



FALCON SHOCKS

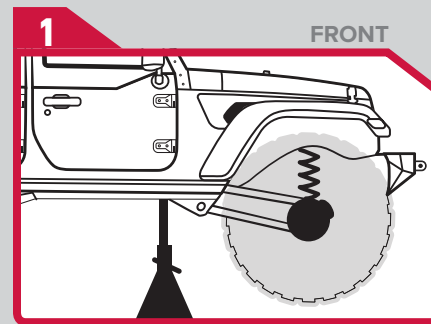
JEEP JL PIGGYBACK

QUICK START GUIDE

Every aspect of vehicle dynamics must be considered in developing a properly engineered suspension system to ensure predictable handling and a smooth ride. This includes correct suspension geometry as well as properly matching the shock's compression and rebound to the spring rate.

Falcon Shocks went back to the drawing board to engineer brand-new shock absorber systems that are properly matched to the factory spring rate resulting in a sportier ride with better control and handling without sacrificing ride quality. Our in-house engineering experts have invested hundreds of hours in dyno verified – as well as real world on and off-road driving – shock tuning to deliver optimal results. Results that can be felt in a “seat-of-the-pants” drive.

All Falcon Shocks are designed, engineered, and built with state-of-the-art methods including CAD designs, finite element analysis (FEA), in-house lab simulation, and real-world street and trail testing.

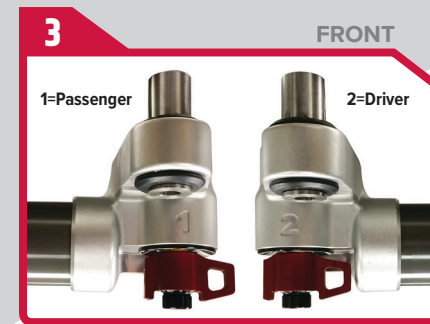


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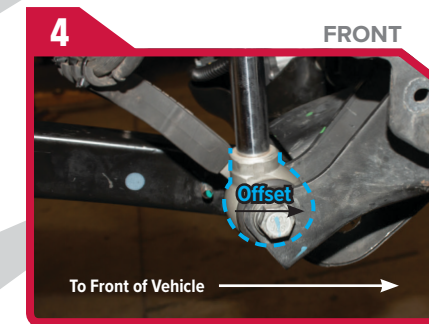
- INSTALL PREP:**
- Remove front shocks (refer to factory service manual)
 - Removal of tire is optional
 - If installing with the tires on the ground, disconnect the trackbar on the axle end to better access the bracket bolts



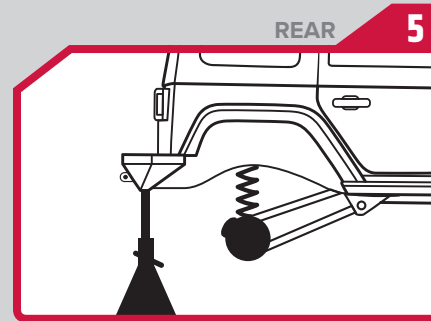
- 2**
- Trim fender liner using provided template (although the fender liner can be pushed out of the way, it will rub on the fender)



- 3**
- Install front shocks with shaft down (Shock #1; passenger side; Shock #2: driver side)
 - Torque upper bolt to 56 ft-lb



- 4**
- Orient eyelet with the offset facing toward the axle for maximum shock body to spring pad clearance
 - Torque lower bolt to 56 ft-lb

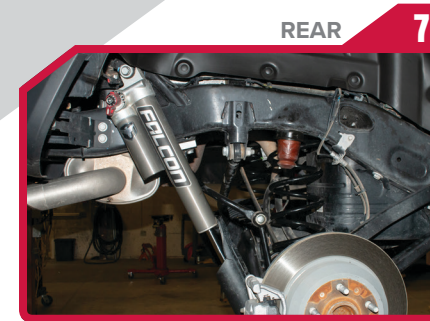


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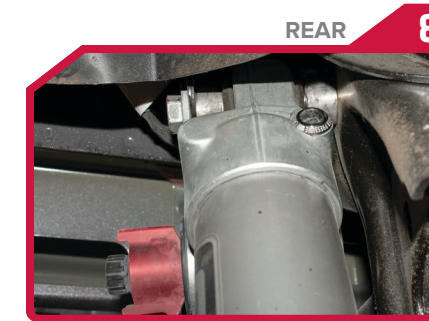
- INSTALL PREP:**
- Remove rear shocks (refer to factory service manual)
 - Remove the lower section of the rear fender liner



- 6**
- Install roost guards onto rear shock eyelets using provided hardware
 - Apply thread locker to roost guard bolts and torque to 30 in-lb



- 7**
- Install rear shocks with shaft down (Shock #1; passenger side; Shock #2: driver side – ensure reservoirs face rearward)



- 8**
- The rear shock has a centered sleeve
 - Torque upper bolt to 56 ft-lb



- 9**
- Rotate shaft until lettering on roost guard faces forward
 - Torque lower bolt to 56 ft-lb



- 10**
- Remove all four sway bar mounting bracket bolts
 - Install sway bar drop bracket blocks using the provided hardware
 - Torque bolts to 50 ft-lb

NOTES



RED LINE FULL SYNTHETIC OIL HAS A HIGH VISCOSITY INDEX OF 540 FOR SUPERIOR ALL-WEATHER PERFORMANCE.



HAND WASH WITH SOAP AND WATER FOR CLEANING. DO NOT CLEAN WITH ACIDS.



3 YEAR WARRANTY TO BE FREE OF DEFECTS AND WORKMANSHIP. REPAIR OR REPLACE AT NO COST.