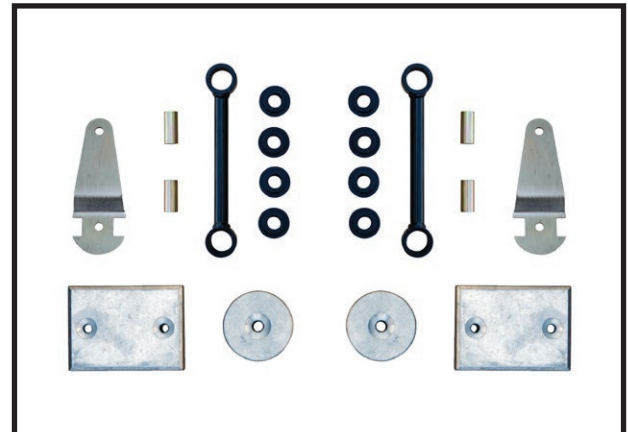


7392 Count Cir, Huntington Beach, CA 92647
Phone: (714) 596-4461

PART #	DESCRIPTION
DT922040	07-UP JEEP WRANGLER JK 3" BOX KIT

COMPONENTS INCLUDED	
(2) 124023 JK FRONT SWAY BAR LINK 3" (2) 127200 JK FRONT BUMP STOP SPACER 1" (2) 127201 JK REAR BUMP STOP SPACER 1"	(4) 139001 SLEEVE .625 X .508 X 1.625 (1) 22040H 07-UP JK 3" BOX HARDWARE KIT (8) 297024 SWAY BAR URETHANE BUSHING
HARDWARE INCLUDED	
(2) 120038 JK REAR BRAKELINE DROP (4) 605016 5/16 SAE FLAT WASHER (2) 605052 1/4-20 NYLOCK NUT (4) 605053 1/4 SAE FLAT WASHER (2) 605054 1/4-20 X .750 BOLT (4) 605075 5/16-18 X 1.500 CSUNK ALLEN BOLT (4) 605076 5/16-18 C-LOCK	(2) 605116 3/8-16 X 1.750 CSUNK ALLEN BOLT (2) 605122 3/8-16 C-LOCK NUT (2) 605133 3/8 SAE FLAT WASHER (2) 605308 1/2-13 X 3.000 BOLT (2) 605322 1/2-13 C-LOCK NUT (4) 605330 1/2 SAE FLAT WASHER (1) 605968 VIBRATITE BLUE
TOOLS REQUIRED	
JACK JACK STANDS HYDRAULIC JACK & JACK STANDS POWER DRILL 3/8" DRILL BIT ASSEMBLY / CHASSIS GREASE	7/32" & 3/16" ALLEN WRENCH 10MM SOCKET / WRENCH 15MM SOCKET / WRENCH 16MM SOCKET / WRENCH 18MM SOCKET / WRENCH 21MM SOCKET / WRENCH
TECH NOTES	
<p>1. USING THE STOCK SHOCKS WITHOUT AN DYNATRAC SHOCK EXTENSION KIT WILL HINDER PERFORMANCE OF THIS KIT. FOR BEST RIDE QUALITY IT IS RECOMMEND TO USE ONE OF THE MANY SHOCK OPTIONS DYNATRAC OFFERS THAT ARE TUNED SPECIFIC TO THIS KIT.</p> <p>2. DYNATRAC 3" FRONT COIL SPRINGS (PART #DT922010) AND 2" REAR COIL SPRINGS (PART #DT922015) ARE REQUIRED FOR COMPLETE INSTALLATION OF THIS KIT.</p>	



WARNING!

**** READ ALL INSTRUCTIONS THOROUGHLY FROM START TO FINISH BEFORE BEGINNING INSTALLATION! IF THESE INSTRUCTIONS ARE NOT PROPERLY FOLLOWED SEVERE FRAME, SUSPENSION AND TIRE DAMAGE MAY RESULT TO THE VEHICLE!**

**** DYNATRAC RECOMMENDS THAT YOU EXERCISE EXTREME CAUTION WHEN WORKING UNDER A VEHICLE THAT IS SUPPORTED WITH JACK STANDS.**

**** DYNATRAC RECOMMENDS ALL INSTALLATION TO BE PERFORMED BY A PROFESSIONAL SHOP/SERVICE TECHNICIAN. PRODUCT FAILURE CAUSED BY IMPROPER INSTALLATION WILL NOT BE COVERED UNDER DYNATRAC'S WARRANTY POLICY.**

INSTALLATION

- Using a properly rated jack, raise the front of the vehicle and support the frame rails with jack stands. Ensure the jack stands are secure and set properly before lowering the jack. NEVER WORK UNDER AN UNSUPPORTED VEHICLE.
- Dismount the front wheels from the vehicle.
- Using an 18 and 19mm remove the front sway bar links completely, they will not be reused. [FIGURE 1]

FIG.1



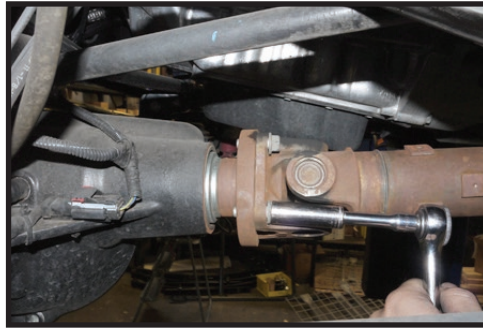
FIG.2



- For 2012+ models: Carefully remove the ABS connector and brake line bracket from the coil seat using a 10mm. [FIGURE 2]
- For 2007-2012 models: Remove the brake line bracket from the frame using a 10mm.
- For Rubicon models: Disconnect the locker control wires from the differential to allow the axle to droop.

4. Using a 15mm disconnect the front drive shaft from the front differential. This will allow the axle to go low enough for coil removal later. [FIGURE 3]

FIG.3



5. Using a 21mm disconnect the front track bar from the frame side [FIGURE 4]. Leave axle side connected unless you are installing an DYNATRAC Adjustable Track Bar (Part# DT921020). Refer to #DT921020 instructions if replacing stock track bar.

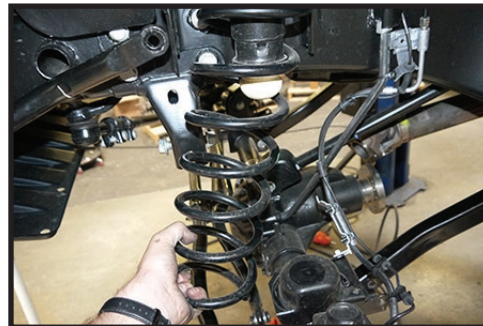
FIG.4



6. With the front axle supported, remove the front shocks by loosening the upper stem and lower eyelet. The shock may spin when you try and remove the stem hardware - you will need to hold onto the shock body if this happens. The shocks are limiting droop so **MAKE SURE THE AXLE IS SUPPORTED OR THE AXLE WILL FALL** when the shocks are removed.

7. Lower the axle to unload the springs from the coil buckets and carefully remove the stock springs. [FIGURE 5]

FIG.5



8. Drill a 3/8" hole in the center of the lower bump stop pad using the supplied bump stop spacer as a guide. [FIGURE 6]. With a 7/32" allen wrench install the supplied 3/8" allen bolt, washer, and lock nut to attach the bumpstop spacer to the spring pads [Torque to 35 ft-lbs]. [FIGURE 7]

FIG.6



FIG.7



9. Install the rubber spring isolator on top of the new coil spring, install the new coil spring on the axle and into the frame. You may need to lower the axle to allow access for the new coils, watch for wiring and hoses that may be stretched. Make sure the bottom of the coil spring is seated properly into the factory mount. Repeat on passenger side.

10. Slowly raise the axle making sure the coils align in the upper and lower seats and just far enough to install the shocks. See the instructions supplied with the shocks for installation of any of DYNATRAC's several shock options or shock extension option. If retaining the factory shocks and not adding shock extensions, the ride will be hindered greatly.

11. Assemble the supplied sway bar links by greasing the bushings and inserting them into the link. Grease the inside of the bushings and install the supplied sleeve. The factory hardware will be re-used where the sway bar connects to the DYNATRAC link, reinstall with blue loctite. The supplied 1/2 x 3" bolt, washer, and nut will be used to connect the link to the axle tab [Torque 1/2" hardware to 60 ft-lbs & factory hardware to factory specs]. [FIGURE 8]



FIG.8



FIG.9

12. Slightly bend the factory steel brake line roughly 30 degrees to allow for the additional droop travel. [FIGURE 9]

13. Reinstall the factory frame bolt thru the brake line bracket using a 10mm. For 2012+ models install the bracket on the lower coil seat using a 10mm [Torque to factory specs].

14. Install track bar bolt using supplied blue thread locker [Torque to factory specs].

15. Install wheels and lower to ground.

16. Reinstall the front driveshaft flange to the front differential [Torque to factory specs].

REAR

1. Using a properly rated jack, raise the rear of the vehicle and support the frame rails with jack stands. Ensure the jack stands are secure and set properly before lowering the jack. NEVER WORK UNDER AN UNSUPPORTED VEHICLE.

2. Dismount the rear wheels from the vehicle.

3. With the rear axle supported with a floor jack, use a 16 and 18mm to remove the rear shocks by loosening the upper barpin and lower eyelet. The shocks are limiting droop so MAKE SURE THE AXLE IS SUPPORTED OR THE AXLE WILL FALL when the shocks are removed.

4. Using a 10mm remove brake line bracket bolt from frame on driver and passenger side.

5. Using a 21mm remove frame side track bar bolt.

6. Using an 18mm remove the lower sway bar link bolt from driver and passenger side.

7. Unhook the brake cable from the hook above the driveshaft

8. Lower the axle to unload the springs from any pressure and carefully remove the stock springs.

9. Using the 3/16" allen wrench, install bumpstop spacers with the 5/16" allen head bolts, washers, and nuts [Torque to 24 ft-lbs]. [FIGURE 10]



FIG.10



FIG.11

10. Making sure the factory rubber spring isolator is located in the upper coil spring mount on the frame, install the new coil springs on the axle and into the frame. You may need to lower the axle to allow access for the new coils, watch for wiring and hoses that may be stretched. Make sure the bottom of the coil spring is seated properly into the factory mount. [FIGURE 11]

11. Slowly raise the axle making sure the coils align in the upper and lower seats and just far enough to install the shocks. See the instructions supplied with the shocks for installation of any of DYNATRAC's several shock options or shock extension option. If retaining the factory shocks and not adding shock extensions, the ride will be hindered greatly.

12. Install the track bar bolt at frame and flip the bolt so it points to the rear of the vehicle or it will interfere with the bump stop spacer at full bottom causing damage.

13. Reconnect factory sway bar links using blue thread locker [Torque to factory specs]. [FIGURE 12]

FIG.12

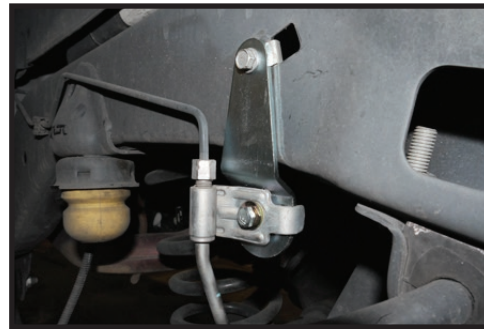
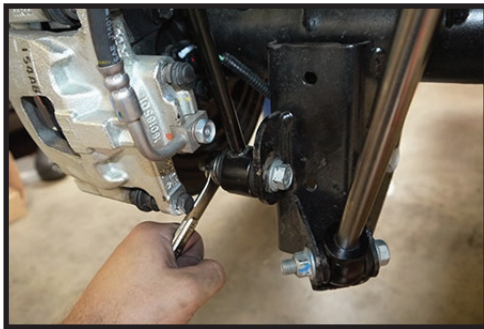


FIG.13

14. Attach the supplied brake line drops with the supplied 1/4" hardware [Torque to 12 ft-lbs]. [FIGURE 13]

15. Rehook the brake line cable above the driveshaft.

16. Carefully reinstall wheels onto vehicle and lower vehicle to the ground.

17. Reconnect all brake line brackets and routing clips. When re-installing these lines and clips make sure the lines will not interfere with any of the suspension components.

VERIFY ALL FASTENERS ARE PROPERLY TORQUED BEFORE DRIVING VEHICLE.

RETORQUE ALL NUTS, BOLTS AND LUGS AFTER 100 MILES AND PERIODICALLY THEREAFTER.

DYNATRAC LIMITED LIFETIME WARRANTY

DYNATRAC warrants to the original retail purchaser who owns the vehicle on which the product was originally installed. DYNATRAC does not warrant the product for finish, alterations, modifications and/or installation contrary to DYNATRAC instructions. DYNATRAC products are not designed, nor are they intended to be installed on vehicles used in race applications, for racing purposes or for similar activities. (A "race" is defined as any contest between two or more vehicles, or a contest of one or more vehicles 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 and Canada.

DYNATRAC'S obligation under this warranty is limited to the repair or replacement, at DYNATRAC'S discretion, of the defective product. Any and all costs of removal, installation or re-installation, freight charges and incidental or consequential damages are expressly excluded from this warranty. Items that are subject to wear are not considered defective when worn and are not covered.

DYNATRAC components must be installed as a complete kit as shown in our current application guide. Any substitutions or exemptions of required components will immediately void the warranty. Some finish damage may happen to parts during shipping and is not covered under warranty.

This warranty is expressly in lieu of all other warranties expressed or implied. This warranty shall not apply to any product that has been improperly installed, modified or customized subject to accident, negligence, abuse or misuse.

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PART #	DESCRIPTION
DT926520	07-18 JK 2-3" REAR 2.0 VS IR

COMPONENTS INCLUDED	
(1) DT124914 07-18 JK 2-3" REAR 2.0 IR	(1) 129500 07-18 JK REAR BAR PIN
HARDWARE INCLUDED	
N/A	
TOOLS REQUIRED	
JACK JACK STANDS VISE GRINDER / TABLE MOUNTED BELT SANDER	16MM SOCKET / WRENCH 18MM SOCKET / WRENCH TORQUE WRENCH GREASE / LUBE
TECH NOTES	
<p>1. YOUR DYNATRAC SHOCK ASSEMBLY COMES FACTORY CHARGED TO 150 PSI. RELEASING NITROGEN PRESSURE MAY LEAD TO SHOCK MALFUNCTION AND REDUCED RIDE QUALITY. FAILURE CAUSED BY LOW NITROGEN PRESSURE IS NOT COVERED UNDER DYNATRAC'S WARRANTY POLICY.</p> <p>2. REQUIRES USE OF 1" BUMP STOP SPACER SUPPLIED WITH THE DYNATRAC'S 3" BOX KIT (PN: DT922040).</p>	



WARNING!
<p>** READ ALL INSTRUCTIONS THOROUGHLY FROM START TO FINISH BEFORE BEGINNING INSTALLATION! IF THESE INSTRUCTIONS ARE NOT PROPERLY FOLLOWED SEVERE FRAME, SUSPENSION AND TIRE DAMAGE MAY RESULT TO THE VEHICLE!</p> <p>** DYNATRAC RECOMMENDS THAT YOU EXERCISE EXTREME CAUTION WHEN WORKING UNDER A VEHICLE THAT IS SUPPORTED WITH JACK STANDS.</p> <p>** DYNATRAC RECOMMENDS ALL INSTALLATION TO BE PERFORMED BY A PROFESSIONAL SHOP/SERVICE TECHNICIAN. PRODUCT FAILURE CAUSED BY IMPROPER INSTALLATION WILL NOT BE COVERED UNDER DYNATRAC'S WARRANTY POLICY.</p>

INSTALLATION

- Using a properly rated jack, raise the rear of the vehicle and support the frame rails with jack stands. Ensure the jack stands are secure and set properly before lowering the jack. NEVER WORK UNDER AN UNSUPPORTED VEHICLE. Remove the rear wheels.
- Remove the lower nut from the shock bolt using a 18mm socket/wrench.
- With a floor jack under the axle housing, slightly raise the jack to remove tension from the shock, then loosen and remove the lower shock bolts using an 18mm socket/wrench. Ensure that the axle is well supported. Remove the (2) bolts holding the bar pin to the upper mount using a 16mm socket/wrench.
- Remove the rear shock.
- Apply a generous amount of grease to the inside of the upper bushings. [FIGURE 1]

FIG.1



6. You will need to lightly chamfer the bar pin to allow it to slide in to the bushing easily. Slide the bar pin (chamfered end first) into the greased eyelet bushing as far as you can by hand, it will not be fully seated but it will be held in place until you press it in to the bushing. [FIGURE 2]

FIG.2



FIG.3

7. Using a standard bench vise, push the bar pin through the bushing until it bottoms out on the opposite jaw of the vice. [FIGURE 3]

NOTE: Be very careful not to crush the end of the bar pin!

8. Remove the shock from the vise and press the bar pin through the rest of the way using a table top or work bench. If enough grease was applied it will slide through with very little effort. [FIGURE 4]

FIG.4



FIG.5

9. Install the upper shock bar pin the stock location reusing the factory hardware. [Torque to factory spec] [FIGURE 5]

10. Install lower shock mount into factory mount. Insert OEM bolt into the factory shock mount and tighten using a 18mm socket/wrench. [Torque to factory spec] [FIGURE 6]

FIG.6



NOTE: Lifting and/or lowering of the axle housing may be necessary to align the bushing sleeve with the holes in the factory mount.

11. Repeat steps 2-10 for opposite side.

12. Install wheels and lower vehicle back to the ground. [Torque lugs to factory spec]

VERIFY ALL FASTENERS ARE PROPERLY TORQUED BEFORE DRIVING VEHICLE.

RETORQUE ALL NUTS, BOLTS AND LUGS AFTER 100 MILES AND PERIODICALLY THEREAFTER.

2.0 ALUMINUM SERIES TECHNICAL INFORMATION

MAINTENANCE

DYNATRAC shock absorbers are a high quality rebuildable race style shock absorber designed for optimal performance. With a unit of this caliber on your vehicle, routine maintenance is required to keep them looking and operating in like new condition. Residual oil and assembly lube may be present at all seal paths from the factory out of the box and is considered normal. Pooling of oil however is not acceptable at any time and one should contact the DYNATRAC dealer where purchased.

BELOW ARE GUIDELINES BASED ON HOW YOU USE YOUR VEHICLE BUT YOUR MILEAGE MAY VARY:

STREET USE:

- Send in for factory servicing every 40,000 miles or if a leak develops, ride quality decreases, or they begin to make excessive noise.
- Remove any buildup of road salt, mud, or debris from shocks anytime accrued
- Clean with mild soap and water with each oil change or anytime you notice build up.
- Wax the cylinders yearly with automotive wax to prevent corrosion.
- Check nitrogen pressure yearly.

STREET/DIRT:

- Send in for factory servicing every 15,000 miles or if a leak develops, ride quality decreases, or they begin to make excessive noise.
- Clean with mild soap and water with each oil change, offroad trip, or anytime you notice build up.
- Wax the cylinders yearly with automotive wax to prevent corrosion.
- Check nitrogen pressure each dirt outing.

DIRT USE:

- Send in for factory servicing every 1,000 miles.
- Check nitrogen pressure each outing.
- Remove any buildup of mud or debris from shocks after every outing.

SELF-SERVICE:

- Contact DYNATRAC for service kits & tools at (714) 596-4461.

DYNATRAC SHOCK ABSORBER WARRANTY

This shock absorber has a 1 year warranty against any manufacturer's defects. If a shock fails within the initial year of ownership, the shock must be shipped to DYNATRAC for inspection and service. If a shock is inspected and it has been determined the shock failed due to neglect, damage caused by improper installation or any other reason besides "normal wear and tear", the owner of said shock is responsible for all service costs. This includes labor, parts and shipping.

DYNATRAC warrants to the original retail purchaser who owns the vehicle on which the product was originally installed. DYNATRAC does not warrant the product for finish, alterations, modifications and/or installation contrary to DYNATRAC instructions. DYNATRAC products are not designed, nor are they intended to be installed on vehicles used in race applications, for racing purposes or for similar activities. (A "race" is defined as any contest between two or more vehicles, or a contest of one or more vehicles 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 and Canada.

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This warranty is expressly in lieu of all other warranties expressed or implied. This warranty shall not apply to any product that has been improperly installed, modified or customized subject to accident, negligence, abuse or misuse.

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PART #	DESCRIPTION
DT926519	07-18 JK 2-3" FRONT 2.0 VS NR

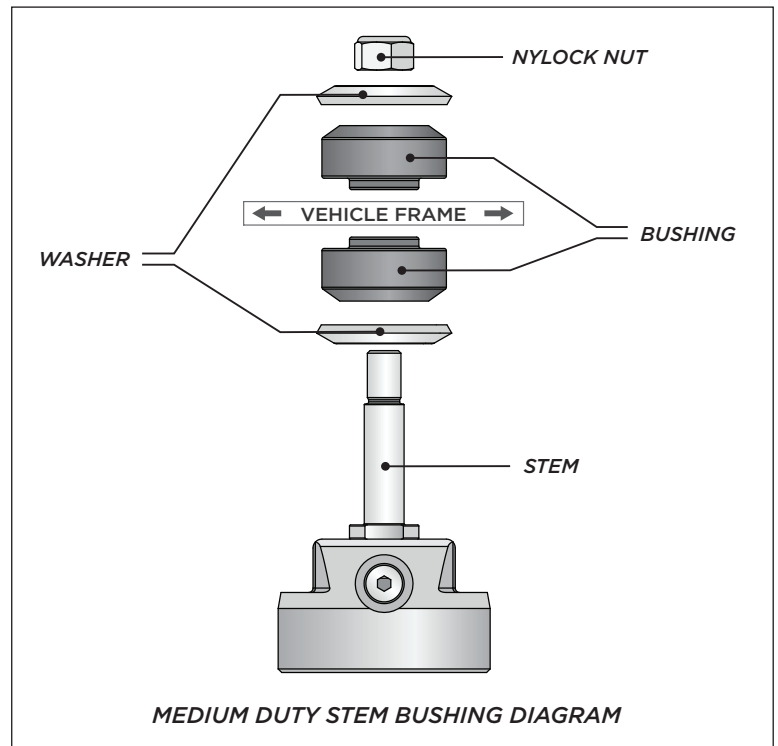
COMPONENTS INCLUDED	
(1) DT124913 07-18 JK 2-3" FRONT 2.0 NR	(1) 611007 MEDIUM DUTY STEM BUSHING KIT
HARDWARE INCLUDED	
611007 STEM BUSHING KIT	
(2) MED DUTY 9/16" ID STEM BUSHING (1) MED DUTY 9/16" ID STEM WASHER	(1) MED DUTY 12MM ID STEM WASHER (1) M12 - 1.25 NYLOCK NUT
TOOLS REQUIRED	
JACK JACK STANDS TORQUE WRENCH 9/16" SOCKET / WRENCH	16MM SOCKET / WRENCH 17MM SOCKET / WRENCH 18MM SOCKET / WRENCH 19MM SOCKET / WRENCH
TECH NOTES	
<p>1. YOUR DYNATRAC SHOCK ASSEMBLY COMES FACTORY CHARGED TO 150 PSI. RELEASING NITROGEN PRESSURE MAY LEAD TO SHOCK MALFUNCTION AND REDUCED RIDE QUALITY. FAILURE CAUSED BY LOW NITROGEN PRESSURE IS NOT COVERED UNDER DYNATRAC'S WARRANTY POLICY.</p> <p>2. REQUIRES USE OF BUMP STOP SPACERS SUPPLIED WITH DYNATRAC'S 3" BOX KIT (PN: DT922040).</p>	



WARNING!
<p>** READ ALL INSTRUCTIONS THOROUGHLY FROM START TO FINISH BEFORE BEGINNING INSTALLATION! IF THESE INSTRUCTIONS ARE NOT PROPERLY FOLLOWED SEVERE FRAME, SUSPENSION AND TIRE DAMAGE MAY RESULT TO THE VEHICLE!</p> <p>** DYNATRAC RECOMMENDS THAT YOU EXERCISE EXTREME CAUTION WHEN WORKING UNDER A VEHICLE THAT IS SUPPORTED WITH JACK STANDS.</p> <p>** DYNATRAC RECOMMENDS ALL INSTALLATION TO BE PERFORMED BY A PROFESSIONAL SHOP/SERVICE TECHNICIAN. PRODUCT FAILURE CAUSED BY IMPROPER INSTALLATION WILL NOT BE COVERED UNDER DYNATRAC'S WARRANTY POLICY.</p>

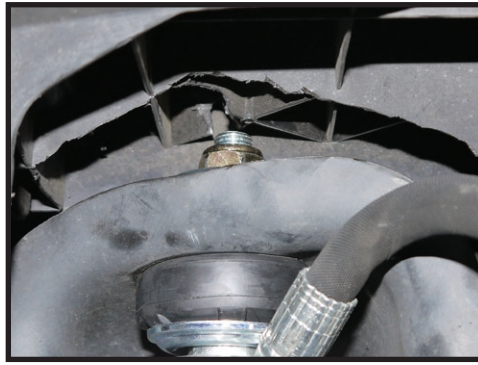
INSTALLATION

- Using a properly rated jack, raise the front of the vehicle and support the frame rails with jack stands. Ensure the jack stands are secure and set properly before lowering the jack. NEVER WORK UNDER AN UNSUPPORTED VEHICLE. Remove the front wheels.
- Using a floor jack, support the front axle (securely) to remove tension from the weight of the front suspension/drivetrain.
- Using an 18mm, loosen and remove the driver's side lower shock bolt.
- Use a 16mm to remove the upper shock stem nut then remove the shock from the vehicle.
- Install the shock in the lower shock mount, reuse factory hardware. [Torque to factory spec]
- Use a 19mm socket/wrench to install the shock stem bushing kit onto the factory shock mount as follows: 9/16" ID stem washer, stem bushing (locator lip up), factory shock mount, stem bushing (locator lip down), 12mm ID stem washer, 12mm nylock nut. Fasten until bushing assembly is snug and nylock is engaged. (REFER TO DIAGRAM)



NOTE: 2012+ models will require trimming of the plastic box directly above the passenger side upper shock mount in order to gain access to the upper shock mount nut. [FIGURE 1]

FIG.1



7. Repeat steps 2-6 for passenger side shock.

8. Reinstall the wheels and lower the vehicle back to the ground. [Torque lugs to factory spec]

VERIFY ALL FASTENERS ARE PROPERLY TORQUED BEFORE DRIVING VEHICLE.

RETORQUE ALL NUTS, BOLTS AND LUGS AFTER 100 MILES AND PERIODICALLY THEREAFTER.

2.0 ALUMINUM SERIES TECHNICAL INFORMATION

MAINTENANCE

DYNATRAC shock absorbers are a high quality rebuildable race style shock absorber designed for optimal performance. With a unit of this caliber on your vehicle, routine maintenance is required to keep them looking and operating in like new condition. Residual oil and assembly lube may be present at all seal paths from the factory out of the box and is considered normal. Pooling of oil however is not acceptable at any time and one should contact the DYNATRAC dealer where purchased.

BELOW ARE GUIDELINES BASED ON HOW YOU USE YOUR VEHICLE BUT YOUR MILEAGE MAY VARY:

STREET USE:

- Send in for factory servicing every 40,000 miles or if a leak develops, ride quality decreases, or they begin to make excessive noise.
- Remove any buildup of road salt, mud, or debris from shocks anytime accrued
- Clean with mild soap and water with each oil change or anytime you notice build up.
- Wax the cylinders yearly with automotive wax to prevent corrosion.
- Check nitrogen pressure yearly.

STREET/DIRT:

- Send in for factory servicing every 15,000 miles or if a leak develops, ride quality decreases, or they begin to make excessive noise.
- Clean with mild soap and water with each oil change, offroad trip, or anytime you notice build up.
- Wax the cylinders yearly with automotive wax to prevent corrosion.
- Check nitrogen pressure each dirt outing.

DIRT USE:

- Send in for factory servicing every 1,000 miles.
- Check nitrogen pressure each outing.
- Remove any buildup of mud or debris from shocks after every outing.

SELF-SERVICE:

- Contact DYNATRAC for service kits & tools at (714) 596-4461.

DYNATRAC SHOCK ABSORBER WARRANTY

This shock absorber has a 1 year warranty against any manufacturer's defects. If a shock fails within the initial year of ownership, the shock must be shipped to DYNATRAC for inspection and service. If a shock is inspected and it has been determined the shock failed due to neglect, damage caused by improper installation or any other reason besides "normal wear and tear", the owner of said shock is responsible for all service costs. This includes labor, parts and shipping.

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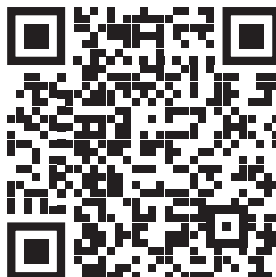
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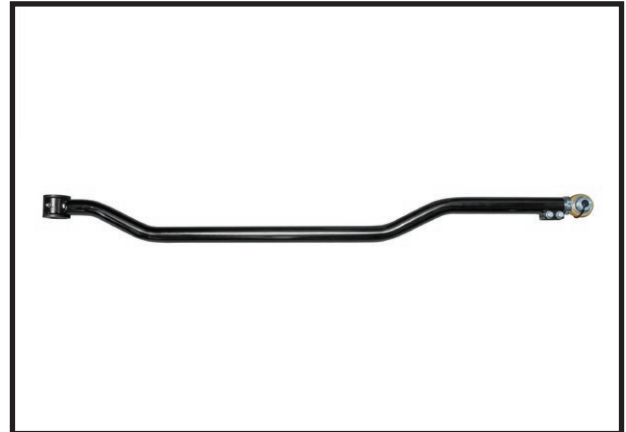
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PART #	DESCRIPTION
DT921025	07-UP JEEP WRANGLER JK ADJUSTABLE REAR TRACK BAR

COMPONENTS INCLUDED	
(1) 124003 JK REAR ADJUSTABLE TRACK BAR (1) 157520 L-R ADJUSTER SLEEVE	(2) 217200 HEIM SPACER .565 X 1.625 (1) 295511 JM12T ROD END
HARDWARE INCLUDED	
(2) 605145 3/8-16 X 1.000 12 PT BOLT	
TOOLS REQUIRED	
TORQUE WRENCH CUTTING WHEEL (IF NECESSARY) BLACK SPRAY PAINT (IF NECESSARY)	21MM SOCKET / WRENCH 5/16" SOCKET / WRENCH 3/8" SOCKET WRENCH
TECH NOTES	
<p>1. IF USED WITH THE STOCK TRACK BAR BRACKET, TRIMMING IS REQUIRED.</p> <p>2. DO NOT EXCEED 2.000" ADJUSTMENT FROM THE CENTER OF THE ROD END TO THE EDGE OF THE TRACK BAR PINCH HOUSING. FAILURE CAUSED BY EXCESSIVE ADJUSTMENT WILL NOT BE COVERED UNDER DYNATRAC'S WARRANTY POLICY. REFER TO TECH NOTE PHOTO #2.</p>	

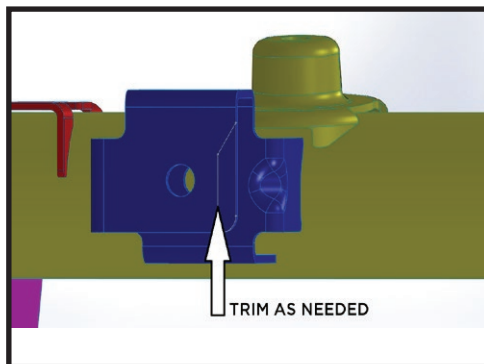


WARNING!
<p>** READ ALL INSTRUCTIONS THOROUGHLY FROM START TO FINISH BEFORE BEGINNING INSTALLATION! IF THESE INSTRUCTIONS ARE NOT PROPERLY FOLLOWED SEVERE FRAME, SUSPENSION AND TIRE DAMAGE MAY RESULT TO THE VEHICLE!</p> <p>** DYNATRAC RECOMMENDS THAT YOU EXERCISE EXTREME CAUTION WHEN WORKING UNDER A VEHICLE THAT IS SUPPORTED WITH JACK STANDS.</p> <p>** DYNATRAC RECOMMENDS ALL INSTALLATION TO BE PERFORMED BY A PROFESSIONAL SHOP/SERVICE TECHNICIAN. PRODUCT FAILURE CAUSED BY IMPROPER INSTALLATION WILL NOT BE COVERED UNDER DYNATRAC'S WARRANTY POLICY.</p>

INSTALLATION

- Remove the stock track bar from the frame and axle using (2) 21mm. Vehicle may shift slightly.
- Using factory hardware, install the rear track bar using a 21mm [Torque to factory spec].
- If installing in factory mount, the track bar bracket will need to be clearanced. Some cutting is required. [FIGURE 1]

FIG.1

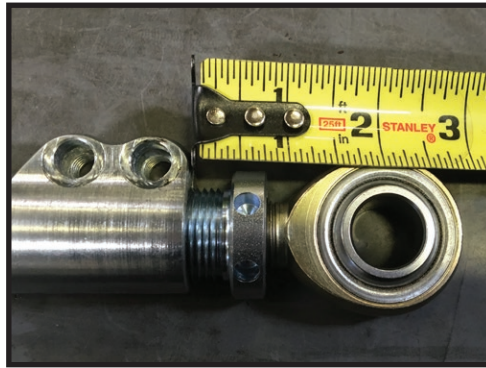


- Paint exposed metal after trimming.
- The rear track bar features a left/right adjusting collar for on vehicle adjustment. The adjustable end goes towards the axle using the factory hardware. The bend goes toward the rear, allowing for coil and differential clearance.
- Once installed, the track bar can be adjusted to center the axle. Loosen the pinch bolts using a 3/8" 12pt. Turn collar to desired length. Line up the slit in the collar with the slit in the tube, apply blue thread locker to the pinch bolts and tighten in an opposing pattern. DO NOT OVERTIGHTEN!
[Torque pinch bolts to 25 ft-lbs]

VERIFY ALL FASTENERS ARE PROPERLY TORQUED BEFORE DRIVING VEHICLE.

RETORQUE ALL NUTS, BOLTS AND LUGS AFTER 100 MILES AND PERIODICALLY THEREAFTER.

[TECH NOTE #2]



DYNATRAC LIMITED LIFETIME WARRANTY

DYNATRAC warrants to the original retail purchaser who owns the vehicle on which the product was originally installed. DYNATRAC does not warrant the product for finish, alterations, modifications and/or installation contrary to DYNATRAC instructions. DYNATRAC products are not designed, nor are they intended to be installed on vehicles used in race applications, for racing purposes or for similar activities. (A "race" is defined as any contest between two or more vehicles, or a contest of one or more vehicles 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 and Canada.

DYNATRAC'S obligation under this warranty is limited to the repair or replacement, at DYNATRAC'S discretion, of the defective product. Any and all costs of removal, installation or re-installation, freight charges and incidental or consequential damages are expressly excluded from this warranty. Items that are subject to wear are not considered defective when worn and are not covered.

DYNATRAC components must be installed as a complete kit as shown in our current application guide. Any substitutions or exemptions of required components will immediately void the warranty. Some finish damage may happen to parts during shipping and is not covered under warranty.

This warranty is expressly in lieu of all other warranties expressed or implied. This warranty shall not apply to any product that has been improperly installed, modified or customized subject to accident, negligence, abuse or misuse.

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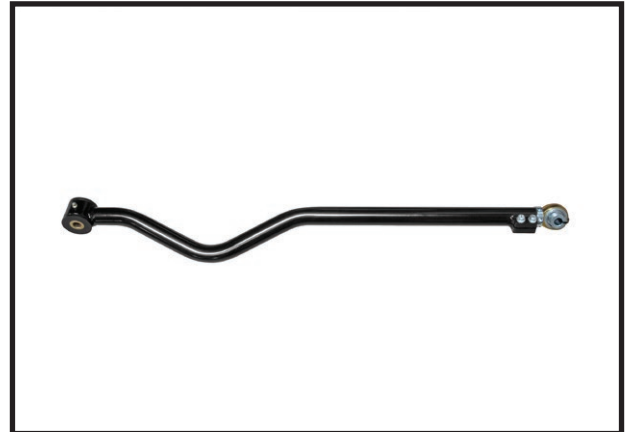
7392 Count Cir, Huntington Beach, CA 92647 Phone: (714) 596-4461
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PART #	DESCRIPTION
DT921020	07-UP JEEP WRANGLER JK ADJUSTABLE FRONT TRACK BAR

COMPONENTS INCLUDED	
(1) 124043 JK FRONT ADJ TRACK BAR (1) 157520 L-R ADJ SLEEVE	(2) 217200 HEIM SPACER .565 X 1.625 (1) 295511 JM12T ROD END
HARDWARE INCLUDED	
(2) 605145 3/8-16 X 1.00 12 PT BOLT	
TOOLS REQUIRED	
TORQUE WRENCH 15MM SOCKET / WRENCH 21MM SOCKET / WRENCH	5/16" SOCKET / WRENCH 3/8" SOCKET WRENCH
TECH NOTES	
<p>1. IF USED WITH THE STOCK TRACK BAR BRACKET, TRIMMING IS REQUIRED.</p> <p>2. DO NOT EXCEED 2.00" ADJUSTMENT FROM THE CENTER OF THE ROD END TO THE EDGE OF THE TRACK BAR PINCH HOUSING. FAILURE CAUSED BY EXCESSIVE ADJUSTMENT WILL NOT BE COVERED UNDER DYNATRAC'S WARRANTY POLICY. REFER TO TECH NOTE PHOTO #2.</p>	

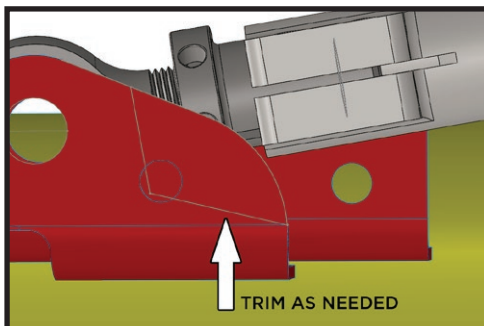


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INSTALLATION

- Remove the stock track bar from the frame and axle using (2) 21mm. Vehicle may shift slightly.
- Using factory hardware, install the front track bar using a 21mm [Torque to factory spec].
- The front track bar features a left/right adjusting collar for on vehicle adjustment. The adjustable end goes towards the axle using the factory hardware. The bend should point forward and up allowing for differential clearance.
- If installing in factory mount, the factory track bar bracket at the axle will need to be cleared for the pinch block. [FIGURE 1]

FIG.1



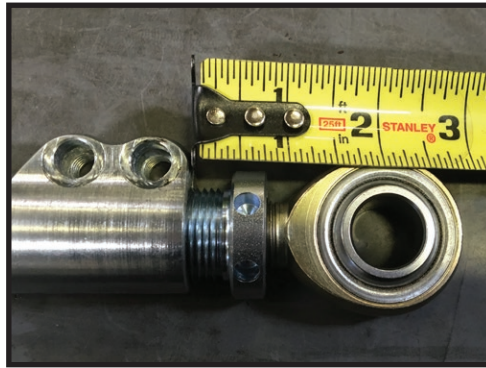
- Paint exposed metal after trimming.

- Once installed, the track bar can be adjusted to center the axle. Loosen the pinch bolts using a 3/8" 12pt. Turn collar to desired length. Line up the slit in the collar with the slit in the tube, apply blue thread locker to the pinch bolts and tighten in an opposing pattern. DO NOT OVERTIGHTEN! [Torque pinch bolts to 25 ft-lbs]

- For final steering wheel alignment, loosen the adjusting collar in the drag link using a 15mm, and adjust as needed [Torque to factory spec]. FAILURE TO CENTER STEERING WHEEL BEFORE DRIVING WILL RESULT IN COMPUTER STABILITY CONTROL ISSUES.

VERIFY ALL FASTENERS ARE PROPERLY TORQUED BEFORE DRIVING VEHICLE.
RETORQUE ALL NUTS, BOLTS AND LUGS AFTER 100 MILES AND PERIODICALLY THEREAFTER.

[TECH NOTE #2]



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