

THE INFORMATION CONTAINED IN THIS DRAWING IS THE SOLE PROPERTY OF SYNERGY MFG. ANY REPRODUCTION IN PART OR WHOLE WITHOUT THE WRITTEN PERMISSION OF SYNERGY MFG IS PROHIBITED.

Revisions			
Rev.	Description	Date	Approved
A	Initial Release Per ECO 18-081	7/9/18	A.S.
B	Revised Per ECO 20-061	6/8/20	A.S.



## STACKING BUMP STOP SPACERS

### Installation Instructions

#### Applications:

FRONT: TJ / LJ / ZJ / MJ / XJ / JK / JKU / JL / JLU / JT  
 REAR: JK / JKU / JL / JLU / JT

TITLE:

**STACKING BUMP STOP SPACER  
 INSTALLATION INSTRUCTIONS**

SIZE  <b>A</b>	DWG NO:  <b>8057-10-INST</b>	REV  <b>B</b>
	SCALE: N/A	PAGE 1 OF 6



Thank you for purchasing the best aftermarket products available for your vehicle. We strongly feel that the parts you are about to install should meet or exceed your expectations for performance. Proper assembly is critical to the performance of these components and the vehicle as a whole. Please take the time to carefully read these instructions and familiarize yourself with the installation procedure before working on your vehicle. If you have any questions PLEASE contact Synergy Manufacturing BEFORE beginning installation. Thanks again for supporting Synergy – enjoy the performance benefits of the best aftermarket products available for your vehicle!

Modifying or otherwise altering vehicle components may cause the vehicle to handle differently than originally designed. It is the driver's responsibility to familiarize themselves with the performance and handling characteristics of the modified vehicle. Vehicles with larger diameter than stock tires must be driven carefully and cannot be expected to perform as stock or meet OEM performance with regard to handling, braking or crash performance. Ensure all replacement components are compatible with vehicle capacities so as not to overload components, especially tires. It is up to the individual to ensure that the vehicle and all components are compatible with the intended vehicle use, including load ratings, road conditions, and driver abilities. Thorough and frequent vehicle inspections are recommended to ensure a safe and reliable state of readiness, especially after off-highway use.



## PARTS LIST

8057-10 STACKING BUMP STOP SPACER		
QTY	Part Number	Description
2	805710-02	1" STACKABLE BUMP SPACER CAP
6	805710-01	1" STACKABLE BUMP SPACER PUCK
2	N/A	3/8-16 X 1.50 SOCKET HEAD CAP SCREW
2	N/A	3/8-16 SERRATED FLANGE NUT

## GENERAL NOTES

- These instructions are also available on our website. Check the website before you begin for any updated instructions and additional photos for your reference.
- These spacers can be used on various different platforms. The installation instructions are for the most common platforms (Jeep Wrangler TJ, LJ, JK , JKU, JL, JLU and various others, ZJ, MJ, XJ, JT).

## TOOLS REQUIRED

- Jack and Jackstands
- Basic hand tools (sockets and wrench)
- Drill and 3/8" metal cutting drill bit (for certain platforms)
- Large pry bar

## ESTIMATED INSTALLATION TIME

1 Hour

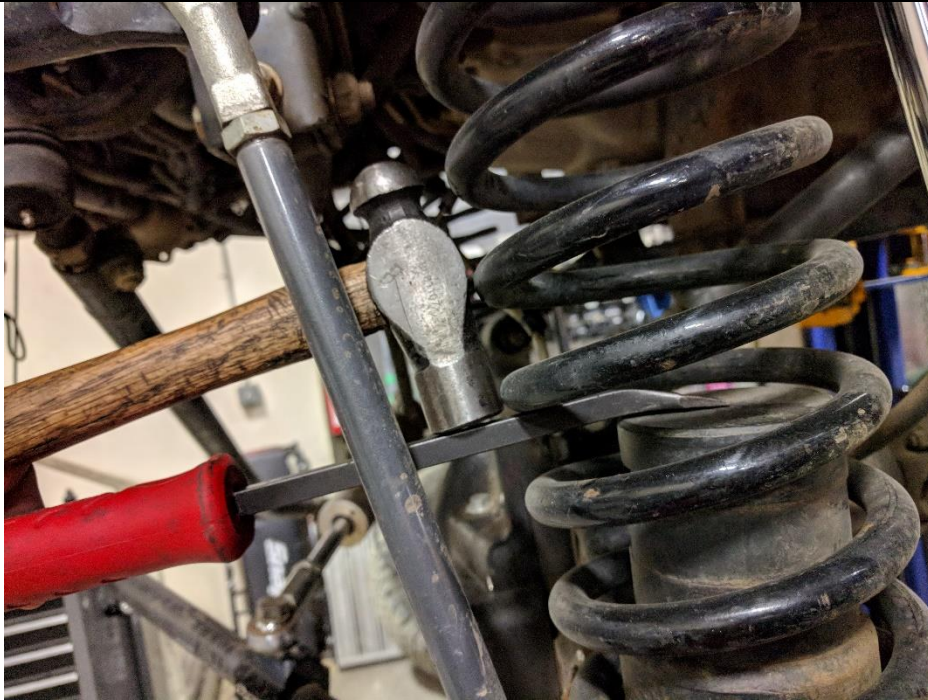
## FRONT INSTALLATION

1. Jack the vehicle up and support it securely using jackstands.
2. These bump stop spacers require a 3/8" hole in the center of the axle side coil spring perch/bump stop pad. Some vehicles may already have this hole, if so skip to step 5.
3. Remove the front shocks and front springs.
4. Locate and center punch the center of the axle side coil perch/bump stop pad. Drill a 3/8" hole in the center. **See Figure 1.**



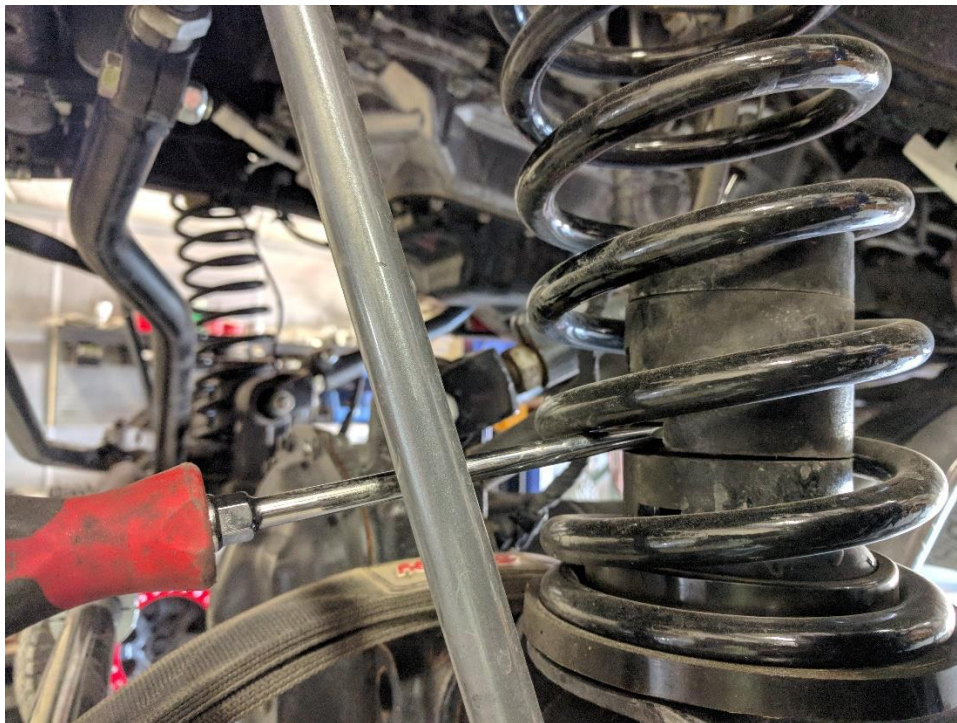
**Figure 1. Drilling 3/8” Hole in Coil Perch/Bump Stop Pad**

5. Check to see if the individual bump stop spacer pucks will fit through the coils of the front springs. If they do, re-install the springs and shocks and insert a spacer puck into the coil and proceed to step 7. If they do not, proceed to step 6.
6. Tape the correct number of spacer pucks for your application and the top cap together with painters tape. See **Table 1**. Place the taped together pucks inside the coil spring and re-install the coils.
7. Place the socket head cap screw through the bottom spacer puck and through the hole drilled. Install the nut on the back side of the bolt and torque to no more than 35 lb-ft.
8. Starting from the bottom, snap the spacers to each other. There are multiple ways to do this:
  - Use a prybar in between a wind of the coil spring and a hammer. Place the end of the prybar on the puck and pry against the coil spring. Strike the prybar with a hammer to seat the puck. See **Figure 2**.
  - Find or make an appropriate length of wood or metal and place it between the spacers and the foam bump stop with the vehicle raised from ride height. Lower the vehicle and let the weight of the vehicle snap the pucks together.



**Figure 2. Using Pry Bar to Snap Spacers Together**

9. If the spacers need to be separated, use a large flat head screw driver or cold chisel in the slot provided. See **Figure 3**.



**Figure 3. Separating Spacers With Screwdriver**

## REAR INSTALLATION

1. Place the socket head cap screw through the bottom spacer puck and through front hole on the rear axle side bump pad. Install the nut on the back side of the bolt and torque to no more than 35 lb-ft.
2. Place additional spacers as needed to get to the desired overall bump stop spacer height per Table 1. Use a hammer to snap the spacers together. **Figure 4** shows installation on a Jeep Wrangler JL.



**Figure 4. Rear Bump Stop Correctly Installed on JL Wrangler**

3. Remove the rear springs and allow the suspension to go to bump. Make sure the frame side bump stop is striking the top cap of the bump stop. Due to variability in axle location due to adjustable length control arms and axle angle due to different types of driveshafts, it may be necessary to drill a new hole in the axle side bump stop pad so that the frame side bump stop strikes the top cap. In extreme cases it may be necessary to weld a 3/8-16 weld nut to the axle in order to locate the base puck.

**Table 1. Overall Bump Stop Height**

Overall Height	Top Cap	Stacking Pucks
2"	1	1
3"	1	2
4"	1	3

\*Greater than 4" of spacer is not recommended but can be done. It is best to source a long socket head cap screw that will go through all of the stacking pucks if greater than 4" of spacer will be used. This is because long coil springs may contact the bump stop spacers and can cause them to come apart under extreme flex.