



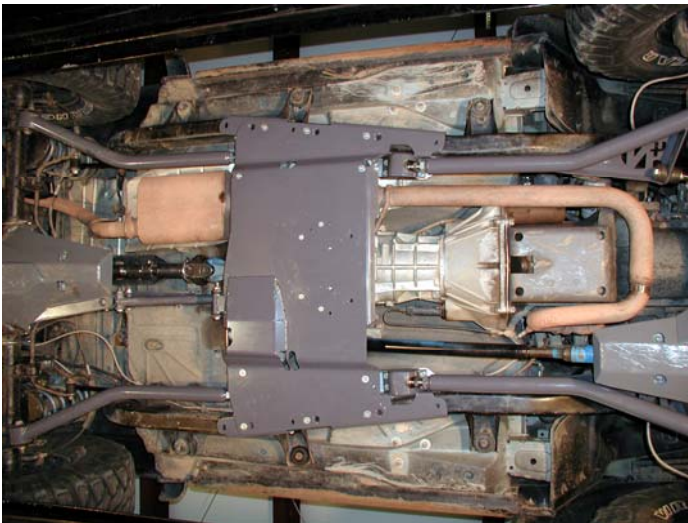
(n<sup>th</sup>)°mobility

## LONGARM GYROJOINT™ SUSPENSIONS FOR TJ S (COVERS CONTROL ARM KIT ONLY- "LAG TJ")

### FEATURES

#### GyroJoint™ Control Arms

- Spherical 'Ball-in-Socket' Design at frame-end of each arm for total flexibility with noise-free operation.
- 2" diameter ball with 1" diameter threaded stud made of 4130 'chromoly' steel.
- Two-piece 'Socket' of tuned-durometer (i.e. stiffness) urethane has much larger isolation volume than stock bushing.
- Lengthen adjustable arms without disconnecting either end – simply turn ball-stud in/out of control arm tube.
- Zerc-greaseable design assures long life – grease naturally 'pumps' from zerc toward stub opening to push dirt away instead of allowing/drawing it into the joint.



- Retains factory bushing at axle ends to deliver best possible ride and fit stock brackets.

#### 'Dog-Leg' Long Arm Design

- Single-bend tube design keeps arms high and 'tucked' inside frame as long as possible before turning down-out to stock axle attachment points – arms are nearly 'invisible' from side of vehicle for extremely high clearance
- 'Y'-type front arms use adjustable preload stud-type bushings to control caster angle without compromise of full articulation potential with long bushing life.
- Easy and fast caster angle adjustment without disconnecting arms, etc.
- Compatible with all stock late-Jeep front axles (i.e. Rubicon Dana 44 low-pinion and XJ/MJ Dana 30 high-pinion) and other high-pinion axles.

- Tubes made from 2.0" O.D. x .188" wall 4130 'Chromoly' steel.

#### Interlocked Subframe-based Mounting Point

- Each subframe connects to outside \*and inside\* of frame rail at four weld-in crush sleeves (8 points total), plus two additional bolts through Tummy Tucker™ for 13 total connection points per side.

- Left/Right side frames 'sandwich' between normal Tummy Tucker™ center skid and frame rails – lowers skid by only thickness of steel - 1/4".
- Rear GyroJoints™ located above trailing edge of Tummy Tucker™; Fronts ahead and only slightly lower than skid.

#### Compatibility / Serviceability

- Fits all TJ years including Rubicon and Unlimited models.
- Uses a 'normal' exhaust system routing that fits with 100% of stock exhaust system including all versions of factory-original catalytic converters and mufflers – requires only easy at-home or muffler shop modification to pipe in front of oil pan and hanger rod at trans (welding required).
- Mounting provision for Rubicon TJ locker pumps is highly protected alongside front driveshaft and does not involve center skid for easier service work.
- Tummy Tucker™ can still be removed as normal for servicing drivetrain without dropping control arm subframes.

### BENEFITS

- Outstanding Handling from proper suspension geometry using Instant Center positions designed to keep Anti-Drive and Anti-Squat percentages low in spite of suspension/ride height.
- Unbelievably low Ride 'Harshness' via GyroJoint™-plus-stock-bushing arm design and good control arm angles – no 'jolts' from every rock, pebble, and tar-seam.

#### Incredible Ground Clearance

- Maximum ground clearance from tire-to-tire that is virtually as high as the center skid (nearly 21" on +6" system with 35" tires!)

- 'Ledge Clearance' (behind front tires and in front of rear tires) is substantially *higher* than axle centers – never be limited by suspension component clearance!



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