



Maximum Suspension Performance...means - "Full-Traction"

Version 3

Revised 12/05

**Part # FTS7405  
JEEP GRAND CHEROKEE MODEL ZJ 4WD  
3.5 SUSPENSION SYSTEM**

**HARDWARE AND PARTS LIST**

**CARTON 1 (A)** **Qty**

**Component List**

50-740504 Track Bar Bracket, Rear	1
50-750504 Adjustable Track Bar, Front	1
50-7505-1 Jeep Lower Control Arm	2
50-7501-2 Jeep ZJ Lower Rear Control Arm	2
Installation Instructions	1

**Polyurethane Bushing Kit**

MO2782 Tapered Control Arm Bushing	16
SLE 116 Steel Bushing Sleeves	8

**Hardware & Bushing Kit**

CA1009 Spacer, 1" x 2" To Control Arm	2
MO2533 Replacement Bump Stop, Front	2
MO3382 Track Bar Bushing, Front	2
SLE130 Track Bar Steel Sleeve, Front	1
ES2223R Tie Rod End, To Front Track Bar	1
11/16 - 18 Tie Rod End Nut	1
1/2" X 2.5" Bolt	1
1/2" Flat Washers	2
1/2" Metal Lock Nut	1
3/8" x 1" Bolt	2
3/8" Flat Washer	4
3/8" Metal Lock Nut	2

**FTS7245 Sway Bar Link Kit \*\***

50-720502 Front Sway Bar Link W/holes	2
50-5000 End Link Eyelet W/holes	4
MOO392BK01 5/8" Hourglass Bushing	2
MOO393BK01 3/4" Hourglass Bushing	2
SLE121 Steel Sleeve	2
SLE104 Steel Sleeve	2
Bail Pins	4
CA1005 Front Sway Bar Link U-brackets	2
3/8" x 1-1/2" Bolt	2
3/8" Metal Lock Nut	2
3/8" Flat Washer	2
1/2" x 2-1/2" Bolt	2
1/2" Metal Lock Nut	2

**CARTON 2 (B)** **Qty**

50-720501 Coil Spring, Front	2
50-740501 Coil Spring, Rear	2

**CARTON 3 (C) Optional** **Qty**

**Shock Component kit**

Front Shocks 524515	2
Rear Shocks 524505	2
CA1007 Bar Pin to Front Shock 3.25"	2
SP01 Bushing Stem Paks	2
MOO392BK01 5/8" Hourglass Bushing	6
SLE104 1.5" Sleeve	2
Zip Ties	4
Shock Boots/Large	4



**Note\*\*** Certain Components May Come Pre-Assembled



*Maximum Suspension Performance...means - "Full-Traction"*

---

## INSTALLATION INSTRUCTIONS

PART # FTS7405

JEEP GRAND CHEROKEE MODEL ZJ 4WD  
3.5" SUSPENSION SYSTEM

### **BEFORE YOU BEGIN**

Read the instructions separating the parts according to the areas where they will be used and placing the hardware with the brackets before you begin will save installation time.

Check the parts and hardware against the parts list to assure that your kit is complete.

### **DISASSEMBLY - FRONT**

1. Raise and support vehicle with jack stands. Support axle with a floor jack.
2. Remove wheels and tires.
3. Remove the front sway bar end links. Pivot sway bar up and out of the way. Save hardware.

**NOTE:** If vehicle is equipped with ABS brakes unclip the sensor wire from the inboard side of the lower control or near shock absorber. Do not remove line permanently.

4. Remove front shock absorbers. Disconnect the stabilizer bar link at the axle.
5. Lower axle until coil spring is free from upper mount. Remove the coil spring bottom retainer bracket. Remove coil spring. Save bracket and bolt.

Use a Universal Puller Tool to separate the track bar stud from the frame rail bracket. This will prevent damage to the ball stud seal.

Disconnect the front track bar at the upper frame bracket. Save Factory bolt to be reused later.

## INSTALLATION - FRONT

1. Insert **MO2782** bushings and **SLE116** Sleeves, using a thin layer of lubricant, into the new Lower Control Arms.

2. Install new Full-Traction Lower Control Arms using existing hardware. Mount with the Gusset in the "UP" position. Mount the arm in the direction with a gap between the axle and the gusset. as shown in **Fig.1** Insert the spacer between the frame and the control arm bushing as shown in **Fig.2** *Note: front arms do not have a hole in the upper gusset. Rear arms have a hole in the gusset.*

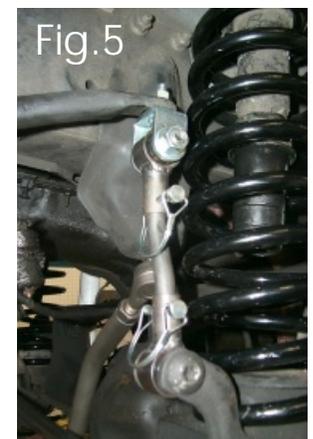
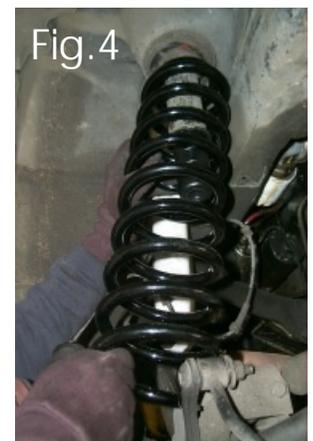
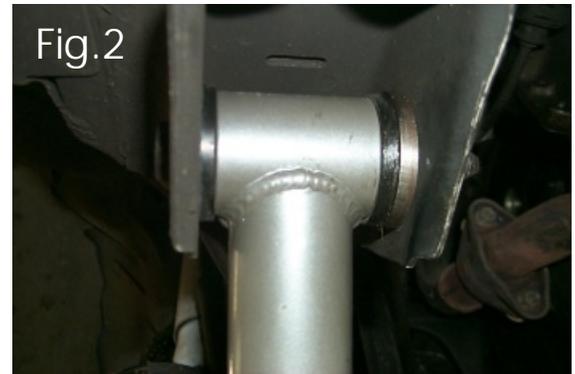
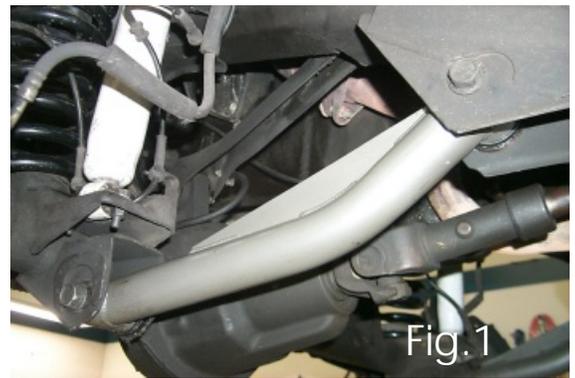
3. Reinstall ABS sensor wire Attach the track bar at the frame side (adjustable end). Attaching the track bar at the opposite (axle end) is done last after all other components have been installed and the vehicle is on flat level ground.

4. Pull off and remove the factory rubber bump stop. To install the new push-in type Polyurethane bump stop, align the bump stop with the opening, use a block of wood between the bump stop and the axle. Raise the floor jack to drive in the bump stop. **Fig.3**

5. Install the 5/8" hourglass bushing and **CA1007** 3.25" bar pin through the bottom eye of the front shock. (Use a bench vise to assist in pushing the bar pin through the bushing). Install the front shock starting from the top. Attach the top of the Full Traction shock absorber using the supplied stem cushions and hardware. The shock will now hang from the stem.

6. Position new front Coil Spring on axle pad. Re-install coil spring retainer and bolt. Torque to 16 ft/lbs. Raise the axle into position until Coil Spring seats in upper mount, then raise axle another 2". Attach lower shock bolts. Torque upper shock nuts to 17 ft/lbs and lower shock bolts to 20 ft/lbs. Repeat same for opposite side of vehicle. **Fig.4**

7. Install new FTS sway bar disconnects. Secure hardware. **Fig.5**



## PART 2 - REAR

### DISASSEMBLY - REAR

1. Raise rear of vehicle with floor jack and support frame with jack stands. Remove rear wheels.
2. Locate and remove existing rear Lower Control Arms. Save hardware to be used again on new Full Traction control arms.
3. Disconnect rear track bar from the upper mount position on frame. (Passenger side).
4. Remove rear shock absorbers.
5. Lower rear axle until coil springs are free from upper seat. Remove coil springs.



### INSTALLATION - REAR

1. **Note:** *New FTS rear lower control arms are built with a hole in the top gusset to differentiate them as rear arms on the ZJ.*

Position rear Lower Control Arms into existing front and rear mounting brackets and install using hardware previously removed. Do not tighten at this time.

2. Install new Full Traction rear Track Bar Mount Bracket. Use 1/2" x 2.5" Bolt thru bracket to frame. Install 1/2" Washers and metal lock nut. Install 3/8" x 1" Bolts, Washers, and nuts into side of frame bracket as shown in **Fig. 6**
3. Install new rear Coil Springs and new longer Shock Absorbers. At this time, torque existing lower control arm nuts to 130 ft/lbs.
4. Attach rear track bar into new Track Bar Mount Bracket, as shown in **Fig.6** Use Factory bolt and nut. Torque nut to 37 ft/lbs.

Cycle steering lock to lock and inspect steering, suspension and drive line systems for proper operation, tightness and adequate clearance. Recheck brake hose/fittings for leaks. Be sure all hoses are long enough.

5. Install the wheels. Remove the jack stands and lower the vehicle.
6. Install the front track bar. See next page.

## Adjustable Front Track Bar for 3.5" lifted Jeep ZJ

### **IMPORTANT !**

Avoid a broken or bent tie rod end.  
Read this now before installation and driving vehicle.

***NOTE: Attach trac bar to the axle after vehicle is sitting on level pavement with weight on the suspension. The axle must be centered under the vehicle before the Trac Bar is attached to the new bracket.***

1. To mount the track bar, install **MO3382** polyurethane bushings and **SLE104** sleeve into eyelet of new front track bar. Insert factory bolt or similar size bolt which mates with the inside diameter of the sleeve inside **MO3382** bushing. A 1/2" Diameter x 2.5 bolt is included in this kit if the installer chooses to drill out the axle bracket to accommodate the larger and stronger bolt assembly and to safely secure the track bar to the axle mounting point. *(Not Shown)*



2. Proper installation of **ES2223R** tie rod end is very important. Install the 11/16 Lock Nut onto the treads of the new tie rod end. Install the tie rod end all the way into the track bar threads. There must not be more than 3-4 threads showing outside the lock nut as shown in **Fig. 7 Install nut and cotter pin as shown.**

3. It is mandatory to install and adjust the front track bar while vehicle is on the ground.

4. Retorque all hardware after test drive and immediately before and after off-road use.

#### NOTE

Off-road use is hard on sleeves and bushings. Be sure to replace them when they show signs of wear. Full-Traction Suspension will not warranty bent or broken tie rod ends or track bars which have been improperly adjusted or installed with the incorrect bushing size.

5. Check all bolts for proper tightness.

For information: 661-398-9585

## **CHECKS AND ADJUSTMENTS. VERY IMPORTANT**

- \* Have vehicle professionally aligned.
- \* Recheck all hardware for tightness after the first 100 miles.
- \* To adjust location of front axle (side to side), Adjust rod end located at the end of the Adjustable track bar to move axle to the desired location. Tighten jam nut on Rod End, then torque.
- \* Steering stops can be adjusted by use of spacers behind welded jam nuts or by use of a secondary jam nut (not provided).
- \* Headlights should be adjusted.
- \* Rotate front and rear drive shafts with suspension hanging. Depending on engine, transmission and differential combinations, it may be necessary to modify drive shafts to accommodate the lift.  
Footnote: Vehicles equipped with light duty, double offset joint (rubber boot) front driveshafts must be replaced with spicer constant velocity (CV) type.
- \* Alignment of front wheels will be required, use factory specifications.

### **TORQUE SPECIFICATIONS**

Lower Control Arms-to-Axle	130ft/lbs.
Front Shock Absorbers at Axle	20ft/lbs.
Center Link-to-Pitman Arm	35ft/lbs.

Congratulations on your choice of a performance engineered FULL-TRACTION Suspension System. Proper maintenance of the kit will ensure years of both on and off road enjoyment. Check and re-torque all hardware every 500 miles or after EVERY off-road use. Keep all bushings and pivot points properly lubricated. Periodically check wheel alignment and check for abnormal tire wear.

Mfg. By:

FULL-TRACTION SUSPENSION  
6951 McDivitt Dr. Bakersfield Ca 93313  
Tech Ph: (661)398-9585  
sales@full-traction.com  
www.full-traction.com



Place Warranty Sticker Here

# 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 FTS7405 Description: Jeep ZJ 3.5" Suspension System

Mail or Fax To:  
Full Traction Suspension  
6951 McDivitt Dr  
Bakersfield Ca 93313  
  
Fax: 661-398-9555

Warranty Registration Number \_\_\_\_\_



WARRANTY FORM

WARRANTY FORM