



EVO-1085 JK DoubleD Long Arm Upgrade

EVO-1084-35/37 JK DoubleD LongArm Kit



(EVO-1084 pictured above with Bilstein 5100 Shocks and optional EVO HD Swaybar Endlinks)

NOTES: Cutting and grinding is required to complete the installation. 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. **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.**

Welding on all brackets is recommended.

BOX #'s 1-2-3 INCLUDED IN FULL DD KIT EVO-1084-35/37 and EVO-1085

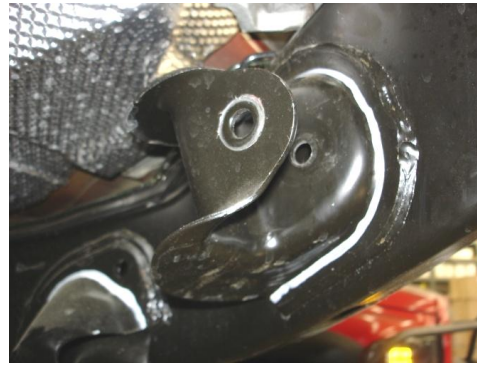
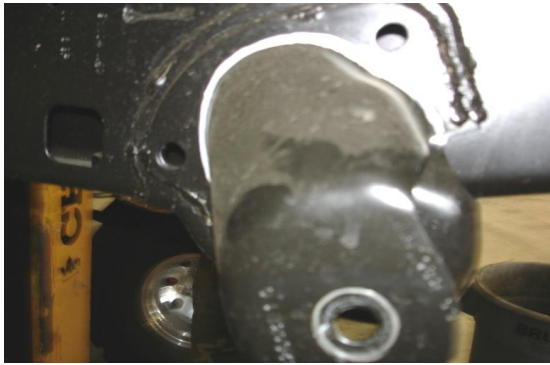
QTY	PART#	DESCRIPTION
☐	1 EVO-760009	BOX#1 40X9X9
☐	2 EVO-11060B	31LA Tube Steel Front Lower JK
☐	2 EVO-11061B	27LA Tube Steel Rear Lower JK
☐	1 EVO-760009	BOX#2 40X9X9
☐	1 EVO-11035B	Rear Upper LA DRIVER BLK
☐	1 EVO-11036B	Rear Upper LA PASS BLK
☐	1 EVO-11037B	Front Upper LA DRIVER BLK
☐	1 EVO-11038B	Front Upper LA PASS BLK
☐	1 EVO-760009	BOX#3 40X9X9
☐	1 EVO-11008B	DRIVER Rear LA Bracket
☐	1 EVO-11010B	PASS Rear LA Bracket
☐	1 EVO-11049B	DRIVER Front LA Control Arm Bracket
☐	1 EVO-11050B	PASS Front LA Control Arm Bracket
☐	3 EVO-11005CZ	JK Rear Upper Bolt Tab LA
☐	1 EVO-11006CZ	Nut Tab JK Rear DRing, Clear Zinc
☐	1 EVO-770024	LA Upgrade HARDWARE Pack
☐	4 EVO-100563263	Misalignment Spacer
☐	2 EVO-900044	HHCS ½-20 x4.00 Gr* Zinc
☐	4 EVO-900216	SAE Washer ½ Thru Hardend Zinc
☐	2 EVO-900223	Stover Lock Nut ½-20 GrC Zinc
☐	2 EVO-900048	HHCS 9/16-18 1.50 Gr8 Zinc
☐	2 EVO-900217	SAE Washer 9/16 Thru Hardend Zinc
☐	8 EVO-900023	HHCS 3/8-24 x1.50 Gr8 Zinc
☐	8 EVO-900221	Stover Lock Nut 3/8-24 GrC Zinc
☐	4 EVO-900325	HHCS M12, 130MM, 1.75MM, Partial Thread 8.8 Zinc

BOX #'s 4-5-6 INCLUDED IN FULL DOUBLED KIT EVO-1084-35/37 only

☐	1 EVO-760009	BOX#4 40X9X9
☐	2 EVO-20005	3" Front Bumpstop Spacer
☐	2 EVO-900333	Thread Cutting Screw for Metal/ Plastic
☐	1 EVO-11042B	Rearward Bracket JK Front Trackbar
☐	1 EVO-11043B	JK Front Trackbar Bracket
☐	1 EVO-11044B	Driverside Swaybar Link Bracket
☐	1 EVO-770027	Front Trackbar HARDWARE Pack
☐	1 EVO-600089	JK Draglink for Flip Kit
☐	1 EVO-20022CZ	JK Steering Flip Adaptor, Clear Zinc
☐	1 EVO-10080B	Rear Trackbar Bracket
☐	1 EVO-7700021	Rear RCC Trackbar Bracket HARDWARE Pack
☐	2 EVO-10081B /EVO-10082B	Rear 3"/4"Bumpstop 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
☐	4 EVO-20032	Swaybar Bushing Tube
☐	4 EVO-600077	Bushing
☐	2 EVO-12029B	Front Swaybar Link BLK
☐	4 EVO-900325	HHCS M12, 130MM Length, 1.75MM Pitch
☐	8 EVO-900326	Washer, M12, 24MM OD, 2.3MM-2.7MM
☐	4 EVO-900327	Metric Zinc-Plated Steel Nylon Insert Locknut
☐	1 EVO-770008	Shock Mounting HARDWARE Pack
☐	1 EVO-760015	BOX#5 24X12X6
☐	2 EVO-600075/ EVO-600037	Front JK Coil Spring 3" / 4"
☐	1 EVO-760015	BOX#6 24X12X6
☐	2 EVO-600076/ EVO-600038	Rear JK Coil Spring 3" / 4"

NOTE: 2012+ model JK's use 4qty EVO-900325 (HHCS M12, 130mm, 1.75mm Partial Thread 8.8 Zinc) Cross Member Bolts

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 factory brakelines and bracket.
7. Remove bolts retaining brakeline brackets from frame
8. Remove front and rear shocks
9. Remove front and rear swaybar endlinks
10. Remove front and rear springs
11. Remove control arms



12. Cut Front factory control arm brackets as shown on lines in above photos. Removal of the inner portions are only required. Lower front factory need to be trimmed as shown leaving the outer factory portion of the bracket remaining on the vehicle.
13. Support transmission crossmember with adjustable jack stand. Remove two bolts on passenger side that hold in crossmember.
14. Install front passenger side brackets as shown. Mark upper front hole.
15. Remove bracket and drill $\frac{1}{2}$ " through both sides of the frame.



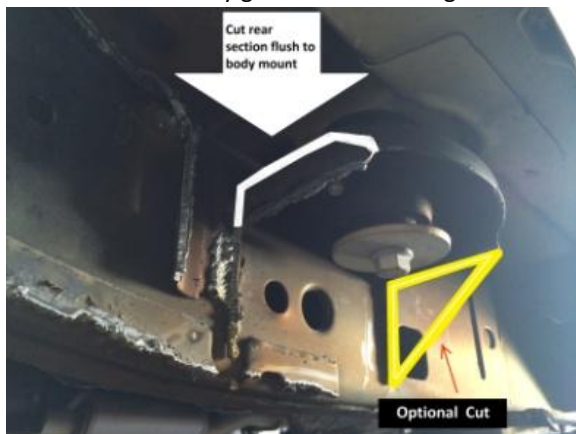
16. Reinstall bracket and using factory bolts and supplied hardware.
17. Repeat steps on driver side.
18. Install front control arms upper and lower using factory hardware on factory mounting locations and supplied hardware on EVO Brackets. Front lowers starting length 34.5" and upper starting length 26.375", roughly fully threaded. Front upper arms should bend away from frame. Insert 2 misalignments into each joint on front upper arm. Insert into frame pocket with bolt going vertical (floor to roof).

Rear:

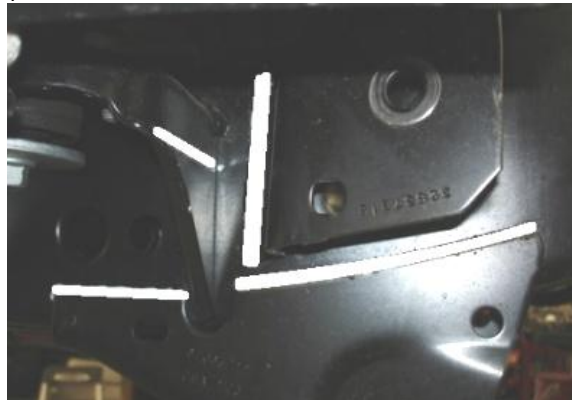
19. Carefully remove gas tank from vehicle. This can be heavy depending on fuel level. Be very careful as this contains highly flammable material.



20. Cut rear body mount as shown in photos. The rear most tab of the body mount needs to be trimmed all the way to the top. Grind all cuts smooth to frame.
21. Remove factory gas tank skid from gas tank.



22. CAREFULLY Cut square recess in outer part of factory gas tank skid plate in middle of support ribs. This allows for room for the lower control arm nut.
23. Cut factory rear control arm mounts as shown in photos. Grind all cuts smooth to frame.





24. Paint all exposed metal.
25. Remove two factory body mount bolts. The two outer small ones.
26. Install driver and pass side brackets on frame.
27. Tighten two body mount bolts to factory specifications.
28. Mark center of all holes and drill. **All ½" bolt drill through both sides of frame. All others drill through outside ONLY.**
For weld on installations, only drill the 9/16" (rear upper arm) holes through the outside of the frame only.
Weld all edges of the brackets completely to frame.



29. Install rear bracket on both driver and passenger side using supplied hardware.
30. Install upper and lower control arms into all remaining control arm mounts on axle and frame. Factory hardware at axle. Adjustable end at axle with crimp tubes up.
31. Use 2 (one each side) of the long flag nuts for the upper rear nuts, inserted through square hole on underside of frame just rear of control arm mount.
32. Adjusts rear lower control arm to 30.5" from center to center and uppers to 20.5" center to center. Roughly fully threaded in...

Full DoubleD kit (Not upgrade):

33. Remove bolt at trackbar on passenger side at axle
34. Place the smaller supplied bracket into the axle trackbar mount
35. 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.
36. Place the larger supplied trackbar bracket onto the axle mount on the outside.

37. 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.



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

39. 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.

40. Insert the longer 1/2" bolt with washers and nut through the factory swaybar tab first, then through the supplied trackbar brackets.
41. Tighten all supplied bolts to torque specs at end of these instructions.



42. 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.
43. 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.
44. 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.



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

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

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

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



49. On driver side, hold up the swaybar extension tab to factory

swaybar tab on the inside of factory swaybar tab.

50. With bolt holes at the swaybar tab lined up. Mark the hole that needs to be drill into the coil pocket.
51. 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.
52. With the supplied longer 1/2" bolt, washers and nut, bolt supplied bracket on the inside of the factory bracket.
53. 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.
54. Reinstall the trackbar to its new higher location with factory hardware
55. On both driver and passenger side front, drill and 5/16" hole in the center of the spring mount on axle.
56. 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
57. 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
58. 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.
59. 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
60. Repeat previous step on passenger side
61. Install 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.
62. Remove rear parking brake cables from mounting bracket on floorboard of vehicle.
63. Remove rear trackbar bolt at axle, leave trackbar bolt at frame installed



64. Cut factory rear trackbar as shown. Only remove the rear most part of the bracket.
65. Sand all cuts smooth with flat mounting plate.
66. Install rear trackbar bracket as shown with supplied 9/16 bolt and U-bolts (make sure to use the locking nuts on the U-bolts).
67. Weld on rear trackbar bracket to axle where ever possible
68. Reinstall trackbar into new higher location with factory bolt. (torque to factory specifications once vehicle is on ground and at ride height.)
69. Install shocks in upper mounts with supplied bracketry and hardware
70. 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
71. 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
72. Install shocks bolts at axle
73. 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.



74. 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. Use supplied hardware.
75. Install rear bumpstop extensions on axle with supplied 5/16" hardware
76. Install new wheels and carefully lower vehicle onto ground

77. **Install the factory rear swaybar endlinks on the front of the vehicle.**

78. Torque lug nuts to factory specifications

79. Torque all bolts to factory specifications

80. Retorque all hardware after 500 miles and every off road trip.

2012 or Newer: Exhaust modifications required on front exhaust loop. Custom exhaust fabrication or below required. Exhaust loop needs to be cut perpendicular to floor straight through factory exhaust loop on both the forward side of the loop and rearward near coupling flange. The loop then needs to be flipped 180 so that the previous front is now welded to the rear and vice versa. Rotate and make sure loop clears front



upper control arm bracket and arms before fully welding around to reconnect to exhaust system.

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