



	FTS24155	JEEP WRANGLER FRONT OE BUMPSTOP
2	FT840092	2.25 DLSS BUMPSTOP
1	FT50555	HARDWARE SUBASSEMBLY

Thank you for purchasing Dirt Logic shocks, the finest off-road shock in the industry. Each unit is built to exacting standards and is properly tuned specifically for your vehicle. Dirt Logic shocks are designed and built to both beautify and upgrade your suspension system.

How To Care For Your Dirt Logic Shocks

Dirt Logic shocks have been designed as a take apart, serviceable, race style unit. That means, just like a race shock, it will need to be maintained and periodically rebuilt. The tight tolerances of this provide the exceptional ride and performance you are paying for but do require maintenance which is normal in a take apart shock like a Dirt Logic.

Externally, the shock should be kept clean at all times and kept free of dirt, road salt or other corrosive elements. The unit should be routinely washed with a pH balanced cleaner to keep the finish looking new. Do not use any abrasive or aggressive cleaners or degreasers as it will harm the finish for life including the aluminum anodizing.

Internally, the shock has high performance seals that allow the shock to cycle at very high rates and provide exceptional damping in aggressive off-road conditions. These seals are a wearable item and may need to be replaced periodically to keep the shock functioning correctly. Our in house Shock Lab is equipped to handle these needs when necessary.

Caution – Read Before Installing

Stop – Call FABTECH customer service if any component of this product is missing. Do not return it to the place of purchase!

This Dirt Logic Shock is shipped pressurized with Nitrogen. Do not remove tamper cap or warranty will be void.

If this shock is equipped with a reservoir hose, do not loosen or remove the hose or warranty will be void.

If this shock is equipped with a coil, be aware that the coil has some amount of preload from the factory and should not be removed. Removal of the coil will void the warranty.

If this shock product needs to be returned for any reason, it must be returned in its original packaging or warranty will be void.

Dirt Logic Shocks come with a one year warranty from the original date of purchase for defects in material or workmanship.

A spanner wrench can be purchased for future adjustment. (FTS89905 for 4.0, FTS98008 for 2.5, FTS98006 for 2.0)

If adjustment is needed. Jack up the vehicle to relieve tension on the Dirt Logic coil over before making adjustments or the top cap may come loose.

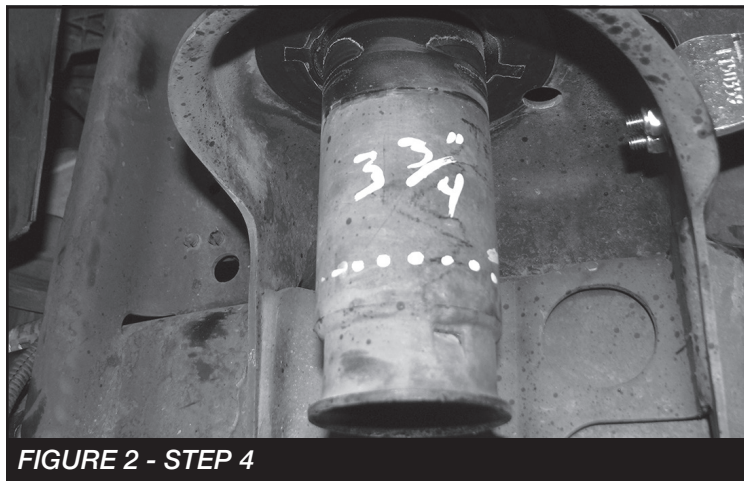
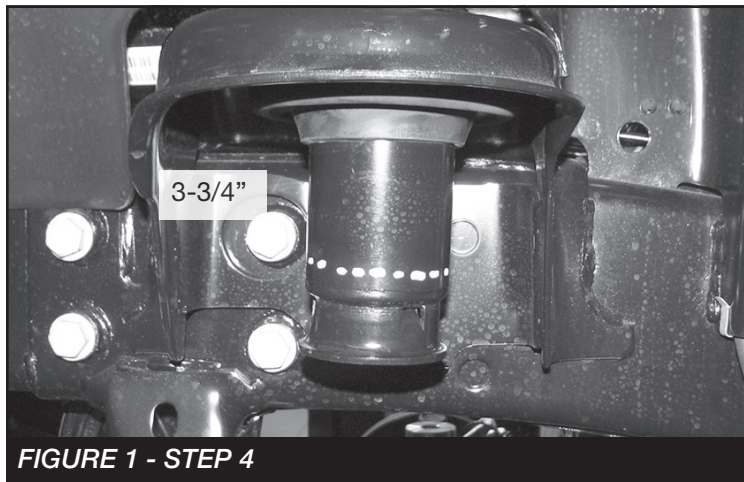
Should you have any questions regarding your Dirt Logic Shocks, please feel free to contact us.

Required Tools (Not Included)

- Basic Hand Tools
- Floor Jack
- Jack Stands
- Assorted Metric and S.A.E sockets, and Allen wrenches
- Torque Wrench
- Die Grinder w/ Cutoff Wheel or Sawzall

- INSTRUCTIONS -

1. Disconnect the negative terminal on the battery. Jack up the front end of the truck and support the frame rails with jack stands. **NEVER WORK UNDER AN UNSUPPORTED VEHICLE!** Remove the front tires.
2. Supporting the front axle. Disconnect the track bar and sway bar end links. Remove the shocks and coil springs.
3. Remove and discard the factory foam bumpstop.
4. Measuring down from the top of the bumpstop. Measure 3-3/4" and mark. It may be necessary to remove the factory coil isolator. **SEE FIGURES 1-2**



5. Using a cut-off wheel or Sawzall, Cut the bumpstop off at the marked line. Sand and paint all bare areas. **SEE FIGURE 3**

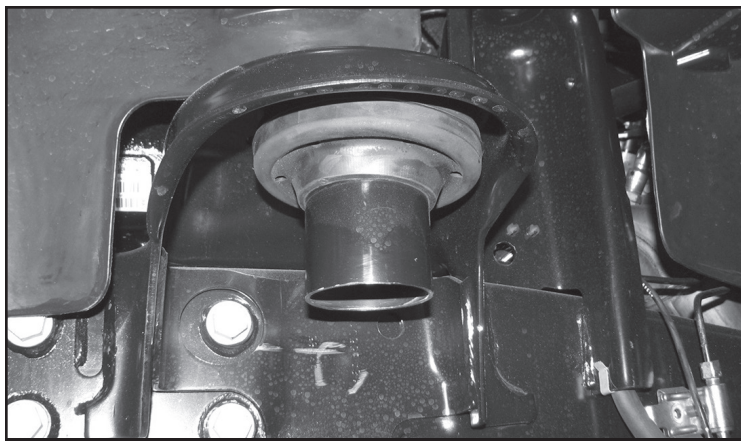
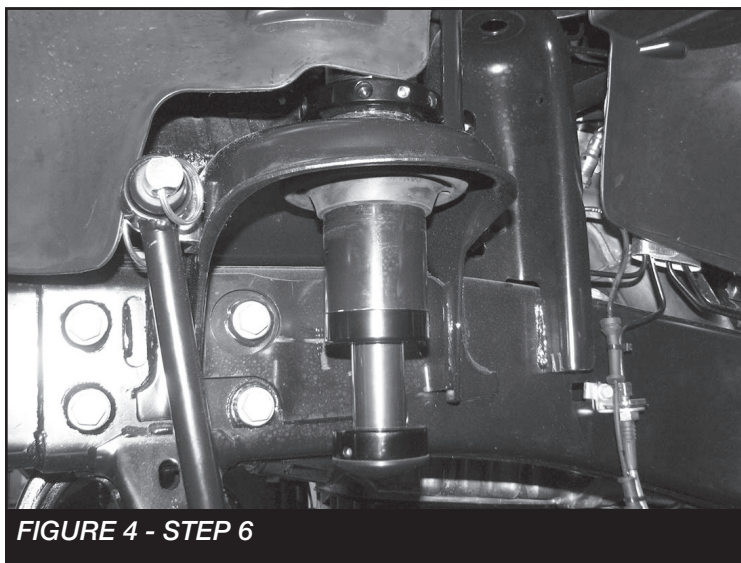


FIGURE 3 - STEP 5

6. Insert the new Fabtech bumpstop into the factory location until it stops, Install the threaded collar onto the bumpstop. Once tighten, use a 5/16" allen wrench to lock the collar in place. **SEE FIGURE 4**



7. Re-install the coil springs and shocks. Re-connect the track bar and end links.
8. Install tires and wheels and torque lug nuts to wheel manufacturer's specifications.
9. Recheck all bolts for proper torque.

Vehicles that will receive oversized tires should check ball joints, uniballs and all steering components every 2500-5000 miles for wear and replace as required.

RE-TORQUE ALL NUTS, BOLTS AND LUGS AFTER 50 MILES AND PERIODICALLY THEREAFTER.