



Service Bulletin

Subject: AEV JK Wrangler Dualsport Suspension Installation Supplement

Applicable Models: 2007-2018 Jeep JK Wrangler

Overview: This covers a few commonly asked questions regarding JK suspensions that are not in the FAQ's or instructions.

Alignment: AEV recommends keeping all alignment angles within Jeep factory specifications

Hardware:

The photo to the right shows an extra hardware bag that comes with the High Steer Kit that is not used. It is part of the universal mounting hardware included with the steering stabilizer.



Included with the hardware for the rear suspension is a bag with two thick washers and two thinner washers, the thicker ones are used to space the front transfer case crossmember down for driveshaft clearance, the thinner ones are used on the rear swaybar end links.

Driveshafts: 2012-2018 JK's will experience interference between the exhaust Y-pipe and the front driveshaft with any lift over 2.5". There are multiple ways to



Service Bulletin

address this including a narrower driveshaft or exhaust modifications. We use a custom exhaust piece for the clearance but there are many options for this concern.

2007-2011 JK's will require a narrower diameter front driveshaft for automatic transmission clearance

Rule of thumb with double-cardan driveshafts: the joint that is not a double-cardan should have very little to no angle. The solid front axle on a JK cannot adjust the pinion angle without affecting the caster angle.