



# FALCON SHOCKS

## JEEP JL DIESEL/392/4XE 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.

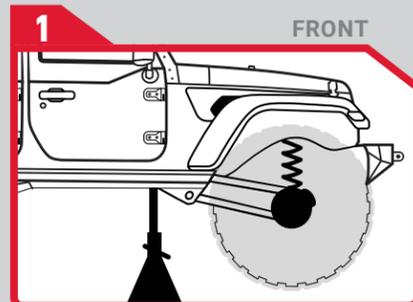
Falcon Shocks went back to the drawing board to engineer brand-new shock absorber systems that are properly matched to the factory spring rate resulting in a sportier ride with better control and handling without sacrificing ride quality. Our in-house engineering experts have invested hundreds of hours 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.

Scan For Video Instructions



<https://www.falconshocks.com/videos>



- 1** FRONT
- INSTALL PREP:**
- 4XE ONLY - #36-07-02-100 Speaker Relocation Kit Required.
  - Remove the front shocks. (refer to factory service manual)
  - Removal of tire is optional.



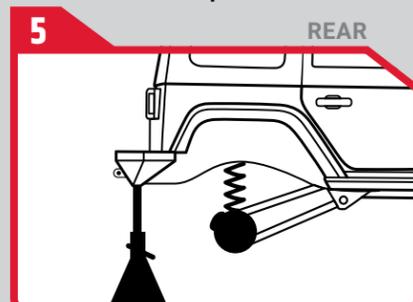
- 2** FRONT
- Trim the fender liner using the provided template.
  - 392 ONLY - Refer to 392 Vacuum Reservoir Relocation Instruction before proceeding to step 3.



- 3** FRONT
- Install front shocks with shaft down  
Shock #1= passenger side  
Shock #2 = driver side
  - Torque upper bolt to 56 ft. lbs.



- 4** FRONT
- Follow the SP2 Mode Adjust Guide and set the shocks to the desired mode.
  - Orient the eyelet with the offset facing toward the axle for maximum shock body to spring pad clearance.
  - Torque lower bolt to 56 ft-lb.



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



- 6** REAR
- Install the roost guards onto the rear shock eyelets using the provided hardware.
  - Ensure Falcon logo faces the front of the vehicle.
  - Apply thread locker to the roost guard bolts and torque to 30 in-lb.



- 7** REAR
- Install the rear shocks with shaft down.  
Shock #1= passenger side  
Shock #2 = driver side
  - Ensure reservoirs face toward the rear of the vehicle.



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



- 9** REAR
- Follow the SP2 Mode Adjust Guide and set the shocks to the desired mode.
  - Rotate shaft until lettering on roost guard faces forward
  - Torque lower bolt to 56 ft-lb



- 10** REAR
- This step is for 392/4XE ONLY.
  - DIESEL VEHICLES - Skip this step and discard included spacer kit.
  - 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.