

Jeep Wrangler TJ, LJ, XJ, or MJ front JK
Dana 44 axle swap truss kit

Thank you for purchasing our axle swap kit!

Installation notes:

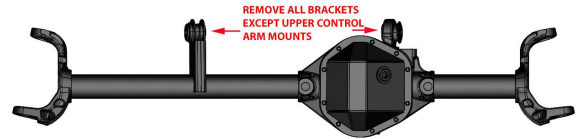
- Installation of this product requires a trained welder. Special welding procedures are required to attach the truss to the cast iron center section of the axle.
- Refer to the factory service manual for your particular model for information regarding the removal or installation of any OEM components
- Adjustable upper or lower control arms are recommended, due to removal of the factory cam bolts
- We recommend installing this kit on an empty axle housing to avoid damage to any heat sensitive parts
- No provisions for steering, brake lines, or drive shaft are provided with this kit. They are the responsibility of the end user.
- This kit is designed to install a front Dana 44 axle from a 2007-2018 Jeep Wrangler JK or JKU into a 1997-2006 Jeep Wrangler TJ, 2003-2006 Jeep Wrangler Unlimited LJ, 1983-2001 Jeep Cherokee XJ, or 1985-1992 Jeep Comanche MJ,

Tools required:

- Welding machine with the capability to weld 1/4" thick steel
- Tape measure
- Appropriate cutting tool (grinder with cut-off wheel, plasma cutter, torch, etc.)
- Various hand tools

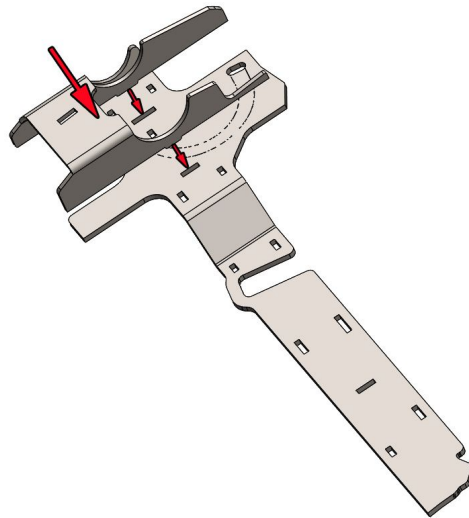
Step 1:

Remove all of the factory brackets from the JK Dana 44 axle, except the upper control arm mounts. Your axle should look like the image below when bracket removal is complete.



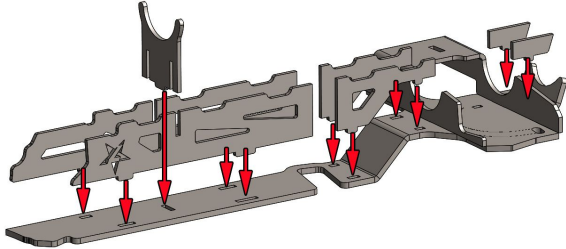
Step 2:

Assemble the passenger side truss top to the passenger coil brace. All parts of this kit are keyed with unique sized tabs that will only insert in the proper slot. Key the coil brace into the truss top and tack weld into place.



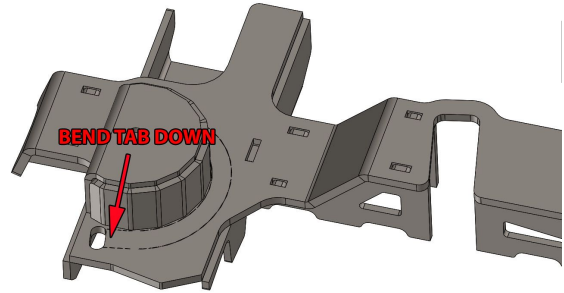
Step 3:

Install the 6 side plates and 1 upright on the passenger side of the truss. Take care to keep the side plates square to the truss top when installing. Tack weld the plates in place.



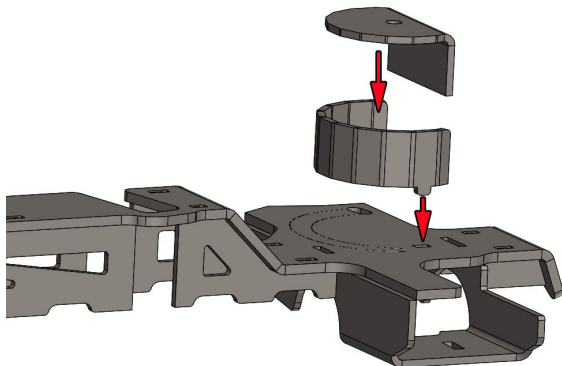
Step 5:

Bend the tab down where the base of the coil spring will sit. The tab will need to be bent down until the top of the tab is even with the bottom of the truss top. Weld in place when properly positioned.



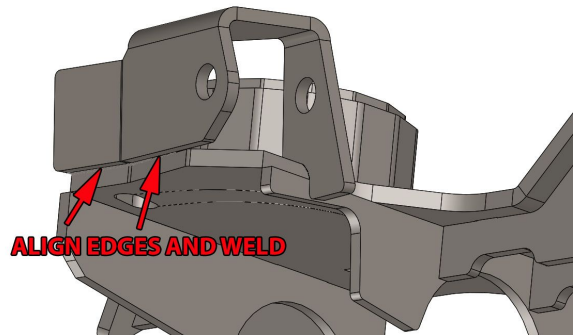
Step 4:

The coil spring locator for the passenger side now needs to be installed. If you are running bump stop extensions, a nut may need to be welded to the backside of the top cap or the hole tapped to provide a location to attach your bump stop extensions. The base of the coil spring locator will need to be placed in the slot on top of the truss. Weld the coil center on the inside. Place the top cap on the coil center and weld in place around the seam between the two parts.



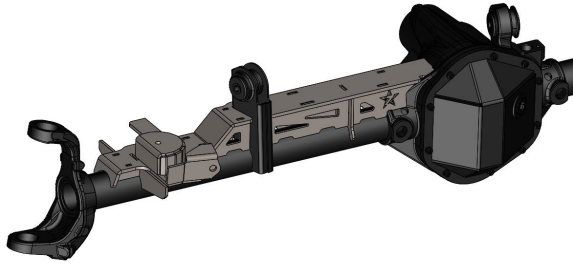
Step 6:

The steering stabilizer bracket will now need to be attached. Align the edges of the bracket with the edges of the truss top and weld into place.



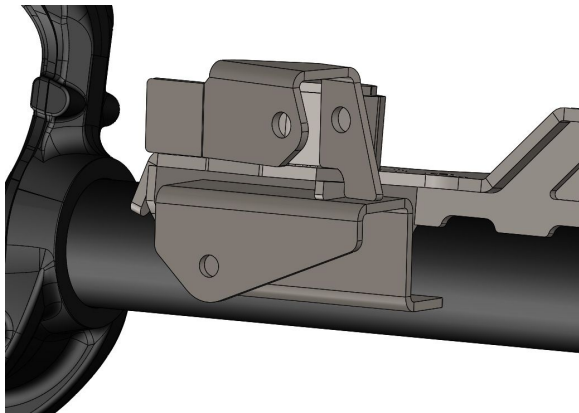
Step 7:

Place the passenger side truss assembly from the previous steps on the axle. Use the cutout for the upper control arm mount to locate the truss. Some slight grinding may be required where the truss contacts the center section casting for a perfect fit. Place several tack welds along the axle tube to hold the assembly in place.



Step 8:

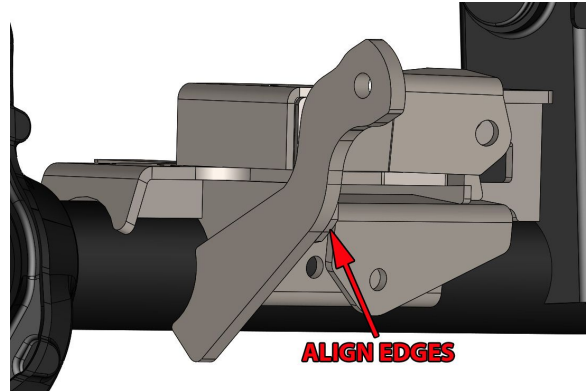
The track bar bracket will now need to be installed. The track bar bracket will sit in a cut out under the steering stabilizer. The bracket should contact the axle tube and the coil brace when placed properly. Weld in place after position is correct.



Step 9:

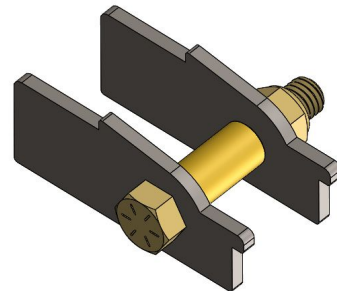
The passenger side sway bar bracket now needs to be installed. Place the sway bar bracket on the axle tube, against the face of the coil brace, and align the edges of the

coil brace with the edge on the sway bar bracket. Weld in place.



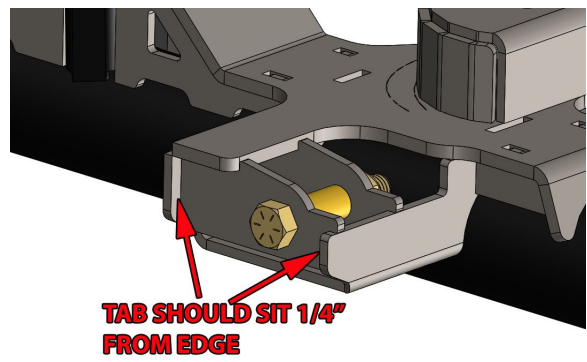
Step 10:

The shock mounting tabs now need to be installed. Using the provided 1/2" bolt, nut, and sleeve, bolt the two tabs together with the sleeve in between the two tabs.



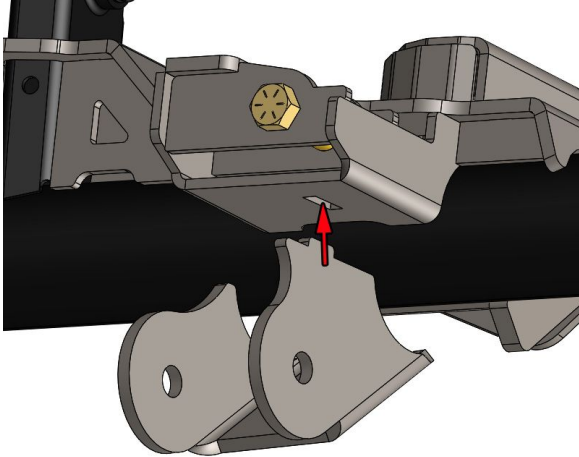
Step 11:

Install the assembly bolted together in step 10 inside the coil brace. The rear tab should sit a 1/4" from the back surface of the coil brace. Weld in place when properly positioned.



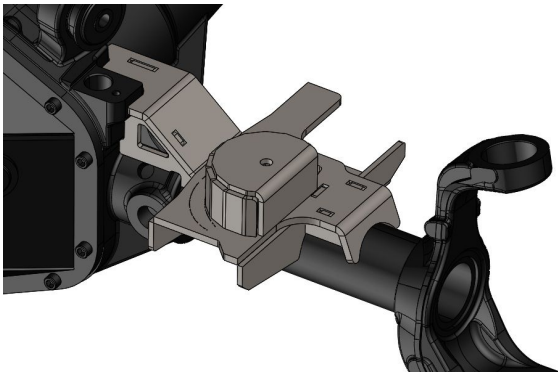
Step 12:

The passenger side lower control arm bracket can now be installed. Place the bracket on the axle tube, and the tab on the top leg of the bracket in the slot in the coil brace under the area where the shock mounts. The bracket should angle in towards the pinion on the axle. Weld in place.



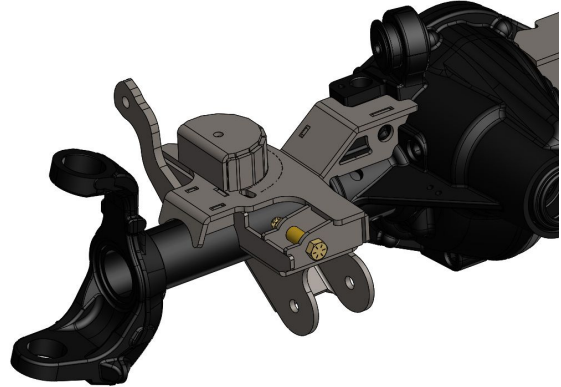
Step 13:

The drivers side section of the truss now needs to be installed. Follow the previous steps for the coil brace, side plates, coil base tab, and coil center. After the components have been installed place the assembly on the axle. Rotate the truss until the angle of the driver top matches the angle of the passenger truss top. Tack weld to the axle tube.



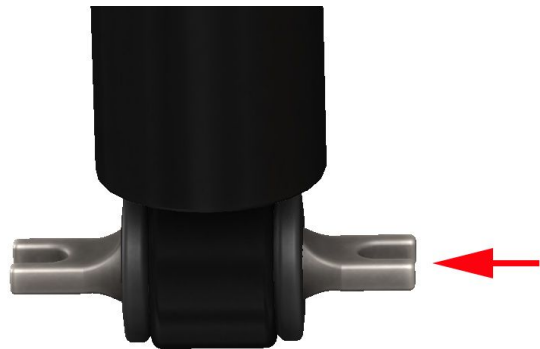
Step 14:

Using the same procedure as in previous steps attach the sway bar bracket, shock tabs, and lower control arm brackets.



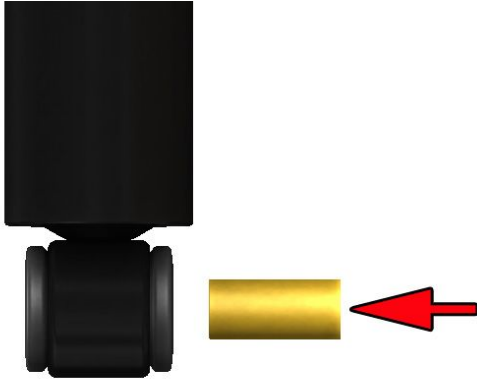
Step 15:

The bar pins in the lower mounting eyes of the shocks will need to be pressed out. Using a press push the bar pins out of each of the lower shocks eyes.



Step 16:

After the pins have been pressed out of both shocks install the provided sleeves that were used while installing the shock mounting tabs.



Step 17:

Finish weld all seams that were not welded in previous steps, we recommend staggered welds on long seams. Allow time between welds for the assembly to cool to avoid warping the axle. Welding the truss to the cast iron center section requires specialized procedures and equipment to obtain a full strength weld. If you are not familiar with the required procedures and equipment, we recommend having a qualified professional perform the welding for you.

Step 18:

New hardware has been provided for the upper and lower control arms, and the shocks at the axle. Use the provided hardware when installing the axle assembly in the Jeep.

Congratulations you have completed the installation of your axle truss!

personal consultation with a qualified automotive service technician, mechanic, or similar automotive professional.

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