



SIMPLY SUPERIOR.

4 DOOR MODELS

J-KRAWL LONG ARM SUSPENSION SYSTEM

2018-2026 JEEP WRANGLER JL 4" & 6"

JSPEC2650

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 trueing 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

4" Long Arm:

- Factory Bumpers and Factory Plastic Fenders – 35" tires on 17x8 with 3.5" BS with factory axle width is recommended.
- High Clearance Fenders and Aftermarket Bumpers – 37" tires on 17x8 with 3.5" BS with factory axle width is recommended.
- High Clearance Fenders and Aftermarket Bumpers - 40" or 42" tires on 17x8 with 3.5" BS with wider aftermarket axles. In addition, trimming factory metal fender, pinch welds and/or additional bump stop, and adjusting steering stop may be required..

6" Long Arm:

- Factory Bumpers and Factory Plastic Fenders – 37" tires on 17x8 with 3.5" BS with factory axle width is recommended. Trimming may still be required.
- High Clearance Fenders and Aftermarket Bumpers - 40" or 42" tires on 17x8 with 3.5" BS with wider aftermarket axles. In addition, trimming factory metal fender, pinch welds and/or additional bump stop, and adjusting steering stop may be required.

SPECIAL TOOLS REQUIRED

Metric/Standard Socket Wrench
Set 3" cut-off wheel
4-½" angle grinder w/cut off and grinder disc
Reciprocating Saw
Plasma Cutter (suggested)
Rivet Gun (1/8" Head)
Die Grinder
Step bit (5/8" or greater)
Welder
Tall Jack stands & Jack or Lift and axle stands

INSTALLATION TIME

Approximately 16-18 hours



00. INSTALLATION

Kit comes standard with long travel capability shocks, aftermarket front driveshaft is required.

Individual part instruction sheets are not needed for installation.

Steering Correction system, like a drag link flip is required to be used with this system.

It is recommended to use a strong steering stabilizers. In our testing there is a lot of variation between jeeps and how they react to Tire size, Lift heights, Factory steering components, Worn parts. Increasing Caster and Toeing in the tires can help but sometimes a strong stabilize is required to prevent steering wheel shimmy in some vehicles.

It is highly recommended that this procedure be done with the rear axle removed from the vehicle. Rear axle brackets are designed for OE axles. Modification to brackets or axle may be necessary if vehicle has an after market axle installed.

All Frame brackets can be welded on instead of bolted on if installer chooses to do so. It will still be required to drill holes for arm bolts that penetrate the frame and nut tabs will still be needed for those bolts.

Nut tabs are designed to work in bolt pairs to keep them from spinning when tightening one bolt, always have all bolts started in nut tab before tightening any of the bolts.



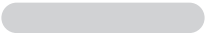
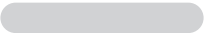
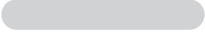
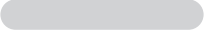
ATTENTION INSTALLER

It is required to buy and use the Borla exhaust loop delete for those who have the 3.6L pentastar engine with this kit.

The body will need to be lifted from frame for this install, only disconnect and lift one side at the time. It is recommended to completely remove rear axle from vehicle for the bracket replacement procedure.

01. PRE-INSTALLATION

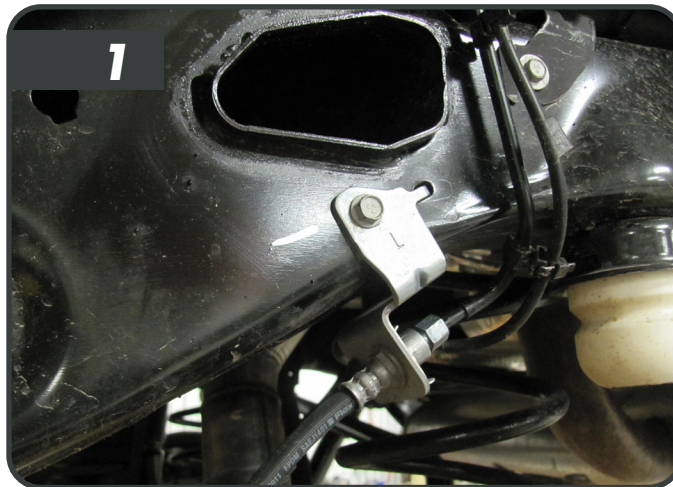
Measure from the center of the wheel up to the bottom edge of the wheel opening.

	Drv	Pass
Front		
Rear		

02. REAR DISASSEMBLY

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

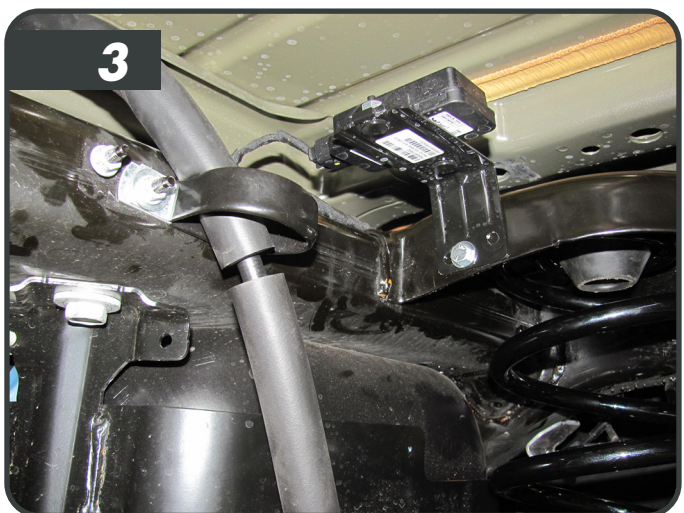
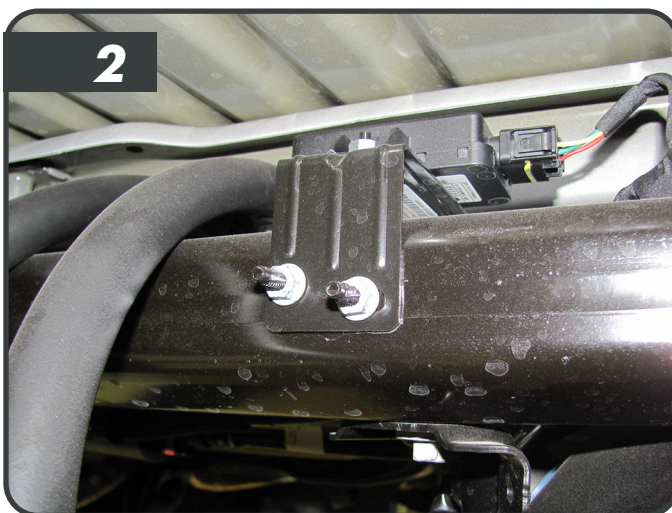
- Disconnect battery.
- Disconnect the track bar at the axle with the vehicle still on the ground using a 21mm socket.
- Raise and support the vehicle with jack stands positioned in front of the lower suspension arm brackets. Remove the tires.
- Remove the bolts holding the brake lines to the frame (10mm)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



- Remove the (2) bolts holding the TPMS ECU sensor to the rear crossmember (10mm) [2].

Note: Some models may not be equipped with a TPMS ECU in this location. No action is required in this case.

- Relocate the sensor using the provided 1/4" hardware in bolt pack J129. Using the provided cable clamp, insert the passenger side parking brake cable and reattach where the sensor was located using the original nut.[3].



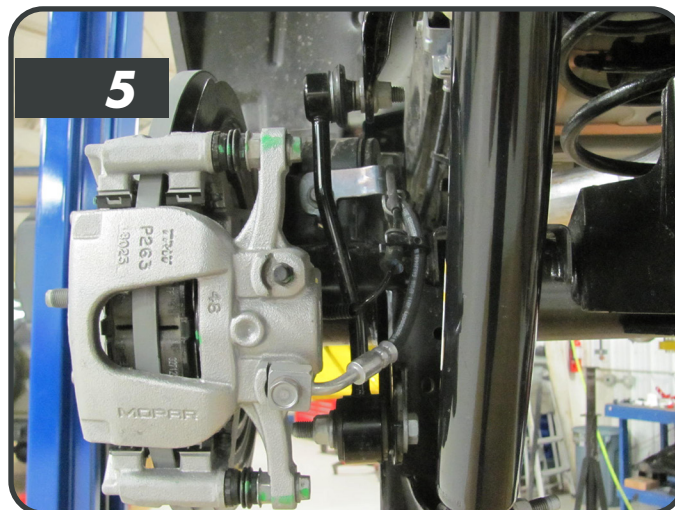
Rubicon models: Disconnect the locker wires from the differential.

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

Note: some models may not be equipped with this bracket. No action is required in this case.



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



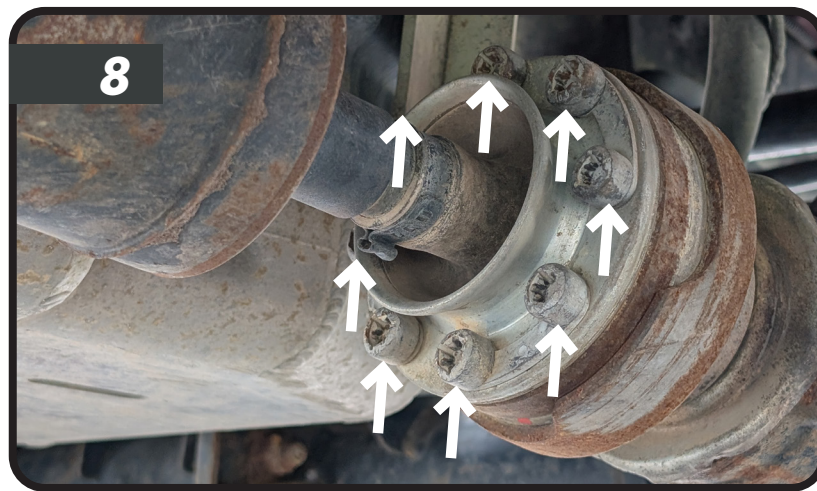
- i. Remove the rear inner fender liners by removing the 3 bolts (8mm) to gain access to the upper shock bolt [6].



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



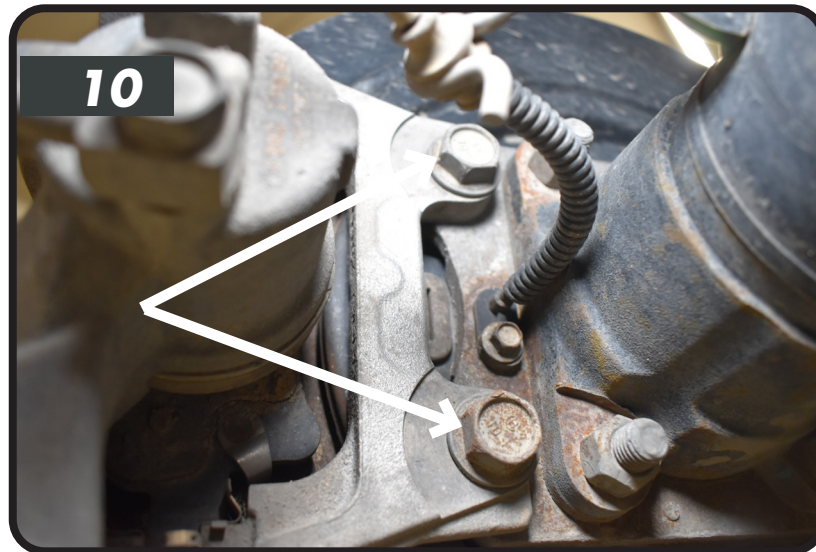
- k. Lower the axle enough to remove the factory springs. Note the orientation of the upper spring isolators. Make sure there is adequate slack on all brake lines.
- l. Remove the 8 (T50) bolts to disconnect rear drive shaft from rear axle. Support shaft with bungee cord or equivalent. [8]



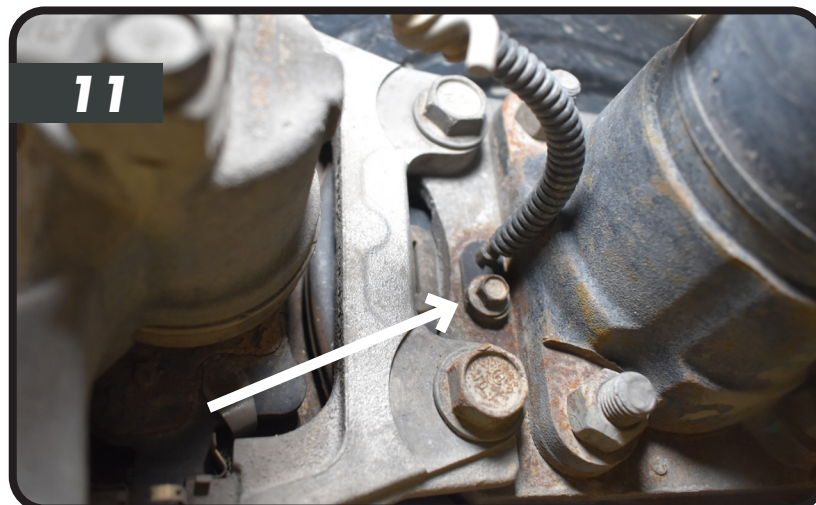
- m. Disconnect the track bar from frame mount (21mm socket) and remove from vehicle. [9]



- n. Disconnect brake calipers from axle.(18mm socket) Hang calipers with caliper hanger to protect the lines from any damage. [10]



- o. Disconnect ABS sensor from bearing assembly. 8mm [11]



- p. Disconnect parking brake cable lever from the brake assembly. [12]



- q. Disconnect parking brake line from the bracket on the front side of the axle. Align one lifted tab with slot and depress the other 2 and slide through the bracket hole. [13]

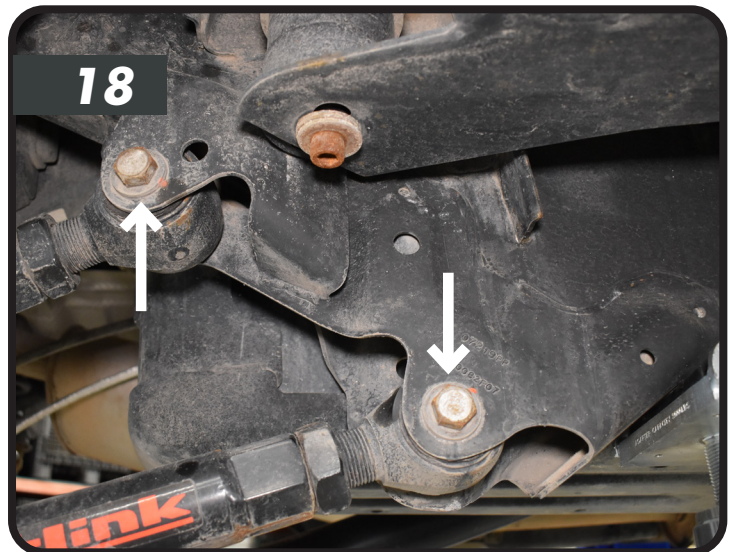
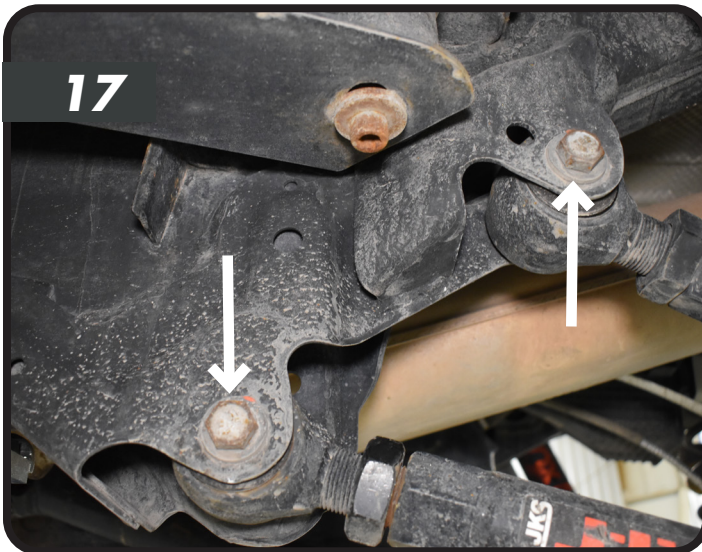


- r. Disconnect diff breather hose. [14]



- s. If equipped, disconnect the diff. locker line.

t. Loosen all rear, upper and lower control arm hardware, do not remove. (21mm socket/wrench) [15, 16, 17, 18]



u. Lower vehicle back down and reconnect the lower shock. Do not tighten. [19]



- v. Re-install wheels.
- w. Lower axle to the ground to roll out from under vehicle.
- x. Disconnect Upper and lower control arms at the Frame (21 mm socket).
- y. Disconnect the lower shock. (18mm socket)
- z. Roll axle assembly out from under the vehicle.

03. REAR AXLE BRACKETS REMOVAL AND INSTALLATION

- aa. Support axle with jack / jack stands.
- ab. Remove wheels.
- ac. Remove brake rotor. (T30) [20]



- ad. Remove the 4 axle bolts using a (18mm short socket/wrench). [21]



- ae. Re-Install brake rotor backwards loosely, and use like an improvised slide hammer to remove the axle shaft assembly. [22, 23]



af. Remove parking brake assembly from the axle. [24, 25]



ag. Cut the upper and lower control arm brackets on both sides of the axle housing. If using a plasma cutter, be cautious as to no cut through the axle tube. [26, 27]



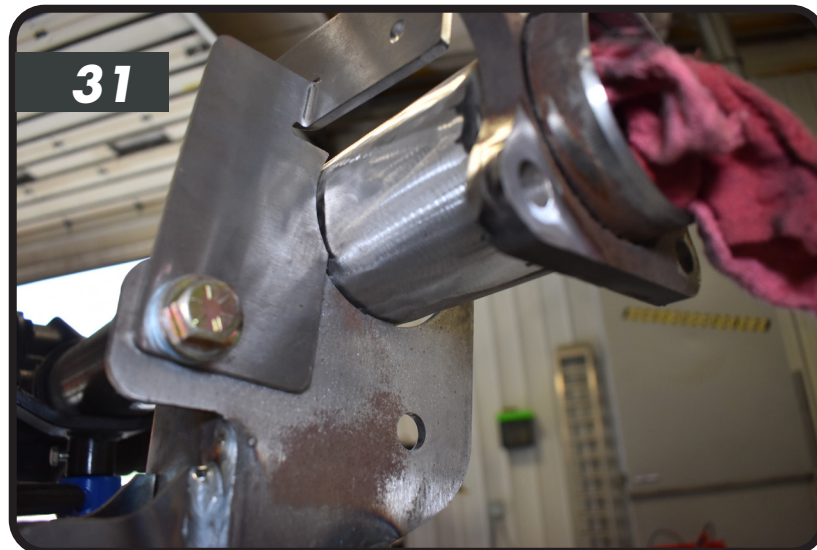
ah. Grind smooth to prep the axle housing for welding the new brackets. [28, 29]



ai. Temporarily attach the alignment bracket to the bump stop bracket using the bump stop bolts from your rear lift kit. ($\frac{1}{2}$ " socket/wrench) [30]



aj. Attach LCA bracket to the alignment bracket. (Bolt Pack J175 - $\frac{3}{4}$ " Socket/wrench) [31]



ak. Attach UCA bracket to the alignment bracket. (Bolt Pack J175 9/16" and 7/16" socket/wrench). [32]



al. Tack weld UCA and LCA brackets to the axle housing. [33,34]



am. With brackets tacked in place. Remove the alignment bracket (7/16", 1/2", 3/4") and weld the control arm brackets to the axle housing. [35, 36]

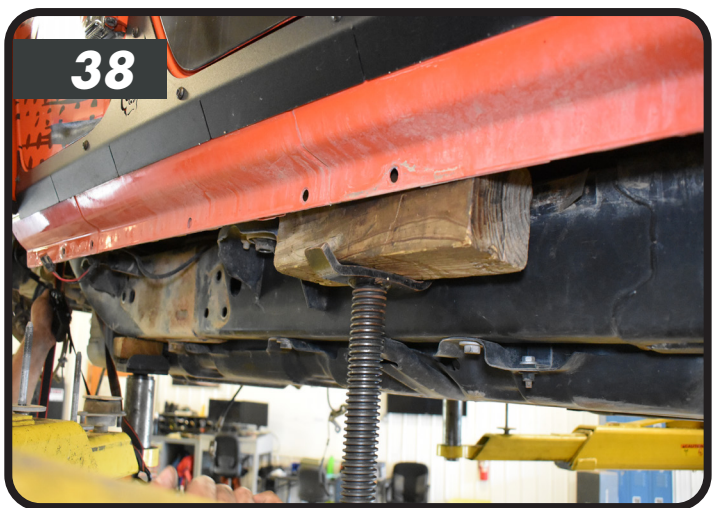
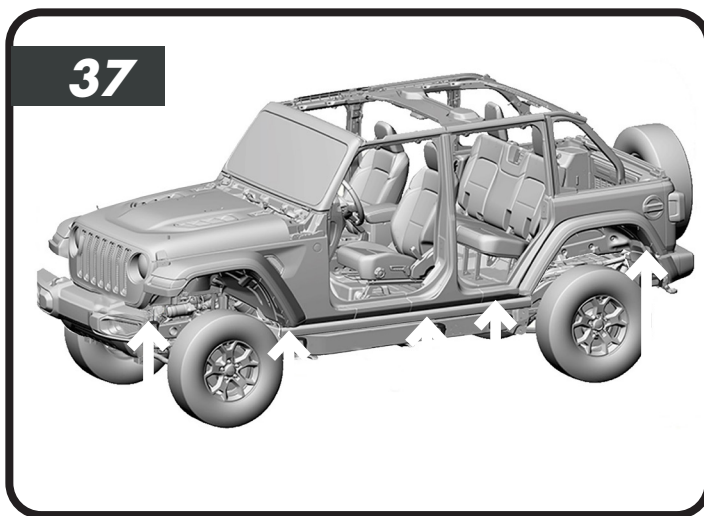


- an. Paint brackets and housing to prevent rust. Repeat procedure on other side.
- ao. Re-install parking brake assembly.
- ap. Re-install axle shafts.
- aq. Install brake rotor.
- ar. Re-install wheels.

04. BODY LIFT PROCEDURE

- as. If equipped remove any steps or rock sliders installed on vehicle.
- at. Remove the 5 body mount bolts only on the side you are currently working on. (18mm socket) Loosen do not remove body mount bolts on the side your not working on. [37, 38]

Note: It is required to lift the body for the Control arm bracket installation. For ease of installation it best to do the Shock Mount Preparation, Shock Mount Installation, and Control Arm Installation while the body is lifted on that side.



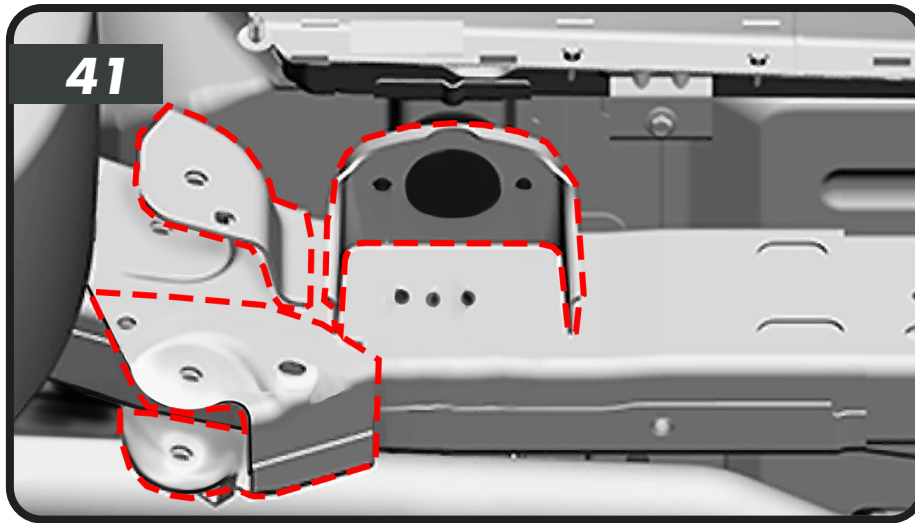
BODY MOUNT & CONTROL ARM POCKET REMOVAL

- au. Remove body mount bushing assembly from the frame mount closest to the control arm brackets. (16mm socket) Retain for re-use. [39, 40]



- av. If you have not already, remove the upper and lower control arms from the frame brackets. (21mm socket)
- aw. Using a combination of reciprocating saw, Cut off wheel, and/or plasma cutter. Remove Body mount bracket along with the rear frame UCA and LCA mounts. [41]

CAUTION: Zip tie wiring out of the way to prevent damage when cutting.



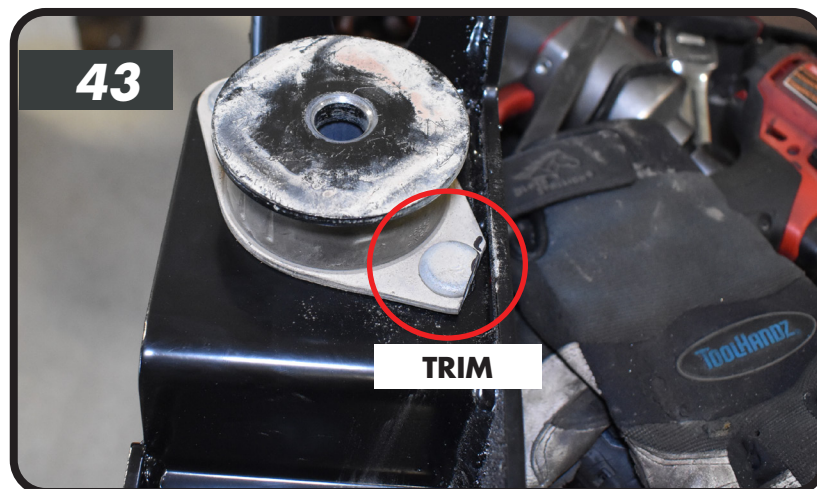
ax. With brackets removed, grind flush the out side frame welds and coat with paint.[42]

For best appearance grind all welds flush.



05. BODY MOUNT BRACKET INSTALLATION

ay. Trim the corner of the body mount and stud. (see photo below) so it fits into the new bracket. Do not cut or damage the threads. [43]



It will be necessary to pre-mount the bracket to existing holes in order to mark and drill additional holes required to mount brackets.

az. Mount body mount bushing assembly to the bracket using OE hardware. Torque to 45ft-lbs (16mm socket/wrench) [44]



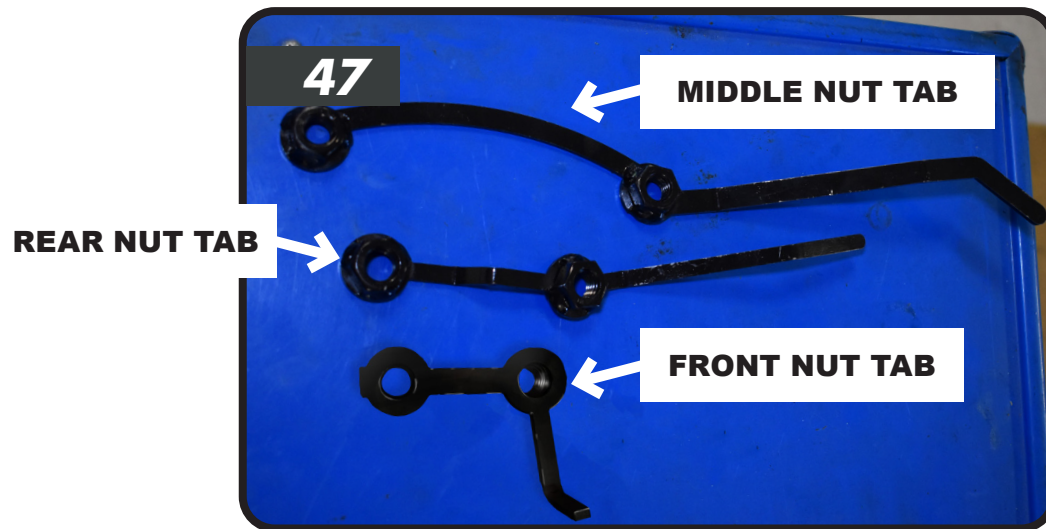
ba. Suspend bracket from the body using the OE body bolt. Leave body bolt very loose. (Passenger side show) [45]



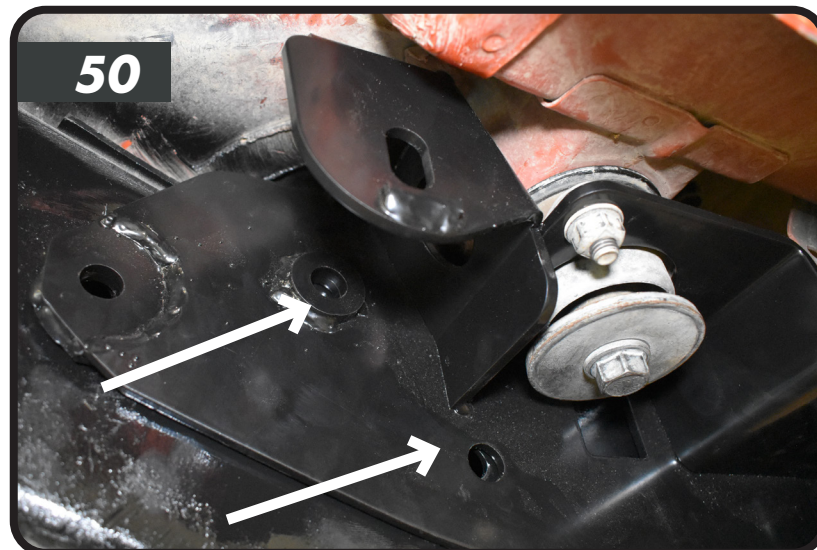
bb. Enlarge frame hole to install rear nut tab. Using a die grinder. [46]



bc. Image [48] below is the front side. Using provided nut tab loosely fasten the bracket to the frame through the front two mounting holes using 2, 9/16" x 1-3/4" (7/8" socket) bolt and washer from J174 bolt pack. Then also the rear most hole [49] with provided nut tab and provided 3/4" hardware from Bolt pack J174. Which is the factory UCA hole. **For installation reference see image [51]** (Passenger side shown) [47, 48, 49]

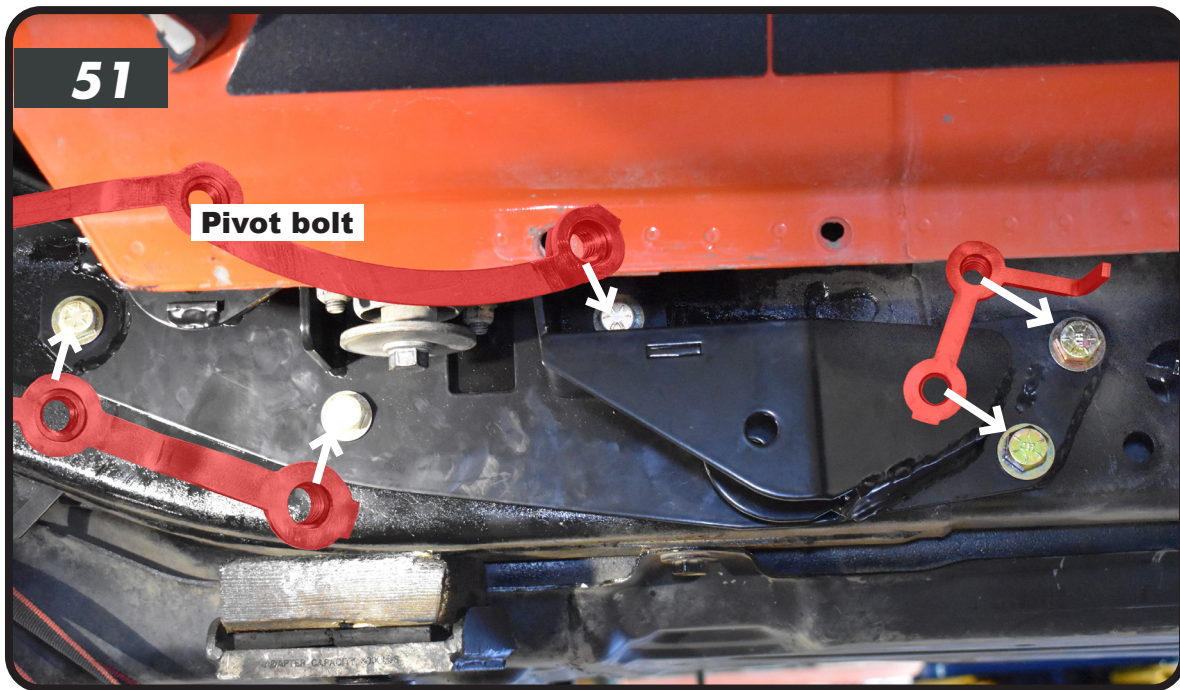


bd. Mark holes to be drilled. [50]



be. Drill holes using a step bit to 5/8" to provide bolt clearance.

bf. After drilling the mounting holes, Re-install bracket. Use the provided hardware in J174 & 469 along with the 3 nut tabs to mount the bracket to the frame. 2x 9/16"x1-3/4" bolt and washer in front two mounting holes. 1/2" x 1-3/4" bolt and washer in rear most hole. The two drilled holes get 9/16"x1-3/4" bolt and. The UCA uses the 9/16"x5" bolt and washer. The remainder 9/16"x4" bolt will be used for the lower control arm later. Snug but do not tighten hardware at this time.. DO NOT tighten bracket at this time. [53]



06. REAR SHOCK MOUNT PREPARATION

Note: If you are installing coilovers or have coilovers already installed skip this section and the shock mount section

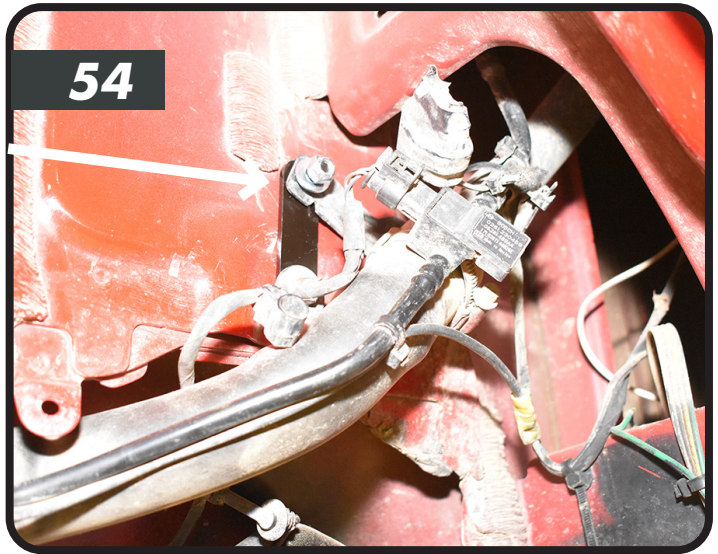
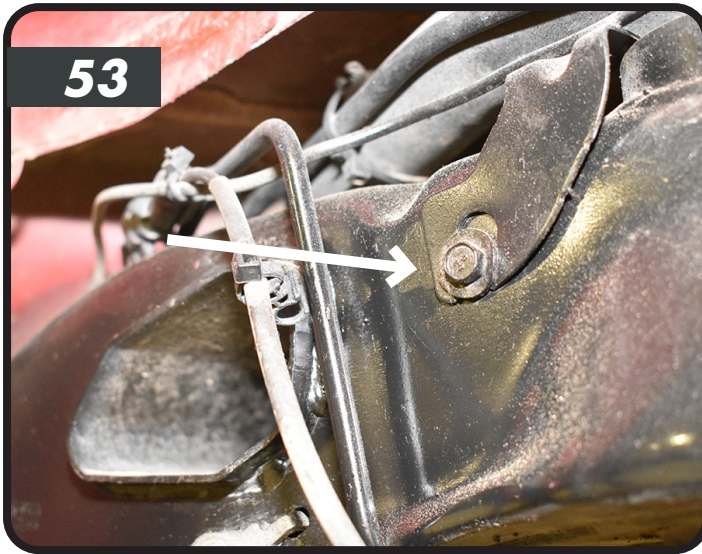
bg. Remove rear shock from factory mount. (18mm socket)

bh. Remove the wiring harness clip from the frame shock mount.

bi. Remove the bolt (10mm socket) holding the fuel filler neck to the body. [52]



- bj. Loosen the forward filler neck mount (10mm socket) and/or lift filler neck and retighten hardware.[53]
- bk. Install the Fuel filler neck relocation bracket to raise the neck up away from the shock mount. [53, 54] Using the ¼" washer and nut in bolt pack J145. Torque OE bolt (10mm socket) to 53in-lbs and torque ¼" nut (7/16 socket) to 86 in-lbs.

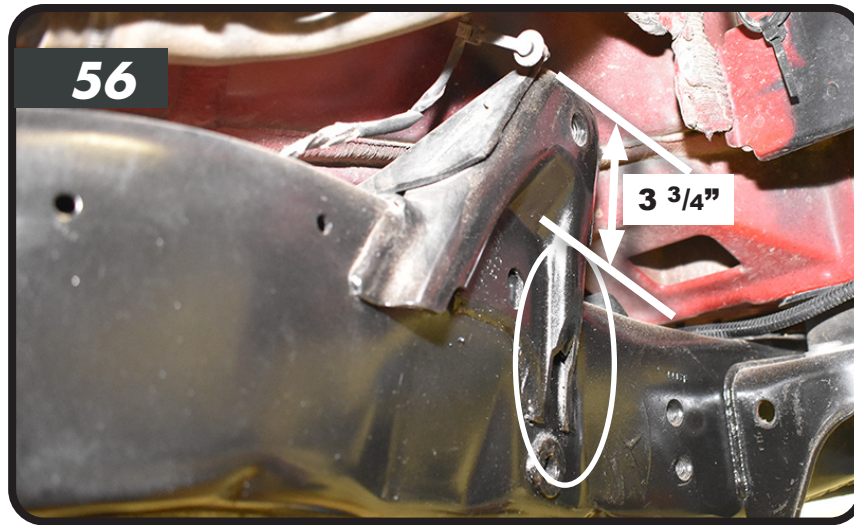


- bl. Using a cut off wheel and reciprocating saw (plasma cutter can be used too) cut off the outer shock tab flush with the inner shock mounting surface. Grind surface smooth with Shock mounting surface. [55]

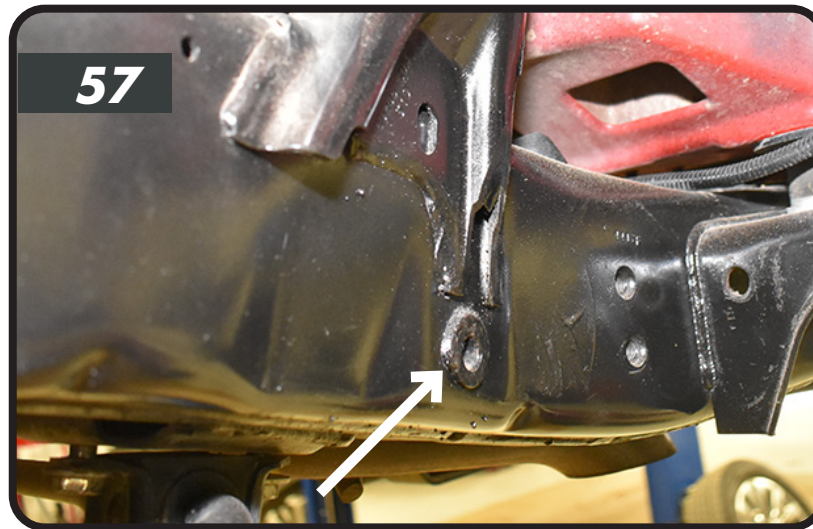
Note - Be careful of any wiring harnesses and on the driver side the fuel filler neck.



- bm. Grind the formed support rib at a taper. Starting at 3-¾" down from the top of the shock mount to the bottom of the rib being flushed with the frame. [56]



bn. If vehicle did not come with a factory welded in bung in this location. We provided one that must be welded in at this time. [57]



bo. Paint all bare surfaces.

07. SHOCK MOUNT INSTALLATION

Frame Shock mount hardware is located in bolt pack J143

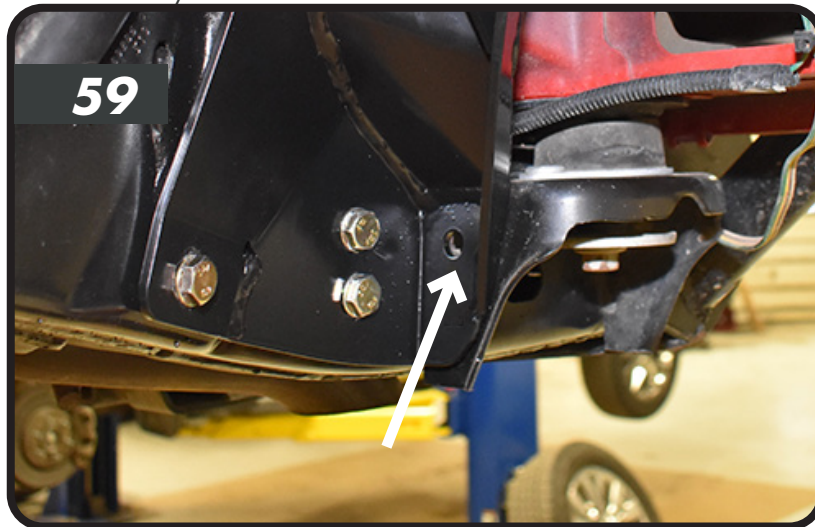
bp. Secure the frame mount to the frame with the two 10mm x 30mm Bolts (17mm socket) and washers through the two holes on top of each other. Then place the 10mm x 50mm bolt (17mm socket) with washer in the lower forward hole. Leave loose.

Note: The threaded frame nuts can become corroded or fill with sand/dirt quickly. It may be necessary to clean out the holes or use a 10mm-1.5 thread chaser on them.

bq. Using the provided 12mm bolt (19mm socket) and washer. Secure the frame mount to the frame through the old shock mount location. Leave loose. [69]



br. Mark the rear facing hole on the body mount and remove the bracket. Drill the hole to $\frac{1}{2}$ ". Paint any Bare surfaces. [59]



bs. Remount the frame mount as before. Use the provided $\frac{7}{16}$ " bolt, washer, and nut through the body mount hole just drilled. Torque all hardware to the following. [60] 12mm (19mm socket) 81 ft-lbs, 10mm (17mm socket) 45 ft-lbs, $\frac{7}{16}$ " ($\frac{5}{8}$ ", 11/16" socket) 59 ft-lbs.



08. REAR CONTROL ARM INSTALLATION

Recommended control arm lengths are as follows:

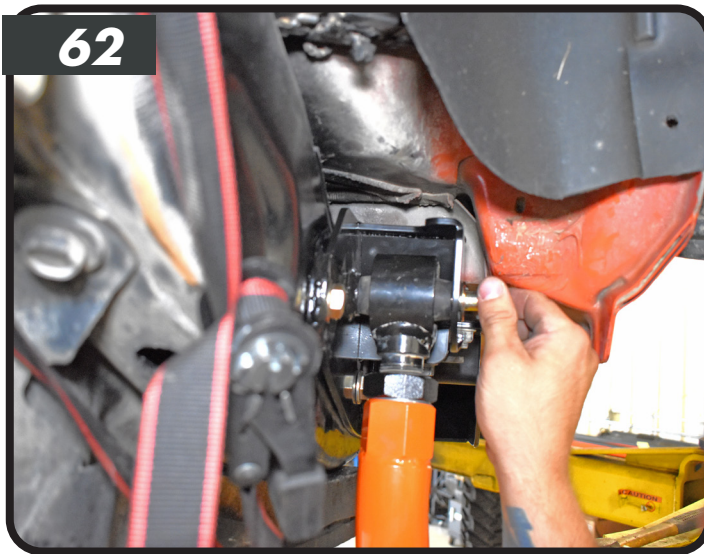
Upper Control Arm = 22-1/2"

Lower Control Arm = 33-3/8"

bt. Set Control arm lengths by measuring center to center of the bushing cups from the top of the bushing cups. [61]

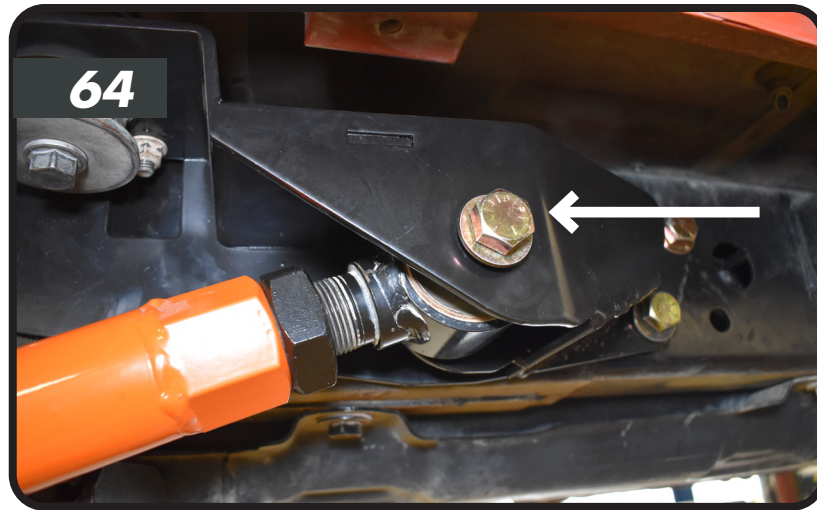


bu. Install the UCA with 9/16" x 5" (7/8" socket) bolt, washer, and U washer from bolt pack J174, through the bracket and control arm into the nut tab, leave bolt loose. Install U shaped alignment washer between the washer and the bracket. The opening on the U washer faces upward. [62, 63]



bv. At this point, torque all bracket hardware to 115 ft-lbs, except UCA and LCA hardware. 9/16" - 115 ft-lbs (7/8" socket), 1/2" - 80 ft-lbs (3/4" socket)

bw. Install the lower arms to the frame brackets using provided hardware. 9/16" x 4" Bolt, washer and nut in Bolt Pack J174. [64]



Note: Arm orientation. Upper arm has an outward bend near the adjustable side and is shorter than the lower control arm. The lower arm has an upward bend with a slight inward bend. PASSENGER SIDE SHOWN. [65]



bx. Lower body and replace the 5 body mount bolts you removed, Leave loose. Remove the 5 body mount bolts from the other side. Lift body back up on the other side. Repeat Control arm bracket Installation, Rear Shock Mount Preparation, Shock Mount Installation, and Control Arm installation for the other side.

09. REAR AXLE RE-INSTALLATION

by. Relocate the axle back underneath the vehicle.

Note: Use bungee cords or zip ties to temporarily hold UCA up to the body.

bz. Install upper & lower control arms to the axle brackets on both the driver and passenger sides of the axle. Using Factory hardware (21mm socket)

ca. DO NOT tighten at this time. [66]



cb. Re-Install drive shaft (Torque to 50ft-lbs).[67]



cc. Re-attach diff. Breather hose.[68]



- cd. Re-install brake caliper. Torque to (72 ft-lbs). (21mm socket).
- ce. Re-attach diff. Lock line/hose.

010. SWAY BAR LINK, BUMP STOP SPACER AND TRACK BAR BRACKET

If installing JKS rear long arm kit follow your JKS6409 instructions provided in the that kit instead of this Section and install the sway bar links provided with the long arm kit. Return to these instructions when finished with the arm installation

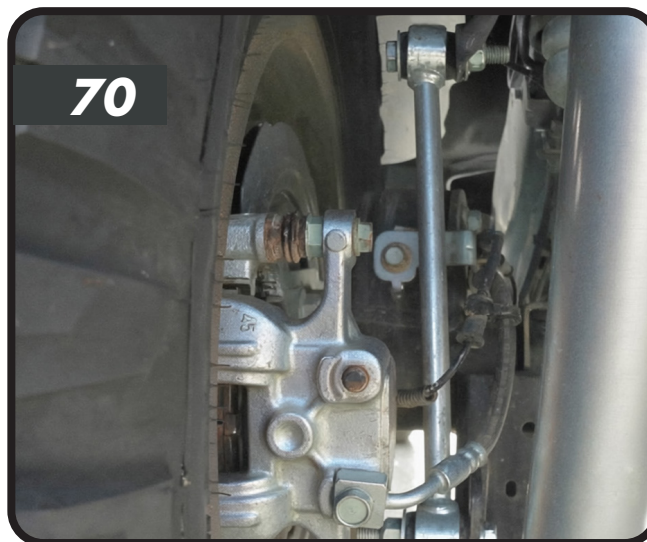
SWAY BAR LINK

- cf. On one side at a time remove the 2 bolts (15mm) mounting the sway bar to the frame. Insert the sway bar drop bracket between the OE mount and Frame. Use the provided 10mm bolt and 3/8" washers and bolt the sway bar back to the frame in bolt pack J176. When both sides are complete Torque bolt to 46 ft/lbs [69]



- cg. Install the shorter pair of JSPEC coils springs with the tighter windings on top into the rear of the vehicle with the orientation similar to stock. The upper isolators have a locating pin that fits into a hole in the frame. Raise the axle to compress the springs enough to hold them in place.
- ch. Install the hourglass bushings and sleeves into the provided rear sway bar links. Install the sway bar links using the factory axle hardware and provided 12mm hardware at the sway bar (Bolt Pack 758). The links should be installed So the bend in the link is away from the axle. Torque hardware to (40 ft-lbs). [70].

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

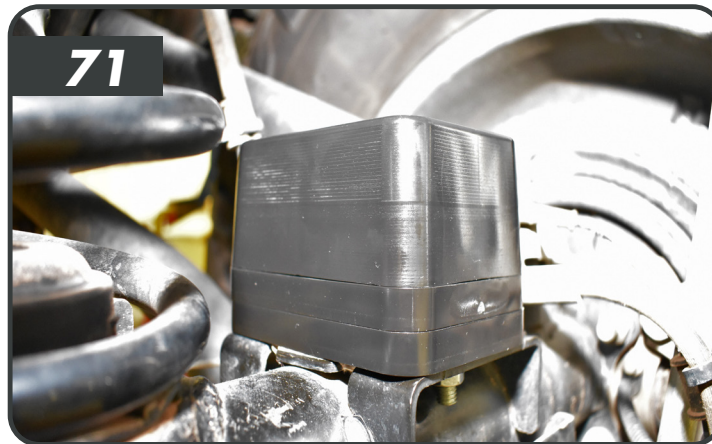


BUMP STOP SPACER

- ci. Install the provided adjustable bump stop spacers on the axle using the existing holes in the axle bump stop pad. The bump stop system consists of one 2" bump stop block, and four 1/2" bump stop blocks.[71] This allows for bumpstop height to be tuned specifically for your wheel and tire combination. The rear spring requires you to use the 2" block and

all 4, 1/2" spacers on each side. Fasten the bump stop spacer to the axle with the appropriate length 5/16" bolts, nuts, and washers (Bolt pack J153). Torque bolts to 15 ft-lbs.

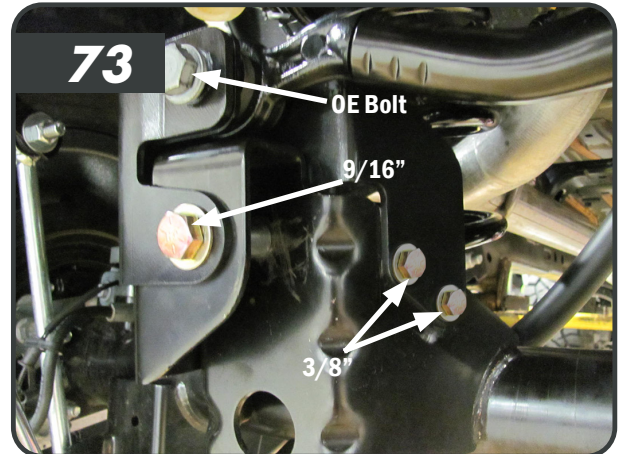
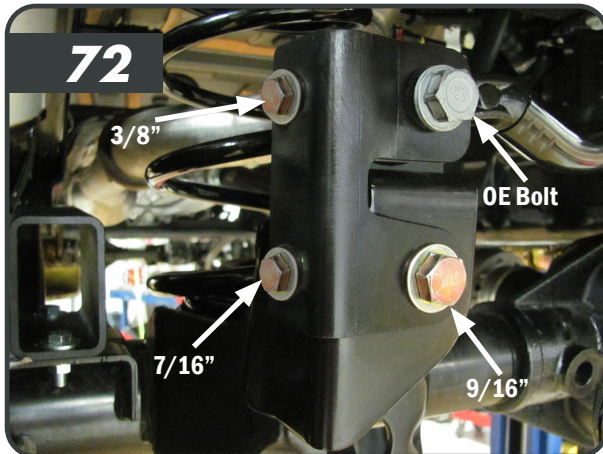
Rear bump stop spacers will require bolt pack J153



TRACK BAR BRACKET

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

- cj. Insert the provided 9/16" hardware first into the track bar bracket, then through the original track bar bolt hole using the provided 1-5/8" long sleeve located in the hardware box.
- ck. Secure the track bar brace to the track bar bracket with 3/8" hardware located in bolt pack J129.
- cl. With the bracket and brace in position, mark the position of the 3 holes to be drilled. One 1/2" hole will be drilled below the 3/8" bolt holding the bracket and brace together, a 1/2" drill bit is used to provide clearance for the 7/16" hardware. Two 7/16" holes will be drilled adjacent to each other to secure the track bar brace to the axle. A 7/16" drill bit is used to provide clearance for the 3/8" hardware. [72, 73]



- cm. Drill the holes and fasten the bracket to the axle with the provided hardware. Insert the provided sleeve in the OE track bar position.
- cn. Tighten the 9/16" bolt to 130 ft-lbs; 7/16" to 59 ft-lbs, and the 3/8" hardware to 37 ft-lbs. The track bar will be re-installed with the vehicle on the ground.

011. REAR BRAKE LINES AND E-BRAKE BRACKET

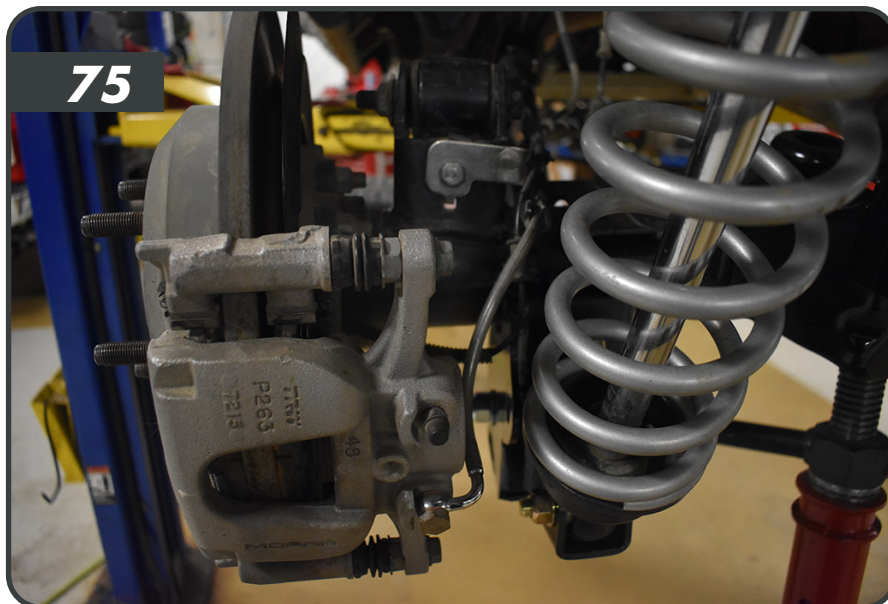
E-BRAKE BRACKET

- co. Install E- brake line brackets to the axle using 1/2" hardware. Torque to 57 ft-lbs. [74] J176

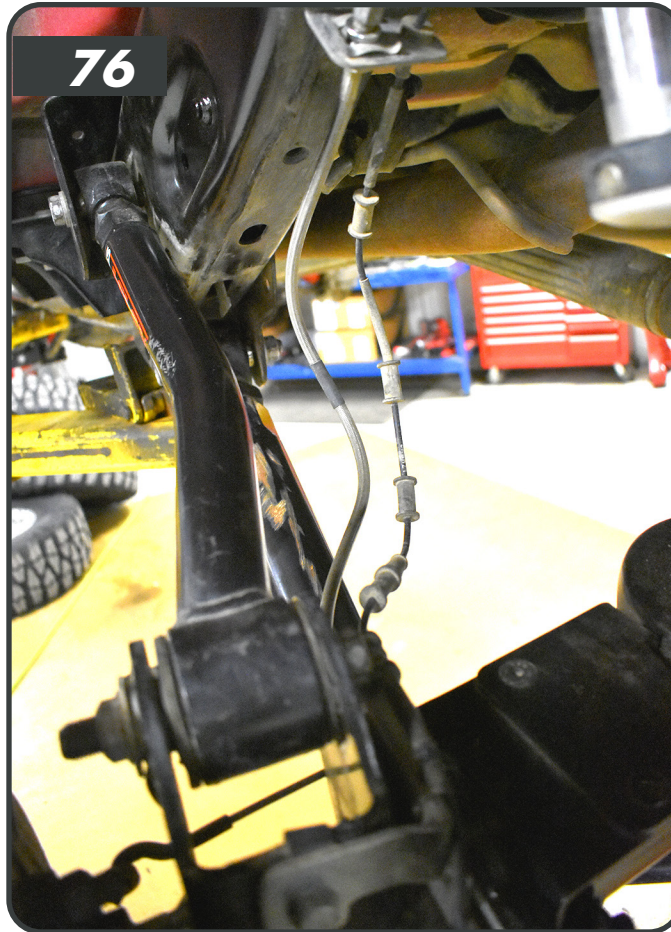


BRAKE LINES

- cp. Disconnect the flexible brake line from the hard-line at the frame (12mm).
- cq. Disconnect the flexible brake line from the caliper (15mm).
- cr. Route brake line as shown. [75]



- cs. Reattach provided extended brake line to the hard-line (12mm) torque to 15 ft-lbs
- ct. Reattach provided extended brake line to the caliper (15mm) torque to 21 ft-lbs
- cu. Reattach brake line bracket to the frame using OE hardware (10mm) [76].



- cv. Repeat procedure for the other side. Clean off any brake fluid and bleed brakes according to manufacturer manual.
- cw. Reattach the brake line to the axle mount with OE hardware (10mm). Also use the provided cable tie and attach the brake line to the ABS wire. [77]



012. REAR SHOCK INSTALLATION

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

- cx. Install shocks to the relocation bracket & the axle mount. Using OE hardware (18mm socket) at the axle and Provided 12mm x 70mm bolt and hardware in bolt pack J175 at the frame. It will be necessary to swap your upper sleeve out in the rear shocks with the provided sleeves in hardware pack H168 (Torque both bolts to 70 ft-lbs) [77, 79]

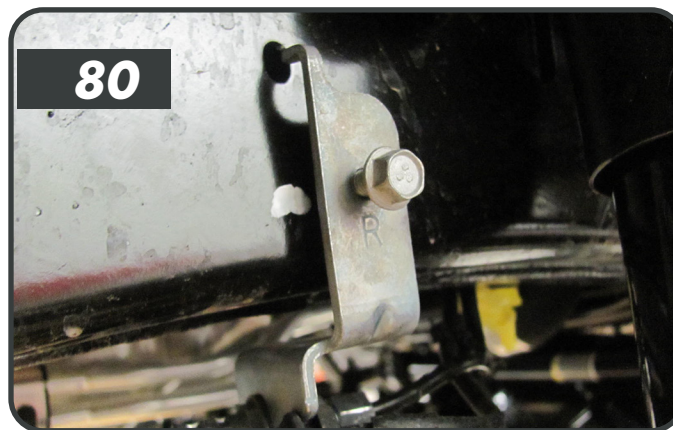


- cy. Rubicon models: Reattach the locker wire harness to the differential.
- cz. Mount the tires and lower the vehicle to the ground.
- da. Tighten Control Arm Jam Nuts
- db. Torque Upper control arm pivot bolts at the axle brackets to (74 ft-lbs plus 65°)
- dc. Torque Lower control arm pivot bolts at the axle bracket to (74 ft-lbs plus 80°)
- dd. Torque Lower and Upper control arm 9/16" bolts at the frame to (115 ft-lbs)
- de. Re-connect Rear track and Torque to (Axle end 74 ft-lbs Plus 60°), (Frame end 74 ft-lbs Plus 30°)
- df. Replace all body mount bolts and torque to (92 ft-lbs).

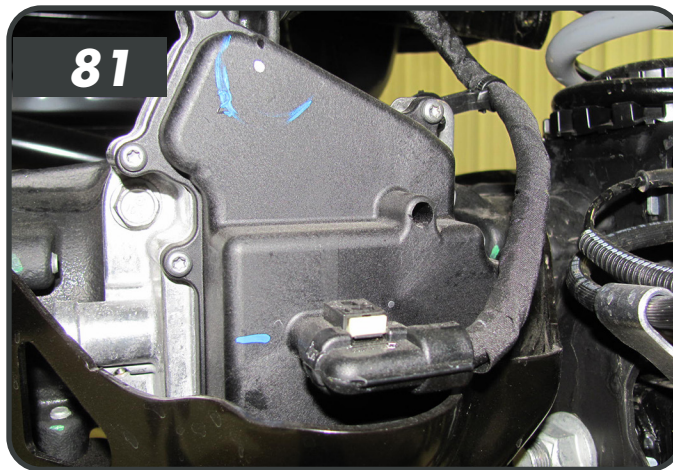
NOTE: Under-torquing body mount bolts can lead to creaking.

013. FRONT DISASSEMBLY

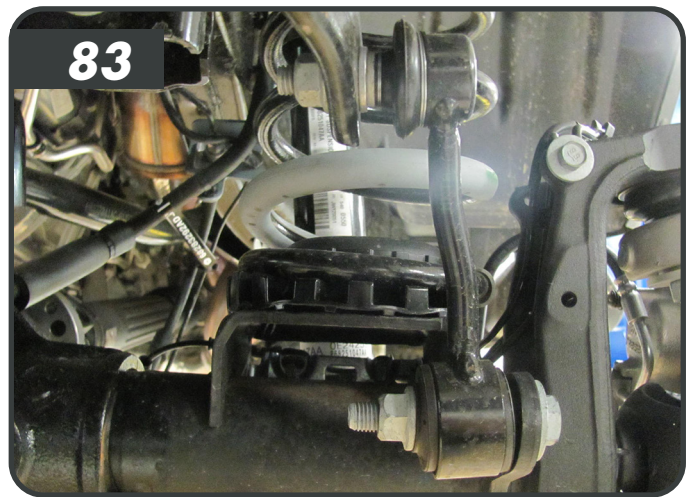
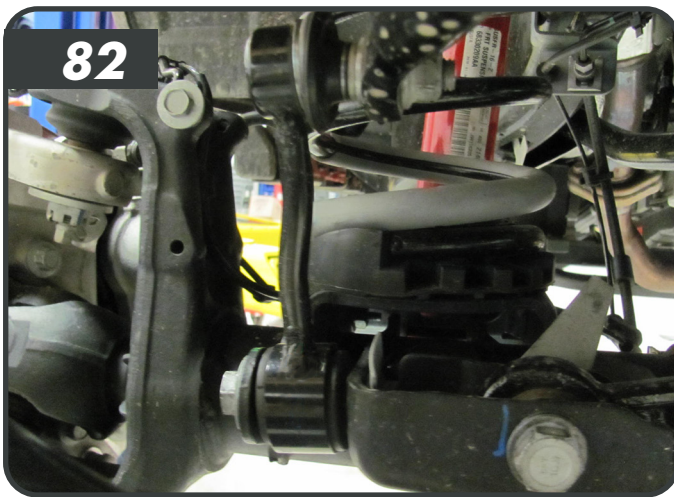
- dg. Chock rear wheels.
- dh. Disconnect the front track bar (21 mm) from the axle.
- di. Raise the vehicle and support the frame with jack stands behind the front lower control arm pockets.
- dj. Remove the wheels.
- dk. Disconnect the front brake line brackets from the frame rails (10mm) [80].



- dl. Rubicon models: Disconnect the front locker wires from the differential.
- dm. All models: Disconnect the front axle disconnect wiring harness and pull out the (2) push pins that mount the harness to the axle [81].



dn. Disconnect the sway bar links from the axle and sway bar (18mm). Discard links. [82, 83].



do. Remove Driveshaft from vehicle since aftermarket one is required. [84]



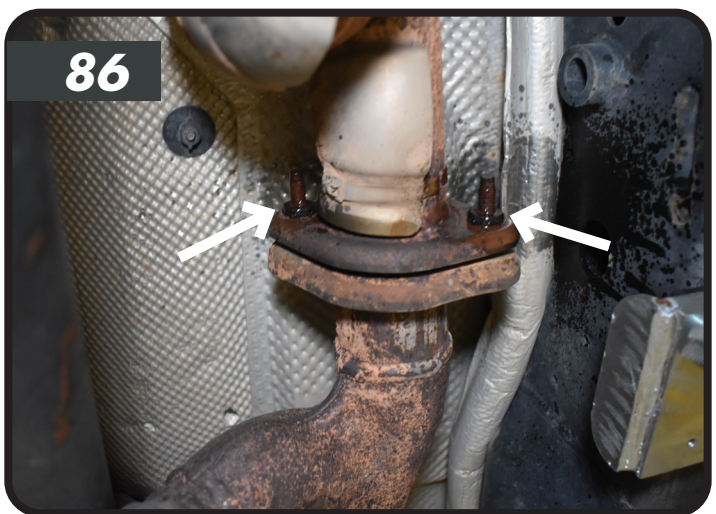
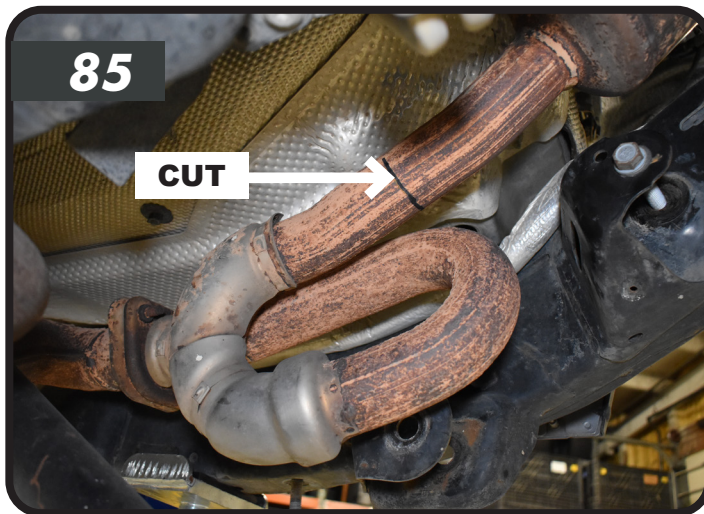
- dp. Support the front axle with a hydraulic jack. Remove the front shocks from the vehicle using a 18mm socket for the top and 18mm socket and wrench on the bottom.
- dq. Lower the front axle and remove the coil springs. As the axle is lowered, verify all brake and electrical wires have enough slack and the driveshaft doesn't bind.

014. FRONT INSTALLATION

FRONT BRACKET INSTALLATION

Exhaust Modification - 3.6L Pentastar Equipped Models Only

- dr. Driver side only: Following the Borla exhaust loop delete instructions - cut and remove the loop, DO NOT install Borla kit until after frame brackets and arms have been installed. [85, 86]

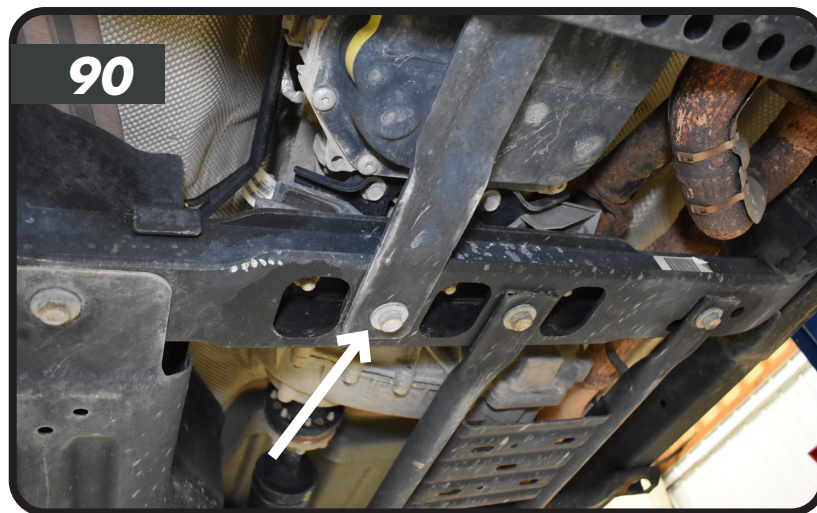


015. FRONT - OE CROSSMEMBER REMOVAL

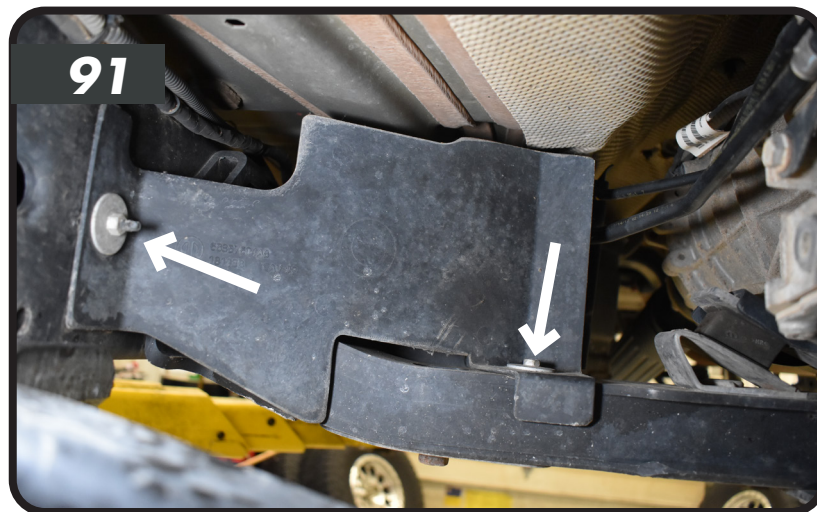
- ds. Remove exhaust hanger bolts on top of the crossmember on the driver side. (13mm socket) [87]



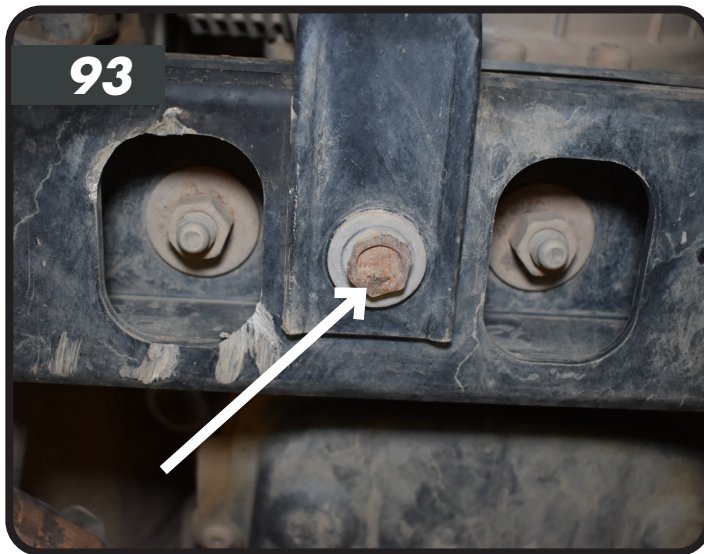
dt. Remove transmission skid bar. (18mm socket) [88, 89, 90]



du. Remove splash shield on passenger side crossmember (10mm socket) in front of the fuel tank. (Discard) [91]



dv. Remove lower transfer case skid plate (18mm socket, 13mm socket) [92, 93, 94]



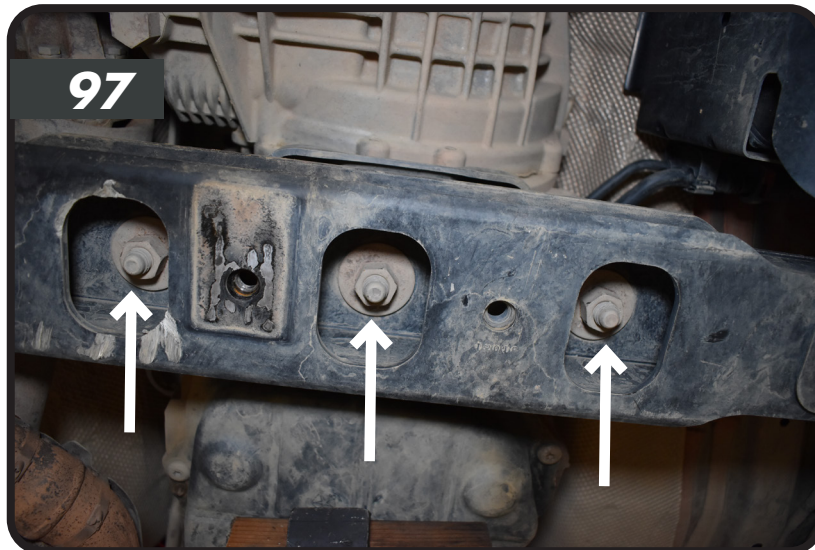
dw. Remove fuel tank skid plate bolt. (18mm Socket) [95]



dx. Support transmission with Jack or axle stand. Disperse force with a block of wood. [96]



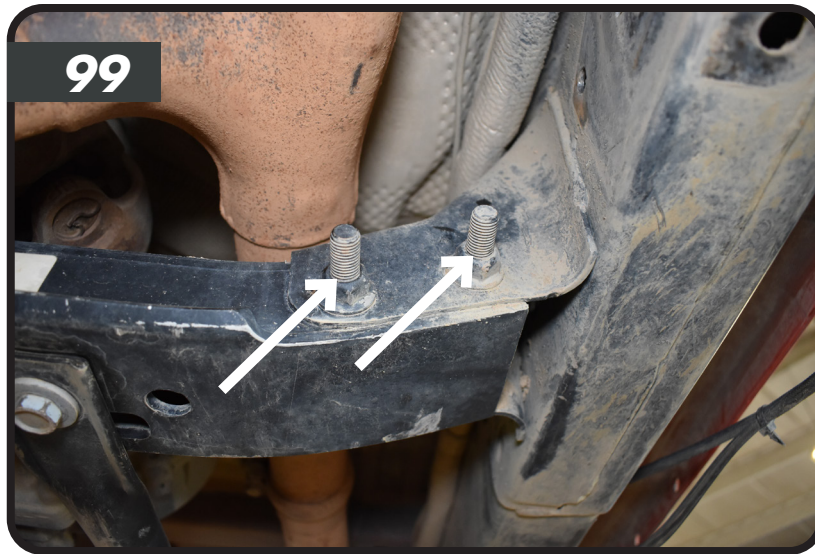
dy. Remove the 3 cross member bolts For the transmission mount. (21 mm Socket) [97]



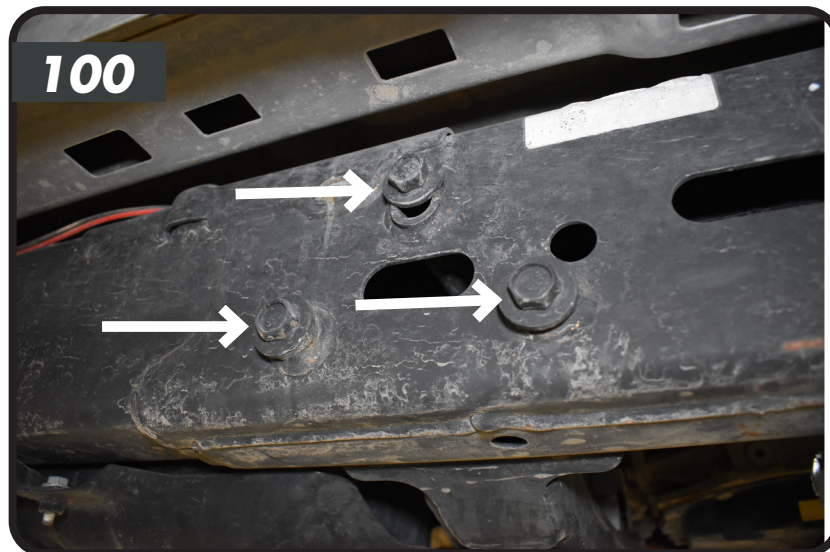
dz. Lift t-case to relieve pressure on the crossmember [98]



ea. Remove driver side crossmember bolts and nut. (18mm socket and wrench) [99]



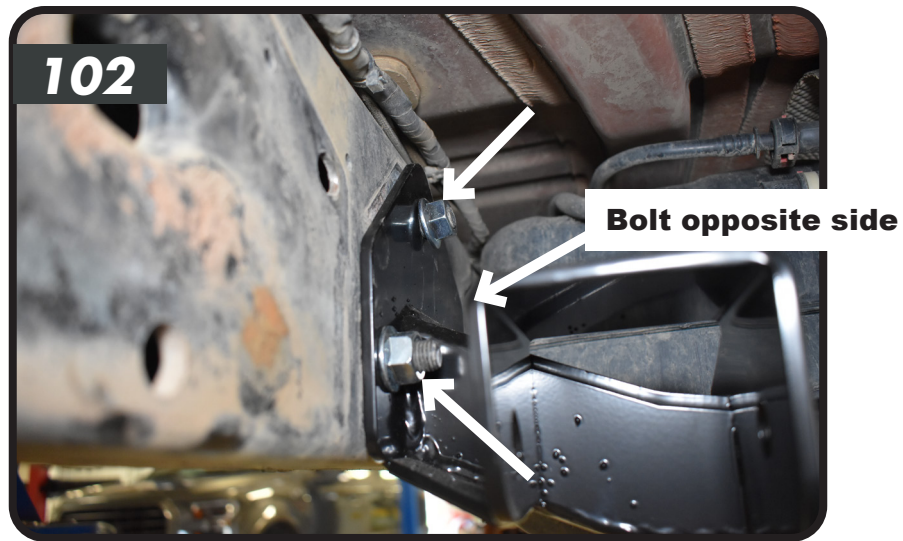
eb. Remove passenger crossmember bolts. [100] (18mm socket)



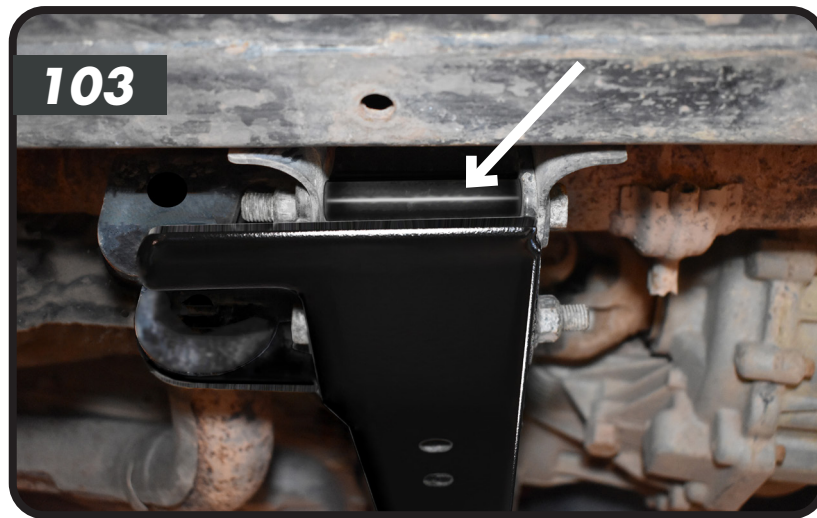
ec. Use a pry bar to break the cross member loose from the driver side and remove from the vehicle. [101]



ed. Install the provided cross member, using 3 provided bolts $\frac{1}{2}$ " x 5" bolts, washers, and Nuts ($\frac{3}{4}$ ") on the passenger side. (80 ft-lbs) [102]



ee. When placing the driver side bolts, install the provided 1" OD x 2-7/8" long sleeves on the inside of the crossmember for each of the bolts to fit through. (85 ft-lbs) [103]



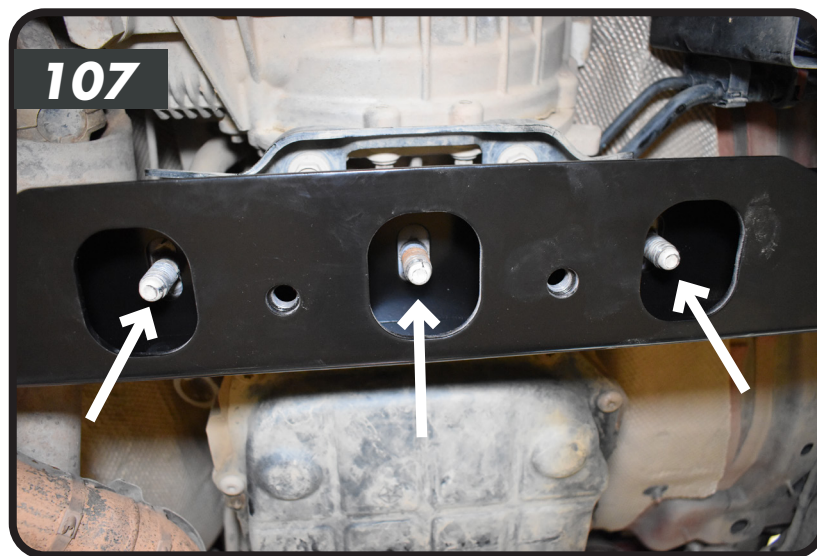
ef. Use the 2 OE bolts, nut and provided sleeves to install the crossmember on the driver side. Note: The inward driver side cross member bolt need to be installed front to back, the outward bolt needs to be installed rear to front. (85 ft-lbs) [104, 105]



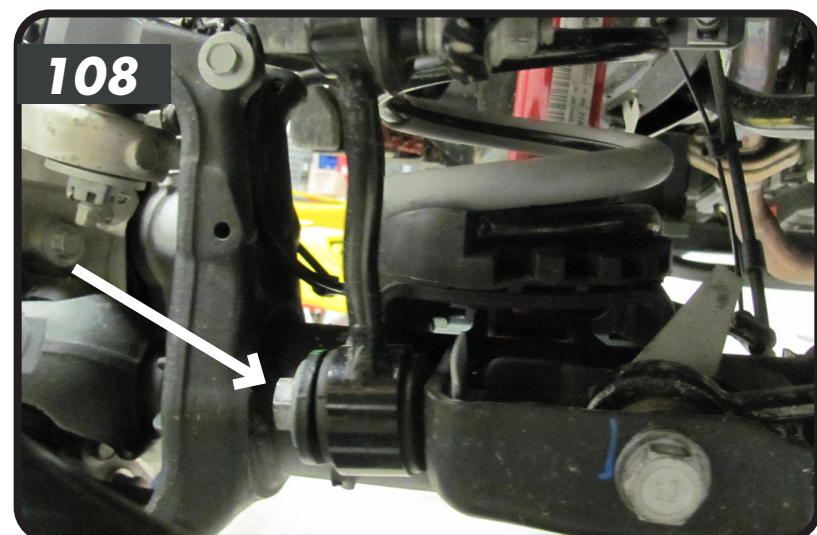
eg. Re-install the exhaust support mount using the OE hardware. (22 Ft. Lbs.) [105]



eh. Lower t-case down allowing the mounting studs through the cross member holes. Install the OE nuts and washers (21mm). you can now reattach gas tank skid plate to new crossmember. (18mm) (129 ft-lbs) [107]



- ei. Re-attach transfer case skid. (18mm, 13mm)
- ej. Torque all crossmember to frame hardware to (55 ft-lbs) and skid plate hardware to (40-45 ft-lbs).
- ek. Disconnect drag link on the drivers side of the axle. Use appropriate tool, (21mm)
- el. Remove lower shock bolts. (18mm socket)
- em. Disconnect sway bar links from the axle.[108]



en. Lower axle or raise vehicle to remove coil springs.

eo. Disconnect / Remove the driver side upper and lower control arms from the frame and the axle. (21mm, 18mm socket)

Note: Complete driver side installation first, before moving on to the passenger side, to keep the axle secure.

ep. Remove Upper and lower control arm frame brackets using a reciprocating saw, cut off wheel and/or a plasma cutter. [109, 110, 111]

CAUTION: Use appropriate precautions to ensure any nearby wire harness or brake lines are not damaged.



eq. Lower control arm frame location needs to be ground flush to properly fit the provided bracket. Coat with paint to prevent rust. [112]

NOTE: The upper control arm location does not need to be ground flush.



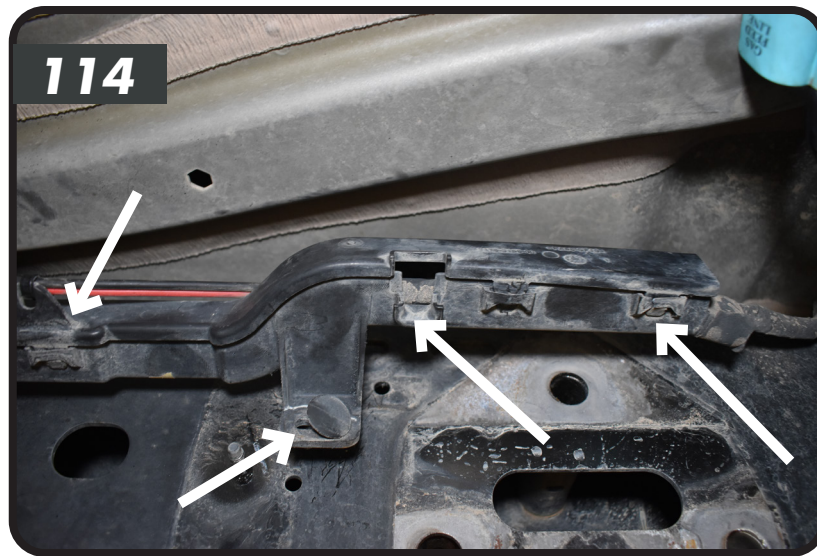
er. In order to install the driver side brackets the brake lines will need to be pushed up to the top of the frame after disconnecting the lines from the tree clip [113]

NOTE: If the body mount bolts are still loose from the rear, this may help you fit the brake line on top of the frame.

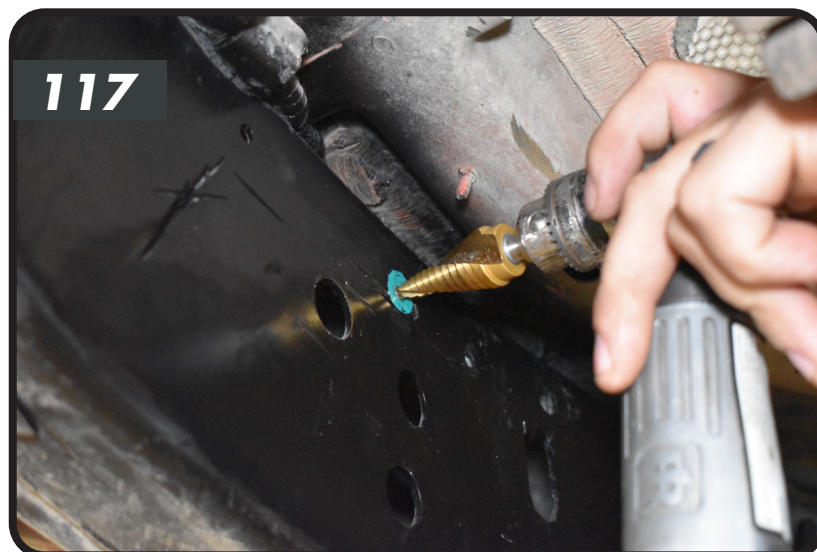


es. In order to install the passenger side brackets the wire harness will need to be pushed up to the top of the frame after disconnecting the lines from the tree clip, remove the hard casing. [114]

NOTE: If the body mount bolts are still loose from the rear, this may help you fit the wire harness on top of the frame.



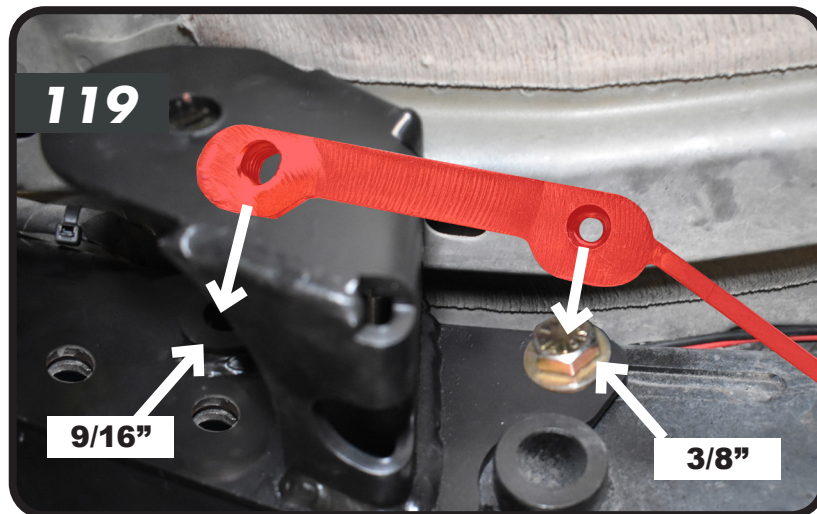
et. All UCA provided frame bracket hardware is in bolt pack J173. Mount bracket temporarily using the forward mounting hole with provided $\frac{1}{2}$ " x $1\frac{3}{4}$ " bolt and washer in bolt pack J173 along with provided $\frac{3}{8}$ " x $1\frac{3}{4}$ " bolt and washer along with provided nut tab. Mark the control arm mounting hole. Drill holes to $\frac{5}{8}$ ". [115, 116, 117]



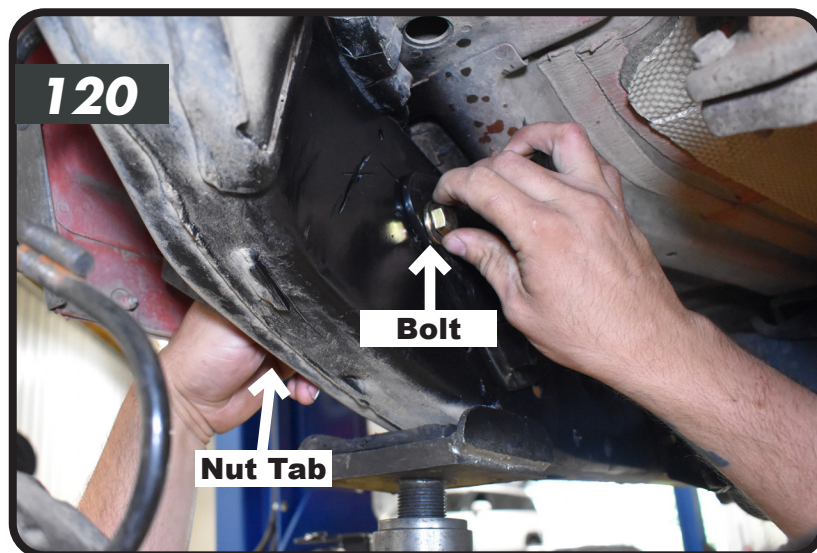
eu. Insert the long nut tab. [118]



ev. Install rear $\frac{3}{8}$ " x $1\frac{3}{4}$ " bolt again and leave loose. [119]



ew. Insert the lower 2 bolt nut tab through the outside frame hole while support the upper control arm bracket inside the frame, fasten through the forward most bracket hole. Leave loose. [120]



ex. Install the second bolt into the same nut tab, through the second hole. [121]



ey. Use the 1/2" pivot bolt temporarily to help align the nut tab. Tighten the 2 lower forward bolts. (3/4") to 80 ft-lbs
Passenger side shown. [122]



ez. Set the front upper control arm lengths to 31-1/8" as shown below. [123]



- fa. Install front upper control arms using the provided 9/16" x 5" bolt and washer. (7/8") hardware and the U washer in downward position. Driver side shown. [124]

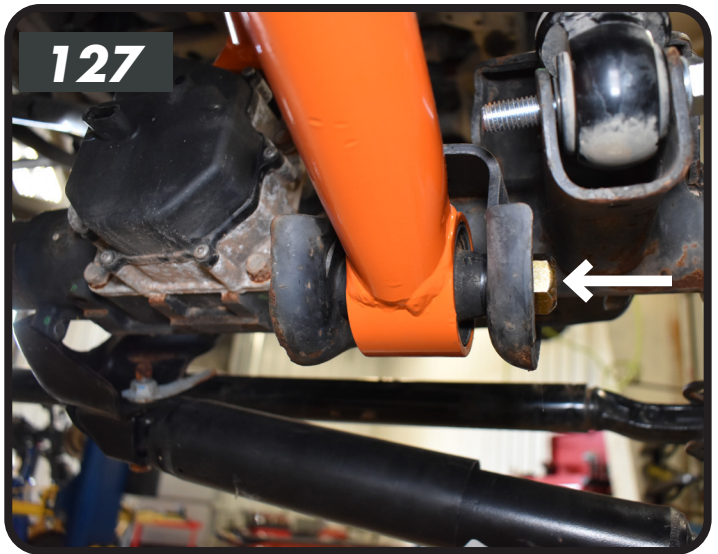


TIP: For installing the UCA to the bracket install all hardware including the pivot bolt without the arm. Tighten all hardware except the pivot bolt. Remove pivot bolt and install arm with provided hardware plus shim for the driver side.

- fb. Install driver side front lower control arm set to 39 1/4" to the frame bracket using the 5/8" x 5" bolt, washer, and flange nut (15/16") hardware and the provided U washers in the upward position. Insert the provided extra 5/8" washer into the arm pocket to take up necessary space. Washer can be found in bag kit H166. Leave loose but snug enough to retain U washer. [125]



- fc. Attach driver side, upper and lower control arms to the axle. LCA use OE hardware, UCA us provided 12mm x 90mm bolt (19mm), washer and nut. Provided in Bolt pack J173. Leave loose [126, 127]



fd. Repeat removal of passenger side factor arms, OE frame brackets, and install the provided UCA frame bracket following the same procedures.

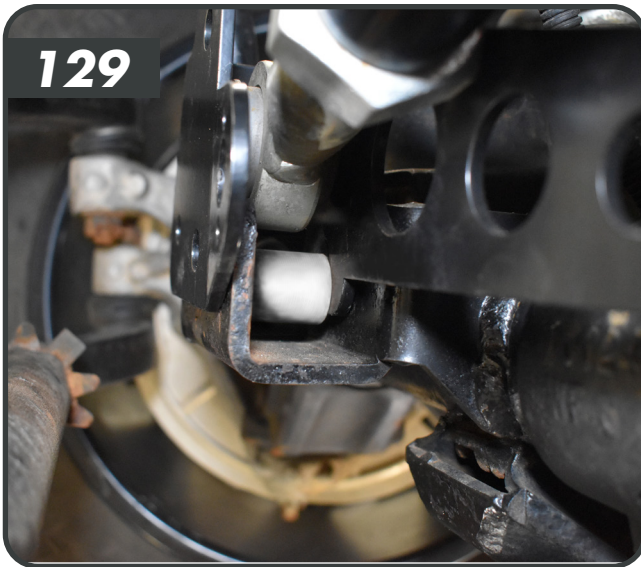
fe. Install Passenger side upper and lower control arms to the axle, leave loose. [128]



TRACK BAR BRACKET

ff. Remove OE stabilizer bracket from axle.

fg. Install new bracket over axle bracket using the provided 9/16" bolt in Bolt Pack J140 and 1" OD x 1.36" long sleeve. Snug but do not tighten. [129, 130]



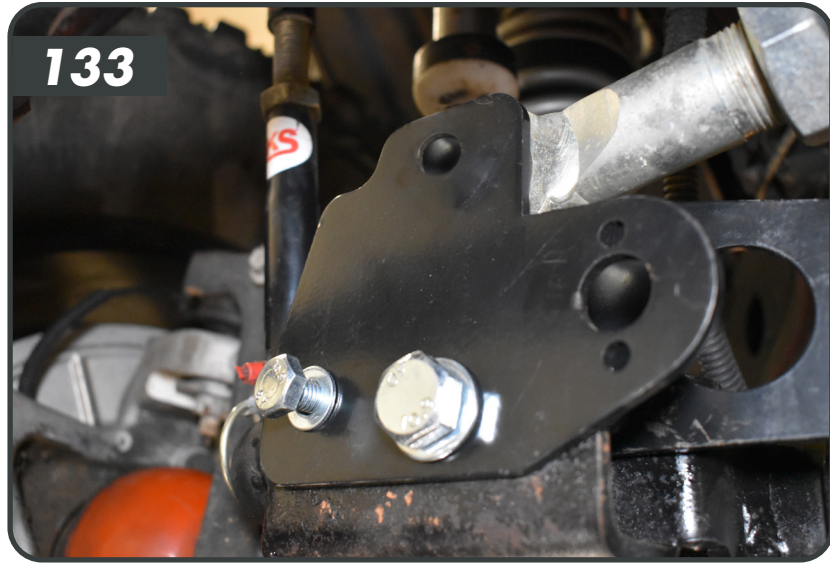
fh. Install the 2 provided 10mm x 25mm bolt and washer through the bracket into the threaded holes. [131] Torque to approximately 45 ft-lbs. If reusing the OE stabilizer bracket, mount the stabilizer bracket on top of the track bar bracket. Bolt pack J140



fi. Using the bracket as a template, use a 7/16" drill bit to drill a hole into the OE axle bracket. [132]



fj. Install the provided 3/8" hardware. Torque to 45 ft-lbs. Torque the 9/16" bolt to 125 ft-lbs. [133] Bolt Pack J140



FRONT BUMP STOP & COIL SPRING INSTALLATION

Front bump stop spacers will require bolt pack J152

- fk. Place the provided bump stop extension inside one of the JSPEC front coil springs. Install the front springs with the bump stop extension [134]. Make sure the spring is seated properly in the axle mount and the top isolator hasn't moved from the stock position.

This kit includes an adjustable bump stop system that allows for bump stop height to be tuned specifically for your wheel and tire combination. The bump stop system consists of one 2" bump stop block, and four 1/2" bump stop blocks. We recommend 3" of bump stop extension for 4" of lift and 4" of extension for 6" of lift.. This can vary depending on fenders and tires.



- fl. Attach the bump stop extension to the axle through the hole in the center of the spring perch. Access to the nut can be obtained from the front of the spring perch. Another option is to remove the brake line bracket temporarily to gain access to attach the nut from the rear of the spring perch. Torque to approximately 29 ft-lbs.
- fm. Repeat the spring and bump stop installation on the other side of the vehicle.
- fn. Install the new shocks with the factory hardware. The shocks will be installed with the wide spacers up top and the bushing and sleeve in the bottom. Torque the upper bolts to 74 ft-lbs and the lower bolts to 81 ft-lbs.
- fo. Install aftermarket drive shaft. Follow the manufactures installation procedure.

QUICKER DISCONNECT INSTALLATION

Quicker Disconnects will require bolt pack J127

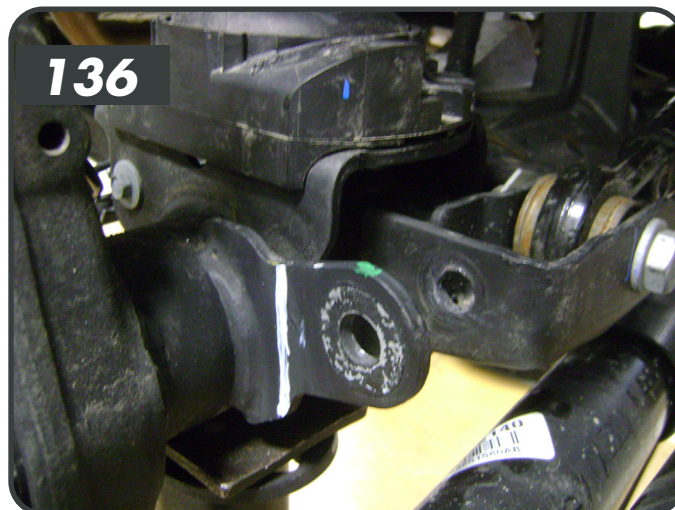
ALL MODELS

- fp. Adjust the length of the quicker disconnects to 9 - $\frac{3}{4}$ " center to center. This is a good starting point and can be fine tuned once the vehicle is on the ground if needed.
- fq. Insert the longer sleeves into the upper bushing and slide the polyurethane spacer onto the upper sleeve so it will mount towards the sway bar.
- fr. 2024 Models: Use the larger ID sleeves that will accommodate 14mm hardware
- fs. Using the provided 12mm x 75mm bolts, washers, and nuts loosely fasten the sway bar links to the sway bar with the bolts going from the outside towards the frame [135].
- ft. 2024 Models: Use the larger 14mm hardware found in bolt pack J172

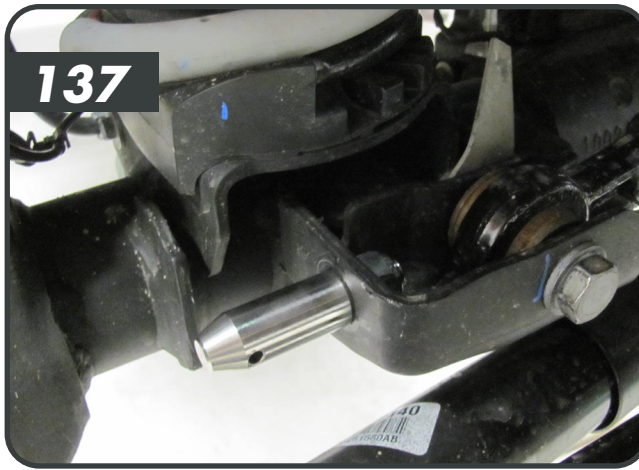


NON-RUBICON MODELS

- fu. The passenger side mount will need to be cut to provide access for the disconnect post. Cut the mount off vertically just past the weld on the bracket [136]. This should be about 1- $\frac{1}{4}$ " from the center of the hole.



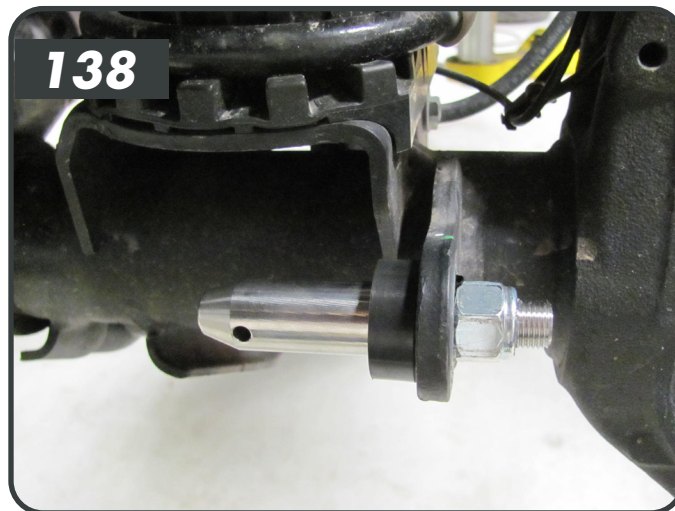
- fv. Install the shorter passenger side post on the side of the track bar mount at the sway bar link mount location with it pointing outboard [137]. Fasten with the $\frac{1}{2}$ " nylock nut and tighten to 64 ft-lbs.



- fw. Install the longer disconnect post on the driver side axle sway bar link mount with it pointing inboard [138]. Fasten with the $\frac{1}{2}$ " nylock nut and tighten to 64 ft-lbs. Tighten the post with the pin hole parallel to the ground. Slide the polyurethane spacer on the pin up against the axle tab.

Note: Apply a drop or spray of lubricant before threading on the nut. (Anti-seize, Oil, or Graphite all work)

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



- fx. The kit comes with disconnect retention brackets to hold the links when the links are disconnected. Install the retention brackets using the provided $\frac{5}{16}$ " bolts into the factory hole in the front of the coil bucket [139]. These are designed to slightly interfere with the edge of the coil bucket to hold them in place.

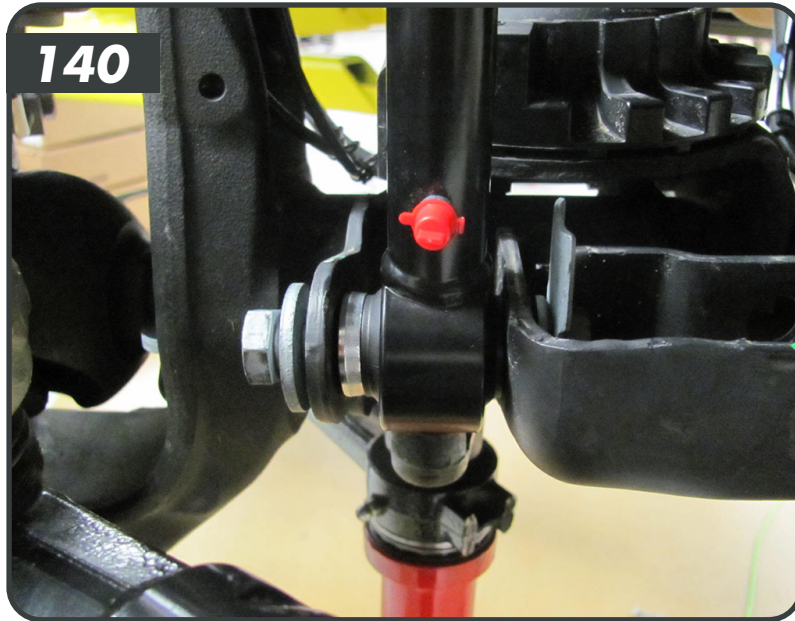


- fy. Slide the ends of the disconnects over the retention bracket posts. Insert click pins to secure. These quicker disconnects can be more easily attached with the vehicle at ride height.
- fz. Torque the quicker disconnect to sway bar mounting bolts to 79 ft-lbs.

RUBICON MODELS

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

- ga. Set the sway bar into disconnect mode for ease of installation of the links to the axle.
- gb. Locate the 1-¼" sleeve and insert it into the passenger side disconnect bushing.
- gc. Insert the ¼" thick spacer and disconnect into the original sway bar link location. It may be necessary to slightly open up the link opening for ease of assembly.
- gd. Fasten the link to the axle with the original hardware. [140] Adjust the length as necessary to ensure the links do not bind at full droop, depending on the shocks being installed.



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

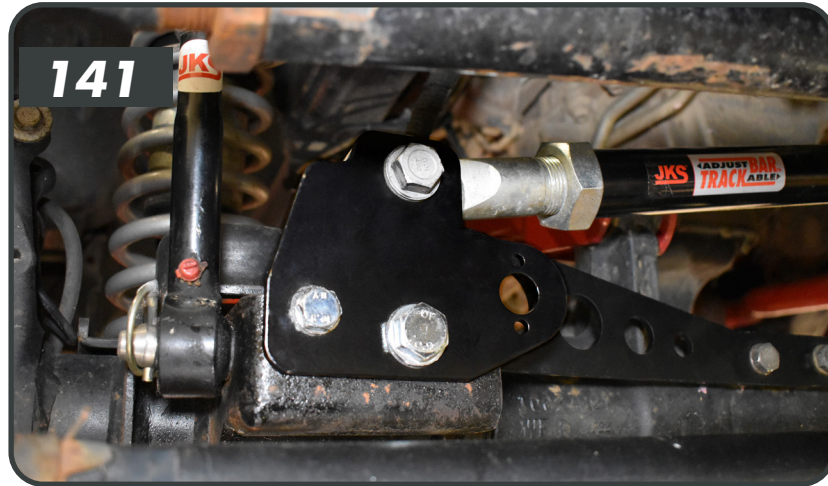
Note: If the link length was adjusted for the passenger side, match the length on the driver side link.

- gf. Torque the upper bolts to 79 ft-lbs and OE lower bolts to 59 ft-lbs
- gg. Install the aftermarket drag link following the manufactures instructions.

016. FINAL INSTALLATION STEPS

- gh. Rubicon models: Reattach the locker wire harness to the differential.
- gi. Re-install brake rotors.
- gj. Re-install brake calipers and Torque bolts to (92 ft-lbs).

- gk. All models: reattach front brake line brackets to the frame and reattach front axle disconnect harness clips.
- gl. Install the wheels and torque to the lug nuts to 130 ft-lbs.
- gm. Lower the vehicle to the ground and bounce the vehicle to settle the suspension.
- gn. Attach the front track bar to the axle with the OE hardware. Have an assistant turn the steering wheel to aid in aligning the track bar bolt. Take measurements to check if the axle is centered. Make an adjustment to the track bar equal to half of the distance the axle is shifted to one side. Torque the frame side track bar bolt to 52 ft-lbs plus 115 degrees and the axle side track bar bolts to 52 ft-lbs plus 155 degrees.[141]



- go. Check all fasteners after 500 miles and at regularly scheduled maintenance intervals.
- gp. Connect drag link. Torque to (Drag Link Outer Nut - 30 Ft. Lbs. + 125°), (Drag Link Inner Nut - 29 Ft. Lbs. + 125°)
- gq. It is recommended at this time to complete the Borla loop delete installation. Follow the Borla instructions to complete this procedure.
- gr. Torque Axle Upper Control arm bolt to (41 ft-lbs Plus 185°)
- gs. Torque Frame Upper Control arm bolt to (115 ft-lbs)
- gt. Torque Axle Lower Control arm bolt to (103 ft-lbs Plus 145°)
- gu. Torque Frame Lower Control arm bolt to (159 ft-lbs)
- gv. Tighten control arm jam nuts.
- gw. Reconnect battery.
- gx. Check all hardware for correct torque specs.
- gy. Check all hardware at 500 miles and at every service interval.

017. STICKER INSTALLATION

Sticker installation should be performed when the temperature is above 60° F. [142]



- 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

JSPEC2650 - J-FLEX

Part No.	Qty	Description
H165	1	Bag Kit
	2	Quick Pin (2001CP)
	3	Offset Polyurethane Spacer
	1	03013 Stud w/ nut
	1	03017 Stud w/ nut
	1	02-05 Dodge 6in Kit 1/4in Spacer
	1	0.750 x 0.134 x 1.255 Sleeve
	3	.750 x .134 x 1.650 Sleeve
	1	0.875 x 0.134 x 1.610 Sleeve
	2	.750 x 0.095 x 1.680 DOM Sleeve
	1	1.00 x .125 x 1.360 DOM Sleeve

J127 1 Bolt Pack -JL Quicker Dis. Sway Bar Mt.

Part No.	Qty	Description
	2	12mm-1.75 x 75mm bolt grade 10.9
	2	12mm-1.75 x 75mm prevailing torque nut
	4	12mm flat washer
	2	5/16"-18 x 3/4" bolt grade 5
	2	5/16"-18 prevailing torque nut
	4	5/16" SAE flat washer

J129 1 Bolt Pack - JL Track Bar Bracket

Part No.	Qty	Description
	1	9/16"-12 x 3-1/2" bolt grade 8
	1	9/16"-12 prevailing torque nut
	2	9/16" SAE flat washer
	1	7/16"-14 x 1" hex bolt grade 8
	1	7/16" prevailing torque nut
	2	7/16" SAE flat washer
	3	3/8"-16 x 1" hex bolt grade 8
	3	3/8"-16 prevailing torque nut
	6	3/8" SAE flat washer
	1	1/4"-20 x 3/4" hex bolt grade 5
	1	1/4"-20 prevailing torque nut
	2	1/4" SAE flat washer
	1	Cable clamp - 1" dia, .406 hole

J152 Bolt Pack J152 - JL Adj. Bump Stop Front- 4"

Part No.	Qty	Description
	2	3/8"-16 x 2.5" bolt Grade 5
	2	3/8"-16 x 3" bolt Grade 5
	2	3/8"-16 x 3.5" bolt Grade 5
	2	3/8"-16 x 4" bolt Grade 5

2	3/8"-16 x 4.5" bolt Grade 5
2	3/8"-16 serrated flange lock nut
2	3/8" SAE washer

J153 1 Bolt Pack - JL Adj. Bump Stop Rear- 4"

Part No.	Qty	Description
	4	5/16"-18 x 1-1/4" Hex Grade 5
	4	5/16"-18 x 1-3/4" Hex Grade 5
	4	5/16"-18 x 2-1/4" Hex Grade 5
	4	5/16"-18 x 2-3/4" Hex Grade 5
	4	5/16"-18 x 3-1/4" Hex Grade 5
	4	5/16" serrated flange lock nut
	4	5/16" SAE washer

J140 1 Bolt Pack JL Drag Link Flip

Part No.	Qty	Description
	1	9/16"-12 x 3" Bolt Grade 8
	2	9/16" SAE Flat Washer
	1	9/16"-12 Prevailing Torque Nut
	1	3/8"-16 x 1" Bolt Grade 8
	2	3/8" SAE flat Washer
	1	3/8"-16 Prevailing Torque Nut
	2	10mm-1.5 x 25mm Bolt Grade 10.9
	2	10mm flat washer

J172 1 Bolt Pack - 14mm Sway Bar Link Hardware

Part No.	Qty	Description
	2	14mm-2.00 x 80mm Bolt - Class 8.8
	2	14mm-2.00 Prevailing Torque Nut
	4	14mm Flat Washer

07086 1 2018 JL Parking Brake Bracket DRV

07087 1 2018 JL Parking Brake Bracket PASS

J176 1 Bolt Pack - Rear E-Brake Line

Part No.	Qty	Description
	2	1/2"-13 x 1" Hex Bolt, Grade 5
	2	1/2"-13 Prevailing Torque Nut
	10	1/2" SAE Washer
	2	12mm-1.75 x 50mm Button Bolt, Class 8.8
	2	12mm-1.75 x 60mm Hex Bolt, Class 8.8
	4	12mm-1.75 Prevailing Torque Nut

03377 2 Jeep JL/JT Upper Shock Bushing - Full Offset

A1054 1 JL Front Adjustable Track Bar

A1024 2 Sway Bar Disconnect - Long

3296-STN 2 Adjustable Bump Stop Block - 2"

KIT CONTENTS

03596	8	½" Stackable Bump Stop
03891	2	2018+ Jeep JL Modular Rear Bumpstop - 2"
03892	8	2018+ Jeep JL Modular Rear Bumpstop - ½"
03321	1	JL Rear Track Bar Bracket
03322	1	Bracket Brace
03315	1	JL Disconnect Brkt Tall DRV
03316	1	JL Disconnect Brkt Tall PASS
03371	1	18-20 JL/19 JT Front Track bar Mount

JKS6308 J-KRAWL REAR LONG ARM UCA BOX KIT

Part No.	Qty	Description
A1119	1	Rear Long Arm UCA Assembly - Drv
A1120	1	Rear Long Arm UCA Assembly - Pass

JKS6308 J-KRAWL REAR LONG ARM LCA BOX KIT

Part No.	Qty	Description
A1121	1	Rear Long Arm LCA Assembly - Drv
A1122	1	Long Arm LCA Assembly - Pass

JKS6409 J-KRAWL REAR LONG ARM BRACKET KIT

Part No.	Qty	Description
H167	1	Hardware Kit: Long Arm Rear
07056	2	Long Arm 14mm Bolt Shim

469 1 Bolt Pack

Part No.	Qty	Description
	4	½"-13 x 1-½" Bolt, Grade 8, Yellow Zinc
	4	½" SAE Washer, Yellow Zinc

J174 1 Bolt Pack

Part No.	Qty	Description
	4	9/16"-12 x 1-¾" Hex Bolt, Grade 8, Yellow Zinc
	10	9/16" SAE Washer, Yellow Zinc
	2	½"-13 x 1-¾" Hex Bolt, Grade 8, Yellow Zinc
	2	½" SAE Washer, Yellow Zinc
	2	9/16"-12 x 4" Hex Bolt, Grade 8, Yellow Zinc
	4	9/16"-12 Nylock Nut, Yellow Zinc
	2	9/16"-12 x 5" Hex Bolt, Grade 8, Yellow Zinc

J175 1 Bolt Pack

Part No.	Qty	Description
	2	½"-13 x 1" Hex Bolt, Clear Zinc
	2	½"-13 Hex Nut, Clear Zinc
	12	½" SAE Washer, Clear Zinc
	2	3/8-16 x 1" Hex Bolt, Grade 5, Clear Zinc
	2	3/8-16 Hex Nut, Clear Zinc
	4	3/8 SAE Washer, Clear Zinc
	2	¼"-20 x 1" Hex Bolt, Grade 5, Clear Zinc
	2	¼"-20 Hex Nut, Clear Zinc

	4	¼ SAE Washer, Clear Zinc
	4	12mm-1.75 x 70mm, Class 10.9, Clear Zinc
	4	12mm-1.75 Hex Nut, Clear Zinc

07064	1	Rear Long Arm Frame Bracket - Drv
07065	1	Rear Long Arm Frame Bracket - Pass
07066	1	Rear Long Arm Axle UCA Bracket - Drv
07067	1	Rear Long Arm Axle UCA Bracket - Pass
07068	1	Rear Long Arm Axle LCA Bracket - Drv
07069	1	Rear Long Arm Axle LCA Bracket - Pass
07072	1	Rear Long Arm Axle Brackets Fixture - Drv
07073	1	Rear Long Arm Axle Brackets Fixture - Pass
07078	1	Rear Long Arm Nut Tab 1 - Drv
07079	1	Rear Long Arm Nut Tab 1 - Pass
07080	1	Rear Long Arm Nut Tab 2 - Drv
07081	1	Rear Long Arm Nut Tab 2 - Pass
07082	1	Rear Long Arm Nut Tab 3 - Drv
07083	1	Rear Long Arm Nut Tab 3 - Pass

JKS6408 J-KRAWL REAR LONG ARM UCA BOX KIT

Part No	Qty	Description
H168	1	Hardware Kit: Long Arm Rear Shock Mount
03365	1	JL Filler Neck Tab

J143 1 Bolt Pack - Rear CO Mount

Part No.	Qty	Description
	2	12mm-1.5 x 35mm Bolt Grade 10.9
	2	12mm Flat Washer
	4	10mm-1.5 x 30mm Bolt Grade 10.9
	2	10mm-1.5 x 50mm Bolt Grade 10.9
	6	10mm Flat Washer
	2	7/16"-14 x 1" Bolt Grade 8
	4	7/16" SAE Washer
	2	7/16" Prevailing torque Nut

J145 1 Bolt Pack

Part No.	Qty	Description
	4	½"-13 x 2.75" Bolt Grade 8 - Yellow Zinc

JKS6408 J-KRAWL REAR LONG ARM UCA BOX KIT

Part No.	Qty	Description
	8	½" SAE Washer
	4	½"-13 Prevailing Torque Nut
	4	10mm - 1.50 x 50mm Bolt Grade 10.9
	4	3/8" USS Flat Washer
	1	¼" SAE Washer
	1	¼"-20 Prevailing Torque Nut
22544	1	JL Extended Rear Brake Lines (Pack of 2)

KIT CONTENTS

07084	1	JL Rear Shock Frame Mount - Driver's Side
07085	1	JL Rear Shock Frame Mount - Passenger's Side
01975B	2	Jeep JK Rear Sway Bar Drop - black
07059	2	JL Wrangler Coilover Bung

JKS6408 J-KRAWL REAR LONG ARM UCA BOX KIT CONT.

Part No.	Qty	Description
FOX21487007	4	Eyelet Parts: Hour Glass Bushing Spacer, .870" OD, .480" ID, .775" TLG
911128	2	JL - Sway Bar Link - 11" Center Bend
10747	4	EB1 Shock Eye - Split Ring

JKS6300 J-KRAWL FRONT LONG ARM CA BOX KIT

Part No.	Qty	Description
A1117	1	Front Long Arm LCA
A1118	2	Front Long Arm UCA
A1123	1	Front Long Arm LCA - Pass

JKS6400 J-KRAWL FRONT LONG ARM BRACKET KIT

Part No.	Qty	Description
H166	1	Hardware Kit: Long Arm Front
07056	1	Long Arm 14mm Bolt Shim
07058	1	Long Arm 16mm Bolt Shim

J173	1	Bolt Pack
	6	½"-13 x 1-¾" Hex Bolt, Grade 8
	12	½" SAE Washer
	2	3/8"-16 x 1-¾" Hex Bolt, Grade 8
	2	3/8" SAE Washer
	2	9/16"-12 x 5" Hex Bolt, Grade 8
	2	9/16" SAE Washer
	3	½"-13 x 5" Hex Bolt, Grade 8
	3	½"-13 Nylock Nut
	2	5/8-11 x 5" Hex Bolt, Grade 8
	2	5/8-11 Locking Flange Nut
	2	5/8 SAE Washer
	2	12mm-1.75 x 90mm, Class 10.8
	2	12mm-1.75 Nylock Nut
	4	½" SAE Washer
1427	2	Spacer Sleeve
342702	1	Thread Locker
W58S	2	5/8 SAE Flat Washer - Yellow Zinc
07054	1	Front Long Arm UCA Frame Bracket - Drv
07055	1	Front Long Arm UCA Frame Bracket - Pass
07057	1	Front Long Arm Crossmember
07074	1	Front Long Arm Nut Tab 1 - Drv
07075	1	Front Long Arm Nut Tab 1 - Pass
07076	1	Front Long Arm Nut Tab 2 - Drv
07077	1	Front Long Arm Nut Tab 2 - Pass