 125 ft-lbs.
- b. Torque the front and rear lower control arm bolts at the axle to 129 ft-lbs, and at the frame to 117 ft-lbs.
- c. Attach the front track bar to the new high steer bracket with the 9/16" hardware. Have an assistant turn the steering wheel to aid in aligning the track bar bolt. Torque the frame and axle track bar bolts to 125 ft-lbs.
- d. Adjust the steering wheel to center with the adjustment collar on the drag link. Once centered torque the bolts to 26 ft-lbs.
- e. Check all hardware torque after 500 miles.

08. MAINTENANCE

ACOS™

- a. Future ride height adjustments should be made with NO LOAD on the front coil springs, and the suspension at FULL DROOP.
- b. NEVER TURN Adjuster Ring (B) while under tension and ALWAYS APPLY SPRAY LUBRICANT to threads of Main Body (A) before adjusting.
- c. Regular cleaning with pressurized water is recommended to maximize ease of operation and reliability.
- d. In addition, the bump stop adapter has two 1/8" drainage holes that evacuate any water collected inside the upper spring retainer. Periodically check for blockages and clear drainage holes if necessary.

09. 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.

KIT CONTENTS

JSPEC2300 COIL SPRINGS - 3.5" 4 DOOR

Part No.	Qty	Description
034310R	2	Front coil springs - 4 Door
034218R	2	Front coil springs - 4 Door

JKS2570 JK REAR ACOS SPACER KIT

Part No.	Qty	Description
03126	2	Main Body
03108	2	Retainer Bumper
03117	2	Bump Stop Adapter
03119	2	Bump Stop Plug
03127	2	Adjusting ring
M03516-BK-01	2	Bump Stop
M03863-BK-01	2	Isolator Pad
37027	2	7/16" Nylock Nut
W76SAE	2	7/16" Flat Washer
94328	2	7/16" x 1-1/2" Flathead Socket Screw
93307	2	3/8" x 1-1/4" Cap bolt
B56.75G2	10	5/16" x 3/4" Bolt
37021	10	5/16" Nylock Nut
39624	2	10mm x 55mm Cap Bolt
40167	2	10mm Nylock Nut

J-LINK LOWER CONTROL ARMS

Part No.	Qty	Description
A1007	2	J-Link Front Lower Control Arm
A1008	2	J-Link Rear Lower Control Arm

JSPEC2252 MAIN BOX KIT

Front Adjustable Track Bar

Part No.	Qty	Description
03044	1	Trackbar
03045	1	Adjusting Shaft Assembly
36274	1	1-1/4" Jam Nut
MB01B701740	2	Bushing

JSPEC2252 MAIN BOX KIT (CONT.)

Quicker Sway Bar Disconnects

Part No.	Qty	Description
03005	2	Quick Pin
M03212-BK-01	2	Offset Polyurethane Spacer
A1046	2	Stainless Steel Post w/ Nut - Upper
A1044	1	Stainless Steel Post w/ Nut- Pass Lower
A1045	1	Stainless Steel Post w/ Nut - Drv Lower
03010	2	Sway Bar Link - Female
03011	2	Sway Bar Link - Male
M00475-BK-01	4	Spherical Bushing
7050R	4	Grease Zerk Cap
7607	4	Grease Zerk
37130	4	1/2" Nylock Nut
36264	2	5/8" Jam Nut

Rubicon Fixed Mount Hardware

Part No.	Qty	Description
66	2	3/4" X 1.65" Sleeve
144	2	3/4" x 1.25" Sleeve
J105	1	Bolt Pack - Fixed Links
	2	1/2"-13 x 3" Bolt
	2	1/2"-13 x 2-1/4" Bolt
	4	1/2" Washer
	4	12mm Flat Washer
	2	1/2" Lock Nut

Rear Bump Stop Extensions

Part No.	Qty	Description
03574	1	Drv Rear bump stop spacer
03575	1	Pass Rear bump stop spacer
J106	1	Bolt Pack - Rear bump stops
	4	5/16" x 3/4" bolt
	4	5/16" prevailing torque nut
	8	5/16" SAE washer

JSPEC 2252 MAIN BOX KIT (CONT.)

Front Bump Stop Extensions

Part No.	Qty	Description
3296-STN	2	2" Front bump stop spacer
3596	4	0.5" Front bump stop spacer
J150	1	Bolt Pack - Front bump stops
	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" USS washer
	2	3/8" flange lock nut

Rear Track Bar Bracket

Part No.	Qty	Description
03179	1	Rear track bar bracket
03217	1	Riser Brace Tab
123250500R	1	1/2" x 3-1/4" x 5" U-bolt
J103	1	Bolt pack - Rear track bar bracket
	2	1/2" nylock nut
	2	1/2" SAE washer
	2	3/8" x 1" bolt
	4	3/8" SAE washer
	2	3/8" prevailing torque nut
	1	9/16" x 3" bolt
	1	9/16"-12 lock nut
	2	9/16" SAE washer

Brake Line Brackets

Part No.	Qty	Description
03174	1	Front brake line bracket - Drv
03175	1	Front brake line bracket - Pass
03172	1	Rear brake line bracket - Drv
03173	1	Rear brake line bracket - Pass
768	2	Bolt Pack - Front brake line brackets
	2	1/4"-20 x 3/4" bolt
	2	1/4"-20 nylock nut
	4	1/4" USS washer

Front Alignment Cam

Part No.	Qty	Description
01394	4	Front Alignment Cam Lock