



EVO-1010 JK Front Double ThrowDown



Caution: This kit requires welding. Welding creates a very bright arc that should not be looked at without an approved protective shield and clothing. Welded surfaces and areas in their vicinity will be very hot for a long period of time after welding. Please use caution. All welding should be performed by a professional. MIG welding is the preferred method. Remove/ Uninstall shocks prior to welding.

By purchasing this kit you are starting the next level of performance. To install this kit it requires work and finesse. This high quality system will truly enhance your vehicle to another level. Cutting, Welding, and Grinding required; not bitching and moaning. This is a toy, it should be fun!

QTY	PART#	DESCRIPTION
□	1	EVO- 760006 BOX 24x6x6
□	1	EVO-10048 DTD Driver Tower
□	1	EVO-10049 DTD Pass Tower
□	2	EVO-10048-4 Forward Tower Gusset
□	2	EVO-10048-5 Reward Tower Gusset
□	2	EVO-10046 Axle Shock Mount Assembly
□	2	EVO-770008 EVO Shock Mounting Hardware Pack
□	4	EVO-900257 SAE 40 Worm Drive Hose Clamp
□	4	EVO-900267 2.0 Reservoir Mount Tab

1. Elevate front of vehicle securely
2. Remove front wheels
3. Secure axles with adjustable jack stands
4. Remove front sway bar end links
5. Remove front shocks
6. Remove front springs
7. Remove inner fender liners
8. Remove brakeline bolts from frame and carefully move brakeline out of the way of tower.
9. Cut coil/shock tower off of frame using plasma cutter, torch, cut off wheel and/or reciprocating saw. There are delicate components in the vicinity of these parts that can be easily damaged, such as wiring and brakelines. Move/remove and use a fire retardant blanket to protect/cover these components. See Photo



10. Sand frame smooth where coil/shock towers once were and remove paint from surfaces to be welded
11. Place DTD tower on top of the frame with the forward most edge of tower just rearward of the large round hole in the frame rail. Make



sure tower does not contact steering shaft on driver side.

12. Mark on DTD tower where sanding is required to contour to the frame.
13. Sand DTD tower to contour to the frame so that all gaps between the tower and frame are weldable.
- 14. Place contoured tower back into position and tack weld (multiply locations) into place.**
It is not recommended to fully weld at this point. **Verify that steering shaft does not come into contact with shock tower on driver side. If so, re-adjust tower or clearance back of tower.**
15. Take weld outer gussets in place on front and rear sides of DTD tower
16. Carefully remove factory lower spring perch and shock mount from axle.
Sand smooth to axle tube.
17. Repeat on passenger side



18. Install coilover without springs and bypass shock into upper DTD tower. Coilover should be in front of the vehicle, bypass should be in the rear.
19. Release the nitrogen from all four front shocks
20. Install lower ends of shocks into lower mount. **Make sure the more spacious side of the lower mount is used for the bypass mount.**
21. Place lower mount around axle tube as close to the axle C as possible while still being able to install/remove shock bolts.
22. Raise axle until both front shocks are fully compressed on both sides of the vehicle. Rotating the lower mount on the axle tube may be required to compress both shocks on both sides.



23. Once both shocks on both sides are compressed tack weld lower axle mount to axle tube.
24. Install brakelines back into frame mounts.
Front EVO HD SwayBar Endlink Install (Optional, Sold Separately)
If reinstalling front swaybar endlinks, reinstall now. Verify length is accurate.
25. Thread rod ends into endlinks with jam nuts
26. Enlarge holes in front sway bar with $\frac{1}{2}$ " drill
27. Install endlinks to sway bar and axle mount. Insert the stud on the rod end from the outside in on the sway bar and the inside out on the axle
28. Using the reservoir tabs and hose clamps, clamp tabs to reservoirs, one on each end and hold in desired location. Recommended location is mounted to the front edge of the coil tower (coilover) and along frame rail (bypass)
29. Tack weld tabs into place
30. Cycle suspension up until shocks bottom out and down until shocks are fully extended.
Turn wheels to right and left when suspension is fully up and when suspension is fully down. While doing so verify that all brakelines, wiring and other components do not hyperextend or come into contact with anything. Longer brakelines may be required.
ABS wires can be extended by adjusting the rubber grommets on the line. While suspension is fully extended adjust sway bar endlinks
31. Remove shocks
32. Fully weld all components into place on all areas that can be welded
33. Paint all bare metal surfaces
34. Install springs onto shocks
35. Turn spanner nut, compressing the spring until the distance of the threaded portion between the shock end cap and the spanner is approximately 2.5". This is should yield approximately 4" of lift. Adjust distance for desired ride height. Turning spanner may require a pin or spanner tool to turn.
36. Reinstall coilover/bypass shocks w/springs
37. Reinstall wheels to factory specs
38. Set vehicle onto ground. Move vehicle forward and backwards a few feet each way while turning wheel to right and left to settle vehicle.
39. Verify desired ride height. If ride height is undesirable, carefully lift front of vehicle by frame until wheels are off the ground. Turn spanner up to lower ride height, down to raise ride height.
40. Repeat steps 38 and 39 until desired ride height is achieved
41. Tighten clamping bolt on spanner.



Re-torque all bolts after first 100 miles

Re-torque all bolts every 3000 miles and after every off road use.

Size	Recommended Torque											
	Grade 2		Grade 5		Grade 8		18-8 S/S		Bronze		Brass	
	Coarse	Fine	Coarse	Fine	Coarse	Fine	Coarse	Fine	Coarse	Fine	Coarse	Fine
#4*	-	-	-	-	-	-	5.2	-	4.8	-	4.3	-
#6*	-	-	-	-	-	-	9.6	-	8.9	-	7.9	-
#8*	-	-	-	-	-	-	19.8	-	18.4	-	16.2	-
#10*	-	-	-	-	-	-	22.8	31.7	21.2	29.3	18.6	25.9
1/4	4	4.7	6.3	7.3	9	10	6.3	7.8	5.7	7.3	5.1	6.4
5/16	8	9	13	14	18	20	11	11.8	10.3	10.9	8.9	9.7
3/8	15	17	23	26	33	37	20	22	18	20	16	18
7/16	24	27	37	41	52	58	31	33	29	31	26	27
1/2	37	41	57	64	80	90	43	45	40	42	35	37
9/16	53	59	82	91	115	129	57	63	53	58	47	51
5/8	73	83	112	128	159	180	93	104	86	96	76	85
3/4	125	138	200	223	282	315	128	124	104	102	118	115
7/8	129	144	322	355	454	501	194	193	178	178	159	158
1†	188	210	483	541	682	764	287	289	265	240	235	212