



BOX KIT # 64200

87-02 Jeep Wrangler (YJ) 3.5"

INTRODUCTION

Installation requires two professional mechanics. Be sure the vehicle is in excellent working condition-repair or replace all worn parts. Read instructions several times prior to beginning installation. Check to make sure you have all needed parts and know where to install them. Read each step completely.

NOTES:

- Front springs, rear kit(s) or rear leaf springs, and shock absorbers are purchased separately and are also required for proper installation of this system.
- () denotes foot pound torque readings after each appropriate fastener.
- Prior to attaching components, be sure mating surfaces are free of grit, grease, under coating, etc.
- After installation is complete, the vehicle will require a front-end alignment.

IMPORTANT

Prior to disassembly, identify each part and place the appropriate mounting hardware with it. Contact your Dick Cepek Race Series Suspension dealer if any components are missing before beginning any work on the vehicle.

PARTS LIST (p/n)

Quantity	Description	Item Number	Illus./Fig. #
1	Transfer Case Lowering Kit containing: Qty. 6 – ½” x 3” Hex Bolt 6 – ½” Lock Washer 6 – SAE Flat Washer	04400	
1	Front Track Bar Extension Bracket	04401	
1	Rear Track Bar Extension Bracket	04402	
1	Rear Brake Line Extension Bracket	04403	
1	Front Brake Line Extension Bracket – driver side	04404	
1	Front Brake Line Extension Bracket – passenger side	04405	
2	Sway Bar Extension	04406	
4	Bumpstop Extension Bracket	04410	
1	Complete Mounting Hardware Kit containing: Qty. 2 – ¼” x ¾” Bolt 2 – ¼” Nyloc Nut 4 -- ¼” SAE Flat Washer 1 – 3/8” x 1” Bolt 1 – 3/8” Nyloc Nut 1 – 3/8” SAE Flat Washer 1 – ½” x 3.50” Bolt 1 – ½” Nyloc Nut 12 – SAE Flat Washer 1 – 12mm x 50mm Bolt		

	1 – 12mm x 70mm Bolt	
	2 – 12mm Nyloc Nut	
	2 – 5/16” x 1” Bolt	
	2 – 5/16” Nyloc Nut	
	4 – SAE Flat Washer	
	1 – 1-11/16” (1.69) Long Track Bar Sleeve	
	1 – 2 mil Thread Lock-Tite Tube	131600-Z
1	Sway Bar Bushing Kit containing:	04412
	Qty.	
	4 – 5/8” Hourglass Bushing – Black	M0392-BK
2	Leaf Spring Hardware Pack containing:	04413
	Qty.	
	8 – Spring Bushing	M02153-BK
	4 – Sleeve .584 ID x .75 OD x 3.00”	S10007
6	U-Bolt (1/2” x 2- 3/4 ” x 6” Round)	08203
2	U-BOLT,1/2 X 3-1/4 X 7-1/2,RD	08212
6	Transfer Case Spacer Sleeve	04408
6	Transfer Case Spacer Washer	04409
1	U-Bolt Hardware Pack containing:	08301
	Qty.	
	8 – ½” Fine Nyloc Nut	
	8 – Extra Thick Flat Washer	

INSTALLATION INSTRUCTIONS (FRONT)

1. Before placing the front of the vehicle onto jack stands, remove the stock sway bar drop links. To disassemble the tapered studs on the upper ends of the links, use hammer strikes to the sway bar body. **DO NOT STRIKE THE STUD.**
2. With the vehicle in neutral, raise the front of the vehicle. Place jack stands under the frame rails directly behind the rear hangers for the front springs. Lower the vehicle onto the stands. Put vehicle in gear as well as setting the emergency brake. Chock the rear tires to avoid accidental movement of the vehicle. Now remove the front tires/wheels and shock absorbers.
3. Detach the bottom end of the track bar from its axle-mounting bracket and tie the bar up and out of the way.
4. Remove the “Torx” bolt attaching the upper end of the front brake hoses to the top of each frame rail. These bolts are generally located directly behind the upper shock towers.
5. Remove the four U-bolts attaching the front springs to the axle. The remainder of the spring removal is performed one side at a time. On the driver side of the vehicle, position a floor jack beneath the axle tube just inside the leaf spring. Raise the jack until the axle separates from the leaf spring. Now detach the leaf spring from its hangers.
6. Before installing the new leaf spring (DCS #84002), thoroughly lubricate the new spring eyes bushings and sleeves with a water resistant, Lithium based grease. Loosely attach the spring to its hangers. Repeat the spring removal and installation on the passenger side.
7. Re-position the front axle onto the springs being sure the tie bolt heads align and seat into the spring perch holes. While installing the front U-bolts, locate one # 04410 bumpstop extension bracket onto the top of the axle tubes (see diagram 3). These brackets are captured by one single U-bolt over the extended tab. When tightening the U-bolts (100), keep the bumpstop extension bracket positioned so that when the suspension compresses, the stock bumpstop will contact the top of the bracket flush (not at an angle). Be sure to use an X tightening sequence when torquing the U-bolts
8. Install the front Track Bar Relocating bracket and hardware (see diagram 1). Prior to tightening the bracket to axle bolt, be sure that the bracket is positioned vertically.

9. Install the front Dick Cepek Race Series shock absorbers. Tighten upper stem mounts only until bushings swell slightly. Torque lower mounts. (45).
10. Install the existing stock hoses, install Dick Cepek relocating brackets (see diagram 4). NOTE: Drive side uses #04404; passenger side uses #04405.
11. Install front tires/wheels. Remove jack stands and lower vehicle to the floor. Torque the front springs' shackles (95) and stationary ends (105). Now attach the bottom end of the track bar to the Dick Cepek bracket (99) using the hardware shown in diagram 1. It may be necessary to turn the steering wheel slightly to achieve bolt to bracket alignment.
12. Lubricate the sway bar drop link bushings and insert them into the new link eyes. Remove the tapered studs found at the top of the stock links, and insert into the new extended links. Tighten the top and bottom link ends (45).

INSTALLATION (REAR)

13. Raise the rear of the vehicle and place jack stands beneath frame rails, directly in front of rear springs' front hangers. Lower the frame onto the stands then chock front tires to avoid accidental movement of the vehicle. Remove rear tires/wheels and shocks.
14. Install the existing stock hoses, install Dick Cepek relocating bracket #04403. To install, remove the retainer clip that attaches the stock rubber brake hose to its upper mounting bracket. This is where the rubber hose ends and the metal line begins. Insert the new #04403 "Z" shaped bracket in between the stock mounting bracket and the hose end. The 3/8" hardware is used at the bracket-to-bracket end. Position the hose/line through the slot and into the hole on the "Z" bracket's opposite end. Re-install the clip.
15. Unbolt the bottom end of the track bar from the driver side of the rear axle and tie it up and out of the way. Remove the rear U-bolts. Lubricate and install the spring eye bushings into the rear springs (DCS # 84102) using the same procedures as the front. Do not fully tighten spring eyebolts yet – this is to be performed at a later step.
16. As with the front end, the compression travel bumpstops are held in place on top of the axle tube by one U-bolt (see diagram 3). Torque new rear U-bolts, flat washers and Nyloc nuts (90) using an "X" tightening sequence.
17. Position bracket #04402 (see diagram 2) onto the stock track bar-to-axle mount. First, loosely install the 3/8" hardware, then the spacer sleeve and 1/2" lower bolt. Now tighten the hardware in the same order.
18. Install new Dick Cepek Race Series shock absorbers, torquing upper and lower mounts (45). NOTE: Some models may not have adequate clearance between the shock body and axle tube. If this occurs, use a small shock body, relocate shock brackets or use shocks that can be installed with their bodies at the top position.
19. Re-install tires/wheels. Remove jack stands and lower vehicle to the floor. Tighten the rear springs' shackle (95) and stationary ends (105). Now manually bounce the rear suspension several times to "seat" the springs.
20. Attach the bottom end of the track bar to the Dick Cepek bracket. Snug up. Do not over torque.

LOWERING THE TRANSFER CASE

21. Loosen, but do not remove, the 2 or 3 bolts that tie the transfer case to the skid plate (see diagram 5). Position a floor jack beneath the skid plate and slightly load the jack. On each side, remove the 2 or 3 skid plate bolts and lower the assembly enough to insert the tapered spacer sleeves (#04408). The install and tighten (30) the new tapered washers (#04409) and 1/2" x 3" hex bolts that connect the skid plate to the frame. Now torque the transfer case mount bolts (33).

NOTE: Lowering the skid plate assembly can affect transmission shifting functions. Refer to MANUAL or AUTOMATIC instructions.

MANUAL TRANSMISSION – when shifting into reverse, check for clearance between the stick and floor pan. If there is interference, trim away the pan as required. Normally, no more than a 1/4" of material must be removed. Also, it may be necessary to move the center console rearward slightly.

AUTOMATIC TRANSMISSION -- The engine should crank only if the vehicle is in park or neutral. The shift linkage must be readjusted if the vehicle no longer cranks in both positions, or if it cranks in any other position. If adjustment is required, a certified Jeep technician must perform it.

FINAL PROCEDURES

- 1) With the front tires pointing straight ahead, the steering wheel crossbars will be misaligned. To center the steering wheel, loosen the two clamp bolts on the drag link adjustment sleeve and rotate the sleeve until the desired steering wheel position is achieved. Then tighten the clamp bolts.
- 2) Cycle steering all of the way to the right and to the left inspecting steering, suspension and driveline systems for proper operation, tightness and adequate clearance. If brake hose fittings are touched, recheck lines for leaks. Be sure all hoses/wiring are of adequate length. Repeat this inspection with the suspension unloaded and hanging.
- 3) INSTALL "WARNING" DECAL (metallic sticker) TO THE INSIDE OF THE DRIVER SIDE DOOR JAM NEXT TO THE V.I.N. PLATE.
- 4) HANG MIRROR TAG WITH WARNING AND WARRANTY REGISTRATION CARD FROM REAR VIEW MIRROR!
- 5) Readjust headlights to proper setting.
- 6) Check the vehicle for proper alignment.

CAUTION AND WARNING INFORMATION

Installation of these parts will modify the height of the vehicle and may raise the center of gravity. Altered height modification and off-road operation may increase your vehicle's susceptibility to roll over conditions and may cause serious injury or death. Many states regulate the height modification to each vehicle. Check the laws in your state for exact specifications. Height modifications may affect the reaction, ride, and handling and wear factor of your vehicle's components. Height modifications may require other adjustments to the vehicle.

A professional mechanic should install all Dick Cepek Race Series suspension components.

All vehicles must be aligned within 100 miles after installation of these parts.

Always use extreme caution when operating your vehicle in conditions, which may cause loss of balance or control. Avoid sharp turns and abrupt maneuvers, which may cause a vehicle to roll over or have an accident.

Always wear a seat belt. Never drink and drive!
DRIVE RESPONSIBLY!!

