EVO-1063 JK Enforcer System

NOTES: Cutting and grinding is required to complete the installation of the rear roll center correction trackbar bracket. Wheel spacers or aftermarket wheels with a smaller backspacing than factory (4.5” or smaller number are recommended) are required for a complete installation. Aftermarket CV drivelines are recommended. Welding on rear trackbar bracket is recommended after installation.

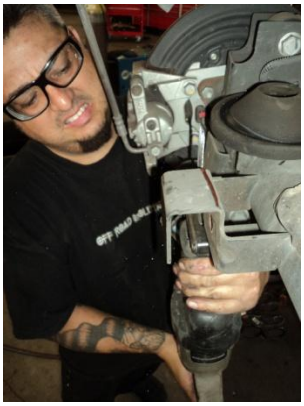
Recommended: All Vehicles that spend time on salted roads. It is recommended that removal of both threaded collar and joint on all arms. Apply a small amount of Anti Seize on threads and reassemble.

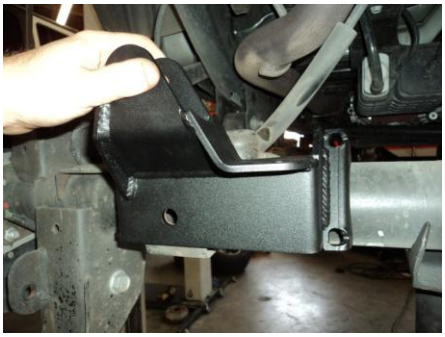
	QTY	PART#	DESCRIPTION
☐	**1**	**EVO-760008**	**BOX#1 32x10x6.5**
☐	1	EVO-11022B	EVO Front Lower Control Arm, Driver
☐	1	EVO-11023B	EVO Front Lower Control Arm, Pass
☐	1	EVO-10080B	Rear Trackbar Bracket
☐	1	EVO-7700021	Rear Trackbar Bracket HARDWARE Pack
☐	2	EVO-20005	3" Front Bumpstop Spacer
☐	2	EVO-900333	Thread Cutting Screw Metal/ Plastic
☐	2	EVO-10081B/EVO-10082B	Rear 3"/ 4" Bumpstop JK BLK
☐	4	EVO-900281	HHCS 5/16-24 x 0.75
☐	8	EVO-900213	SAE Washer 5/16 Thru Hardend Zinc
☐	4	EVO-900220	Stover Lock Nut 5/16-24 GrC Zinc
☐	2	EVO-600067	Brakeline Kit
☐	2	EVO-12029B	Swaybar Link BLK
☐	4	EVO-600077	Bushing B/O C/O
☐	4	EVO-20032	Swaybar Bushing Tube
☐	1	EVO-770008	EVO Shock Mount Hardware
☐	**1**	**EVO-760015**	**BOX#2 24x12x6**
☐	2	EVO-600075/ EVO-600037	3"/ 4" Front Plush Ride Spring
☐	**1**	**EVO-760015**	**BOX#3 24x12x6**
☐	2	EVO-600076/EVO-600038	3"/ 4" Rear Plush Ride Spring

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 three 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. Install front coil springs on both driver and passenger sides, smaller pigtail end of spring should be at the frame side (top) with the factory coil spring rubber isolator retained at the top. Make sure lower mount is placed properly into the coil retaining location on the axle
16. Install front shocks top end first (studded end) with one rubber part on the top and one rubber part on the underside of the frame mount.
17. Slowly and carefully raise the axle until the driver side shock mount is line up with the factory axle hole. Install bolt and torque to factory specifications
18. Repeat previous step on passenger side
19. Installed supplied brakelines. Cut the thin support tie holding your brake line and ABS line together, separate the main plastic coupling holding your brake line and ABS lines together, Using an 11mm wrench, separate the hard line from the bracket/hose, using a 10mm socket, remove the bolt securing the bracket/hose to the frame rail and set aside the bolt for later use, Use a 10mm socket to secure your new stainless steel brake line mounting bracket to the frame rails using the factory bolt, using a 15mm socket, remove the banjo bolt securing your brake line to it and set it aside, Slip your new stainless steel brake line up through the new mounting bracket and then fasten the hard line to it using a 12mm and 17mm wrench, slip one of the new copper crush washers on to the factory banjo bolt, Insert the factory banjo bolt with copper crush washer on through the new stainless steel brake line and then slip on another copper crush washer, Using a 15mm socket, secure your new stainless steel break line to the break caliper, tighten the banjo bolt to 276 in. lbs. of torque (hard line elbow extends out and back). Secure your new stainless steel brake line to the mounting bracket using the retaining clip, attach your new stainless steel brake line and ABS wiring together using the factory main plastic coupler, zip-tie your new stainless steel brake line and ABS together as they were before, check the fluid level in your master cylinder.
20. Install new wheels
21. Torque lug nuts to factory specifications
22. Turn wheels full left and full right making sure all wires, brakelines and hoses are free from contact on any component.

23. Carefully lower front of vehicle onto ground
24. With vehicle on level ground.
25. Elevate rear of vehicle securely and safely until tires leave ground.
26. Safely and securely support rear frame of vehicle on adjustable jack stands
27. Remove rear wheels/tires
28. **Remove rear swaybar links from vehicle, these will be installed on the front later on**.
29. Remove brakeline mounting bolt at frame on both driver and passenger side.
30. Remove rear shocks
31. Remove rear springs
32. Remove rear parking brake cables from mounting bracket on floorboard of vehicle.
33. Remove rear trackbar bolt at axle, leave trackbar bolt at frame installed
34. Cut factory rear trackbar as shown. Only remove the rear most part of the bracket.





35. Sand all cuts smooth with flat mounting plate.
36. Install rear trackbar bracket as shown with supplied 9/16 bolt and ubolts.
37. Weld on rear trackbar bracket to axle where ever possible, see photo
38. Reinstall trackbar into new higher location with factory bolt. (torque to factory specifications once vehicle is on ground and at ride height.)
39. Install shocks in upper mounts with supplied bracketry and hardware
40. Install springs into lower axle mount, smaller end of spring should be mounted on the axle side. Larger end of spring goes up while retaining the factory rubber coil spring isolator
41. Slowly and carefully raise axle until lower shock mounts line up with axle mounting bolt holes. Make sure upper coil springs and isolators are properly centered in coil spring perches on top and bottom
42. Install shocks bolts at axle


Install rear brakelines Using a 15mm socket remove the banjo bolt from caliper, Remove the banjo bolt from the brake hose, remove the copper washers and keep them aside you will need to reuse

them. Using an 11mm wrench, separate the hard line from the bracket/hose, using a 10mm socket, remove the bolt securing the bracket/hose to the frame rail and set aside the bolt for later use. Install new copper crush washers on to the factory banjo bolt, Insert the factory banjo bolt with copper crush washer on through the new stainless steel brake line, then slip another copper crush washer on. Using a 15mm socket, secure your new stainless steel break line to the break caliper, tighten the banjo bolt to 276 in. lbs. of torque (hard line elbow extends out and back).

Use a 10mm socket to secure your new stainless steel brake line mounting brackets to the frame rails using the factory bolts, Slip your new stainless steel brake line up through the new mounting bracket, fasten the factory hard line to it using a 12mm and 17mm wrench, Secure your new stainless steel brake line to the mounting bracket using the retaining clip, Check the fluid level in your master cylinder. Bleed brakes following factory procedure.

43. Install Swaybar bushings into supplied swaybar links, use of a lubricant and a small hammer will assist in this process, install swaybar endlink tubes into swaybar bushings. Install supplied EVO Endlinks into swaybar and axle mounts on both driver and passenger side rear.
44. Install rear bumpstop extensions on axle with supplied 5/16” hardware
45. Install new wheels and carefully lower vehicle onto ground.
46. **Install the factory rear swaybar endlinks on the front of the vehicles swaybar.**
47. Torque lug nuts to factory specifications
48. Torque all bolts to factory specifications
49. Retorque all hardware after 500 miles and every off road trip.

Size	Recommended Torque											
	Grade 2		Grade 5		Grade 8		18-8 S/S		Bronze		Brass	
	Coarse	Fine	Coarse	Fine	Coarse	Fine	Coarse	Fine	Coarse	Fine	Coarse	Fine
#4*	-	-	-	-	-	-	5.2	-	4.8	-	4.3	-
#6*	-	-	-	-	-	-	9.6	-	8.9	-	7.9	-
#8*	-	-	-	-	-	-	19.8	-	18.4	-	16.2	-
#10*	-	-	-	-	-	-	22.8	31.7	21.2	29.3	18.6	25.9
1/4	4	4.7	6.3	7.3	9	10	6.3	7.8	5.7	7.3	5.1	6.4
5/16	8	9	13	14	18	20	11	11.8	10.3	10.9	8.9	9.7
3/8	15	17	23	26	33	37	20	22	18	20	16	18
7/16	24	27	37	41	52	58	31	33	29	31	26	27
1/2	37	41	57	64	80	90	43	45	40	42	35	37
9/16	53	59	82	91	115	129	57	63	53	58	47	51
5/8	73	83	112	128	159	180	93	104	86	96	76	85
3/4	125	138	200	223	282	315	128	124	104	102	118	115
7/8	129	144	322	355	454	501	194	193	178	178	159	158
1†	188	210	483	541	682	764	287	289	265	240	235	212