

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

PART #	DESCRIPTION
DT927627P	20-UP JT 3" REAR 2.5 ENDUROSPORT IR

COMPONENTS INCLUDED	
(2) DT124957NR-AL 20-UP JT 1.5" REAR 2.5" SHOCK	
HARDWARE INCLUDED	
N/A	
TOOLS REQUIRED	
JACK JACK STANDS TORQUE WRENCH 21MM SOCKET / WRENCH	
TECH NOTES	
<p>1. 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> <p>2. INTENDED FOR USE WITH: DT922065 (20-UP JT 1 3/8" REAR COIL SPACER KIT) OR DT922066 (20-UP JT 2.5" REAR MULTI-RATE SPRING KIT)</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 rear wheels.
- Remove the factory shocks using a 21mm. [FIGURE 1 & 2]

FIG.1



FIG.2



**NOTE:** It is easiest to install shocks at full droop.

**3.** Install the DYNATRAC rear shocks as shown using factory hardware and torque to factory spec using a 21mm. Install the longer heim spacers towards the frame to position the shock outward away from the frame. **[FIGURE 3]**

**FIG.3**



**4.** Reinstall rear 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.***

## 2.5 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
DT922061	18-UP JL/20-UP JT FRONT SWAY BAR LINK KIT

COMPONENTS INCLUDED	
(2) 197031 3/4" HEX BAR END LINK 6.25" LONG	
HARDWARE INCLUDED	
(2) 127212 JL/JT SWAY BAR END LINK SPACER (1) 295503 ROD END 1/2-20 RIGHT HAND SHANK AND STUD (2) 295504 ROD END 1/2-20 LEFT HAND SHANK RIGHT HAND STUD (1) 295512 ROD END 1/2-20 RIGHT HAND SHANK	(6) 605330 1/2" FLAT WASHER (3) 605350 1/2-20 C-LOCK NUT (2) 605355 1/2-20 JAM NUT THIN (2) 605356 1/2-20 JAM NUT THIN LEFT HAND
TOOLS REQUIRED	
JACK JACK STANDS DRILL 1/2" DRILL BIT	TORQUE WRENCH 5/8" SOCKET / WRENCH 3/4" SOCKET / WRENCH 18MM SOCKET / WRENCH
TECH NOTES	
END LINK MAX ALLOWABLE ADJUSTMENT FORM CENTER OF ROD END TO CENTER OF ROD END IS 9.75".	



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** 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. Remove the front wheels.
- Remove the factory sway bar links using an 18mm. [FIGURE 1]

FIG.1



FIG.2



- Using a 1/2" drill bit, carefully drill out the sway bar hole. [FIGURE 2]
- The sway bar links come preassembled by DYNATRAC, verify that the studs are in the proper orientation before mounting.

5. Mount the sway bar link with the open eyelet on the passenger side using the supplied spacers with the factory bolt and an 18mm socket/wrench. [Torque to factory spec] Mount the stud of the rod end to the sway bar using 1/2" washers on both sides with a 5/8" and 3/4" socket/wrench. [Torque nut to 50 ft-lbs] [FIGURE 3]

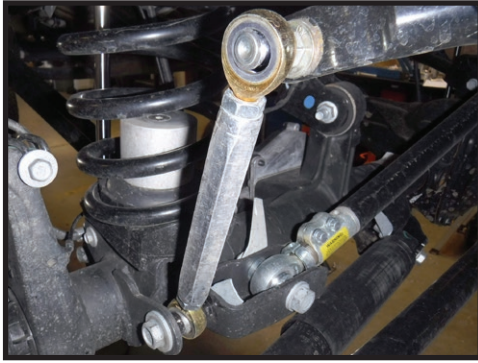


FIG.3



FIG.4

6. Mount the other sway bar link on driver side using 1/2" washers on both sides with a 5/8" and 3/4" socket/wrench. [Torque nut to 50 ft-lbs] [FIGURE 4]

7. Keep rod ends parallel and tighten jam nuts using a 3/4" wrench.

**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
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	
<p>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.</p>	



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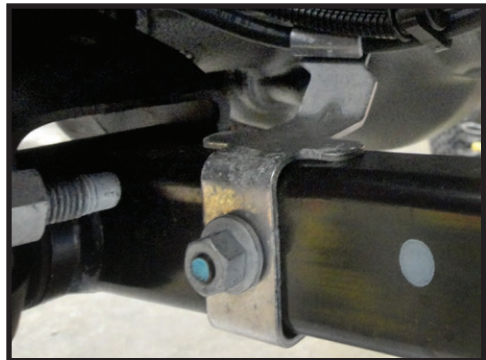
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## INSTALLATION

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]

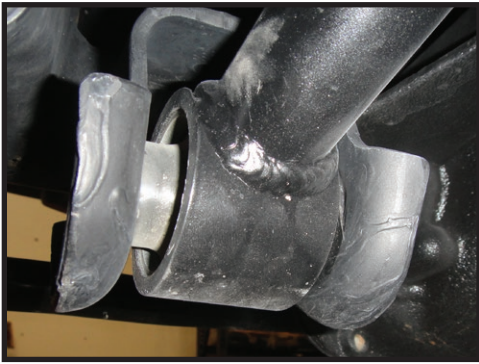
FIG.1



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>	



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## 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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PART #	DESCRIPTION
DT922068	20-UP JT REAR ADJUSTABLE TRACK BAR KIT

COMPONENTS INCLUDED	
(1) 124079 20-UP JT REAR ADJUSTABLE TRACK BAR (1) 157520 L-R ADJ SLEEVE (2) 217200 HEIM SPACER RSMX12 X .565 X 1.625	(1) 295511 JM12T ROD END (1) 297105 GREASELESS BUSHING 1.508 X 14.3MM X 40.58MM
HARDWARE INCLUDED	
(2) 605147 3/8-16 X .75 12PT SCREW	
TOOLS REQUIRED	
TORQUE WRENCH 21MM SOCKET / WRENCH	3/8" 12PT SOCKET / WRENCH 1/4" PIN 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>	



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

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 stock track bar using two 21mm wrenches. [FIGURE 1 & 2]

FIG.1

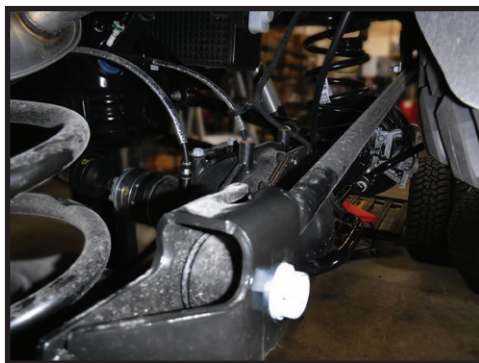


FIG.2



**3.** Install the new track bar with the rod end toward the axle. The pinch bolts should be on top and facing toward the rear of the vehicle. [FIGURE 3 & 4]

FIG.3



FIG.4



**4.** Torque bolts to factory spec using 21mm.

**5.** To adjust, loosen the pinch bolts billet link using a 3/8" 12pt. Turn the L/R adjusting collar to center the differential under the frame using a 1/4" pin wrench.

**6.** Never exceed the maximum length as listed in the tech notes.

**7.** Make sure that the slit in the collar is lined up with the slit in the pinch housing and tighten pinch bolts using an alternating pattern [Torque to 40 ft-lbs]. Go back and forth between bolts 3 times to torque equally.

***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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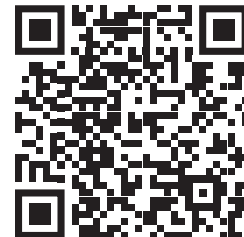
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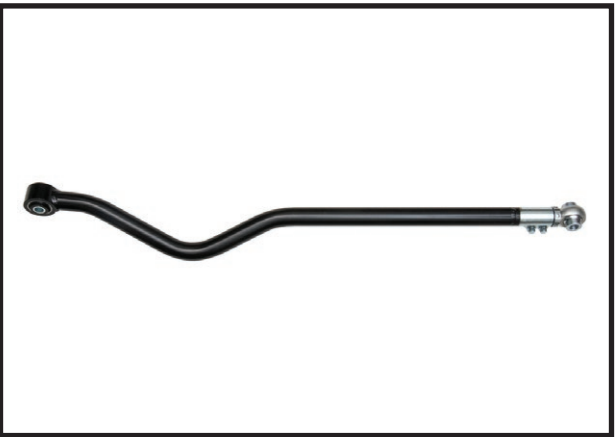
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PART #	DESCRIPTION
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COMPONENTS INCLUDED	
(1) 124064 18-UP JL FRONT TRACK BAR (1) 157520 LEFT/RIGHT ADJUSTER SLEEVE (2) 217200 HEIM SPACER RSXM12	(1) 295511 JM12T ROD END (2) 605147 12 PT FLANGED SCREW
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>	
	
<p><b>WARNING!</b></p> <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

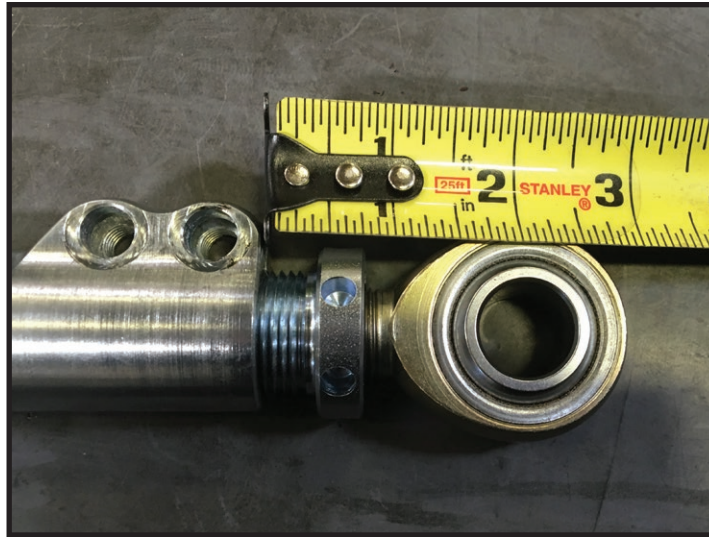


FIG.2



- 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.**



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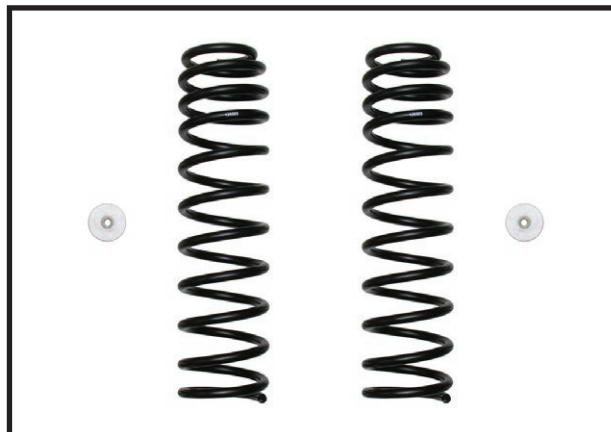
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PART #	DESCRIPTION
DT922025	18-UP JL/20-UP JT 2.5" LIFT FRONT DUAL RATE SPRING KIT

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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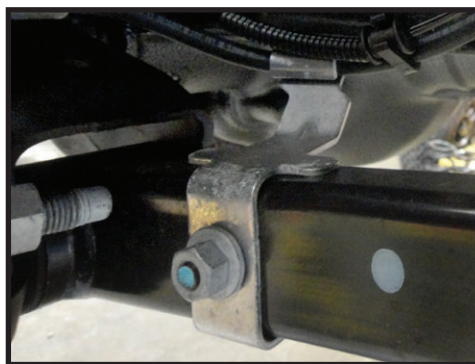
## INSTALLATION

- 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

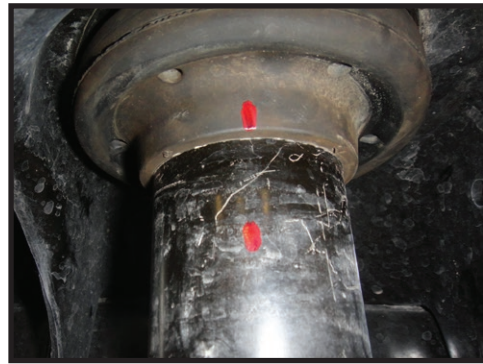
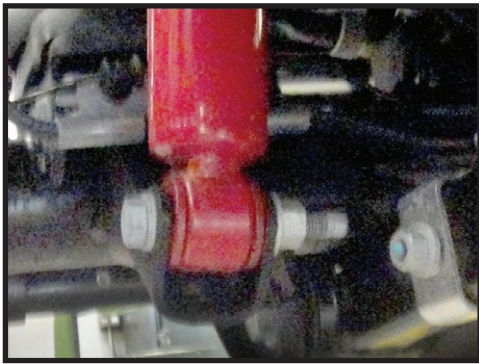


FIG.4

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.

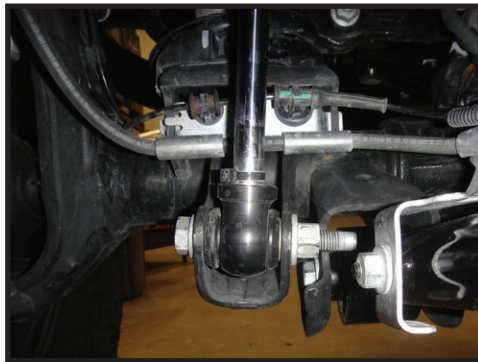
6. With a marker, make a line on the coil isolator and coil bucket to indicate isolator clocking. Carefully lower the front axle until the coil springs can be removed. Use caution to not overextend any brake or ABS lines when lowering the axle. [FIGURE 4]

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.**

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

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PART #	DESCRIPTION
DT922066	20-UP JT 1.5" MULTI-RATE SPRING KIT

COMPONENTS INCLUDED	
(2) 128523 20+ JT REAR 1.5" TRIPLE RATE COIL SPRING	
HARDWARE INCLUDED	
N/A	
TOOLS REQUIRED	
JACK JACK STANDS TORQUE WRENCH	10MM SOCKET / WRENCH 18MM SOCKET / WRENCH 21MM SOCKET / WRENCH
TECH NOTES	
<p>1. INTENDED FOR USE WITH DYNATRAC SHOCKS.</p> <p>2. REQUIRES: SWAY BAR RELOCATION KIT (PART #DT922062) OR SWAY BAR LINK KIT (PART #DT22070).</p>	

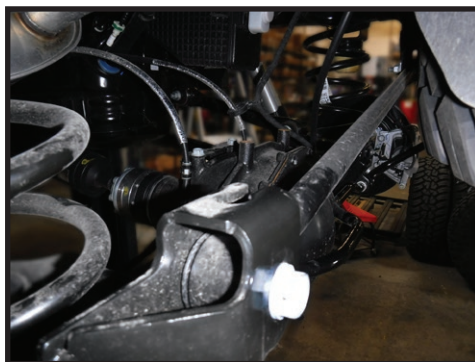


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## INSTALLATION

- Place the vehicle on a flat surface, verify that the transmission is shifted into PARK, firmly apply the emergency brake, and place wheel chocks on both sides of the tires.
- Remove the bolt connecting the rear track bar to the frame using a 21mm. [FIGURE 1]

FIG.1



- Using a properly rated jack, raise the back 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.

4. Support the rear differential and disconnect the lower shock bolts using a 21mm. [FIGURE 2]

FIG.2



5. Disconnect the rear sway bar from the frame using an 18mm. [FIGURE 3]

FIG.3



6. Disconnect the brake line bracket from the side of the frame using a 10mm. [FIGURE 4 & 5]

FIG.4



FIG.5



7. Disconnect the ABS line from the wire retainer on the differential.

8. Carefully lower the rear differential enough to remove the rear coils. [FIGURE 6 & 7]

FIG.6



FIG.7



**9.** Install the multi-rate coil spring. Ensure the upper coil isolator is located properly on the coil and the locator nipple is in the locating hole in the frame. [FIGURE 8 & 9]

FIG.8



FIG.9



**10.** Lift the differential enough to connect the shock. Connect the shocks using the factory bolt and a 21mm. [Torque to factory spec] [FIGURE 10 & 11]

FIG.10



FIG.11



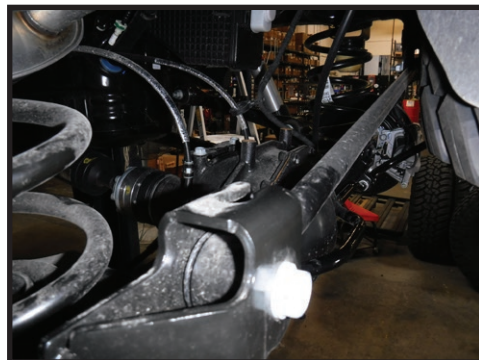
**11.** Connect the ABS wire to the retainer on the differential.

**12.** Connect the brake line bracket to the frame using a 10mm and the factory bolt. [Torque to factory spec]

**13.** Mount the wheels and lower the vehicle to the ground. [Torque lugs to factory spec]

**14.** With the vehicle on the ground, connect the rear track bar using factory hardware and a 21mm. [Torque to factory spec] [FIGURE 12]

FIG.12



**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
DT922062	20-UP JT REAR SWAY BAR RELOCATION KIT

COMPONENTS INCLUDED	
(2) 127210 20-UP JT REAR SWAY BAR RELOCATION BLOCK	
HARDWARE INCLUDED	
(4) 605133 3/8" FLAT WASHER	(4) 605100 3/8-16 X .750 BOLT
TOOLS REQUIRED	
JACK JACK STANDS TORQUE WRENCH	9/16" SOCKET / WRENCH 15MM SOCKET / WRENCH
TECH NOTES	
N/A	



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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 sway bar from the differential using a 15mm. [FIGURE 1]

FIG.1

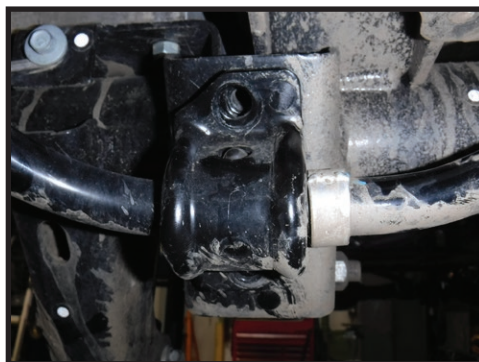
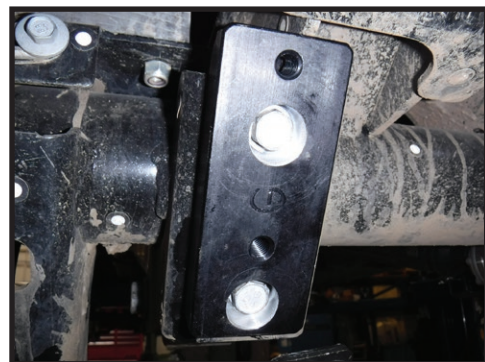


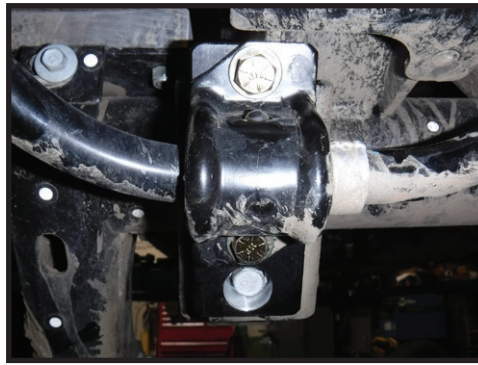
FIG.2



- Mount DYNATRAC relocation block using the factory hardware and a 15mm socket/wrench. [Torque to factory spec] [FIGURE 2]

4. Mount the sway bar to the relocation block using the supplied 3/8" hardware and a 9/16". [Torque to 30 ft-lbs] [FIGURE 3]

FIG.3



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

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