

<u>QTY</u>	<u>PART #</u>	<u>DESCRIPTION</u>
☐ 1	EVO-11022B	EVO Front Lower Control Arm, Driver
☐ 1	EVO-11023B	EVO Front Lower Control Arm, Pass
☐ 1	EVO-11042B	REARWARD BRACKET JK FRONT TRACKBAR BRACKET
☐ 1	EVO-11043B	JK FRONT TRACKBAR BRACKET, BLACK
☐ 1	EVO-11044B	DRIVER SIDE SWAYBAR LINK BRACKET, BLACK
☐ 1	EVO-600089	DRAG LINK RHD JK
☐ 1	EVO-20022CZ	JK STEERING FLIP ADAPTOR
☐ 1	EVO-770027	EVO FRONT JK TRACKBAR BRACKET HARDWARE PACK
☐ 1	EVO-11090B	Driver Shock Mount Tower
☐ 1	EVO-11091B	Pass Shock Mount Tower
☐ 1	EVO-11092B	Pass Lower B/O C/O Mount
☐ 1	EVO-11092DB	Driver Lower B/O C/O Mount
☐ 2	EVO-12022CZ	LWR Res Mount
☐ 2	EVO-12023CZ	Drill Plate B/O C/O Clear Zinc
☐ 1	EVO-600067	Brakeline Pack
☐ 1	EVO-770041	F/ Bolt-On Coilover Hardware Pack
☐ 2	EVO-20005	3" Front Bumpstop Spacer
☐ 2	EVO-900333	Thread Cutting Screw for Metal/ Plastic
☐ 4	EVO-20032	Swaybar Bushing Tube
☐ 4	EVO-600077	Bushing
☐ 2	EVO-12029B	Front B/O C/O 14 ½" Swaybar Link
☐ 1	EVO-770008	Shock Mounting Hardware Pack
☐ 2	EVO-20031	BOC Spacer Tube
☐ 4	EVO-900257	SAE 40 Worm Drive Hose Clamp
☐ 1	EVO-12025B	Rear DRVR Mount Bolt On Coilover
☐ 1	EVO-12026B	Rear PASS Mount Bolt On Coilover
☐ 1	EVO-10041B	DRVR Rockstar Skid
☐ 1	EVO-10040B	PASS Rockstar Skid
☐ 1	EVO-12028B	RCC Trackbar Bracket
☐ 1	EVO-7700021	RCC Trackbar Bracket HARDWARE Pack
☐ 1	EVO-600067	Brakeline Pack

1. Park vehicle on level ground.
2. Elevate front of vehicle securely and safely until tires leave ground.
3. Safely and securely support front frame of vehicle on adjustable jack stands
4. Remove front wheels/tires
5. Remove front swaybar links from vehicle
6. Remove brakeline mounting bolt at frame on both driver and passenger side. Do not disassemble brakeline itself.
7. Remove front shocks
8. Remove front springs
9. Working on the driver side first, remove factory lower front control arm
10. Install Supplied EVO Front lower control arm on driver side with zerk fitting on both ends facing upwards. The arms should bend towards the inside of the vehicle with the clamping tubes at the axle end facing upwards. Starting length of control arms from center of hole to center of hole at the joints should be 22 7/8". This is a recommended starting length and will change after a professional alignment has been performed. Adjusting control arm length should be made using the OnVehicle adjuster starting with the joint and adjuster threaded completely in.
11. Torque both bolts to factory specifications
12. Repeat previous steps on passenger side.
13. On both driver and passenger side, drill and 5/16" hole in the center of the spring mount on axle.
14. Using supplied self threading bolt, place the bumpstop extensions over the drilled hole on the axle and thread through the center the self threading bolt on both driver and passenger sides
15. Remove bolt at trackbar on passenger side at axle
16. Remove swaybar links from axle mounts.



17. Place the smaller supplied bracket into the axle trackbar mount
18. Using the supplied 9/16 bolt, washer and nut and smaller length 5/16 bolt washer and nuts, loosely bolt into place. Do not fully tighten.

19. Place the larger supplied trackbar bracket onto the axle mount on the outside.



20. Using the supplied 9/16 bolt, washer and nut and smaller length 5/16 bolts washer and nuts, loosely bolt into place. Do not fully tighten.

21. Insert the shorter 1/2" bolt with washers and nut for the side bolting the two pieces together.

22. Insert the u-bolt around the axle tube through the mount on the new supplied brackets. Use the supplied 3/8" Locknuts. Make sure to not over tighten.



23. Insert the longer 1/2" bolt with washers and nut through the factory swaybar tab first, then through the supplied trackbar brackets.

24. Tighten all supplied bolts to torque specs at end of these instructions.

25. Remove nut at draglink/steering knuckle connection. Remove Draglink from steering knuckle. This may require you to hit steering knuckle where draglink mounts with small sledge hammer.



26. Remove draglink from factory coupler up towards the pitman arm. You do not want to remove the joint at the pitman arm, just the bar from the coupler. Leave all other components installed as from the factory.

27. With a 13/16" drill bit, drill straight down through factory knuckle where draglink stud was previously mounted. Be as careful as possible to drill straight through knuckle.



28. Using supplied crush sleeve, insert from top down into newly drilled hole in knuckle

29. Using the supplied draglink, thread into coupler at pitman arm end.

30. Insert the new draglink from the top down through the newly installed crush sleeve at the steering knuckle.



31. Using the factory nut removed from the factory draglink, install on to newly installed draglink. Use of a thread locking compound is recommended.

32. On driver side, hold up the swaybar extension tab to factory swaybar tab on the inside of factory swaybar tab.

33. With bolt holes at the swaybar tab lined up. Mark the hole that needs to be drill into the coil pocket.

34. With a 5/16" drill bit, drill marked hole into coil pocket. This may require the removal of your brake rotor on the driver side depending on your drilling equipment. If removed, follow factory specifications when removing and reinstalling.

35. With the supplied longer 1/2" bolt, washers and nut, bolt supplied bracket on the inside of the factory bracket.

36. Using the supplied longer 5/16" bolt, washers and nut bolt the supplied bracket to the coil spring mount. This will require the use of the supplied thick spacer tube between the supplied bracket and the coil mount.

37. Reinstall the trackbar to its new higher location with factory hardware

38. Reinstall swaybar endlinks at their new higher location with factory hardware.

39. Torque all supplied bolts to torque specs and the end of these instructions.

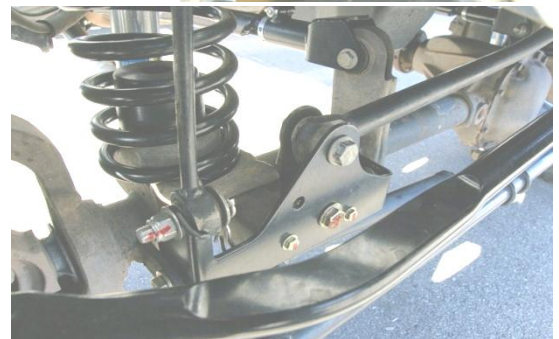
40. Torque all factory bolts to factory specifications.

41. Reinstall wheels and torque to factory specifications.

42. Carefully lower vehicle back to ground.

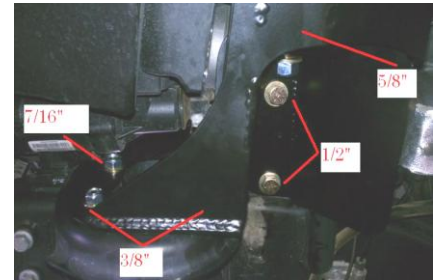
43. Retorque all bolts after first 500 miles and every off road use.

44. Insert front plate over factory bump stop. Align at top with existing hole and centered around bump stop. Mark two holes to be drilled.



45. Drill marked holes with 7/16" drill
46. Place front coilover tower over upper front bump stop tube.
47. Rotate reward until contact with plastic wheel well. Note where tower makes contact.
48. Make sure all wires and hoses are out of way.

49. Using a grinder, slowly cut away plastic ribs, test tower and repeat. This will take a few iterations of testing, marking and cutting to clean away the plastic. Only the ribs need to be removed. Continue until tower seats onto top of factory spring perch and shock mount. Install hardware.



50. Cut lower axle shock mount as shown. This is to give clearance for coilover

51. Install lower axle bracket on the outside (tire side) of factory shock mount.

52. Holes on underside of factory shock mount and side of spring mount may need to be enlarged with drill. Passenger side will need one hole drilled completely.

53. Install EVO lower shock mount with 3/8" hardware on the underside of current shock mount and 5/16" of side of spring mount

54. Remove brake lines.

55. Install new supplied longer brake line and washers to factory hard-line and caliper

56. Install new mounting bracket at frame stacking EVO lower reservoir mount on outside of brake line bracket using factory bolt. Align as shown.



57. Install front coilover where fitting at top of coilover is directed toward rear of JK. Use supplied 1/2" hardware and shock spacers both top and bottom mounts



58. On both driver and passenger side, drill a 5/16" hole in the center of the spring mount on axle.

59. Using supplied self threading bolt, place the bump stop extensions over the drilled hole on the axle and thread through the center with supplied self threading bolt on both driver and passenger sides. Press down on bolt firmly while threading.



60. Twist and raise reservoir and place in mount behind rear of upper coilover tower.

61. Using supplied hose clamps mount to both upper and lower mounts.



62. Assemble front swaybar endlinks.
Tap hourglass into endlink ends with mallet. Insert sleeve into center of hourglasses.



63. Install, outside of swaybar, inside of axle mount.

64. Install wheels/tires.

65. Carefully cycle suspension, turning wheels left and right as you go up and down to make sure you have clearance.

66. Follow factory procedures on bleeding brakes.



67. Turn spanner nut on top of coil spring, compressing the spring until the distance of the threaded portion between the shock end cap and the spanner is approximately 1.25". This is a starting point. This will vary on a lot of factors (added weight). Screw down if you want more lift, screw up for less. Added vehicle weight will make this vary.

68. Carefully remove jack stands and lower to ground

69. Torque wheels to factory or aftermarket specifications.



70. Set vehicle onto ground. Move vehicle forward and backwards a few feet each way while turning wheel to right and left to settle vehicle.

71. Verify desired ride height. If ride height is undesirable, carefully lift front of vehicle by frame until wheels are off the ground. Turn spanner up to lower ride height, down to raise ride height.

72. Repeat previous steps until desired ride height is achieved

73. Torque all supplied bolts to chart below. All factory bolts to factory specifications. Clean and verify no fluid leaks at Brakelines after brake application.

74. Elevate rear of vehicle securely

75. Remove rear wheels

76. Secure frame with adjustable jack stands

77. Remove rear sway bar end links

78. Remove rear shocks

79. Remove rear springs and parking brake cable bracket from under body



80. Using 15mm wrench, loosen small nuts on body mounts of JK from the middle of the JK to the rear. 2007-2011 JKs will have 3 sets of body mounts on both sides of frame. 2012+ will have 2 sets.

81. On driver side. Remove bolt between frame and body that holds gas filler tube to the body.

82. Remove muffler from vehicle. Loosen clamp just in front of axle on the exhaust. Spray lubricant on rubber hangers, pry hangers from frame.

83. On passenger side rear exhaust hanger at frame. Bend hanger upwards about $\frac{3}{4}$ " with pry bar.

84. Using a jack, carefully apply pressure to rear tube lifting rear of body from frame. There needs to be about a $\frac{1}{2}$ " gap between body and frame.

85. With rear body lifted from frame. On both driver and passenger side, insert rear upper strengthening bracket above original shock mount. If difficult to insert. Raise

body more. On 2007-2011 JKs the front section of the bracket (2 slotted holes) needs to be inserted under the body mount flange. OR remove these two body mounts.

86. After strengthening bracket is inserted. Lower Jack, tighten all body mount bolts.

87. Remove driver rear lower control arm bolt at axle.

88. With a paint pen, mark 1.5" down from center of lower control arm hole in the factory axle bracket

89. Carefully, with a Cutoff Wheel/Reciprocating Saw, cut along line, all the way around the control arm pocket and factory swaybar tab.

90. Sand remaining shock tabs, swaybar tab and cut surface smooth

91. Paint all exposed metal surfaces

92. Install driver Rock Star as seen in the photo

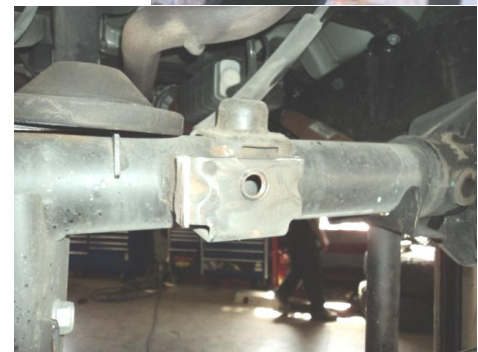
93. Install the $\frac{3}{8}$ " bolts, washers on both sides and lock nuts into the rear two holes on the driver side control arm bracket. The lower $\frac{3}{8}$ " bolt should be inserted from front to rear. The upper $\frac{3}{8}$ " should be inserted from the rear to the front.

94. Reinsert lower control arm into the axle mounting brackets

95. Using the factory bolt, reinsert into factory hole with Rock Star brackets in place through control arm

96. Tighten $\frac{3}{8}$ " hardware to 40 ft-lbs

97. Repeat previous Rockstar steps on passenger side



- 98. Remove rear trackbar bolt at axle, leave trackbar bolt at frame installed
- 99. Cut factory rear trackbar bracket at axle as shown. Only remove the rear most part of the bracket. Sand all cuts smooth with flat mounting plate. Install rear trackbar bracket as shown with supplied 9/16 bolt and u-bolts. Recommended: Weld on rear trackbar bracket to axle where ever possible. Reinstall trackbar into new higher location with factory bolt. (torque to factory specifications once vehicle is on ground and at ride height.)

- 100. Install bumpstop extension to axle. Upper pad should be angled forward of axle. Use supplied 5/16" hardware.

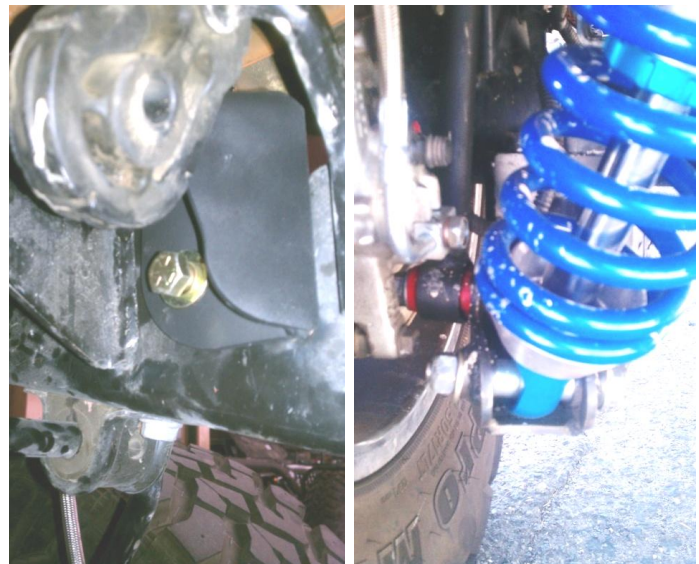
- 101. Assemble upper shock bracket to coilover as shown. Add 1/2" washers to both sides of shock. This will help prevent shock rotation. Reservoir should be angled to middle of JK on both pass and driver sides.

- 102. Thread two mounting bolts into stock threaded frame bolts. This needs to be done in iterations. Walk the bracket up by threading one bolt a few turns then the other and continue until fully seated. Bolts need to go through 2 holes in the EVO upper strengthening brackets.



Install the supplied M10 nuts and washers to the shock bolts above the EVO strengthening plate.

- 103. On frame side, just below exhaust hangers, drill hole through frame with 1/2" drill bit.
- 104. Install supplied 1/2" bolt
- 105. Install lower shock mounts to EVO Rockstars using supplied silver spacers, one on each side of shock. Remove spacers if any are installed on the lower end of the shocks. Use supplied M12 bolt.
- 106. Remove Factory Swaybar from frame.
- 107. Install EVO MFG Rear Swaybar Relocation Spacers which relocates the OE swaybar back approximately 1". Use the 20MM Black Hex bolts included in the



hardware pack to mount the relocation spacers through the larger un-threaded hole and into the OE swaybar mounting location. Repeat this for driver and passenger sides. (Note the last hole closest to the rear of the vehicle should be threaded).

108. Re-Install OE Swaybar to EVO MFG Swaybar Relocation Spacers using 2x 16MM Black Hex Bolts and a washer on each bolt. Repeat on opposite side of vehicle.
109. Assemble rear swaybar endlinks. Tap hourglass into endlink ends with mallet. Insert sleeve into center of hourglasses.
110. Install, outside of swaybar, outside of axle mount.
111. Remove factory brakeline and install supplied lines and washers.
112. Install wheels/tires.
113. Carefully cycle suspension to make sure you have appropriate clearances.
114. Follow factory procedures on bleeding brakes.
115. Turn spanner nut on top of coil spring all the way to the top. This is a starting point. This will vary on a lot of factors (added weight). Screw down if you want more lift. Added vehicle weight will make this vary.
116. Reinstall exhaust.
117. Carefully remove jack stands and lower to ground
118. Torque wheels to factory or aftermarket specifications.
119. Set vehicle onto ground. Move vehicle forward and backwards a few feet each way while turning wheel to right and left to settle vehicle.
120. Verify desired ride height. If ride height is undesirable, carefully lift front or rear of vehicle by frame until wheels are off the ground. Turn spanner up to lower ride height, down to raise ride height.
121. Repeat previous steps until desired ride height is achieved, tighten spanner clamping bolt on coilover after desired right height is set (all 4 coilovers).
122. Torque all supplied bolts to chart below. All factory bolts to factory specifications. Clean and verify no fluid leaks at Brakelines after brake application. Torque all bonded rubber control arm and trackbar bushing while vehicle is sitting on its weight.

