

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

PART #	DESCRIPTION
DT927626P	18-UP JL 3" REAR 2.5 ENDUROSPORT IR

COMPONENTS INCLUDED	
(2) DT124954NR-AL 18-UP JL REAR 2.5" SHOCK	
HARDWARE INCLUDED	
N/A	
TOOLS REQUIRED	
JACK JACK STANDS TORQUE WRENCH	8MM SOCKET / WRENCH 18MM SOCKET / WRENCH
TECH NOTES	
<p>1. THESE SHOCKS REQUIRE A MINIMUM OF A 1.00" BUMP STOP SPACER TO AVOID DAMAGE.</p> <p>2. YOUR DYNATRAC SHOCK ASSEMBLIES COME FACTORY CHARGED TO 250 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>	

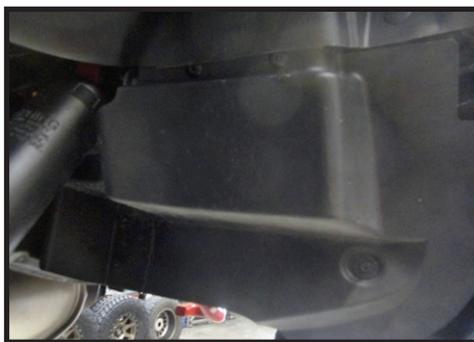


WARNING!
<p>** READ ALL INSTRUCTIONS THOROUGHLY FROM START TO FINISH BEFORE BEGINNING INSTALLATION! IF THESE INSTRUCTIONS ARE NOT PROPERLY FOLLOWED SEVERE FRAME, SUSPENSION AND TIRE DAMAGE MAY RESULT TO THE VEHICLE!</p> <p>** DYNATRAC RECOMMENDS THAT YOU EXERCISE EXTREME CAUTION WHEN WORKING UNDER A 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 rear plastic section of fender liner using an 8mm socket/wrench. [FIGURE 1]

FIG.1



- Remove the factory rear shocks using an 18mm socket/wrench. [FIGURE 2 & 3]

FIG.2



FIG.3



**4.** Using the factory hardware, install the DYNATRAC rear shocks with the long heim spacers toward the frame. Tighten the shock mounting bolts with an 18mm socket/wrench. [Torque to factory spec] [FIGURE 4 & 5]

FIG.4



FIG.5



**5.** The rear plastic section of fender liner may require some trimming for shock clearance.

**6.** Remount the plastic section of fender liner using an 8mm.

**7.** Reinstall the wheels and slowly lower the vehicle 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.***

## 2.5 SERIES SHOCK & COILOVER 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 and coil springs 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. (Needle style charge assembly tool)
- Check bearings for excessive wear yearly.
- DO NOT apply any type of lube to the upper and lower bearings.

#### **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. (Needle style charge assembly tool)
- Check bearings for excessive wear yearly.
- DO NOT apply any type of lube to the upper and lower bearings.

#### **DIRT USE:**

- Send in for factory servicing every 1,000 miles.
- Check nitrogen pressure each outing. (Needle style charge assembly tool)
- Remove any buildup of mud or debris from shocks and coil springs 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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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
DT922027	18-UP JEEP JL FRONT ADJUSTABLE TRACK BAR KIT

COMPONENTS INCLUDED	
(1) 124064 18-UP JL FRONT TRACK BAR (1) 157520 LEFT/RIGHT ADJUSTER SLEEVE (2) 217200 HEIM SPACER RSXM12	(1) 295511 JM12T ROD END (2) 605147 12 PT FLANGED SCREW
HARDWARE INCLUDED	
N/A	
TOOLS REQUIRED	
1/4" PIN WRENCH (SPANNER) TORQUE WRENCH	3/8" 12PT SOCKET / WRENCH 21MM SOCKET / WRENCH
TECH NOTES	
<p>1. FAILURE TO CENTER STEERING WHEEL AFTER INSTALLATION WILL LEAD TO STABILITY/TRACTION CONTROL ISSUES.</p> <p>2. AFTER INSTALLATION IS COMPLETE, HAVE THE VEHICLE PROFESSIONALLY ALIGNED.=</p> <p>3. 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.</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

- Place the vehicle on a smooth, level surface. Ensure that the vehicle is in PARK, engage the emergency brake, and chock the tires before performing any work to the vehicle. DYNATRAC will not be held liable for any injuries or failure caused by improper installation.
- With the vehicle on the ground, remove the front track bar using a 21mm socket/wrench. [FIGURE 1]

FIG.1

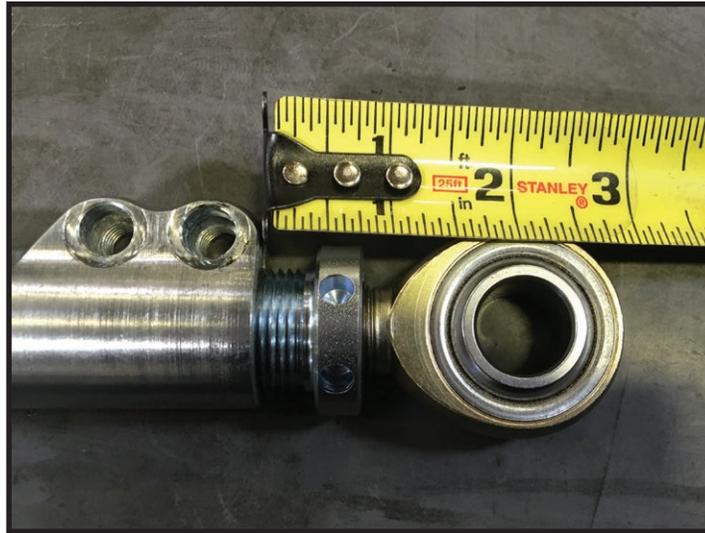


FIG.2



- Install the DYNATRAC track bar using the factory hardware and a 21mm socket/wrench. [Torque to factory spec] [FIGURE 2]
- Ensure pinch bolts are loose before adjusting the length of the track bar. Center the front axle under the frame using a pin wrench. Once centered, align the slit in the adjuster sleeve with the slit in the track bar. Torque pinch bolts to 35 ft-lbs, alternating between both sides using a 3/8" 12pt.
- Adjust the drag link to center the steering wheel. Failure to center the steering wheel after installation will lead to stability/traction control issues.
- Have the vehicle professionally aligned.

**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***

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PART #	DESCRIPTION
DT922028	18-UP JEEP JL REAR ADJUSTABLE TRACK BAR KIT

COMPONENTS INCLUDED	
(1) 124065 18-UP JL REAR TRACK BAR (1) 157520 LEFT/RIGHT ADJUSTER SLEEVE (2) 217200 HEIM SPACER RSXM12	(1) 295511 JM12T ROD END (2) 605147 12 PT FLANGED SCREW
HARDWARE INCLUDED	
N/A	
TOOLS REQUIRED	
1/4" PIN WRENCH (SPANNER) TORQUE WRENCH	3/8" 12PT SOCKET / WRENCH 21MM SOCKET / WRENCH
TECH NOTES	
<p>1. AFTER INSTALLATION IS COMPLETE, HAVE THE VEHICLE PROFESSIONALLY ALIGNED.</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.</p>	



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## INSTALLATION

- Place the vehicle on a smooth, level surface. Ensure that the vehicle is in PARK, engage the emergency brake, and chock the tires before performing any work to the vehicle. DYNATRAC will not be held liable for any injuries or failure caused by improper installation.
- With the vehicle on the ground, remove the rear track bar using a 21mm socket/wrench. [FIGURE 1]

FIG.1

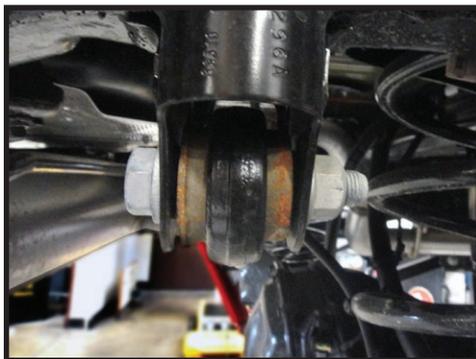


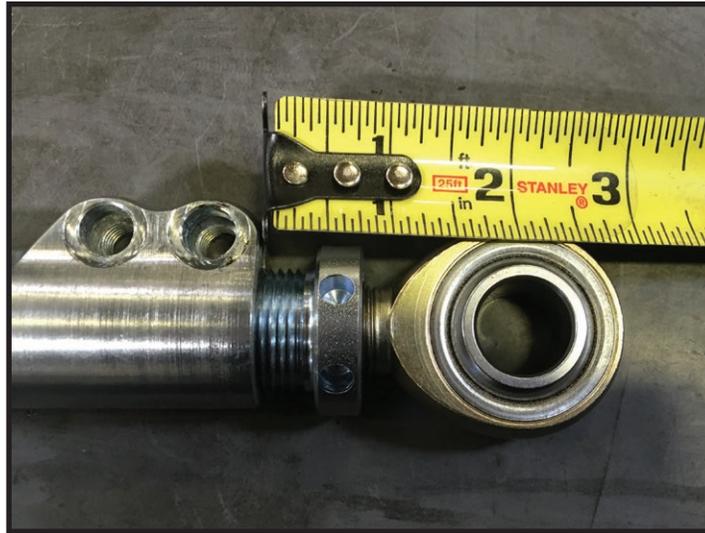
FIG.2



- Install the DYNATRAC track bar using the factory hardware and a 21mm socket/wrench. Mount the adjustment end of the track bar towards the passenger side of the vehicle to ensure adequate differential cover and exhaust clearance. [Torque to factory spec] [FIGURE 2]
- Check to make sure the pinch bolts are loose before adjusting the length of the track bar. Center the front axle under the frame using a pin wrench. Once centered, align the slit in the adjuster sleeve with the slit in the track bar. Torque pinch bolts to 35 ft-lbs, alternating between both sides using a 3/8" 12pt.
- Have the vehicle professionally aligned.

**VERIFY ALL FASTENERS ARE PROPERLY TORQUED BEFORE DRIVING VEHICLE.**

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



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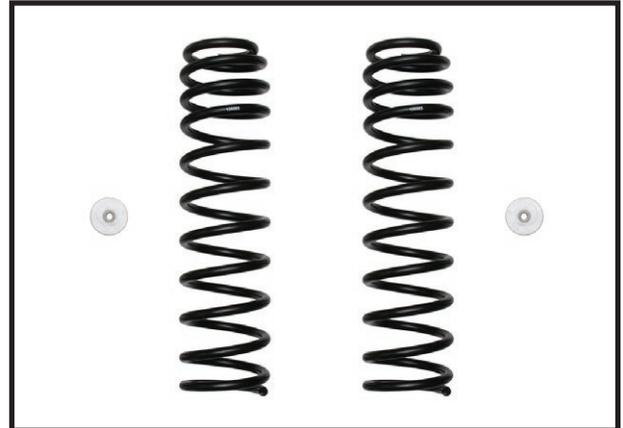
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PART #	DESCRIPTION
DT922025	18-UP JL/20-UP JT 2.5" LIFT FRONT DUAL RATE SPRING KIT

COMPONENTS INCLUDED	
(2) 128503 JL/JT FRONT DUAL RATE SPRING (1) 128005 JL/JT .375" FRONT COIL SHIM	(1) 22025H JL/JT FRONT COIL HARDWARE KIT
HARDWARE INCLUDED	
22025H HARDWARE KIT	
(2) 127200 JL/JT FRONT BUMPSTOP SPACER 1" (2) 605111 3/8-16 X 1.750 FLATHEAD SCREW (2) 605122 3/8-16 C-LOCK NUT	(2) 605133 3/8 FLAT WASHER (2) 605971 BLACK CABLE TIE W/ OVAL TREE
TOOLS REQUIRED	
JACK JACK STANDS TORQUE WRENCH 6MM ALLEN WRENCH	5/32" ALLEN WRENCH 9/16" SOCKET / WRENCH 15MM SOCKET / WRENCH 18MM SOCKET / WRENCH
TECH NOTES	
1. THE SUPPLIED COIL SHIM IS USED TO ACCOUNT FOR THE DIFFERENCE IN HEIGHTS FROM SIDE TO SIDE AND CORRECT A PASSENGER SIDE LEAN.	



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## 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.
- Remove the sway bar links from the axle using (2) 18mm wrenches. Remove the front sway bar links from the sway bar using a 6mm allen wrench and an 18mm. [FIGURE 1]

FIG.1



FIG.2



- Remove the nut from the brake line bracket, then slide the bracket off of the stud on the lower link using a 15mm. Slide the brake line in the bracket to gain some extra slack. [FIGURE 2]

4. Remove the nut from the front lower shock mount using an 18mm. [FIGURE 3]

FIG.3

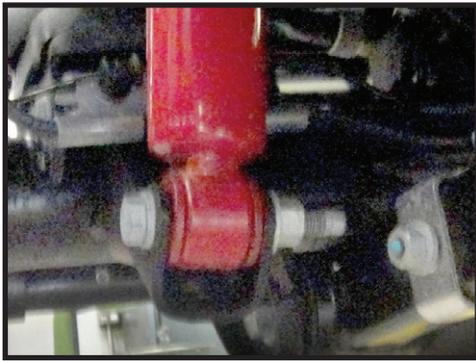


FIG.4

5. Support the axle with a jack to remove the tension from the lower shock mount and remove the factory shock bolt. **RUBICON ONLY\*** Disconnect the front locker plug from the differential and remove the clip from the upper link arm.

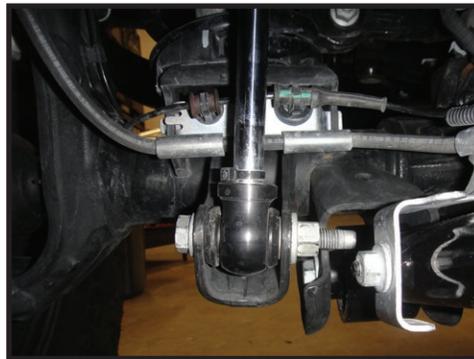
6. With a marker, make a line on the coil isolator and coil bucket to indicate isolator clocking. Carefully lower the front axle until the coil springs can be removed. Use caution to not overextend any brake or ABS lines when lowering the axle. [FIGURE 4]

7. Remove the front coil springs. Make sure the upper and lower coil isolators are still in place with locating prongs in holes on driver's side. Remove locating pins from passenger side isolator to install supplied shim. Install the supplied (128005) coil shim between the upper isolator and coil bucket on the passenger side. Remove tip from the factory coil isolator so that the shim can be installed.

8. Install the (128503) coil springs, taking care to seat the coil properly in the upper and lower isolators as well as align the mark made in step 6 on passenger side. It will be necessary to lower the front axle further to install the new coils. Be careful to not damage any lines when lowering the axle. Verify that the coil springs are properly oriented.

9. With the new coil springs installed, lift the axle enough to install the longer shocks using the factory hardware and an 18mm. [Torque to factory spec] [FIGURE 5]

FIG.5



10. Slide the brake line in the steel bracket to gain extra slack with the suspension fully extended. Connect the brake line bracket to the front lower link using the factory nut and a 15mm. [Torque to factory spec]

11. Slide the bump stop spacer through the coil spring. Make sure that the spacer is centered on the striker pad. Fasten the bump stop spacer to the striker pad using the supplied 3/8" hardware. On the passenger side, the nut is hard to reach. It is helpful to remove the brake line bracket from the back side of the coil spring mount using a 10mm. [Torque to 30 ft-lbs] [FIGURE 6]

FIG.6



FIG.7



12. **\*\*\*WRANGLER JL ONLY\*\*\*** Mount the factory rear sway bar links (to the front axle housing) using factory hardware and a 6mm allen wrench and an 18mm. [Torque to factory spec] [FIGURE 7] **RUBICON ONLY\*** Use the supplied oval tree cable ties to allow extra slack for the front differential locker wiring harness at full suspension extension.

**NOTE: \*\*\*WRANGLER JL ONLY\*\*\*** DYNATRAC supplies longer rear sway bar links with the rear coil spring kit (DT922026).

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

**VERIFY ALL FASTENERS ARE PROPERLY TORQUED BEFORE DRIVING VEHICLE.**

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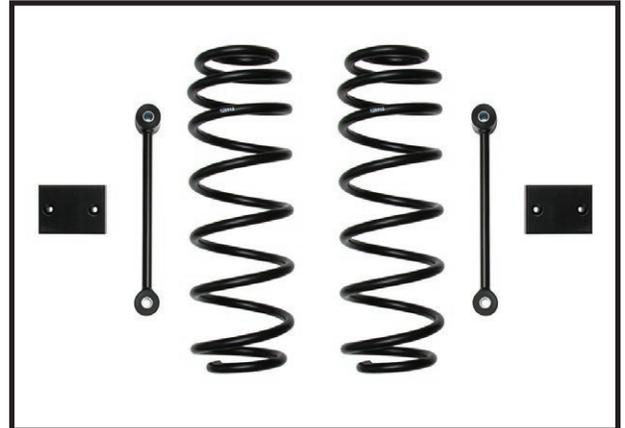
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PART #	DESCRIPTION
DT922026	18-UP JEEP JL 2.5" LIFT REAR DUAL RATE SPRING KIT

COMPONENTS INCLUDED	
(2) 124059 SWAY BAR LINK 10.250 OFFSET (2) 128001 18-UP JL REAR BUMP STOP SPACER (1) 128006 18-UP JL .25" REAR COIL SHIM	(2) 128513 18-UP JL 2.5" REAR COIL SPRING (1) 22026H 18-UP JL 2.5" REAR HARDWARE KIT
HARDWARE INCLUDED	
22026H HARDWARE KIT	
(4) 605075 5/16-18 X 1.500 FLATHEAD SCREW (4) 605076 5/16-18 C-LOCK NUT (3) 605016 5/16 FLAT WASHER (8) 297024 HAT BUSHING 1.005 X .620 X .755	(4) 139001 SLEEVE .625 X .508 X 1.625 (2) 605854 M12-1.75 X 70MM CAP SCREW (2) 605838 M12-1.75 FLANGED NYLOCK NUT
TOOLS REQUIRED	
JACK JACK STANDS PLIERS FLATHEAD SCREW DRIVER TORQUE WRENCH	5/32" ALLEN WRENCH 1/2" SOCKET / WRENCH 16MM SOCKET / WRENCH 18MM SOCKET / WRENCH
TECH NOTES	
1. THE SUPPLIED COIL SHIM IS USED TO ACCOUNT FOR THE DIFFERENCE IN HEIGHTS FROM SIDE TO SIDE AND CORRECT A PASSENGER SIDE LEAN.	



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## 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 sway bar links from the axle using (2) 18mm. Remove the sway bar links from the sway bar using a 6mm allen wrench and an 18mm. Set the links aside as they will be reused in the front. [FIGURE 1]

FIG.1



**3.** Remove the parking brake cable from the brake drum link using pliers. Remove the parking brake cable front the axle housing using a flathead screw driver, push the spring catch inward to release it from the mount. [FIGURE 2 & 3]

FIG.2



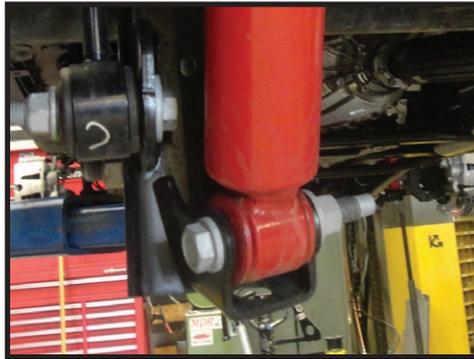
FIG.3



**4. RUBICON ONLY\*** Disconnect the rear locker plug on the rear differential.

**5.** Loosen the lower shock mount bolt using an 18mm socket/wrench. [FIGURE 4]

FIG.4



**6.** Using a floor jack, lift the axle enough to remove the tension from the lower mount, then remove the shock bolts. Slowly lower the axle taking care to not overextend or damage any lines. Lower the axle enough to remove the tension from the coil springs.

**7.** Remove the coil springs and remove the upper spring isolator from the coil spring. [FIGURE 5 & 6]

FIG.5



FIG.6



**8.** Place the upper spring isolators on the supplied (128513) spring and install. Install the coil spring with the part number right side up to ensure that the spring is not installed upside down. Check to make sure the end of the pigtail is seated properly on the isolator. Install the supplied coil spring shim on the passenger side, on top of the isolator.

**9.** Lift the axle while locating the pin on the upper spring isolator into the hole in the spring seat. Also, make sure the center of the isolator catches and centers on the cone in the spring seat. If installed incorrectly, the spring isolator will not be centered on the cone of the spring seat and may result in damage as well as lift height variance. [FIGURE 7]

FIG.7



FIG.8

**10.** Mount the DYNATRAC shocks using the supplied hardware and two 18mm socket/wrenches. [Torque to factory spec] [FIGURE 8]

**11.** Fasten the bump stop spacers to the bump stop striker pads using the supplied 5/16" hardware. Use a 5/32" allen and a 1/2" open end wrench. [Torque to 17 ft-lbs]

**12.** Grease the rear sway bar link bushings and sleeves then assemble the rear sway bar links. Mount the sway bar links using the supplied hardware with a 16mm and 18mm socket/wrench. Ensure that the head of the bolt is facing towards the wheel [Torque to 65 ft-lbs]. Use the factory lower bolt to mount the sway bar link to the axle. [Torque to factory spec] [FIGURE 9 & 10]

FIG.9



FIG.10



**13. RUBICON ONLY\*** Plug in the rear locker connector on the rear differential.

**14.** Connect the parking brake cable to the axle mount and the brake drum link. [FIGURE 11]

FIG.11



**15.** Install the wheels and lower the vehicle 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.**

## **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.

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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.

# **DYNATRAC**

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PART #	DESCRIPTION
DT922021	18-UP JEEP JL FRONT LOWER LINK KIT

COMPONENTS INCLUDED	
(2) 124060 18-UP JEEP JL FRONT LOWER LINK	
HARDWARE INCLUDED	
N/A	
TOOLS REQUIRED	
TORQUE WRENCH 15MM SOCKET / WRENCH	21MM SOCKET / WRENCH 24MM SOCKET / WRENCH
TECH NOTES	
1. DYNATRAC FRONT LOWER LINKS ARE LONGER THAN FACTORY LINKS AND WILL INCREASE CASTER BEYOND THE FACTORY ALIGNMENT RANGE IF USED AT STOCK RIDE HEIGHT.	

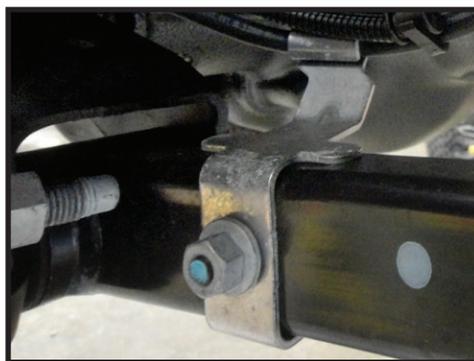


WARNING!
<b>** READ ALL INSTRUCTIONS THOROUGHLY FROM START TO FINISH BEFORE BEGINNING INSTALLATION! IF THESE INSTRUCTIONS ARE NOT PROPERLY FOLLOWED SEVERE FRAME, SUSPENSION AND TIRE DAMAGE MAY RESULT TO THE VEHICLE!</b>
<b>** DYNATRAC RECOMMENDS THAT YOU EXERCISE EXTREME CAUTION WHEN WORKING UNDER A VEHICLE THAT IS SUPPORTED WITH JACK STANDS.</b>
<b>** 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.</b>

## INSTALLATION

1. Place the vehicle on a smooth, level surface. Ensure that the vehicle is in PARK, engage the emergency brake, and chock the tires before performing any work to the vehicle. DYNATRAC will not be held liable for any injuries or failure caused by improper installation.
2. Remove the brake line bracket from the front lower links using a 15mm socket/wrench. [FIGURE 1]

FIG.1



3. Remove the factory front lower link from one side of the vehicle using a 21mm and a 24mm.

**4.** Install the DYNATRAC front lower link using a 21mm and 24mm and the factory hardware. The bend goes to the inside for tire clearance and should be closer to the differential. [Torque to factory spec] [FIGURE 2 & 3]

**FIG.2**



**FIG.3**



**5.** Fasten the brake line bracket to the link using the factory hardware. [Torque to factory spec] [FIGURE 4]

**FIG.4**



**6.** Repeat steps on the opposite side.

***VERIFY ALL FASTENERS ARE PROPERLY TORQUED BEFORE DRIVING VEHICLE.***

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

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PART #	DESCRIPTION
DT927621P	18-UP JL/20-UP JT 3" FRONT 2.5 ENDUROSPORT IR

COMPONENTS INCLUDED	
(2) DT124953NR-AL 18-UP JL 20-UP JT 3" FRONT 2.5" SHOCK	
HARDWARE INCLUDED	
N/A	
TOOLS REQUIRED	
FLOOR JACK	18MM SOCKET / WRENCH
TECH NOTES	
<p>1. THIS SHOCK REQUIRES AT LEAST 1" OF BUMPSSTOP SPACER TO AVOID DAMAGE.</p> <p>2. YOUR DYNATRAC SHOCK ASSEMBLIES COME FACTORY CHANGED TO 250 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>	



WARNING!
<p><b>** 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!</b></p> <p><b>** DYNATRAC RECOMMENDS THAT YOU EXERCISE EXTREME CAUTION WHEN WORKING UNDER A VEHICLE THAT IS SUPPORTED WITH JACK STANDS.</b></p> <p><b>** 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.</b></p>

## INSTALLATION

**1.** Remove the factory rear shock using a 18mm. [FIGURE 1]



FIG.1

**2.** Using factory hardware, install the 2.5" front shocks with the long spacers towards the frame. Shocks are labeled DRVR & PASS. [FIGURE 2]



FIG.2

**VERIFY ALL FASTENERS ARE PROPERLY TORQUED BEFORE DRIVING VEHICLE.**

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

## 2.5 SERIES SHOCK & COILOVER 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 and coil springs 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. (Needle style charge assembly tool)
- Check bearings for excessive wear yearly.
- DO NOT apply any type of lube to the upper and lower bearings.

#### **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. (Needle style charge assembly tool)
- Check bearings for excessive wear yearly.
- DO NOT apply any type of lube to the upper and lower bearings.

#### **DIRT USE:**

- Send in for factory servicing every 1,000 miles.
- Check nitrogen pressure each outing. (Needle style charge assembly tool)
- Remove any buildup of mud or debris from shocks and coil springs 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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