



MADE IN THE U S A

3.0" Ultra Plus 2007-12 Jeep Wrangler JK
Part # FTS7137 2-Door / Part # FTS7138 4-Door



Full Traction 3.0" Ultra Plus System

**Read instructions from start
to finish before installation.**

**It is recommended to use the
services of a professional
installer.**



INSTALLATION INSTRUCTIONS

10/2011

3.0" Ultra Plus Suspension System Bill Of Materials

Component Box A	Qty
50-7137H Ultra Plus Hardware Box	
50-7101 JK Rear Bump Stop Block	2
CA1003 2" X 3" Poly Bump Stop Ext.	2
CA2005 Bracket, Front Brake Line / Left	1
CA2006 Bracket, Front Brake Line / Right	1
CA2007 Bracket, Rear Brake Line / Left	1
CA2008 Bracket, Rear Brake Line / Right	1
70-7136 Master Hardware Bag	
1/4" x 3/4" Bolt	4
1/4" Metalock Nut	4
1/4" Flat Washer	4
3/8" x 3/4" Gr.8 Bolt	4
3/8" x Flat Washer	4
3/8" Metalock Nut	4
3/8" x 2.5" Self Tapping Bolt	2
12mmDia x 60mm Bolt	2
12mmDia x 65mm Bolt	2
12MM LockNut	4
1/2" x 3.5" Gr.8 Bolt	1
1/2" Metal Lock Nut	1
Heim Joints & Hardware Bag	
KMX-12 3/4" Chromoly Rod End	2
JM-16T 1" x 1-1/4"-12 Male Rod End	4
1-1/4" Jam Nut	4
50-713315 Track Bar Mis-Alignment Spcers	4
SJNR-12 3/4"-16 Jam Nut	2
70-7539 High Mis-Alignment Spacer Kit	
50-750608-04 High Mis-Alignment Spacer	8

Component Box A	Qty
Installation Instructions	1
50-750301 JK Front Coil Springs	2
50-710302 JK Rear Coil Springs	2
50-710201 JK Front Track Bar Component <i>with pre-installed rubber bushings</i>	1
50-710202 JK Rear Track Bar Component <i>with pre-installed rubber bushings</i>	1
FTS710204 Ultimate Front Lower Arms <i>With pre-installed rubber bushings</i>	2
FTS710205 Ultimate Rear Lower Arms <i>with pre-installed rubber bushings</i>	2
FTS306071 JK NEW GEN. Front Sway Bar Link Kit (Assembled)	
50-710301 JK Front Sway Bar Link Rod	2
50-5007 JK Disconnect Ends	4
U0120677 Bail Pins	4
MOO392-BK-01 5/8" Hourglass Bushing	4
SLE104 1/2" x 1-3/8" Sleeves	4
70-4175 12" Straight Rear Sway Bar Link Kit (Assembled)	
12" Straight Shank Rear Sway Bar Links	2
SLE104 1/2" x 1-3/8" Sleeves	4
MOO392-BK-01 5/8" Hourglass Bushing	4

Important Safety Warning

2007-2012 Jeep Wrangler JK

with Electronic Stability Program (ESP)

Must Read:

Standard on the all-new 2007 Jeep Wrangler is an Electronic Stability Program (ESP), which aids the driver in maintaining vehicle directional stability in severe driving maneuvers on any type of surface. ESP features three modes – “full on,” “full off” and “partial on.” ESP provides the greatest benefit in critical driving situations such as turns, and is especially valuable when driving on mixed surface conditions including snow, ice or gravel. If there's a discernible difference between what the driver directs through the steering wheel and the vehicle's path, ESP applies selective braking and throttle input in order to put the vehicle back onto the driver's intended path.

Note:

ESP system activation will occur on a lifted Jeep JK when the steering wheel and the front steering system are not in proper alignment. Full-Traction Suspension recommends a professional front end alignment of the vehicle immediately following installation of any lift system. Proper alignment includes adjusting the Steering Drag Rod and Centering the Steering Wheel. Failure to align the front of the vehicle will result in automatic activation of the ESP system while driving.

Safety Warning:

Suspension systems or components that enhance the off-road performance of your vehicle may cause it to handle differently, on and off-road, than it did from the factory. Care must be taken to prevent loss of control or vehicle rollover during sudden maneuvers. Failure to drive the vehicle safely may result in serious injury or death to driver and passengers. We recommend you always wear your seatbelt, drive safely and avoid quick turns and other sudden maneuvers. Constant maintenance is required to keep your vehicle safe. Thoroughly inspect your vehicle before and after every off road use.

Installation Warning:

We recommend that certified technicians perform the installations of our products. Attempts to install these products without knowledge or experience may jeopardize the safety of the vehicle. These instructions only cover the installation of our products and may not include factory procedures for disassembly and reassembly of factory components. Read instructions from start to finish and be sure all parts are present before disassembling the vehicle. Included instructions are guidelines only for recommended procedures and in no way are meant to be definitive. Installer is responsible to insure a safe and controllable vehicle after performing modifications. Do not perform test drives on public roads with partially completed installations. Always double and triple check your work before use. Eye protection is recommended when using power tools.



PLEASE NOTE:

The required wheel size - minimum diameter of 16". Recommended width of 8" with a 4.0" offset from the inward side. Maximum recommended tire size-35"

This system is designed to reuse almost all of the factory installed metric bolts and hardware, except where noted.

BEFORE YOU BEGIN:

Check the parts and hardware against the parts list to assure that your kit is complete. Read the instructions and separate the parts according to the area where they will be used on the vehicle. Separating and placing the hardware with the brackets before you begin will save installation time.

Always wear safety glasses when using power tools.

A Jeep Wrangler JK Factory Service manual will aid in the installation of this kit.

DISASSEMBLY - FRONT

1. Raise and support vehicle with jack stands. Support axle with a floor jack. Remove wheels and tires.
2. Working on one side of the vehicle, remove front shock absorber. Disconnect and remove the sway bar link at the axle. Leave the front sway bar attached at the frame/crossmember.

Sway bar link is shown in Fig.1

3. Remove the front track bar from the vehicle. **Fig.2**

4. Lower axle until coil spring is free from upper mount. Remove coil spring. **Fig.3**

NOTE: Shock absorbers that are longer than factory are required to perform this installation.

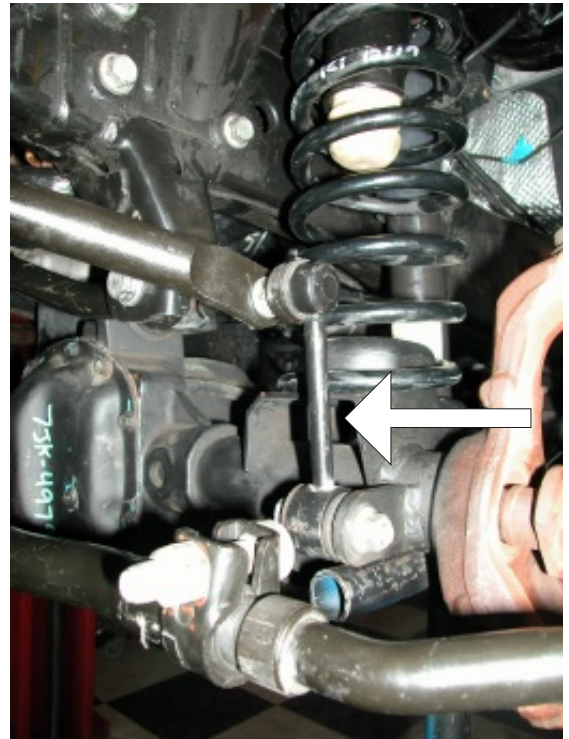


Fig.1



Fig.2



Fig.3

INSTALLATION - FRONT

Perform the work to the vehicle doing one side of the vehicle at a time. We will start on the left side (driver side)



1. To install the new front bump stop extension, mark the center of the lower Coil Spring Pad. Use a center punch to mark the location on the pad.



Fig.4

Using a 11/32" diameter drill bit, drill a pilot hole in the previously marked area. Install using 3/8" X 2.5" self-tapping hardware provided. Torque to 30 ft/lbs. **Fig.4 & 5** Repeat step #1 for the opposite side of the vehicle.



Fig.5

INSTALL FRONT LOWER CONTROL ARMS

2. On the left side (Driver side in USA), support the axle with a stand. Remove the factory lower control arms one at a time. Install a **JM16T** Heim Joint and 1-1/4" jam nut onto a new control arm. *Anti-Seize compound lubricant is recommended for all threaded surfaces to prevent corrosion.* Next, insert **# 50-750608-04** 9/16" I.D. Mis-alignment spacers into the heim joint. Install the new Full-Traction lower front control arm on the driver side using the factory bolts on both ends. Refer to the factory Jeep Service Manual for torque specifications on hardware. *Repeat same for opposite side*

Note: *Adjust arms to stock length before installation.*

Fig.6 shows removal of factory arm.
Fig.6a shows new arm correctly installed.

NOTE: Mount the new arm with the angle or arc of the arm as shown.



Fig.6



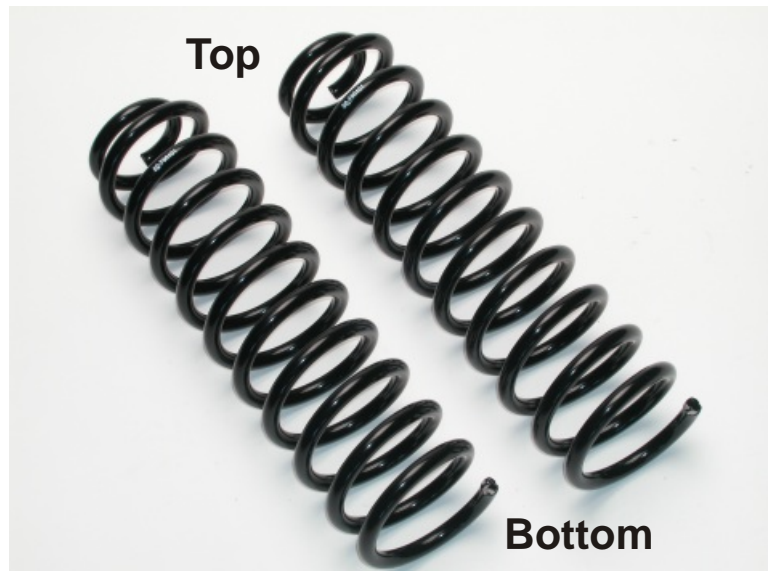
*Fig 7 shows the radius of the new arm and proper mounting.
(Left/Driver side shown)*

Fig.6a



INSTALL FRONT COIL SPRINGS

4. Position new front coil spring on axle pad. Install the factory rubber coil spring isolator. Raise the axle into position until coil spring seats in upper mount, then raise axle another 2". Install new front shock absorbers . Torque as necessary. **Fig.7**



Front Coil Spring Fig.7

IMPORTANT - MUST READ

Jeep JK Non-Rubicon models.

Mount new **Part # FTS306071** Full-Traction **Front Disconnect** Sway Bar links to the sway bar and the axle using the factory hardware in the top mounting hole and supplied the 12mm x 65mm bolts and nuts in the bottom axle bracket. **Fig.8**

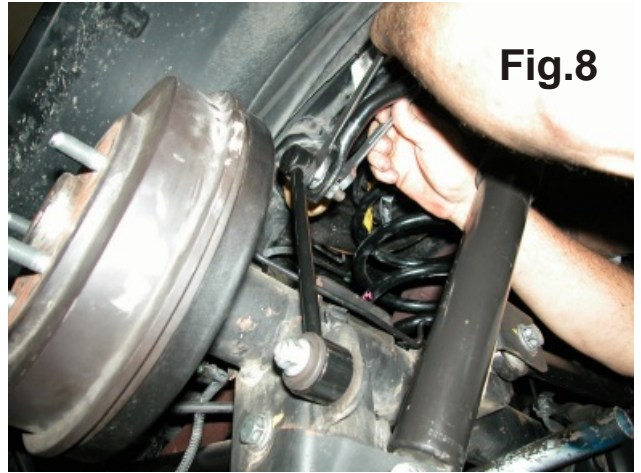


Fig.8

*2007-2012 JK Rubicon models come factory equipped with electric sway bar disconnect. Remove the factory rear sway bar links and install them on the front sway bar.
Caution: DO NOT USE Full-Traction Sway Bar Disconnect Links on the Front Rubicon sway bar.*

Jeep JK Rubicon models only.

On Rubicon Unlimited model, remove the links from the **REAR** sway bar and install the **REAR** links on the **FRONT** sway bar using factory metric bolts in the top mounting hole and 12mm x 65mm bolts and nuts in the bottom axle bracket. *Note: New replacement links for the rear are supplied with this system.* Part # 70-4175

5. Install new Part # 70-4175 12" straight shank rear sway bar links using factory metric bolts in the bottom axle mounting hole and the 12mm x 60mm in the top mounting hole of the sway bar. **Fig.9**

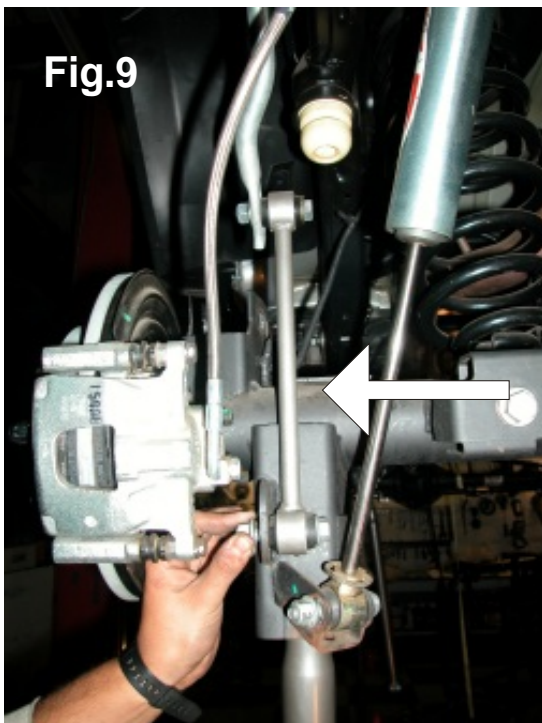
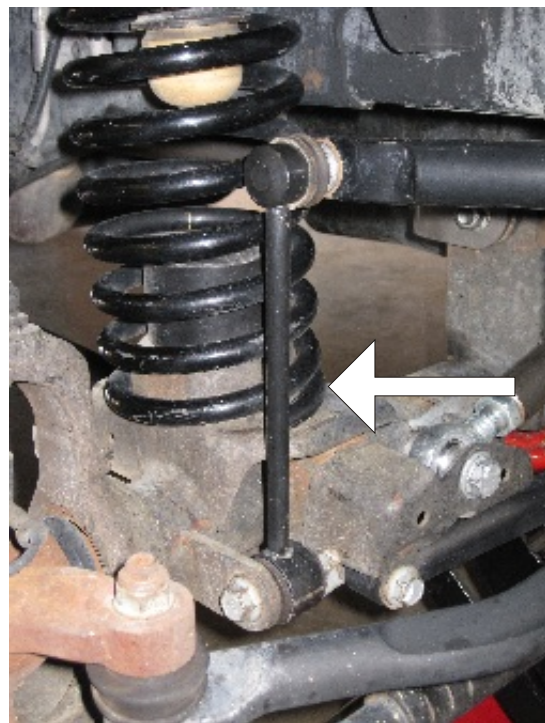


Fig.9

Rear Links Part # 70-4175



Front Factory Sway Bar Links

FRONT TRACK BAR

6. Before installation to vehicle, assemble new Full-Traction front Track Bar. Install new **KMX12-T** Heim joint and jam nut into threaded end of track bar. *Anti-Seize compound lubricant is recommended for all threaded surfaces to prevent corrosion.*

Insert part # **50-713315** Mis-Alignment spacers into the heim. Adjust new track to factory stock length.

Install the new track bar with the heim joint to the axle and the rubber bushing to the frame bracket using factory bolts and nuts. **Fig.10 & 11**

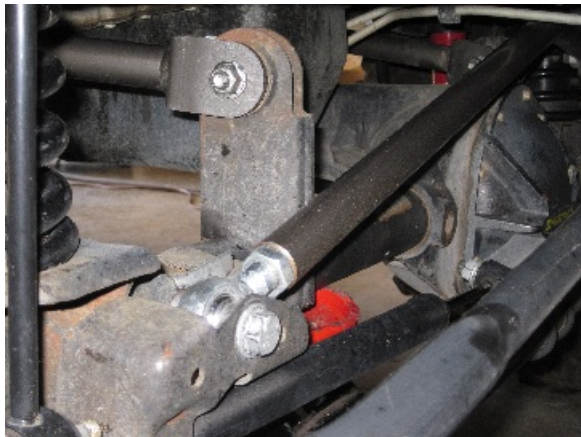
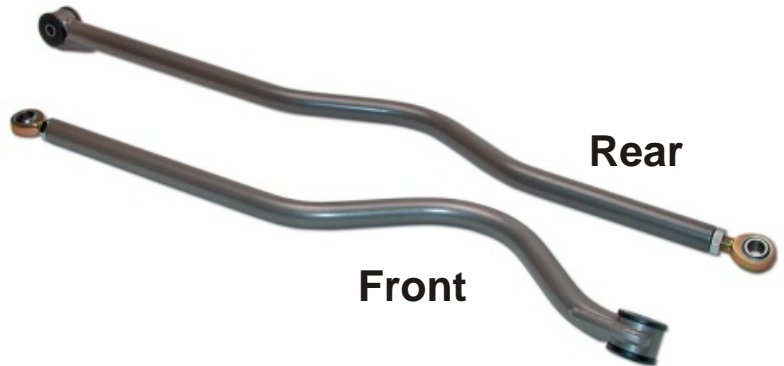


Fig.10



Fig.11

REAR TRACK BAR

7. Repeat the same for the rear. Remove stock rear track bar. Replace with new Full-Traction replacement unit using stock hardware. **Fig.12**

NOTE: *Install the rear bump stops, sway bar links, control arms, coil springs & shocks first. Install the rear track bar last.*



Fig.12

DISASSEMBLY - REAR

1. Raise the rear of the vehicle, support frame with jack stands and remove rear wheels.
2. Support the rear axle with stands before the rear shocks are removed. Remove bolts holding the rear brake lines to the frame. Save bolts to be reused. Remove rear shock absorbers.
3. Lower rear axle until the coil spring is free from the upper seat. Remove coil spring and factory rubber isolator.

INSTALLATION - REAR

Note: Adjust arms to stock length before installation.

Anti-Seize compound lubricant is recommended for all threaded surfaces to prevent corrosion.

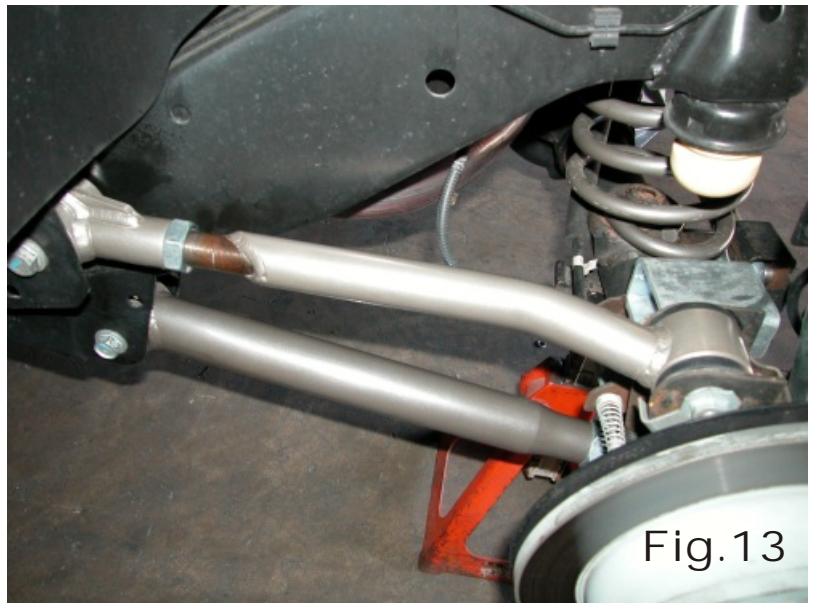


Fig 13 shows the straight rear lower arms and the optional upper rear arms. (Left/Driver side shown)

4. With the rear springs removed - install the new Full-Traction rear lower control arms using factory hardware. On the lower arms, install the rubber bushing end at the frame and the heim toward the axle using supplied mis-alignment spacers. **Fig.13**

Torque factory bolts according to the factory specifications.

INSTALLATION - REAR

5. Install new rear springs. Reuse factory isolator on new rear springs and install new rear shocks. **Fig.15**

6. Using the factory bolt located on the frame, install new left and right rear brake line extension brackets as shown in **Fig.16**

Next, mount the brake line to the new bracket using supplied $\frac{1}{4}$ bolts, nuts and washers.

7. Install new rear bump stop blocks as shown using $\frac{3}{8}$ x $\frac{3}{4}$ " bolts, nuts and washers. **Fig.17**



Fig.15



Fig.16



Fig.17

CHECKS AND ADJUSTMENTS.

- * Recheck all hardware for tightness after the first 100 miles.
- * Headlights should be adjusted.
- * Alignment of front wheels will be required, use factory specifications.

Congratulations on your choice of a performance engineered FULL-TRACTION SUSPENSION System. Proper maintenance of this kit will insure years of both on and off-road enjoyment. Check & re-torque all hardware every 500 miles or after EVERY off-road use. Periodically check wheel alignment and check for abnormal tire wear.

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WARRANTY

Full Traction Limited Warranty

About our warranty

Full Traction components may have minor finish damage to powder coated or plated surfaces which may occur during shipping and is not covered under warranty. Full Traction Suspension warrants each new Full Traction Component against factory defects in material and workmanship for 1 year after date of purchase. Full Traction Suspension systems are sold as complete systems and must be installed as such per Full-Traction installation instructions. Any substitutions of other manufacturers components or exemptions of required components will immediately void the warranty. Full-Traction suspension guarantees that all of its products are of the finest quality and free from manufacturing defects. Any product that has been manufactured incorrectly or is of a defective nature will be repaired or replaced at the discretion of Full-Traction Suspension. Returns: Only after written or verbal approval, send such part(s) and proof of purchase, via prepaid freight with an RGA (Return Goods Authorization) number to: Full-Traction Suspension 6951 McDivitt Dr. Bakersfield Ca 93313 USA. Shipments without an RGA number clearly designated on the outside of all containers or collect shipments will be refused. To obtain RGA(s) call 661/398-9585

What is not covered

Suspension and steel fabricated components: Limited (12) month warranty excluding the following items: Tie rod ends, bushings, hardware, brake lines, heim joints. These parts are subject to wear and are not considered defective when worn. They are warranted for 90 days from the date of purchase for defects in workmanship. Shock absorbers are covered under our limited warranty. Products or components installed on vehicles other than those specifically indicated in the Full-Traction Suspension catalog or website. Products or components which have been subjected to abuse, accident, alteration, modification, improper installation, tampering, negligence, misuse, or products installed on a vehicle used in sanctioned racing events. A race is defined as any contest between two or more vehicles, or any contest of one or more vehicles against the clock, whether or not such contest is for a prize. This warranty does not include vehicles used for government or commercial purposes. Full Traction does not warrant any product not manufactured by Full Traction Suspension. Full Traction Suspension products are not covered under warranty outside the United States of America. Full Traction Suspension shall not be liable for any loss, damage, or injury, whether ordinary, direct, special, incidental or consequential damages, arising from the manufacture, sale, installation, re-sale, delivery, possession, handling or use of its products. Full Traction Suspension is not responsible for typographical errors either in pricing or in content. Warranties, policies, and prices subject to change without notice.

Installer's Safety Warning

Full-Traction Suspension recommends our products to be installed by certified technicians only. These recommendations pertain only to Full-Traction Manufactured Products. Efforts to install our system without experience and knowledge may jeopardize the operating safety of the vehicle.

Detach and mail or fax to the address below

Name _____ Phone Number () _____

Address _____ City _____ State _____ Zip _____

Products Purchased from: _____ Date Purchased _____

Installed By _____ Date Installed _____

Vehicle
make _____ Model _____ Year _____

Installation Comments _____

Product Part Number *FTS7137* Description: *2007-2012 Jeep JK 3.0" Ultra Plus + System*

Warranty Registration Number _____

Mail or Fax To:
Full Traction Suspension
6901-F District Blvd
Bakersfield Ca 93313

Fax: 661-398-9555

