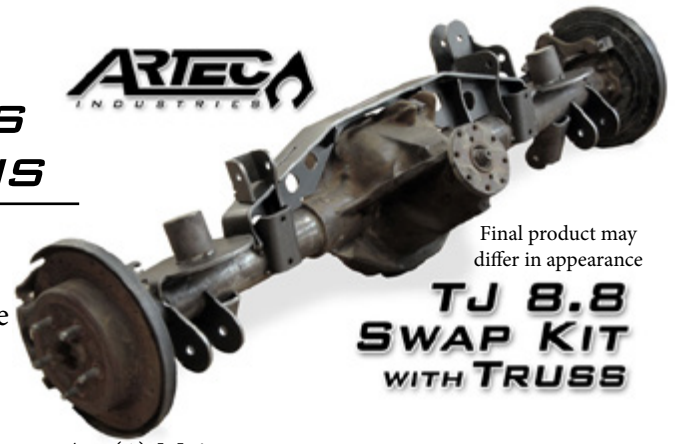


# ARTEC INDUSTRIES TJ 8.8 SWAP KIT W/ TRUSS INSTALLATION INSTRUCTIONS

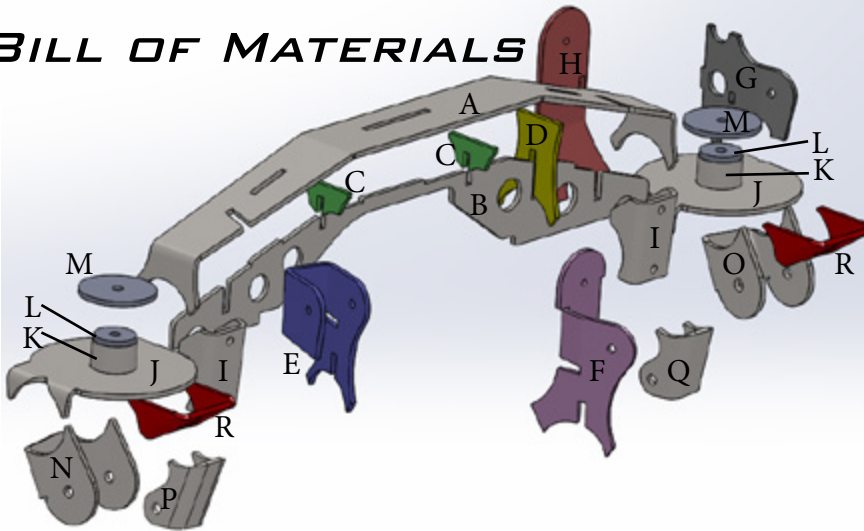


Final product may differ in appearance

**TJ 8.8  
SWAP KIT  
WITH TRUSS**

Thank you for your purchase of our truss kit specifically designed to take the headache out of doing an Explorer 8.8 swap in the back of your Jeep Wrangler. This bracket system is unique in that everything is designed around the truss, making installation of all the other brackets fast and easy.

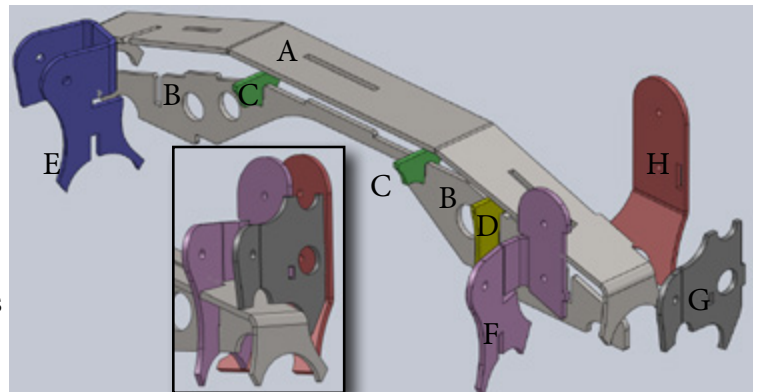
## BILL OF MATERIALS



- A - (1) Main truss top
- B - (1) Long truss gusset
- C - (2) Small truss gussets
- D - (1) Medium truss gusset
- E - (1) Upper control arm mount (solo)
- F - (1) Upper control arm/tracbar side
- G - (1) Upper control arm/gusset side
- H - (1) Main Tracbar bracket
- I - (2) Anti-sway bar mounts
- J - (2) Coil Spring bottom plate
- K - (2) Tubes for coil plate
- L - (2) Tube Top with bolt hole
- M - (2) Coil Retainer with bolt hole
- N/O - (2) LCA mount (pass/driver)
- P/Q - (2) Shock mounts (pass/driver)
- R - (2) coil plate gussets
- Q - (2) 1/2 inch bolts and locking nuts

## EVERYTHING STARTS WITH THE TRUSS

1. Slide (E) and (F) into their respective jigs on (A).
2. Slide both pieces of (C) and (D) onto the jigs for (B).
3. Align the cutouts of (A) with the jigs of (B), and place the pieces together. The jigs will prevent backwards installation.
4. Tack weld (A) and (B) together so that whole assembly holds together. Do not weld any other pieces.
5. Rotate new axle to achieve desired pinion angle. This can vary between 12-17 degrees usually depending on your lift. Set axle so angle doesn't change using jack stands or other method of securing.
6. Place truss assembly on prepped bare axle so that it is LEVEL with the ground. There should be equal spacing between the ends of the casting and the inside base of (B) making the truss centered on the axle width even though the differential is offset. Due to manufacturing variations of the 8.8 axle over the years, some small amounts of grinding may be needed to clear all parts of the truss. Tack weld truss ends to axle.



7. Place (G) and (H) into jigs of (F) and align as shown in the inset above. Lightly tack weld together ensuring upper control arm tabs are 2 inches apart and tracbar tabs are 1.625 inches apart. For best results, bolt in control arm and tracbar.
- 7a. (Optional) Drill upper control arm and tracbar brackets to appropriate hole size of your aftermarket joint size. The hole sizes provided are for factory control arms and tracbar. The upper tracbar hole is for lifts.

**NOTE: THIS KIT INVOLVES EXTENSIVE WELDING AND GENERAL FABRICATION SKILLS. ONLY COMPETENT WELDERS SHOULD ATTEMPT TO INSTALL THIS KIT.\***

8. With all truss related parts on the axle, place (J) Coil bottom plates on axle and slide in until the sides touch the ends of the truss (A). The coil plate is offset towards the front of the vehicle, so make sure the larger part of the plate hangs over the front of the axle. Tack in place at desired angle which will likely be level with truss unless you've previously relocated upper spring mounts. Tack in (R) small coil plate gussets, 2 on each side. Repeat for other side.

9. Assemble and tack together all coil plate related parts (J), (K), and (L). Either weld nuts or bolts (Q) to underside of (L) to enable (M) to bolt down to retain coil spring. Center coil gussets (R) under coil plates (J) and tack weld in place.

10. Place (N) lower control arm mount on axle and align outside edge with outside edge of (J) coil bottom plate on passenger side. These mounts are side specific, so ensure they angle towards the center of the vehicle. If using OEM control arms, tack weld mounts at approximately 64 degrees from level. If using aftermarket control arms, choose your desired angle. For greater ground clearance rotate up and slide bracket slightly over to clear coil bottom plate, but only if you have adjustable lower control arms. Repeat with (O) on drivers side.

11. Place (P) shock mounts on axle and put about a 1/2 inch in between it and (N). These mounts are side specific, so ensure the **top** of the bracket angles towards the center of the axle. Rotate flat side to about 74 degrees from level. Tack weld. Repeat (Q) on drivers side.

12. Place (I) Anti-sway bar mounts in between (A) and, depending on side, (E) or (F) on axle tube. Rotate top slightly forward as the angle is not crucial. Tack weld.

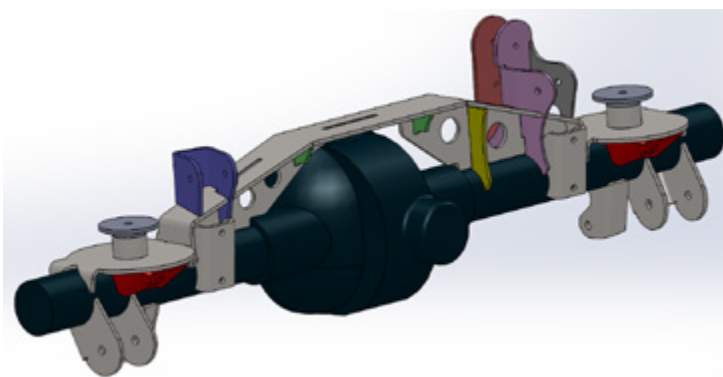
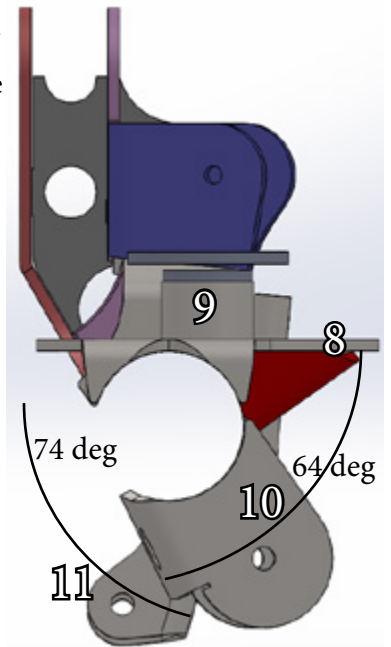
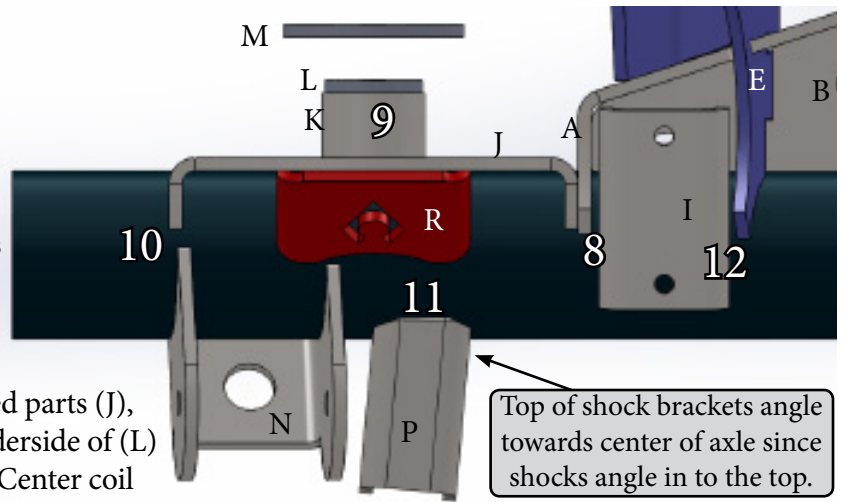
13. With all brackets lightly tack welded in place, axle assembly can now be placed under vehicle for any adjustments necessary to fit the bracket in their proper locations. Bolt up control arms, tracbar, anti-sway bars, shocks, and coils as though your were mounting it. Make adjustments as necessary to ensure proper fitment. Place larger tack welds on all unsecured brackets and then disassemble from vehicle.

14. Once axle is removed from underside of vehicle and all brackets have been determined to be in their proper location, commence final welding of all pieces. **WHEN WELDING, START ON ONE SIDE OF THE AXLE, WELD A SMALL AMOUNT, THEN MOVE ON TO THE OPPOSITE SIDE OF THE AXLE, TO ALLOW EACH SIDE TO COOL. THIS WILL HELP PREVENT WARPING. STITCH WELDING IS PREFERRED, AND WELDING EVERY INCH OF EVERY SEAM IS NOT NECESSARY. GRIND AND CLEAN PLUG WELDS.**

15. (Optional) Stitch weld the axle tubes to the ends of the casting for added axle strength and to prevent the axle tubes from twisting.

16. (Optional) The axle breather valve is located under the tracbar mount and may need to be relocated.

17. Bolt up axle to vehicle. Other steps are necessary for a full 8.8 swap but are not addressed here. Search the internet for **8.8 swap** for complete instructions.



\*Artec Industries, LLC is not responsible or liable for improper installation of this kit. Use common sense when installing.

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Learn more about performance driveline and axles we have.