



INSTALLATION INSTRUCTIONS



2018 JEEP JL 4WD 3" SPORT SYSTEM

FTS24207 - 4-DOOR

NOTE: TO ORDER WEARABLE REPLACEMENT COMPONENTS DO NOT USE PART NUMBERS SHOWN ON THIS INSTRUCTION SHEET. GO TO FABTECH WEBSITE AND LOOK UP WEARABLE REPLACEMENT PARTS TO FIND THE PROPER PART NUMBER TO ORDER.

FTS24207 JEEP JL SPORT SYSTEM 4-DOOR		
2	FT50164	FRONT BUMPSTOP SPACER
2	FT50261BK	FRONT SWAY BAR LINK (7.94")
2	FT50026BK	REAR SWAY BAR LINK (10.34")
1	FT50584	REAR TRACK BAR BRACKET
1	FT50600	3" FRONT SPRING DRIVER
1	FT50601	3" FRONT SPRING PASSENGER
1	FT50602	3" REAR SPRING DRIVER
1	FT50603	3" REAR SPRING PASSENGER
1	FT50643	HARDWARE KIT
1	FT50642	HARDWARE SUBASSEMBLY
2	FT50401BK	REAR BUMPSTOP SPACER

FT50642 HARDWARE SUBASSEMBLY		
1	FT50592	REAR TRACK BAR SLEEVE
1	FT24194i	INSTRUCTIONS
2	FT50048	SWAY BAR BUSHING (4-PACK)
12	FT404739	SWAY BAR/ SHOCK SLEEVE
4	FT50593	SHOCK SPACER
1	FTLUBE	URETHANE LUBE
2	FT50060	FRONT BUMPSTOP NUT TAB
2	FT50585	REAR COIL SPACER NUT TAB
1	FTAS12	STICKER FT BLUE 10X4
1	FTAS16	DRIVER WARNING DECAL
1	FTREGCARD	REGISTRATION CARD

FT50643 - HARDWARE KIT		LOCATION
4	M12-1.75 X 70MM HEX BOLT	SWAY BAR LINKS
8	12MM FLAT WASHER	
4	M12-1.75 C-LOCK NUT	
2	1/2"-13 x 3-1/2" BOLT	FRONT BUMPSTOP
2	1/2" SPLIT LOCK WASHER	
3	7/16-14 X 1" HEX BOLT	REAR TRACK BAR BRACKET
3	7/16"-14 C-LOCK NUT	
6	7/16" SAE FLAT WASHER	
1	9/16"-12 x 3" BOLT	REAR TRACK BAR BRACKET
1	9/16"-12 C-LOCK NUT	
2	9/16" SAE FLAT WASHER	
2	5/16-18 x 1" BOLT	REAR BUMPSTOP
2	5/16-18 X 3/4" BOLT	
4	5/16-18 C-LOCK NUT	
6	5/16" SAE FLAT WASHER	
1	THREAD LOCKING COMPOUND	



- TOOL LIST -

Required Tools (Not Included)

- Basic Hand Tools
- Floor Jack
- Jack Stands
- Assorted Metric and S.A.E sockets, and Allen wrenches
- Torque Wrench
- Die Grinder w/ Cutoff Wheel or Sawzall
- Drill w/ Assorted Drill Bits

- PRE-INSTALLATION NOTES -

READ THIS BEFORE YOU BEGIN INSTALLATION -

Read all instructions thoroughly from start to finish before beginning the installation. If these instructions are not properly followed severe frame, driveline and / or suspension damage may occur.

Check your local city and state laws prior to the installation of this system for legality. Do not install if not legal in your area.

Prior to the installation of this suspension system perform a front end alignment and record. Do not install this system if the vehicle alignment is not within factory specifications. Check for frame and suspension damage prior to installation.

The installation of this suspension system should be performed by two professional mechanics.

This suspension must be installed with Fabtech shock absorbers.

Use the provided thread locking compound on all hardware.

WARNING- Installation of this system will alter the center of gravity of the vehicle and may increase roll over as compared to stock.

Vehicles that receive oversized tires should check ball joints, uniballs, tie rods ends, pitman arm and idler arm every 2500-5000 miles for wear and replace as needed.

Verify differential fluid is at manufactures recommended level prior to kit installation. Installation of the kit will reposition the differential and the fill plug hole may be in a different position. (For example, if the manufacture recommends 3 quarts of fluid, make sure the diff has 3 quarts of fluid). Check your specific manual for correct amount of fluid.

FOOTNOTES -

- *Fits 6 Cyl. models only*
- *Fits 4-door models only*

- FRONT SUSPENSION -

1. Disconnect the negative terminal on the battery. Jack up the front end of the vehicle and support the frame rails with jack stands. **NEVER WORK UNDER AN UNSUPPORTED VEHICLE!** Remove the front tires.
2. On both the Driver and Passenger side, unbolt the front brake line brackets from the frame and the link arm. Save all hardware. **SEE FIGURES 1-2** On the driver side unclip the differential breather hose from the upper coil spring mount. **SEE FIGURE 3**



FIGURE 1 - STEP 2



FIGURE 2 - STEP 2



FIGURE 3 - STEP 2

3. Unbolt and remove both driver and passenger side brake line brackets from the axle spring perch. **SEE FIGURE 4**



FIGURE 4 - STEP 3

4. Unplug the front diff locker harnesses from the axle **(RUBICON MODELS ONLY)** **SEE FIGURES 5-6**

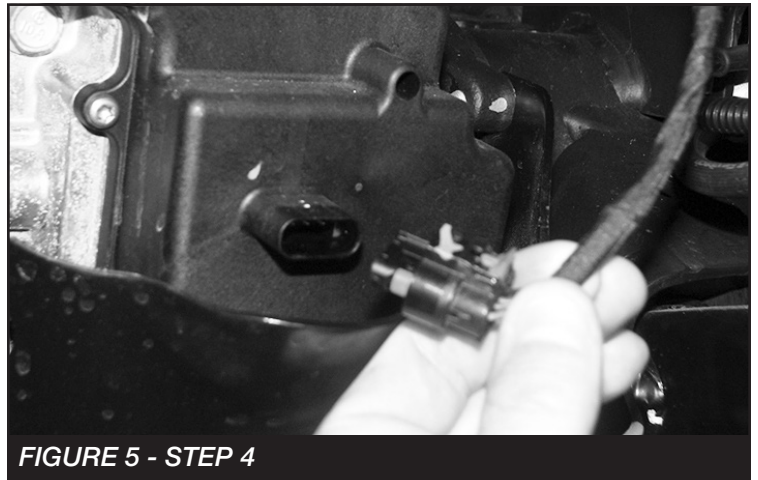


FIGURE 5 - STEP 4



FIGURE 6 - STEP 4

5. Remove and discard the factory sway bar endlinks, save the hardware.
6. With the axle supported, remove the factory shocks. Save all hardware. Lower the front axle and remove the factory coil springs. Retain coil spring isolators.
7. On the factory coil spring perch. Use a drill with a 1/2" drill bit and drill out the existing factory hole on both driver & passenger sides. **SEE FIGURE 7**

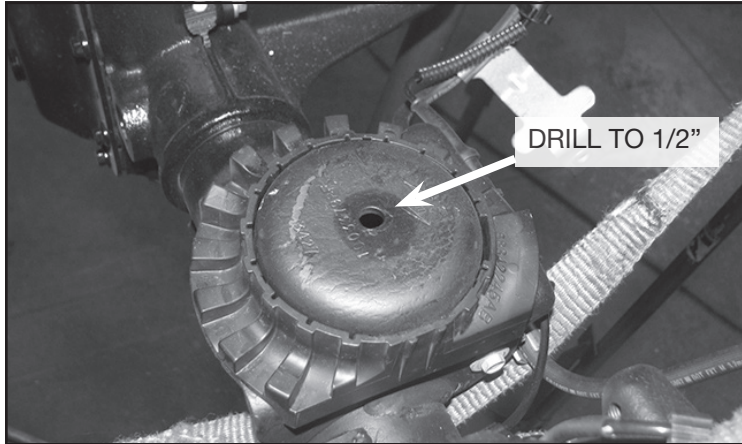


FIGURE 7 - STEP 7

- If installing FTS24201 (Shock Extension Kit) continue with the instructions provided in the FTS24201 box kit.

8. **DRIVER SIDE:** Insert a 1/2" x 3-1/2" bolt and lock washer inside the FT50164 (Front bumpstop spacer). Place the FT50164 (Bumpstop spacer) into the bottom of FT50600 (Front driver spring) then install the spring into the vehicle as one unit. **NOTE: The driveshaft and front trac bar may have to be disconnected to install the springs into the vehicle.** Once installed insert the FT50060 (Nut tab) through the opening on the spring perch and thread the 1/2" bolt. Torque to 127 ft-lbs. **SEE FIGURES 8-10**
Repeat on passenger side

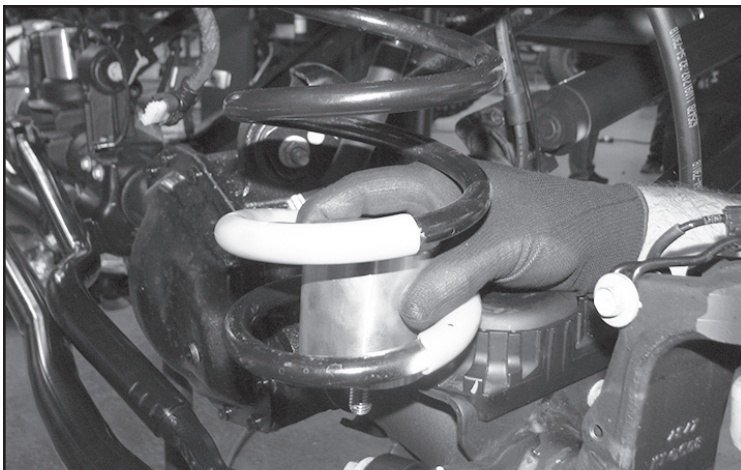


FIGURE 8 - STEP 8

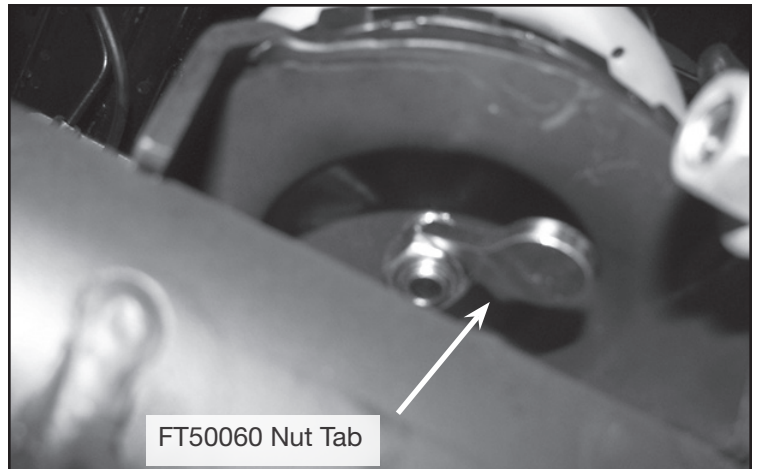


FIGURE 9 - STEP 8

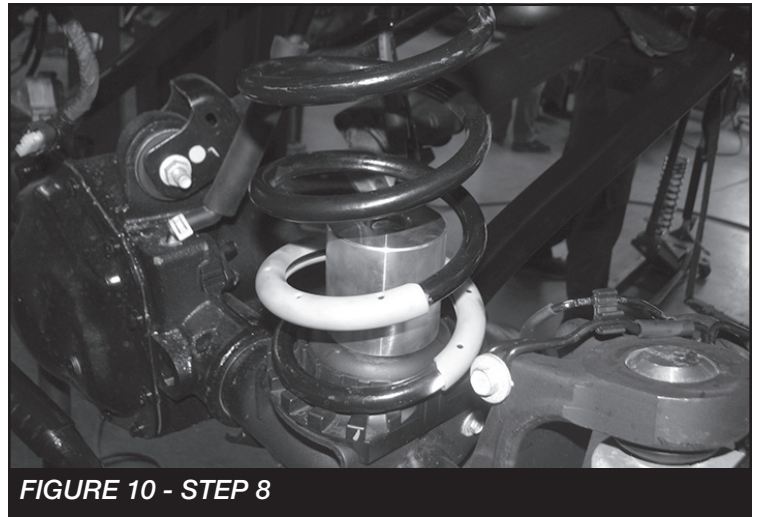


FIGURE 10 - STEP 8

9. **NOTE: If installing Dirt Logic shocks refer to the instructions supplied with the shocks.** Locate FTS6349 (Stealth Shock) and install (2) FT404739 (Sleeves) into each bushing. Next, Install the shock using (2) FT50593 (Spacers) on either side of the bushing using factory hardware for the upper mount and the factory hardware for the lower mount. Torque to 100 ft-lbs. **SEE FIGURES 11-12**

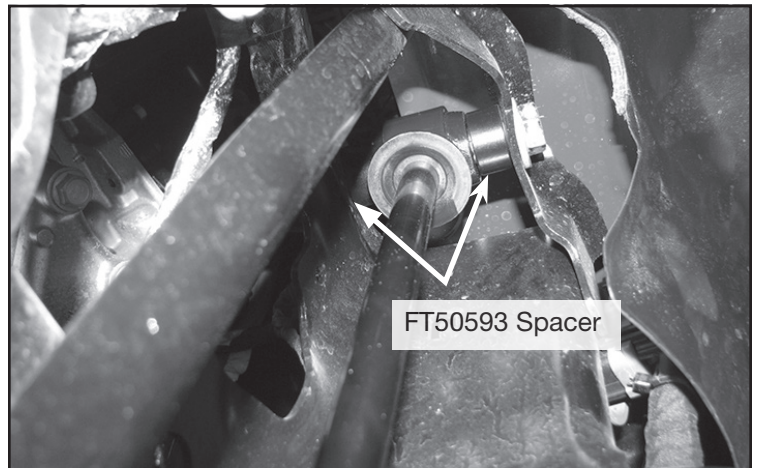


FIGURE 11 - STEP 9

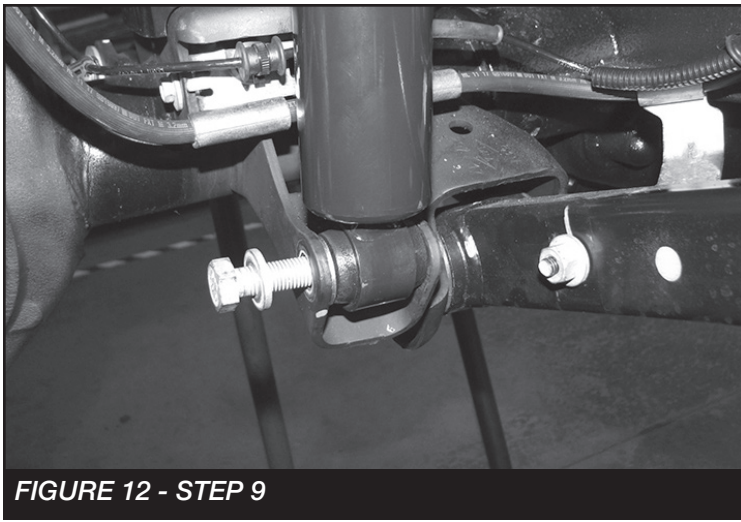


FIGURE 12 - STEP 9

10. Install FT50048 (Bushings) and FT404739 (Sleeves) into FT50261BK (Sway bar links). Then, install the links to the axle mount and sway bar using the supplied M12 x 70mm hardware for the upper location and the factory for the lower. Torque to 100 ft-lbs. **SEE FIGURE 13**

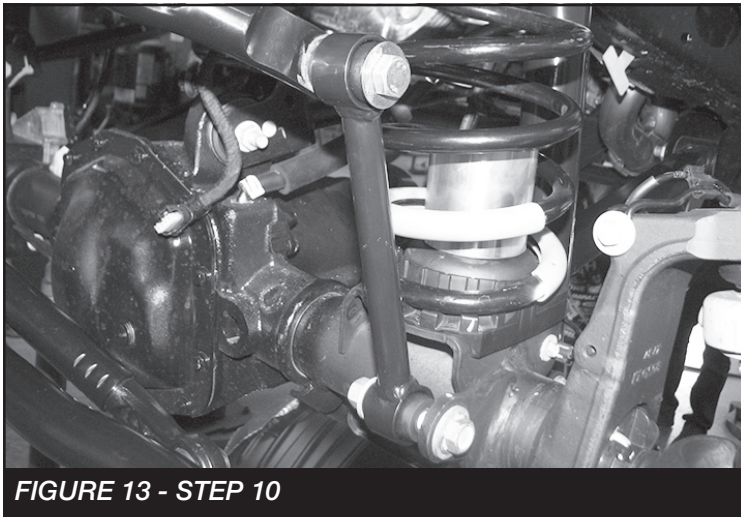


FIGURE 13 - STEP 10

11. Reconnect all brake line brackets with the factory hardware and torque 29 ft-lbs. **NOTE: Bend the lower link arm brake line bracket upward an inch to give the line some relief at full extension. SEE FIGURE 14**

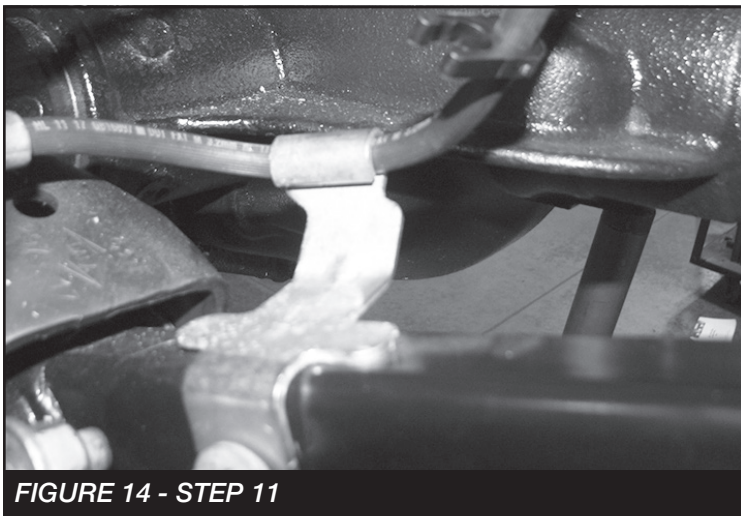


FIGURE 14 - STEP 11

12. Reinstall the diff breather hose by moving the metal clip up the hose 2" **SEE FIGURE 15** and the christmas tree fastener into the next hole down. **SEE FIGURE 16.**

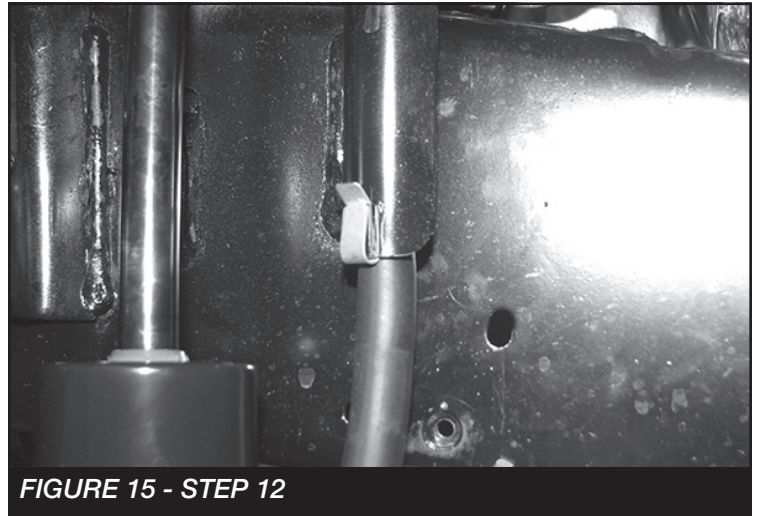


FIGURE 15 - STEP 12

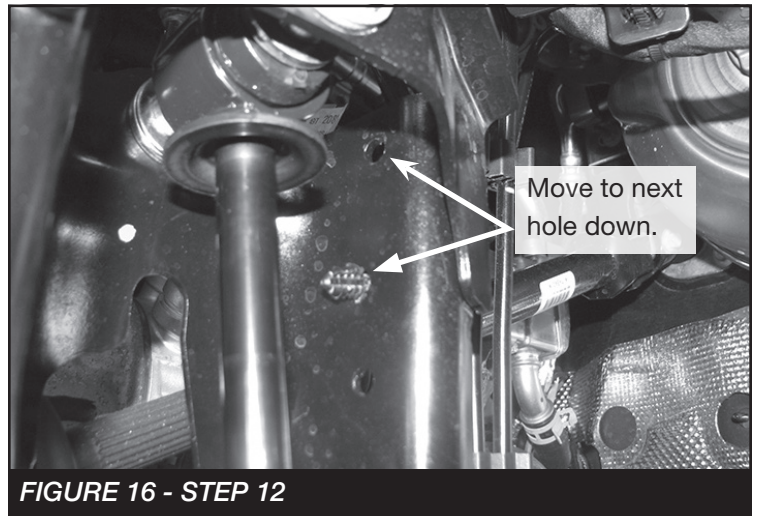


FIGURE 16 - STEP 12

13. **RUBICON MODELS ONLY:** Reinstall the electrical connectors at the diff.

- REAR SUSPENSION -

14. Jack up the rear end of the vehicle and support the frame rails with jack stands. NEVER WORK UNDER AN UNSUPPORTED VEHICLE! Remove the rear tires. Support the rear axle; do not allow axle to hang freely.
15. Remove the rear sway bar endlinks then remove the rear shocks and save hardware.
16. Disconnect the e-brake cables behind the rotor. **SEE FIGURE 17.** Next, Disconnect the brake line from the axle link pocket. **SEE FIGURE 18.**

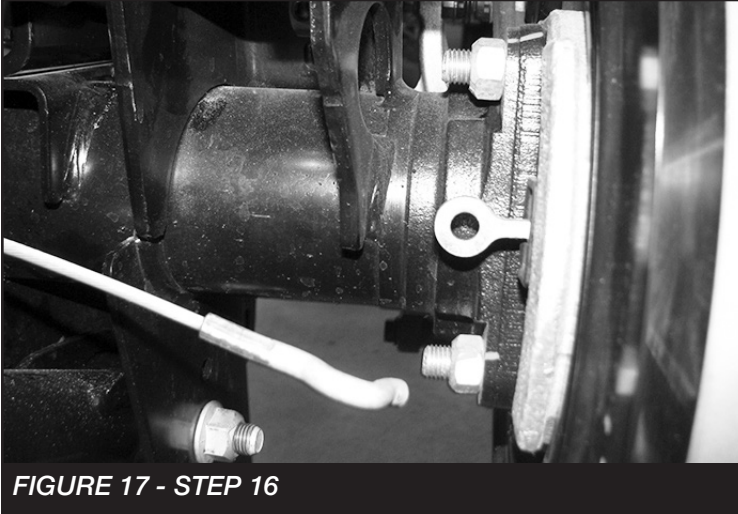


FIGURE 17 - STEP 16

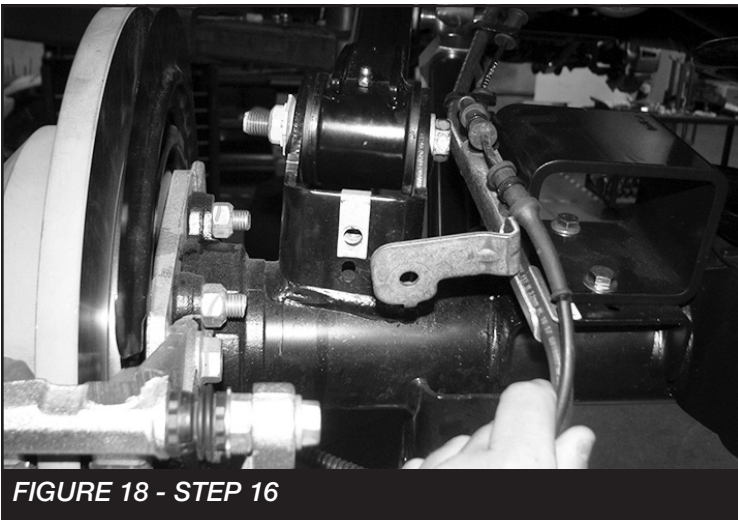


FIGURE 18 - STEP 16

17. Unplug the locker harness from the axle (**RUBICON MODELS ONLY**) **SEE FIGURES 19**

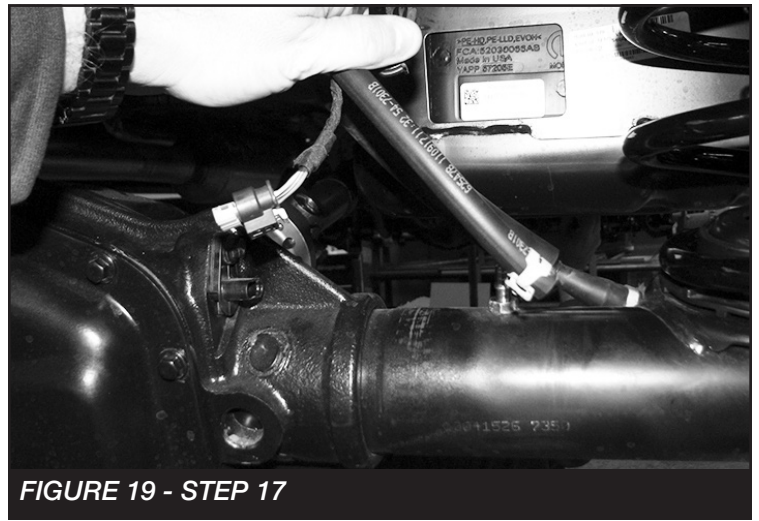


FIGURE 19 - STEP 17

18. Disconnect the rear track bar from the axle and save hardware. Lower the rear axle and remove the factory coil springs.
19. Locate FT50401BK (Rear bumpstop spacer) and the supplied 5/16 x 1" hardware. Use the 5/16" bolt and line up the Fabtech bumpstop spacer onto the pad by using the existing forward hole. **SEE FIGURE 20.** Next, mark the rear hole and remove the bumpstop to drill using a 3/8" drill bit. **SEE FIGURES 21-22.**

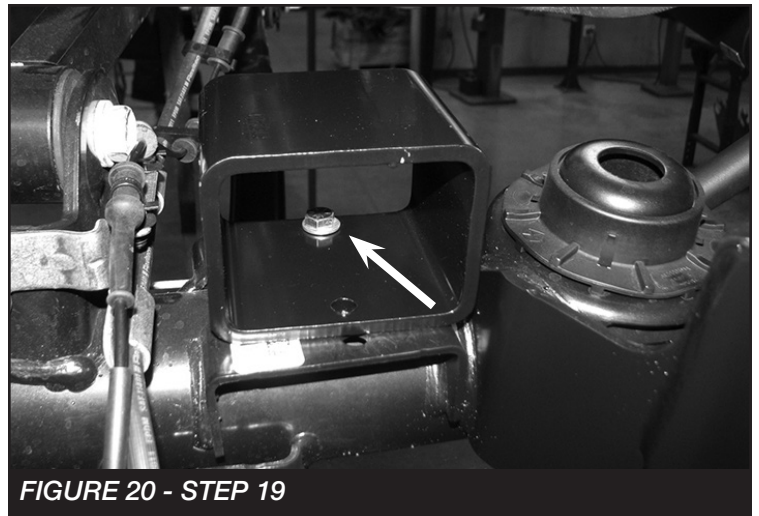


FIGURE 20 - STEP 19

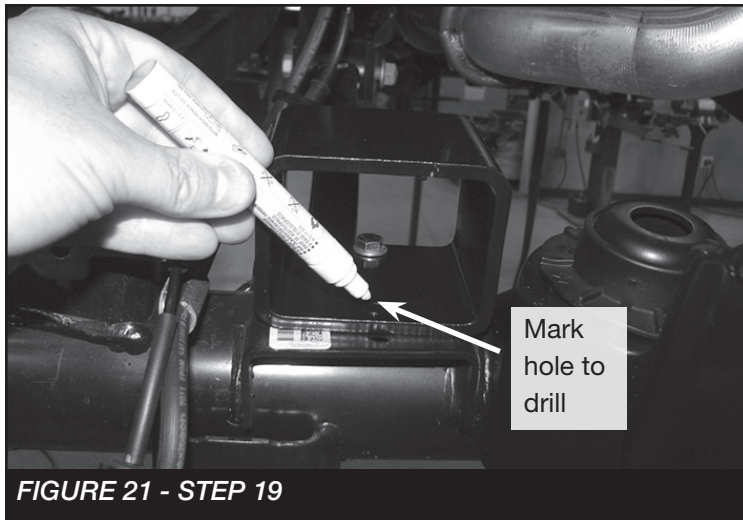


FIGURE 21 - STEP 19

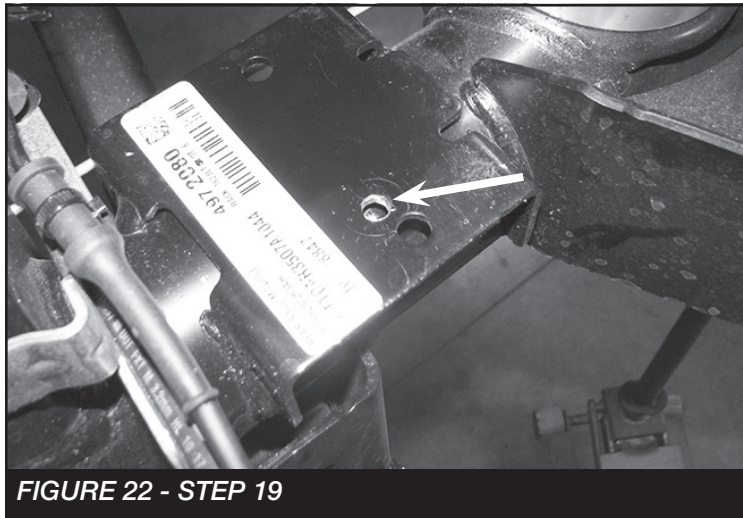


FIGURE 22 - STEP 19

20. Install the Fabtech Bumpstop spacer using the supplied 5/16 x 1" hardware for the front hole and the 5/16" x 3/4" hardware for the rear hole location. Torque to 29 ft-lbs. **SEE FIGURE 23**

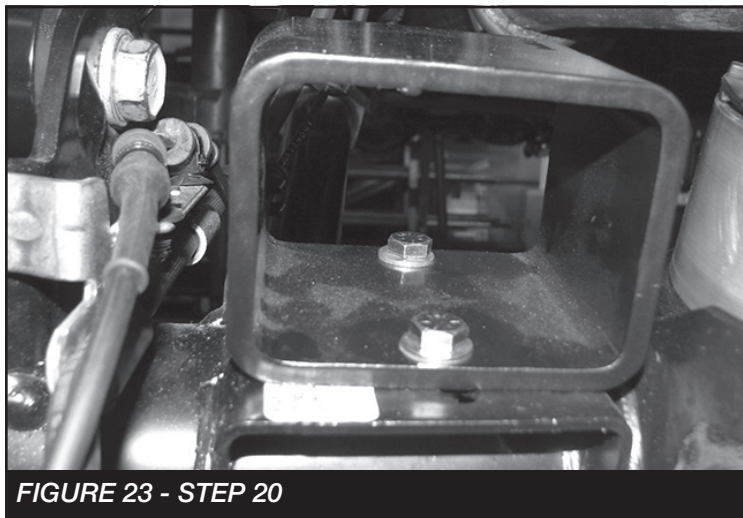


FIGURE 23 - STEP 20

21. Locate the factory rear track bar bracket. Mark a straight line on the front and back before the 90 degree bend. Remove the track bar from the axle bracket and cut the top section off. **SEE FIGURES 24-25**

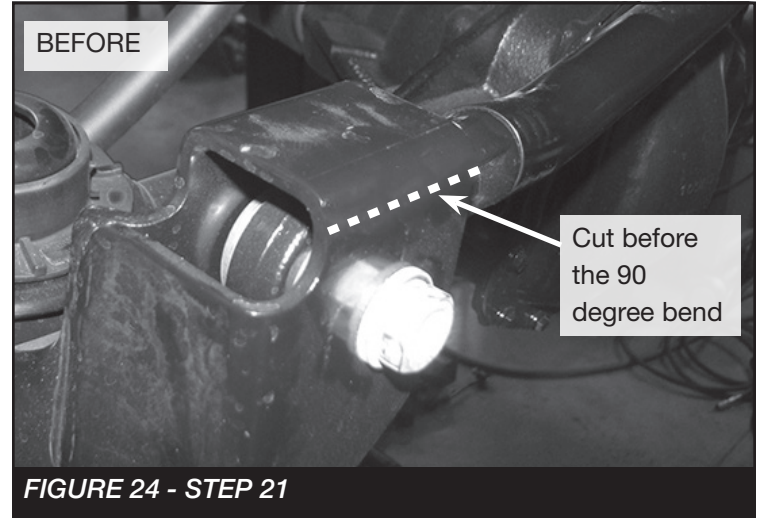
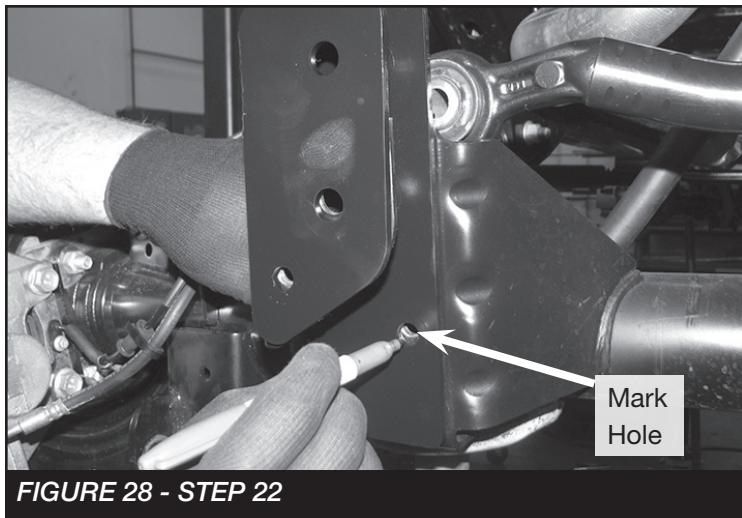
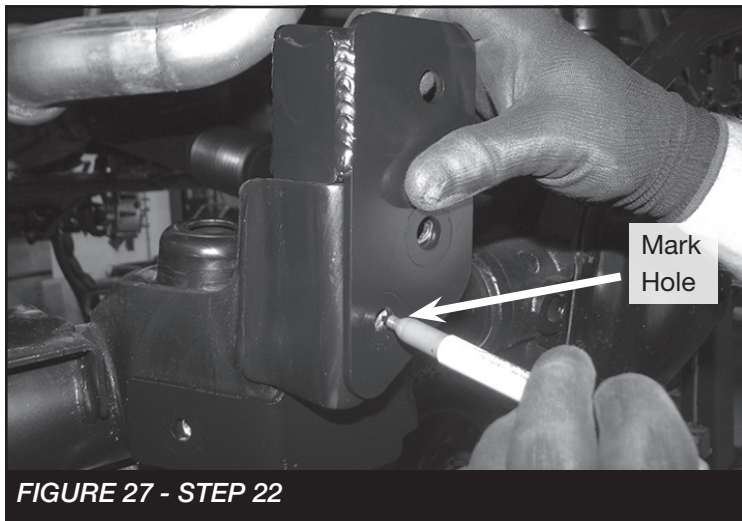
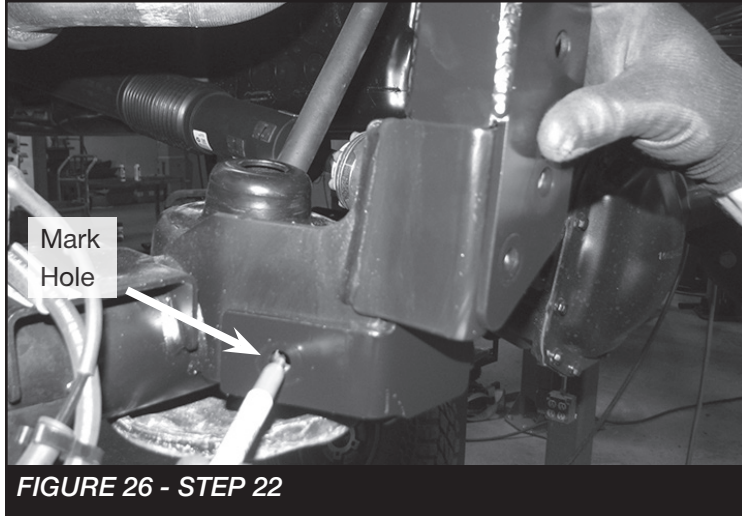


FIGURE 24 - STEP 21

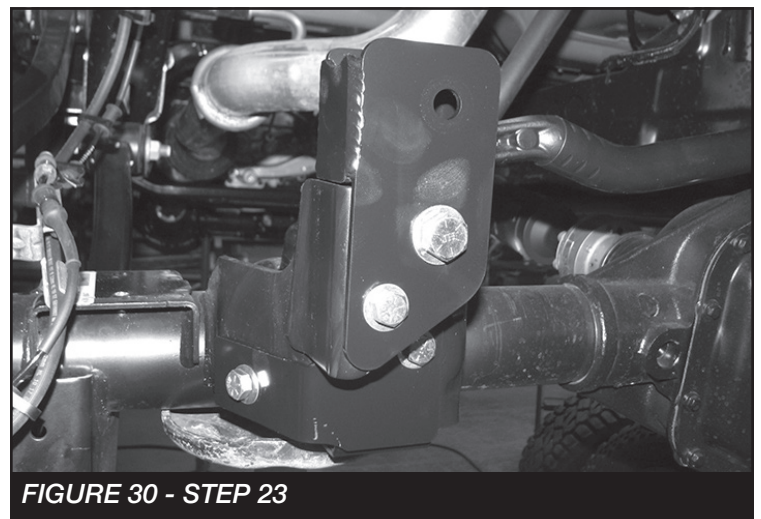
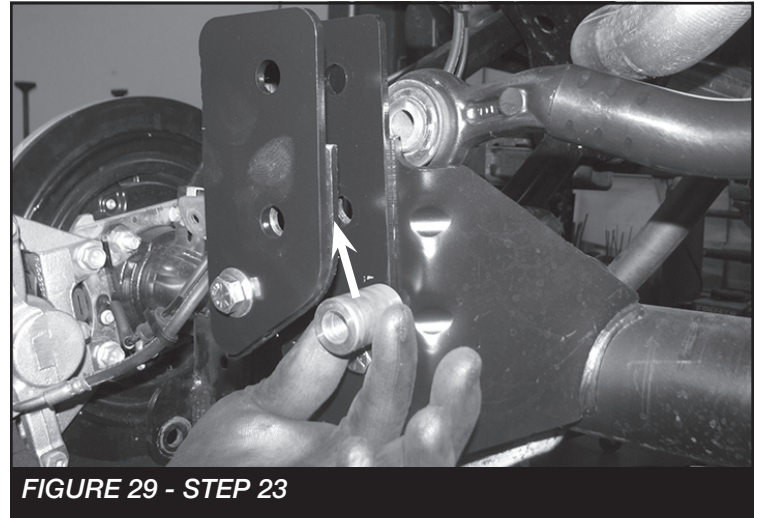


FIGURE 25 - STEP 21

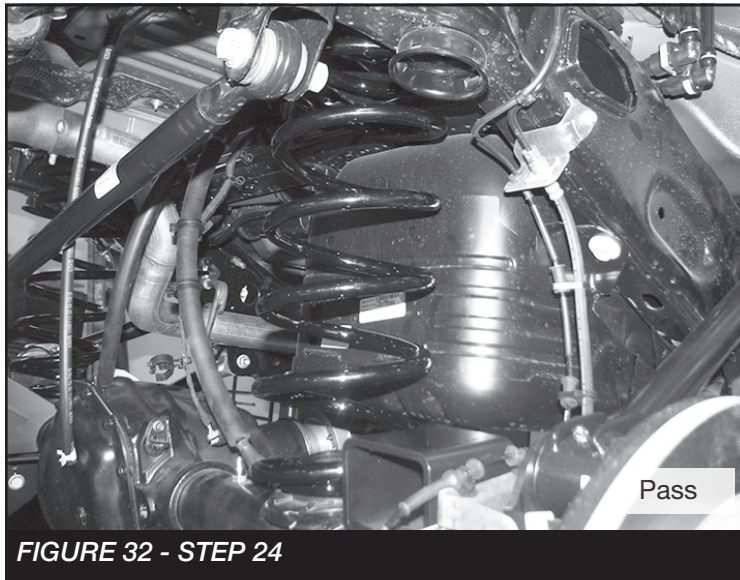
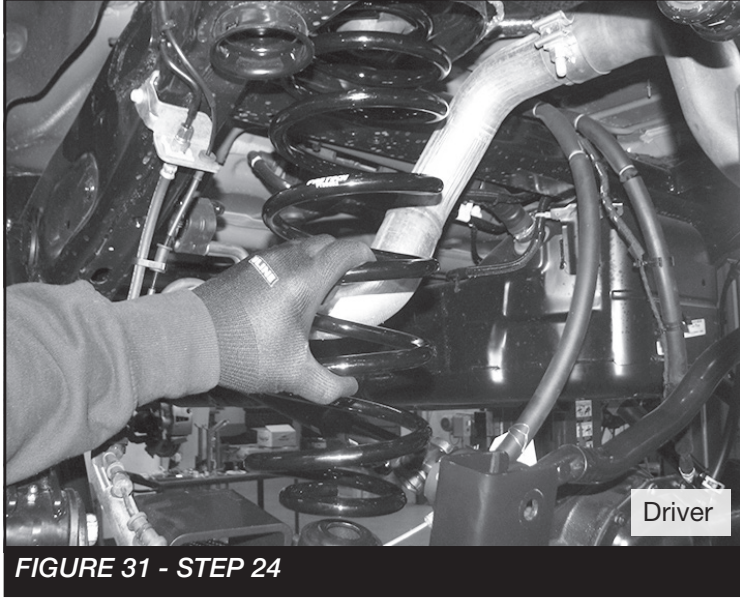
22. Install the FT50584 (Rear track bar bracket) onto the factory bracket. Mark the 3 holes using the FT50584 as a template. **SEE FIGURES 26-28.** Remove and drill the 3 holes using a 7/16" drill bit.



23. Reinstall the FT50584 (Track bar bracket) using the supplied 7/16" x 1" hardware. **DO NOT TIGHTEN.** Install FT50592 (Rear track bar sleeve) using the supplied 9/16" x 3" bolt and hardware. **SEE FIGURES 29-30** Torque 7/16" hardware to 83 ft-lbs and 9/16" to 184 ft-lbs.



24. Install FT50602 (Driver rear spring) on the driver side and FT50603 (Pass rear spring) on the passenger side. **SEE FIGURES 31-32.** Then install the track bar into the new bracket using the factory bolt. Torque to 160 ft-lbs.

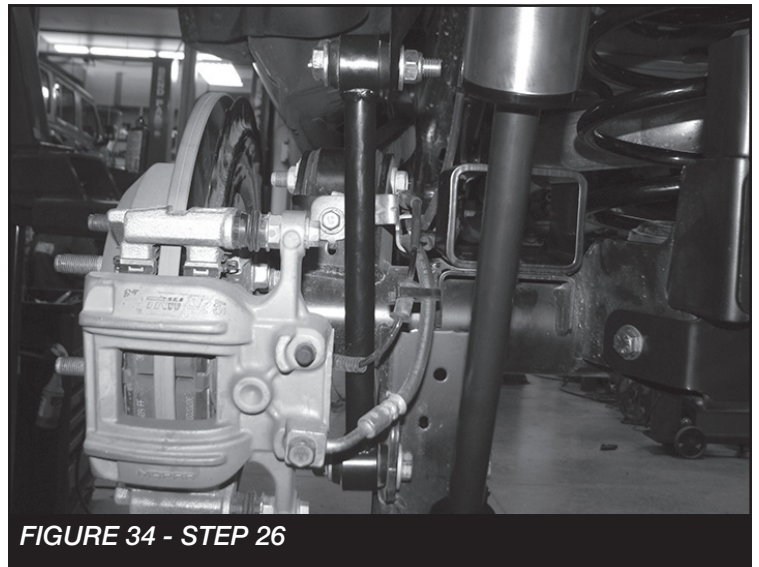


- **NOTE:** If installing FTS24201 (shock extension kit) please refer to instruction provided with that kit.

25. **NOTE: If installing Dirt Logic shocks refer to the instructions supplied with the shocks.** Install FTS6352 (Stealth shocks) using the factory hardware. Torque to 100 ft-lbs. **SEE FIGURE 33**



26. Install the FT50048 (Bushings) and FT404739 (Sleeves) into FT50026BK (Rear sway bar links). Then, install the new links to the sway bar and sway bar mount on the axle using supplied M12 x 70mm hardware for the upper location and the factory for the lower. Torque to 100 ft-lbs **SEE FIGURE 34**



27. Reconnect the Brake lines, E-brake line, breather hose and factory locker (if equipped).
28. Install tires and wheels and torque lug nuts to wheel manufacturer's specifications. Turn front tires left to right and check for appropriate tire clearance. **Note - Some oversized tires may require trimming of the front bumper & valance.**
29. Check front end alignment and set to factory specifications. Readjust headlights.
30. Recheck all bolts for proper torque.
31. Recheck brake hoses, ABS wires and suspension parts for proper tire clearance while turning tires fully left to right.
32. Check the fluid in the front and rear differential and fill if needed with factory specification differential oil. **Note - some differentials may expel fluid after filling and driving. This can be normal in resetting the fluid level with the new position of the differential/s.**
33. Install Driver Warning Decal. Complete product registration card and mail to Fabtech in order to receive future safety and technical bulletins on this suspension.



	FTS801402	2.25" Dirt Logic SS w/ Resi
1	FTS89903	2.25 Universal Urethane
1	FT801402i	INSTRUCTIONS
1	FT86096	HARDWARE & BUSHING KIT 96

Thank you for purchasing Dirt Logic shocks, the finest off-road shock in the industry. Each unit is built to exacting standards and is properly tuned specifically for your vehicle. Dirt Logic shocks are designed and built to both beautify and upgrade your suspension system.

How To Care For Your Dirt Logic Shocks

Dirt Logic shocks have been designed as a take apart, serviceable, race style unit. That means, just like a race shock, it will need to be maintained and periodically rebuilt. The tight tolerances of this provide the exceptional ride and performance you are paying for but do require maintenance which is normal in a take apart shock like a Dirt Logic.

Externally, the shock should be kept clean at all times and kept free of dirt, road salt or other corrosive elements. The unit should be routinely washed with a pH balanced cleaner to keep the finish looking new. Do not use any abrasive or aggressive cleaners or degreasers as it will harm the finish for life including the aluminum anodizing.

Internally, the shock has high performance seals that allow the shock to cycle at very high rates and provide exceptional damping in aggressive off-road conditions. These seals are a wearable item and may need to be replaced periodically to keep the shock functioning correctly. Our in house Shock Lab is equipped to handle these needs when necessary.

Caution – Read Before Installing

Stop – Call FABTECH customer service if any component of this product is missing. Do not return it to the place of purchase!

This Dirt Logic Shock is shipped pressurized with Nitrogen. Do not remove tamper cap or warranty will be void.

If this shock is equipped with a reservoir hose, do not loosen or remove the hose or warranty will be void.

If this shock is equipped with a coil, be aware that the coil has some amount of preload from the factory and should not be removed. Removal of the coil will void the warranty.

If this shock product needs to be returned for any reason, it must be returned in its original packaging or warranty will be void.

Dirt Logic Shocks come with a one year warranty from the original date of purchase for defects in material or workmanship.

A spanner wrench can be purchased for future adjustment. (FTS89905 for 4.0, FTS98008 for 2.5, FTS98006 for 2.0)

If adjustment is needed. Jack up the vehicle to relieve tension on the Dirt Logic coil over before making adjustments or the top cap may come loose.

Should you have any questions regarding your Dirt Logic Shocks, please feel free to contact us.

- INSTRUCTIONS -

1. Trim the factory upper shock bucket and plastic inner liner like shown in **FIGURES 1-3** to clear the resi hose.



2. Install the bushings and 12mm ID sleeves into the 2.25" Dirt Logic Shock included in the packaging. Now install the shock by attaching the top cap first and the rod end second. **NOTE: Install the supplied FT617 (sleeve) at the upper shock mount location so the shock is positioned out away from the frame.** Take care to compress the shock when installing the rod end as the shock is under pressure and will require leverage and strength to accomplish this task. This would be best done with the vehicle on a hoist with the suspension at its most extended length. Once the shock is installed tighten the bolts until there is a light squeeze on the urethane bushings.