

Thank you for making the investment in the only solution for correctly lowering the rear subframe to ensure the angles on your lift are back in spec with factory recommendations. On top of this, you will achieve a more in spec alignment and truly center the rear wheels.

There are two sections to this installation. The first is the removal of your exhaust from the s-pipe back. This is the section that falls under your rear subframe.

The second part is the actual lowering of the rear subframe and installation of all the components.

#### Step 1:

You will first want to jack up the rear end of the Jeep and have it sit on jack stands. We recommend having the jackstands located on the pinchwelds in the rear to ensure the entire Jeep is supported at the strongest point.

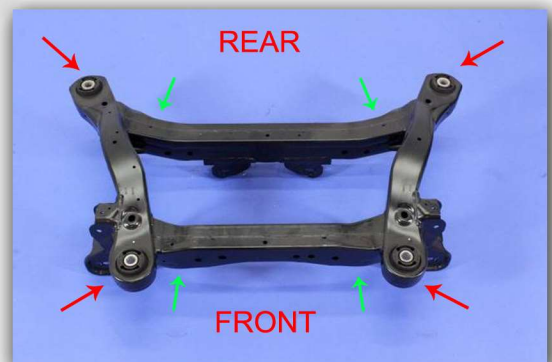
#### Step 2:

You will remove the exhaust that is under your Jeep. Please note, that due to different engine sizes and aftermarket exhausts, this part is a universal description of the exhaust removal process. Be sure to support the exhaust, and loosen the bolt/nut at the s-pipe. Slide the exhaust back away from here, and remove the exhaust hangers that marry the exhaust to the body of the Jeep. The exhaust hangers will be above the exhaust underneath the spare tire area.

#### Step 3:

Now that the exhaust has been removed, you will want to support the subframe with either one jack with an even distribution, or two jacks, evenly distributing the weight on both the left and right side. Please note, the wheels and tires must be off the vehicle for this installation. See picture to the right for where you would want to evenly distribute the load (IN GREEN) so when you lower the subframe, you lower it evenly. You will do this in two stages. First the front two connection points, then the rear two connection points.

- Support the front first, and remove both subframe bolts. Loosen the rear subframe bolts roughly 1.75 inches and completely remove the four bolts that attach the side load bars to the body as seen to the right. This will allow the rear subframe connection point to drop to a max of 1.75 inches while you lower the front of the subframe to insert the two spacers. While lowering the subframe, please be mindful to also gradually lower the main drive shaft to equally taper the angle to the differential attachment point. The bag of four small spacers will be used for the main drive shaft. The .25" spacers go in the front spherical bearing attachment point, and the .75" spacers go in the rear spherical bearing attachment point. The red arrows in the picture with the green arrows show placement above the subframe of the four round spacers. You will use them in conjunction with any already installed spacers from the factory. Nothing will be removed, only added.



#### Step 4:

After removing the front bolts for the front of the subframe, slide the two round subframe spacers into the gap above the subframe, and use the new bolt supplied. Torque to 96 foot pounds.

#### Step 5:

Moving on to the back, keep the rear supported and remove the rear subframe bolts. This will also free up the removal of the side load brackets, and you will be able to remove that as well. With the rear subframe bolt removed, slide in the rear subframe spacers above the subframe. Now take the new bolt provided, slide it through the correct side side load bracket and insert back into the subframe. (This hole needs to be enlarged to fit the larger bolt using a 9/16" drill bit) The side load bracket will now have a gap between it and the body, and will be filled the rectangle spacer in your kit. Torque bolts to 66 foot pounds.

#### Step 6:

It is now time to install the new trailing arm spacers. They are the boomerang shaped spacers, and essentially go where the MFC Offroad Rear Wheel Centering Kits go. If you already have the RWCK, this will replace that. When installing, please refer to the installation guide for the RWCK. These install exactly the same, but since they are gusseted and connected, the trailing arm has to be completely removed from the body. Torque to 79 foot pounds. When installation is complete, and correctly done, your subframe will be sitting lower, thus creating zero angles on your axles. True centering of the rear wheel will now have occurred, and alignment is even more achievable now. You may reinstall your exhaust at this time.

