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## **2007-2020 Jeep Wrangler JK/JL / Gladiator JT Front Bump Stop Installation**

### Parts List:

- 2 Sway-A-Way Bumpstops
- 1 Sway-A-Way Spanner Wrench



### Tool List

- 3/4 socket
- 10mm socket
- 18mm wrench and socket
- 19mm socket
- Reciprocating saw or Cutoff wheel
- Grinder (optional)
- Jack and jack stands
- Impact wrench (optional)
- Safety glasses

## **Installation Procedure for JK/JL/JT Front Bumpstops** **(Bumpstops are already charged with Nitrogen)**

1. Park the vehicle on a level concrete surface where it is safe to work on your vehicle.
2. Lock and center the steering wheel.
3. Place blocks in front and behind the rear tires so as to keep the vehicle from moving forwards or backwards.
4. Jack the vehicle up under the front differential and place safely on jack stands under the front frame horns. Slightly raise the front end, only enough to take the weight off the shocks, and place another pair of jack stands under the front end on either side of the differential.

5. Use 19mm socket to remove lug nuts and wheels



6. Use 18mm to remove lower shock bolt.
7. Use  $\frac{3}{4}$  socket to remove upper shock bolt and remove the shock. *(To keep from damaging it during cutting)*



8. Use the 10mm socket and disconnect the brake line bracket.
9. Use the 18mm socket and disconnect the sway bar end links and the track bar where it connects to the axle.
10. Using the floor jack, lower the front axle enough to fully remove the coil springs.

11. Remove the factory foam bump from the end of the tube, and make a mark on the tube 4" from the bottom.



12. Carefully cut off the tube, be sure to cut as level as possible, as the bumpstop will need a straight surface to mount correctly.



13. Remove upper lock ring from the bumpstop, slide it up from the bottom and re-install lock ring with the included spanner so that it is tight in the existing hole.



*\*\*Check to see that both rings are fully engaged to the frame, if they do not sit correctly, remove the bumpstop and use the grinder to remove any sections that are causing the lock rings to sit flush in the hole.*

14. Re-install the coil springs, and shocks using the reverse process used above. Be sure to tighten all bolt to factory torque specs.



15. Reinstall wheels and tighten lug nuts to factory spec.