

INSTALLATION NOTES

PROFESSIONAL INSTALLATION IS STRONGLY RECOMMENDED!

If you intend to do this installation yourself, please use extreme caution when working under a vehicle that is supported with jack stands. Serious injury or death can occur.

Read through entire installation manual to ensure that you understand all of the steps before proceeding with installation. If these instructions are not properly followed, severe frame, suspension, and tire damage may occur. Product failure or vehicle damage caused by improper installation will not be covered under warranty!

Remove all contents from the package and inspect for any damage. Also, verify that all components listed are included before you begin installation. If anything is missing or damaged please contact us at customerservice@cyc-engineering.com - IMPORTANT: DO NOT INSTALL DAMAGED PARTS!

COMPONENTS

TOOLS REQUIRED

- Qty: 2 - Front Upper Hoops
- Qty: 2 - Front Lower Brackets
- Qty: 2 - Rear Upper Brackets
- Qty: 2 - Rear Lower Brackets
- Qty: 2 - Rear Sway Bar Relocation Brackets
- Qty: 8 - M8 x 1" Hex Head Bolts
- Qty: 16 - M8 Flat Washers
- Qty: 8 - M8 Nylock Nuts
- Qty: 8 - M10 x 1 1/4" Socket Cap Screw
- Qty: 10 - M10 x 1 1/2" Hex Head Bolts
- Qty: 24 - M10 x 3/4" Flat Washers
- Qty: 14 - M10 Nylock Nuts
- Qty: 4 - M12 x 1 1/2" Hex Head Bolts
- Qty: 4 - M12 x 2 3/4" Hex Head Bolts
- Qty: 8 - M12 x 1 1/8" Flat Washers
- Qty: 20 - M12 x 3/4" Flat Washers
- Qty: 14 - M12 Nylock Nuts
- Qty: 4 - M12 x 5 1/8" Hex Head Bolts
- Qty: 2 - 1 1/2" Sleeve Spacers

- Hydraulic Jack
- Jack Stands
- Small 4lb Hammer
- Torque Wrench
- Power Drill
- 3/4" Socket
- 5/8" Socket
- 5mm Allen Wrench
- 13mm Socket
- 18mm Socket
- 21mm Socket
- Grinder with Cutoff Wheel
- 8mm Allen Wrench

Support the vehicle with properly weight rated jack stands. The vehicle should be lifted high enough to allow full droop of the suspension and some additional inches of clearance for the installation of the new coilovers.

DISASSEMBLY

- 1.** Remove front wheels.
- 2.** Disconnect driver and passenger sway bar links.
- 3.** Remove driver and passenger shocks.
- 4.** Remove driver and passenger coil springs.
- 5.** Make sure front brake lines and ABS lines won't bind and lower the axle to allow the drop all the way.

INSTALLATION - FRONT UPPER COILOVER HOOPS

- 1.** Start with the driver's side.
- 2.** Before installing the brackets, lightly sand the mounting bracket holes where coilover shock installs with sandpaper or a fine-tooth file to remove any buildup of powder coat to allow the bolts to insert easily.
- 3.** Place driver side coilover hoop over factory coil bucket/bump stop mount and mount to the back of the shock tower using 2 - M12 x 1 1/4" Hex Head Bolts, 4 - M12 x 1 1/8" Flat Washers and 2 - M12 Nylock Nuts.
- 4.** Position the driver side coilover hoop on top of the factory coil bucket. Center the bracket over the coil bucket and mark the holes. Drill 3 holes using a 3/8" Drill Bit into the coil bucket. Secure the upper hoop to the coil bucket using 3 - M10 x 1 1/2" Hex Head bolts, 6 - M10 x 3/4" Flat Washers and 3 - M10 Nylock nuts. Do not fully tighten nuts and bolts.
- 5.** Mark where the coilover hoop bottom tube meets the frame rail. Drill marked hole using a 1/2" Drill Bit. Attach using 1 - M12 x 1 1/2" Hex Head Bolt, 2 - M12 x 3/4" Flat Washers and 1 - M12" Nylock Nut.
- 6.** Once the coilover hoop is mounted in all locations, tighten and secure all hardware.

INSTALLATION - FRONT LOWER COILOVER MOUNTING BRACKETS

- 1.** Start with the driver's side.
- 2.** Position the coilover mounting bracket to match the existing hole on the side of the lower axle coil mount.
- 3.** Secure using 1 - M8" x 1" Hex Head Bolts, 2 - M8 Flat Washers and 1 - M8 Nylock Nut.
- 4.** Install one M12 x 5 1/8" Hex Head bolt through the new lower coilover mount shock then through the factory lower shock mount to help align the bracket with the lower coil mount.
- 5.** Install one 1 1/2" spacer sleeve over the M12 x 5 1/8" bolt in the factory shock mount location to help position the new bracket and use the M12 Nylock Nut to help secure the bracket. Mark the holes on the bottom and side of the factory lower shock mount using the new bracket as a guide. Remove the lower bracket.
- 6.** Drill the marked holes using a 1/2" drill bit. Remove the M12 x 5 1/8" Hex Head bolt and install 4 - M8 x 1" Hex Head Bolts, 8 - M8 x 3/4" Flat Washers and 4 - M8 Nylock Nuts securing the lower coilover bracket to the factory lower coil spring mount.
- 7.** Mount the coilover by installing the M12 x 5 1/8" Hex Head Bolt and M12 Flat Washer, then position the sleeve spacer in the factory lower shock mount. Thread the M12 Hex Head Bolt through the lower coilover bearing and secure with an M12 Flat Washer and M12 Nylock Nut. Torque to factory specs.
- 8.** Follow steps 1-7 for passenger side installation.
- 9.** Reinstall wheels and tires, torque to factory recommended spec and lower the vehicle.

Note: Check all hardware and ensure all nuts and bolts are torque down. Recheck hardware after 100 miles of driving and after every offroad adventure. Check brake lines, electrical lines and ABS lines to ensure they have enough slack at full droop. Ensure all lines have proper clearance of moving suspension components.

*We highly recommend a professional alignment for your Jeep JK/JKU

Support the vehicle with properly weight rated jack stands. The vehicle should be lifted high enough to allow full droop of the suspension and some additional inches of clearance for the installation of the new coilovers.

DISASSEMBLY

- 1.** Remove rear wheels.
- 2.** Disconnect rear sway bar.
- 3.** Remove driver and passenger sway bar links.
- 4.** Remove driver and passenger shocks.
- 5.** Remove driver and passenger coil springs.
- 6.** Remove driver and passenger rear lower control arms.
- 7.** Make sure rear brake lines and ABS lines won't bind and lower the axle to allow it to drop all the way.

INSTALLATION - REAR UPPER COILOVER MOUNTING BRACKETS

- 1.** Start with the driver's side.
- 2.** Position the rear upper coilover mounting bracket to line up with the pre threaded holes of the factory upper shock mount.
- 3.** Face the wider side of the coilover mounting bracket towards the inside of the Jeep and install using 2 - M10 x 1 ¼" Socket Head Cap Screws, 2 - M10 Lock Washers, 2 - M10 Flat Washers and tighten with an 8mm Allen Wrench.

INSTALLATION - REAR LOWER COILOVER MOUNTING BRACKETS

- 1.** Using a grinder with a cutoff wheel cut off the factory lower shock mount on the factory lower control arm bracket by cutting along the welds. Grind the surface of the lower control arm bracket smooth and paint to prevent corrosion.
- 2.** Position the Lower Coilover Mounting Bracket in place by sliding it over the sway bar link mounting tab and line up the holes on the coilover bracket with the holes on the lower control arm bracket.
- 3.** Secure the bracket by installing 2 - M10 x 1 1/2" Hex Head Bolts, 4 - M10 Flat Washers and 2 - M10 Nylock Nuts.
- 4.** Re install the lower control arm and secure onto new lower coilover/control arm mount using factory hardware.
- 5.** Install Coilovers onto upper coilover mounting brackets using 1 - M12 x 2 3/4" Hex Head Bolts, 2 - M12 Flat Washers and 1 - M12 Nylock Nuts per side and hand tighten the hardware.
- 6.** Install coilovers to lower coilover mounting bracket using 1 - M12 x 2 3/4" Hex Head Bolt, 2 - M12 Flat Washers and 1 - M12 Nylock Nut per side and hand tighten the hardware.
- 7.** Install the sway bar relocation brackets to the frame using 2 - M10 x 1 1/4" Socket Head Cap Screws. Install the factory sway bar bracket to the threaded holes on the sway bar relocation brackets using the factory hardware.
- 8.** Reinstall sway bar links to factory mounting locations on lower coilover brackets.
- 9.** Cycle the suspension, ensure the brake lines and ABS lines are not in the path of any moving suspension components and nothing makes contact or binds during articulation. Once confirmed the suspension travels without binding and hitting other suspension components torque down hardware to factory specs.
- 10.** Reinstall wheels and tires, torque to factory recommended spec and lower the vehicle.

Note: Check all hardware and ensure all nuts and bolts are torque down. Recheck hardware after 100 miles of driving and after every offroad adventure. Check brake lines, electrical lines and ABS lines to ensure they have enough slack at full droop. Ensure all lines have proper clearance of moving suspension components.