

(nth)° mobility

2007 Product Catalog



775-885-8454 • www.nthdegreemobility.com

Welcome to Nth Degree Mobility!

We are a company based on a simple motto: Create the best-possible products based on sound engineering and clever, innovative design. We are offroad enthusiasts just like you, with an experienced suspension Engineer designing our products. You can be rest assured that we are committed to making the very best products for your vehicle. We believe that durability and safety are just as important as functionality and versatility. You can equip your rig with the confidence that we have done our homework to transform your rig into the most enjoyable and dependable machine you have ever hoped for.

Inside this catalog, you will find our current product offerings and some new products that should be available before our next catalog goes to print. You will also find products from manufacturers that Nth° has teamed up with to create coordinated or specialized applications of their products, plus a variety of very cool products that we think will appeal to our discerning customers.

Modifying your vehicle is not a simple matter, so we have included detailed information on all of our products (even more information is available on our website, www.nthdegreemobility.com or www.jeep411.com). Our knowledgeable and experienced staff is available to help you make good choices that fit your present needs as well as future plans. We can tailor fully integrated packages to outfit your vehicle to any level you desire with a minimum of 'figure it out yourself' hassles and unnecessary expenses.

We appreciate your interest in our products and value your business – your satisfaction is our most important goal. We are here to help before and after you buy, so take a look and let us know how we can help YOU.

Jim Frens
President
Nth Degree Mobility

That's Jim, right here.

Yes, we have many furry employees too.

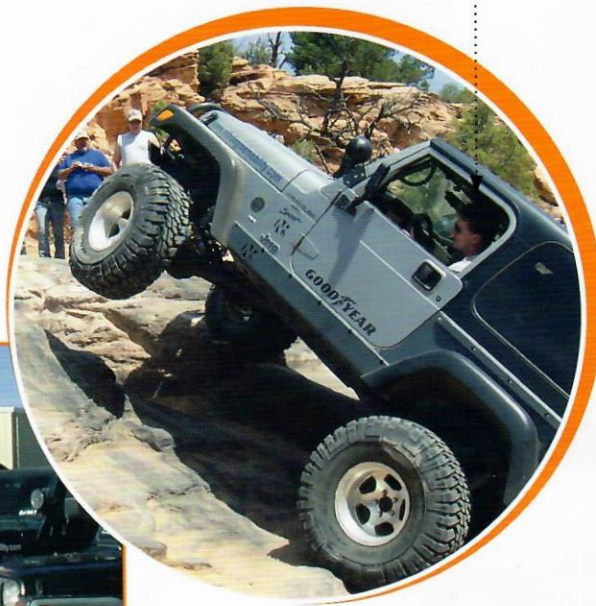


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Product Warranty

Nth Degree Mobility warrants its products to be free from manufacturing defects for as long as the original purchaser owns the vehicle on which the Nth Degree Mobility product was originally installed; this warranty is non-transferable. Nth Degree Mobility does not warrant for misapplication, mis-installation, mixing components with other manufacturer's systems, modification in any form, or for competition/race or commercial use. Due to the typical use of off-road chassis parts, product finish is excluded from this warranty. Items that are subject to wear are not considered defective when worn. Product failures resulting from non-performance of required maintenance is not covered. No other warranties are expressed or implied. This warranty is void outside North America.

If an Nth Degree Mobility product proves to be defective for materials or workmanship, a warranty claim may be made; proof of original purchase is required. Nth Degree Mobility's limit of liability under this warranty is to repair or replace (at Nth Degree Mobility's option) the defective product or component. Consequential costs are not covered, including, but not limited to: labor fees, loss of use, loss of time, and/or freight charges. If a product fails in a manner not attributable to materials or workmanship, Nth Degree Mobility will consider a claim once the customer has supplied adequate verification that the product was properly installed on the correct application and used appropriately. To help in determining warranty of non-defective breakage claims, the customer may be required to provide pictures of the failure, a description of the circumstances, and/or return the broken parts for analysis. Nth Degree Mobility understands that off-road products can see severe use, but reserves the right to determine if abuse was a factor and deny claims in such cases.

New Product Return Policy

Return of uninstalled products must be accompanied by a return number, which is obtained by calling Nth Degree Mobility within 30 days of receipt of the product. Once the product is received at Nth Degree Mobility in complete and resalable condition, the customer will be issued a refund of the purchase price (excluding taxes and shipping). Returns are subject to a restocking fee, and shipping costs are the responsibility of the customer. Once a product has been installed, it cannot be returned for a refund.

Safety Advisory

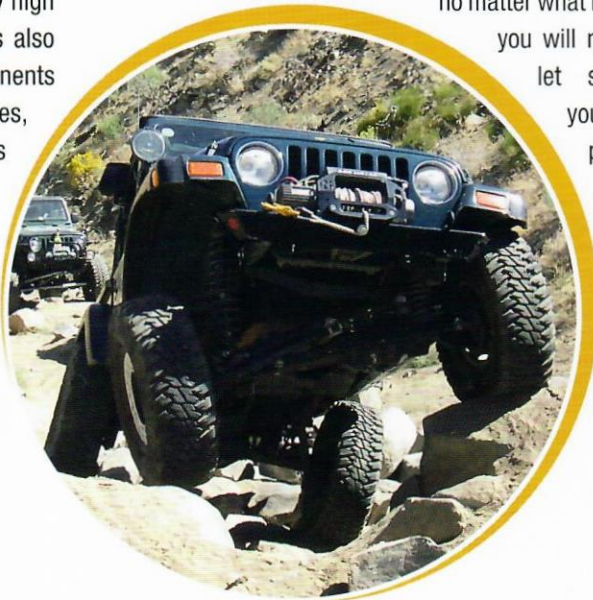
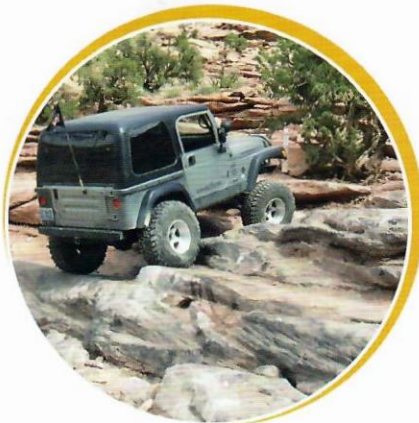
Operating a vehicle off-road significantly increases risks of vehicle damage and/or rollover and requires driving techniques and extra precautions not typically required or learned for on-road driving. Know the limits of yourself and your vehicle; if you don't, Nth Degree Mobility recommends taking a professional off-road driving course. Remember to wear your seatbelt at all times and don't drive under the influence of drugs or alcohol – not anything, anywhere, at any speed!

Most aftermarket suspension parts will affect a vehicle's ride, handling, and braking properties. A vehicle's susceptibility to rollover is affected by many factors, not just the height of the center of gravity. A general guideline is to increase track width in proportion to increases in vehicle height, but does not account for other factors.

Since each individual, personalized vehicle may have a different combination of parts including tires, engine size, weight distribution, etc. it is impossible to fully predict or guarantee the effect that a single product will have on a particular vehicle. Consequently, Nth Degree Mobility cannot and does not offer any guarantee as to the overall safety or handling behavior of a vehicle on which an Nth Degree Mobility product has been installed. Nth Degree Mobility makes every effort to optimize the dynamic effects of each product based on testing of representative vehicles, but it is the customer's responsibility to test their vehicle to determine any changes in handling behavior and adjust their driving accordingly and inform any others who may drive the vehicle. If you feel that the effects after installation of an Nth Degree Mobility product are not acceptable, we will attempt to help you identify the cause of the problem – but we can only offer suggestions, not guarantee solutions!

Nth° Suspension Systems

Now you *can* have it all! Every trail-ready-but-still-street-driven 4x4 should be able to handle everything from rush-hour traffic or a twisty mountain road to long bumpy backwoods fire roads or even a brutal class-5+ rock monster. Each system we have put together is totally engineered and integrated package designed to deliver unparalleled on and off-road performance. While we strive for incredible performance in all conditions, we also place a very high priority on safe and predictable handling. Nth° suspensions also features the highest ground clearance and the toughest components possible. If you demand the absolute best, without compromises, we have the most innovative and well-rounded suspensions money can buy.



All Nth° systems are designed to deliver the best possible handling behavior* for their lift height, so you *never* have to choose performance at the expense of safety. Keep in mind that for every inch of added suspension height, the amount of things that must be addressed by the design of the suspension system goes up dramatically. You will not find any cut-rate suspension systems here, but you will find that no matter what height you choose, you will never be afraid to let someone borrow your Jeep to make a pizza run.

The 'Upgrade Path' (how to get from a Short-Arm to a Long-Arm the incremental way)

Because we know that many of you prefer to "take it slow" with your vehicle's modifications, you may (or may not) be thinking that you want a long-arm system someday. But you may want to start at a more moderate level. For this reason, the entire Nth° suspension

lineup has been efficiently planned for an easy and simple upgrading process that keeps your extra costs down by sharing common parts through all systems. We'll even help you figure out the best upgrade steps for your specific needs and wants.



This is only an Example of your many possible upgrade paths.

"At least ¾ of what makes a vehicle handle well has to do with the rear suspension's design and tuning...that's because it must 'know' how to properly 'follow' the front end without the benefit of the driver's direct input via the steering. This is also why Nth° suspensions involve much more parts and modifications to the rear suspension versus the front than anyone else's systems."

*Handling is really two things: handling *limits*, which are the fun numbers (such as max. speed through a slalom course or max. 'g's on the skidpad), and handling *behavior*, which is what you have left after the numbers; it's the real world 'what is it like to drive' information. Handling behavior deals with how the vehicle responds to driver input- if you swerve to miss an object in the road, are you likely to lose control of your vehicle, or will it handle in a predictable way leaving you in control? For instance, when modifying a vehicle's ride height the *handling behavior doesn't have to degrade* proportionately to the ride height change (i.e. the amount the c.g. was lifted) if the design and tuning of the suspension is done properly. This is what Nth° excels at.

Jeep JK Wrangler Suspension and Skid Plates

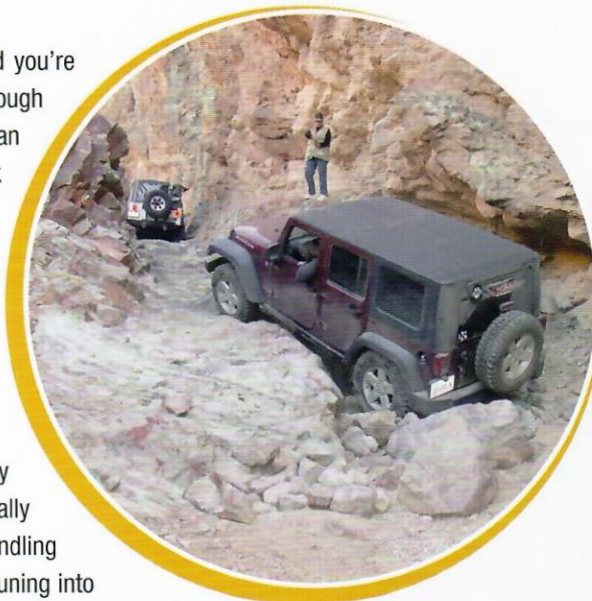
Where's the JK Suspensions?

If you are the proud owner of the newest generation of the Jeep Wrangler and you're anxious to 'lift it right', fear not, we have been working diligently just for you. Though they were not ready in time for the printing of this catalog, we have designed an array of suspensions systems that - as with TJ Wranglers - will set the benchmark against which all other suspensions are measured...specifically in heights of 1.5", 3.0", 4.5", and 6.0".

Our groundbreaking TJ suspensions debuted late in the TJ's production cycle, so we had the luxury of knowing what *not* to do from other's shortcomings and chronic issues. The JK is a new Wrangler with a totally new chassis, and that is what has been taking us so long; basically getting to know a new vehicle and letting it 'show' us what the best approach should be. As it turns out, the right way to lift a JK is also very different than TJ. On top of that, the basic design, and especially the tuning, is actually quite a bit "off the mark" for what we think ride and handling should be in a Jeep. So...we've not only put our trademark level of design and tuning into lifting the JK, we've made changes that would improve even an un-lifted JK. Unfortunately, all this progress takes a bit of time...

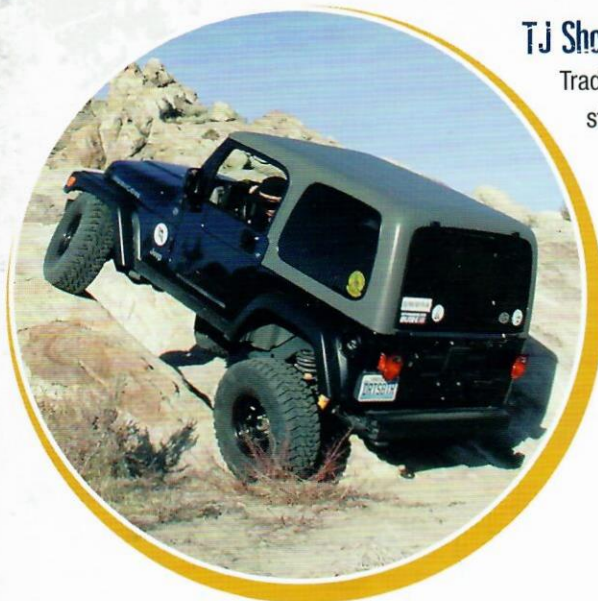
We could show you rough pictures of handmade prototypes, or plenty of computer models. We could fill this page with details of the new JK suspensions, but we are going to make everyone wait just a bit longer. So for now we'll tell you this, if you think you know what our designs for the JK will look like, you're wrong! Though JK still rides on coil springs atop solid axles with 5-links locating them, that is where the similarities end. Our JK suspensions are designed to take advantage of the specific and unique architecture of the JK chassis. Also, as with TJ, our designs are strikingly different than anything else on the market. For this same very important reason, we don't just use engineers to design brackets, etc., we truly engineer our suspensions based on proper theory and formula.

The results of all this time and calculating will be well worth the wait! By early summer you'll be able to buy the finished designs, making every drive in your Nth° suspended JK just as great as our TJ customers enjoy already. For the latest information, expected release dates, and waiting list information, visit our website at www.nthdegreemobility.com, or give us a call at 775-885-8454. Thanks for waiting...you'll be glad you did!



TJ Short-Arm Systems

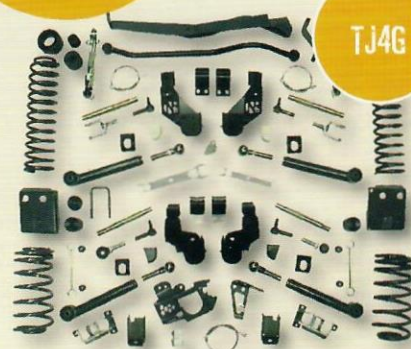
Traditionally, 'short-arm' suspensions use control arms of about the same length as the stock suspension and the stock suspension geometry mounting locations. The problem is that geometry is not 'scalable'. If you just 'jack it up' for more clearance, etc., you will get unwanted 'side effects' such as darty steering and heart-stopping instability, but not here. We feel that handling is the one thing about a street-driven vehicle that should never be compromised for the sake of other improvements. That is why every one of our short-arm systems includes Geometry Correction™ to restore handling via additional parts and install steps that correct the negative effects of 'lift'. This, along with our benchmark level of suspension tuning, translates into amazing on-road handling and off-road performance at any suspension height.



NEED
MORE INFO?
CHECK OUR
WEBSITE!

Nth01410 TJ4G GyroJoint™ Short-Arm System (Fits up to 33" Tire)

The pinnacle of short-arm technology – this is the farthest you can take your stock-framed Wrangler. This system addresses all typical 'quirks' of short-arm lifts including rear-end jacking, and limited downtravel. The four bolt-on GyroJoint subframes provide complete Geometry Correction of all the Upper and Lower Control Arms. On-road and off-road ride and handling are equal to or better than typical long-arm systems, but with shorter/cheaper installation time and avoiding the permanent modifications. Shocks and Rear Drive Shaft are required to complete this system. For more information on our GyroJoints see pages 4 and 18.



TJ4G

Nth01400 TJ4 Conventional Short-Arm (Fits up to 33" Tire)

Nth01300 TJ3 Conventional Short-Arm (Fits up to 32" Tire)

These systems use regular, fixed-length lower control arms with stock-type bushings and are comparable to typical lifts found elsewhere. However, these lifts include some indispensable Geometry Correction, in the rear suspension. This is to maintain acceptable handling and provide better hill climbing characteristics. As with all Nth° systems, they include our Frequency-Tuned™ springs for outstanding ride and handling balance. Because our long-arm systems use spacers, the TJ3 can be upgraded to become a TJ5 and keep the same springs, while the TJ4 can be turned into a TJ6.



TJ4

Nth01302 TJ3 Entry Level Short-Arm System (Fits up to 32" Tire)

This budget-minded system features our Frequency-Tuned springs and the necessary spacers, links, and brackets to create a good setup for primarily street and mild off-road use.

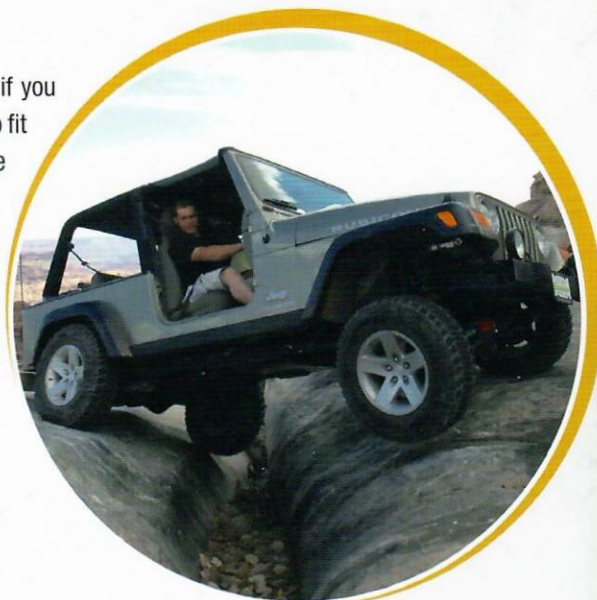


TJ3-

TJ Spacer Systems

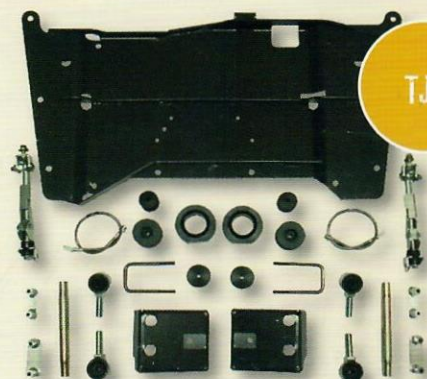
Others have a 'budget boost', but that's just for posers and 'mall crawlers'...what if you want a serious trail rig that the 'vertically challenged' can get into or maybe it needs to fit in your vertically challenged garage? How about a 'stealth' rig that has up to 5" more ground clearance than stock but sits just 2" taller overall, and that's with the same tires! These systems combine our Tummy Tucker™ with a spacer/bracket lift and some innovative shock brackets to allow you to keep all of your stock suspension. These are great options for those new to the sport, or who want to minimize 'warranty hassles' on their brand-new rig. If you get the bug to go higher later, you'll save money two ways: you'll already own a Tummy Tucker that's compatible all the way up to our tallest long-arm systems, and you'll only replace your springs and shocks one time.

"...your claims of off road capabilities may be somewhat understated." - TJ3, Mark



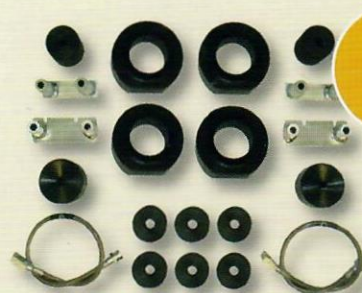
Nth0120x TJ2 "Serious" Spacer Lift (Fits up to 31" Tire)

Much more than just a 'budget boost', this system bundles a high-clearance Tummy Tucker center skid with our Lightning Rod™ Disconnects, rear spring relocators, and adjustable rear upper arms to create a 'low' lift system that really works wonders off-road. Without even changing tire size (max 31"), you gain nearly 5" of ground clearance under the middle of your Jeep, but add only 2" of height. This is a great setup for warranty-conscious new-Jeep owners who want to play now, and since 90% of the parts in this system can be retained all the way up to our full long-arm systems so it's a great starting point for those planning an incremental upgrade approach.



Nth01100 TJ1 Basic Spacer Lift (Fits up to 31" Tire)

A 'budget boost' with a twist...this one includes spacers for the shocks, so you truly retain stock ride and minimize cost by not needing to buy new shocks. This is a good way to get started by gaining some clearance with 2" of lift for the trail before investing in longer shocks for a taller lift.



Nth17777 Handling Improvement Kit

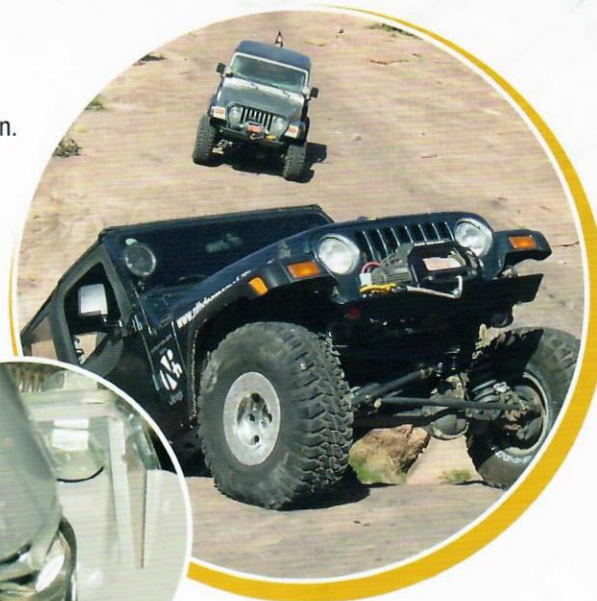
This is a combination of our Rear Trackbar Tower and Right Rear Control Arm Tower that can be added to any conventional shortarm TJ lift. When used in conjunction with Nth° rear lower control arm re-drill template (included), this kit will drastically improve handling by reducing rear roll steer geometry issues. Though not as effective as the Nth° Stinger, (center-mounted torque arm), this lower cost alternative makes a big difference in on and off-road handling without the need to replace an existing lift kit. This kit is included with our TJ3, TJ4 and TJ4G Systems



You can add an 'X-package' to any short-arm suspension system - even a non-Nth° one. Adding one to an Nth° short-arm lift makes a good 'intermediate' step to spread out your spending on your way to a full long-arm system (which requires an X-package). See page 7 for X-Packages.

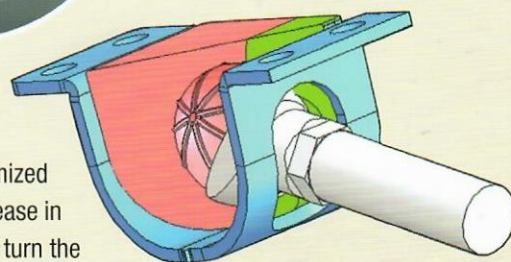
Nth° Long-Arm Systems

Long-arm designs nearly completely re-invent your rig from the frame down. Because of that, there's a lot of opportunity for improving ride, handling, and off-road performance. Getting all three at once is not easy, but at Nth° it IS available. Nth° long-arm systems have more ground clearance, more standard skid protection, and better on- and off-road performance than most ever thought was possible. We used sound engineering and vehicle dynamics principles to get these results, and came up with the GyroJoint and the ground-breaking 'DogLeg'™ high-clearance control arms. Our systems also have the Stinger™ center-mounted rear torque arm, Frequency-Tuned™ Springs, and a host of fully engineered parts that you will find throughout this catalog, putting Nth° long-arm suspension systems in a class by themselves and perfect for you when you want the best.



GyroJoint™

Our control arm joint design gives our long-arm and short-arm (TJ4G) systems something available nowhere else, bind-free articulation and a great ride in the same package! The spherical ball 'stub' at the end of the arm pivots within a two-part urethane 'socket' that is housed in a steel box. The urethane parts are optimized differently for front or rear arms and feature a lubrication arrangement that keeps grease in and dirt out. GyroJoints are easily adjustable, without disconnecting the arm, simply turn the stub with the supplied wrench, then tighten the jam nut. Also available separately for the DIY project. For more information, see page 18.



'DogLeg'™ Long Control Arms

Since clearance is at least as important as flex, all Nth° long-arm systems feature our 'bent long-arms' that dramatically increase your ground clearance by tucking the links up into the chassis – creating nearly constant clearance between the front and rear tires. The result is upwards of 5" more clearance in critical areas near the tires than regular straight arms provide. You'll almost never snag on them and rarely even scrape them – allowing you to climb bigger boulders and ledges than you ever thought possible.



SPRINGS

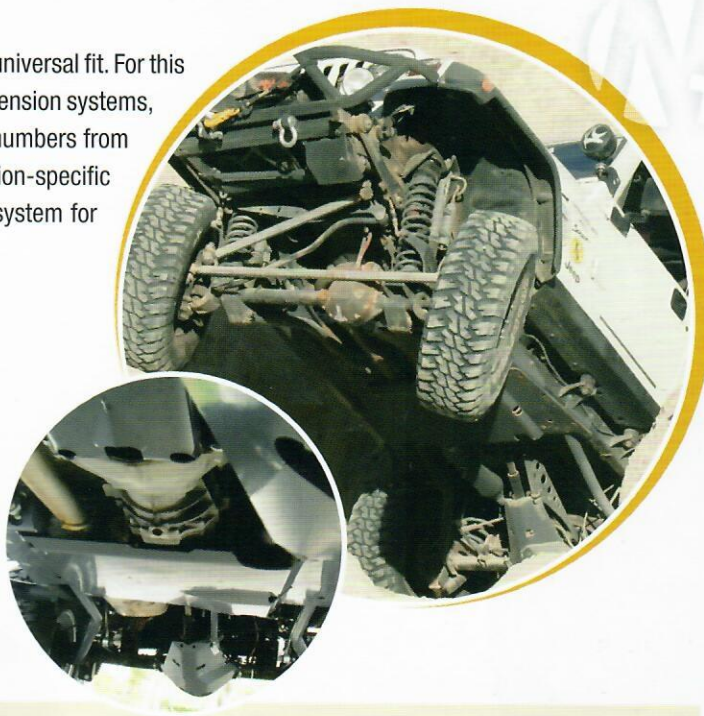
A spring is just a spring right?...WRONG. The factory uses up to six different front springs and seven different rear springs on TJs. Why so many? It's not just so that the height of every TJ from a stripped 4-cylinder soft-top or a loaded Rubicon Unlimited dual-top is the same. More importantly, it is so that they all ride and handle the same with the same frequencies. No other aspect of your rig's suspension has as much direct affect on ride, and especially handling, as these frequencies. Nth° springs are designed the same way, even including the special benefit of a rising-rate design in the rear: the more you load it, the stiffer it gets keeping the frequency nearly constant. Because the relationship of the front springs to the rear is also critical to great ride and safe handling, Nth° springs are tuned as matched F/R sets. As part of an Nth° suspension system or can be added to your existing 'lift', these springs perform both on-road and off like nothing else!



TJ Long-Arm Systems

One-size-fits-all products usually compromise function for the sake of universal fit. For this reason, many Nth° products, including some used in our long-arm suspension systems, have multiple versions that are application-specific. To keep the part numbers from becoming too numerous and confusing, we've grouped the application-specific parts into "X-packages". To 'build' a complete and correct long-arm system for your rig, follow these steps:

- 1 Choose your desired long-arm base package below
- 2 Find the correct X-package for your rig from the chart on page 7
- 3 Choose from the appropriate Nth°-recommended shocks on page 21
- 4 Pre-spec'd rear Drive Shaft kits are available directly from Nth° on page 21



TJ Wrangler Long-Arm Base Package

P/N*	Kit	Height	Tire Size	Years	Application/ Wheelbase
Nth01501	TJ5	+4.5"	33"	97-06	TJ Wrangler - SWB
Nth01503	TJ6	+6.0"	35"	97-06	TJ Wrangler - SWB
Nth01510	TJ5U	+4.5"	33"	04-06	TJ Wrangler - LWB
Nth01610	TJ6U	+6.0"	35"	04-06	TJ Wrangler - LWB
Nth01504	TJ5S	+4.5"	33"	97-06	TJ Wrangler - SWB + 5.5" Stretch*
Nth01604	TJ6S	+6.0"	35"	97-06	TJ Wrangler - SWB + 5.5" Stretch*

*for more info on Stretch Systems see page 8.

**Shocks and Drive Shaft are required to complete all long-arm systems.

DO YOU
HAVE A
QUESTION?
775.885.8454

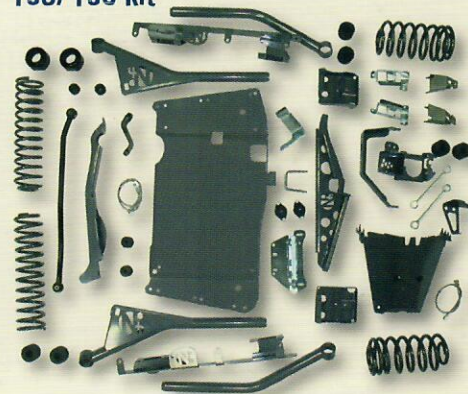
TJ Wrangler Long-Arm Upgrade Kits

P/N*	Kit	Years	Application/ Wheelbase
Nth14002	LAG-TJA	97-06	TJ Wrangler - SWB*
Nth14003	LAG-TJB	04-06	TJ Unlimited -LWB*
Nth14004	LAG-TJC	97-06	TJ Wrangler - SWB + 5.5**
Nth1400x	TJ5S-TJ6S	97-06	Stretch Upgrade for Existing TJ5 or TJ6 Customer**

*Kit includes Long Arms, Subframes and GyroJoints only

**Kit includes Rear Spring Perch/Shock Mount, Stinger Boom, Rear Long arms, Stretch Fuel Tank and Stretch Corner Guards

TJ5/TJ6 kit

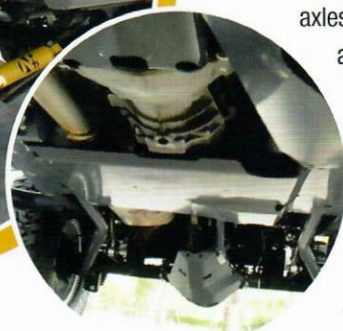


Have a
special application?
We've got you covered for:

- High Pinion 60 (any brand)
- Ford 8.8
- AiRock



YJ Long-Arm/Coil Conversion System



Nth° long-arm coil suspensions are *the* thing for serious owners of daily-driven TJ Wranglers, but what if your Wrangler is riding on leaf springs? No problem! YJ owners can now install virtually the same suspension system. Which essentially turns your square-head lighted rig into a long-armed TJ from the frame-down, and allows you to enjoy the same ride, handling, and off-road performance. The YJ systems can be ordered as either stock-wheelbase or our +5.5" 'stretched' version, and both can be configured for either stock TJ axles (or any axles made to fit a TJ) or it can be used with the optional axle bracket set to adapt any axles you prefer (including full-width). The weld-on frame brackets and other additional parts add just a few hours to the standard TJ installation time, but will bring your YJ years ahead in suspension performance.

For details on the actual suspension and its sub-kits, refer to the TJ systems in this catalog. Listed below are the part numbers for the overall YJ systems and the YJ-specific parts that can be ordered separately. You may also order the required factory TJ parts directly from us if you prefer not to scrounge for them yourself.

Nth° YJ6/YJ6S Quick Facts:

- 6" GyroJoint™ Long-Arm Coil conversion suspension that virtually duplicates a TJ chassis.
- Available in stock wheelbase or +5.5" stretch versions.
- Allows use of stock TJ axles or TJ-compatible custom axles (or any axles via optional axle bracket set).
- Uses 95% of TJLA system's parts plus some original TJ components (available separately).
- Can be used with existing YJ Tummy Tuckers™, Stinger/Sliders.
- Requires no more skills than standard TJ long-arm install – just adds frame modifications.
- Fits up to 37" tires with properly executed TJ fender flare conversion (not included).
- Shocks and Drive Shafts available separately (same p/n's as used for TJ; front should be converted to double-cardan at t-case like TJ).
- YJ Stretch version comes with fuel tank and corner guards as with the TJ stretch package; pre-bent tailpipe optional.



P/N*	Description	Notes
Nth01620	YJ6 Long Arm Coil/Shock System	TJ6 System + YJ Frame Brackets
Nth01621	YJ6C Long Arm Coilover System	TJ6 System + YJ Frame Brackets + Coilovers in Front
Nth01622	YJ6S Long Arm Coil/Shock System w/5.5" Stretch	YJ6 System with 5.5" Stretch (for more information on 5.5" stretch, see page 8)
Nth01623	YJ6CS Long Arm Coilover System w/5.5" Stretch	YJ6 System with 5.5" Stretch (for more information on 5.5" stretch, see page 8)
Nth01651	TJ-Spec Axle Bracket Set	All axle housing brackets needed to connect most axles to any Nth° long-arm system.
Nth01652	YJLA Frame Bracket Set	All bracketry needed to adapt an existing TJ6 or TJ6S system for use on a YJ (these are included in YJ6/S base systems)
Nth01624	Lightning Rod Disconnects	YJ-specific version of our front swaybar disconnects (these are included in the YJ6/S base systems)
Nth23042	TJ Rear stabilizer kit	Includes stabilizer bar, saddle bushings / brackets, and fasteners (including four factory shoulder bolts for end links)
Nth23043	TJ Rear track bar	Includes hardware
Nth23073	YJ Stretch Fuel Tank	For use with YJ6S (included in YJ6S and YJ6CS)
Nth25155	YJ/TJ Stretch Tail Pipe	For use with YJ6S; includes clamp (same p/n as used with TJ6S)
Nth18150	YJ/TJ Stretch Corner Guards	For use with YJ6S or YJ6CS (TJ style filler location and TJ Tailgate hinge cutouts)

Jeep TJ / YJ Wrangler X-Packages

An Nth° X-package is simply a 'bundle' of application-specific products that has been grouped together and given a part number and a price that's lower than what the parts would cost if purchased separately. For the Jeep YJ and TJ Wranglers, each X-package includes a Tummy Tucker™ center skid, and Slider™/Stinger™ rear torque-arm and axle skid combo (or 'universal' Stinger depending on your rear axle). The combination of part numbers in each package fits *one* specific vehicle configuration, so there's only *one* X-package that will fit your Jeep. You must specify an X-package to complete a long-arm system order or you may add one to maximize an Nth° short-arm suspension system. Our X-Packages can also be added to any existing TJ or YJ with 2 or more inches of Suspension Lift.



TIP

Did you know that most of the Production Tummy Tuckers are all ready to go if you have an Atlas Transerchase, the rest only need simple modifications. Call for details

Find your year, engine, trans & t-case

Axle, Wheelbase	1987-2002 Jeep YJ / TJ 6 Cyl, Manual, NV231	1987-2002 Jeep YJ / TJ 4 Cyl, Manual, NV231	1987-2002 Jeep YJ / TJ 6 Cyl Auto, NV231	2003-2006 Jeep TJ 6 Cyl, Manual, NV231	2003-2006 Jeep Rubicon 6 Cyl Manual, NV241	2003-2006 Jeep TJ 6 Cyl, Auto, NV231	2003-2006 Jeep Rubicon 6 Cyl Auto, NV241
Dana 35a, SWB (1987-1996)	Nth19001	Nth19011	Nth19021				
Dana 35b, SWB (1997-2006)	Nth19002	Nth19012	Nth19022	Nth19032		Nth19052	
Dana 44 SWB	Nth19000	Nth19010	Nth19020	Nth19030	Nth19040	Nth19050	Nth19060
Dana 44, LWB				Nth19031	Nth19041	Nth19051	Nth19061
Dana 44, SWB +5.5"	Nth19005		Nth19025	Nth19033	Nth19045	Nth19053	Nth19064
High Pinion 60, SWB	Nth19003		Nth19023	Nth19034	Nth19042	Nth19054	Nth19062
High Pinion 60, LWB				Nth19035	Nth19043	Nth19055	Nth19063
High Pinion 60, SWB +5.5"	Nth19004		Nth19024	Nth19036	Nth19044	Nth19056	Nth19065
Ford 8.8, SWB	Nth19006		Nth19026	Nth19037	Nth19046	Nth19057	Nth19066
Ford 8.8, LWB				Nth19038	Nth19047	Nth19058	Nth19067
Ford 8.8, SWB +5.5"	Nth19007		Nth19027	Nth19039	Nth19048	Nth19059	Nth19068

*SWB= Short Wheel Base Jeep

*SWB +5"= Short Wheel Base Jeep with 5" Rear Axle Stretch

*LWB= Long Wheel Base, Jeep "Unlimited"

Nth01604 – “GO LONG” Stretched-Wheelbase Package

Better climbing and increased departure angles are both yours with our nearly turn-key 5.5” TJ stretch package. It is based on a longer version of our long-arm systems, taking only a few extra hours to complete, and includes:

- TJ6 kit (page 5) with longer rear arms and Stinger boom
- Weld-on brackets that relocate the springs, shocks, stabilizer end-links, and track bar
- 19 gallon fuel tank and skid (same volume as stock)
- Stretch-Ready Corner Guards

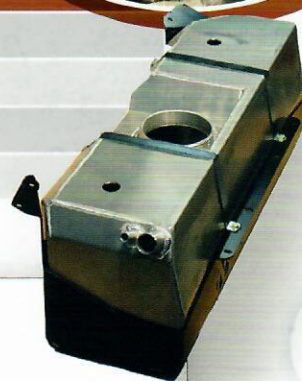
NEED
MORE INFO?
CHECK OUR
WEBSITE!



TJ Wrangler Stretch Base Package

P/N	Years	Model	Notes
Nth016xx	1987-1995	YJ	Required: TJ Fuel Filler Neck, TJ Rear Trackbar and Rear Swaybar
Nth016xx	1997-2002	TJ	No modifications needed.
Nth016xx	2003-2004	TJ	Emissions Canister must be repacked or relocated
Nth016xx	2005-2006	TJ	Emissions Canister must be repacked or relocated

*X packages to complete systems found on page 7



Nth14003 – Stretch Upgrade Package

The Perfect Upgrade for those who currently own TJ5 or TJ6 Long-arm Systems. Kit includes stretch-length rear long-arms and Stinger boom, weld-on frame-side spring seats, new shock mounts, fuel tank, and corner guards.

Stretch Builder Parts

Nth23050 Stretch-ready Spring Perch/Shock Mount

These key brackets make it a snap to move your Wrangler's rear axle rearward up to 6". After removing the stock spring brackets (TJ) or trackbar bracket (YJ) from your frame, simply weld them on and assemble your suspension like a normal TJ installation. Also included are new axle brackets for the shocks to relocate them to the front of the axle to maximize fuel tank size.



Nth2307x Stretch-ready Fuel Tank

Our 19 gallon tanks are included in every stretch kit, or can be ordered separately for a DIY project. Each fuel tank accepts your stock original YJ or TJ fuel pump module and all are designed for a TJ filler (YJ converts to '97-02 TJ style), and with the included 3/16" skid plate, it simply bolts to your frame. The tank and skid are designed to clear up to Dana 60 axles.



Nth18150 Stretch Corner Guards

Our Stretch Corner Guards are included in every stretch kit, or can be ordered separately for a DIY. For those looking for a 'clean and easy' body solution, these guards solve the hassles of 'finishing' the bodywork to accommodate the stretch. Fits both YJ and TJ body tubs.

Nth25155 Stretch-ready tailpipe

The last 'piece of the puzzle' to get your stretch done in your garage over the weekend is a ready-made tailpipe. Best used with a muffler upgrade, this pipe has all the 'kinks' worked out in one clean and ready-made routing. Available mid-summer 2007.

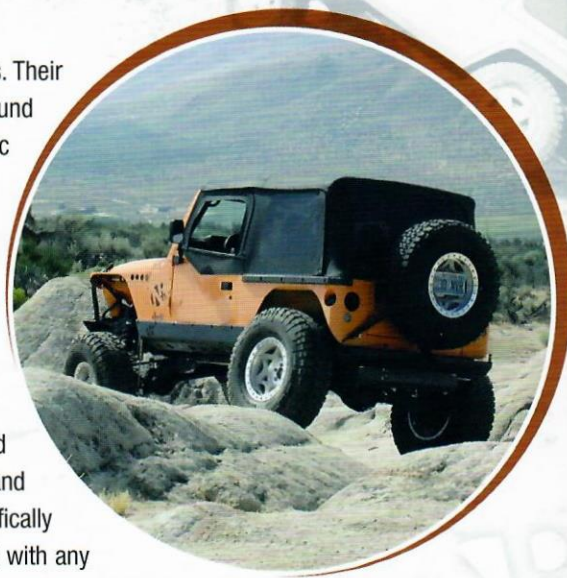


Nth13060 – "GO FAST" TJ JounceShock Package

Nth° has partnered with Light Racing™ to bring this amazing package to Jeep owners. Their 'Compact JounceShocks' are a highly evolved and refined version of the 'air bumps' found on desert racing vehicles. Both are a rod/piston/cylinder design that absorb excess kinetic energy from bumps encountered by the suspension, preventing the hard bottoming and resulting damage that severe 'hits' at speed can cause. However, these units employ a more advanced internal design and new external proportions that allow them to be fitted to many non-race vehicles...where their benefits are even more stunning. And YES...JounceShocks are JeepSpeed legal!

No other single device will make your rig as close to a desert pre-runner as a set of JounceShocks, and for Jeep owners, the incredible performance they provide is enhanced because they are specifically tuned by us for each application to deliver both high speed and low speed benefits (and they can help you crawl too). While this 'Go Fast' package is specifically designed for use with Nth° springs, shocks, and suspension systems, they can be fitted with any suspension you may already have, provided it has at least 6" of suspension lift. When combined with a full Nth° suspension, your rig's off-road speed capability will likely well exceed your nerve!

The JounceShocks fit inside your springs and replaces your conventional bump stops. The mounting hardware includes a special version of our rear spring seats, and is 100% bolt-on. Installation requires cutting the ends off the stock front 'jounce towers' on the frame



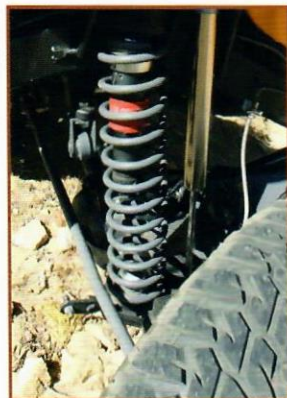
Quick Facts: Light Racing/Nth° JounceShock System for TJ Wranglers

- Compact JounceShocks (CJS) are an advanced version of desert racing 'Air Bumps'.
- CJS function is to tame high-speed suspension impacts to maintain control & speed, and preserve chassis structure via removal/conversion of kinetic energy of the impacts.
- CJS units replace the stock ordinary 'bump-stops' inside the coil springs.
- Requires minimum +6" suspension lift on TJ or Unlimiteds, less lift is possible with mods.
- Adjustable/Tunable (pre-set by Nth° for optimal performance on TJs).
- TJ package uses 3" in front, 1.5" in rear, JeepSpeed application will use 3" units all around.
- CJS units are re-buildable by Light Racing or with special tools (available separately).

"It's amazing what the JounceShocks did for my rockcrawler - now I have as much fun getting to the rocks as I do on them."

- Jim, TJ6s

Front JounceShock



Rear JounceShock



About Light Racing™ by Specialty Products

Light Racing and its founder, Bryan Kudela, have been designing and developing specialized off-road racing and military vehicles for over 25 years, and more recently have also been doing work for the big three in Detroit. They are credited with numerous innovations in desert racing including pioneering the design of what we now call Trophy Trucks. Associated racing successes include five Riverside Off-Road World Championships, two MTEG Manufacturers Cup Titles, seven consecutive SCORE Class 7 Desert Championships, and the 2004 SCORE Trophy Truck Champions. For more information on Light Racing, click on www.lightracing.com or call 800-525-6505.

LIGHTRACING

Nth18000 Front Bumper with QuickWinch™ System

If you have a winch, why carry around the weight of a winch plate on top of the bumper, or better yet, why carry around the winch at all during the workweek? Leaving the winch for your daily driver in the garage means less exposure to the elements (and 'sticky fingers') - when you don't need it anyway. With our bumper your winch is easily removable and portable, allowing you to use it on the back (with the universal winch adapter below) or even on another rig when necessary. We have done all of this and a slew of other little features listed below to make our QuickWinch bumper system the most versatile and efficient solution for your well-equipped rig.



Nth28001 Grille Hoop:

Finally a hoop that blends with the shape of your Jeep! It has a design so seamless that you barely notice it's there, but when you DO notice it you can't help but smile! Strong bolt-on mounting design means it will save your front end (and most importantly your radiator) in the event of a rollover.

Nth28003 Universal Winch Adapter:

With this simple accessory you can adapt your QuickWinch to any standard 2" receiver in seconds. Also doubles as a convenient step to reach the top of your vehicle. (Note: some aftermarket 'rock bumpers' have receivers, but may be too shallow or weak for use as a winch mounting point.)



Nth1812x Smasher Basher™ Rocker Guards

We think Rocker Guards should protect the entire rocker area from damage and impeding your progress on a nasty trail, not just convert a 'rock bash' into a 'body crease'. What kind of protection is that? These babies are truly 'full armor', Flare to Flare, Door to under the Body Mounts - but as usual, we didn't stop there: we added every feature we could think of, and made them the central component of our comprehensive body armor lineup. Check out our 2.5" LED rock lights on page 22.

P/N	Application	Notes
Nth18120	Standard 93.4" wheelbase	'97-'06 TJ Wrangler
Nth18121	Standard 103.4" wheelbase	'04½ - '06 TJ Unlimited





Nth18000 High Clearance Flat Fenders 3" lift = 35" Tires, 4.5" = 37" Tires, 6" = 40" Tires

Now you can have the massive tire clearance of a high-cut fender with the obstacle-clearing "flat-fender" style. This is the final piece of the comprehensive Nth° Body Armor System. This is a complete replacement fender set which includes brackets for relocating the battery and most of the other stock fender-mounted items that they displace. They are made of .090" steel (3x thicker than stock!) and retain full shielding of the engine compartment. They are unfinished and a bolt-together design for easy shipping and replacement if damaged. For the ultimate in looks and functionality, they are meant to be used in conjunction with the 'high cut hood' from American Expedition Vehicles (available separately), or you may choose to modify your stock hood or a plastic competition hood. *Available Summer 2007.*



Unlike most Nth° parts, these fenders are not 'plug and play' parts. Due to the large variation in engine compartment layout and content over the years (plus custom additions you may have), you will need to solve some relocation/remounting issues yourself, but the looks and tire clearance will be worth the effort.

Nth28100 Nth° Cowl Guards — Jeep YJ / TJ Wranglers & Unlimiteds

Cowl Guards are thick armor plates to protect the double-walled cowl-side area of your TJ's body tub from off-road damage and costly repairs. These panels require some drilling to attach to the body and front fenders and are compatible with our Front High Flat Fenders. *Available Summer 2007.*



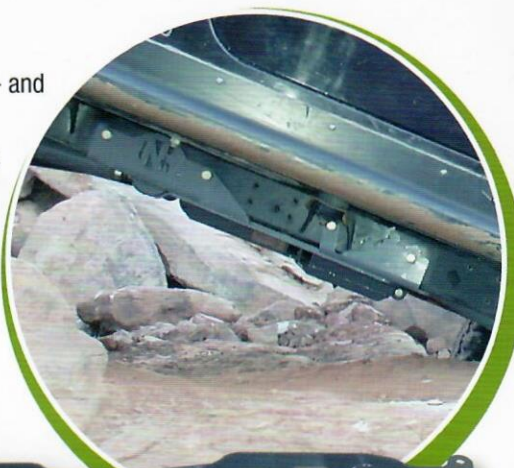
Nth28140 Nth° Rub Rails — Jeep TJ & YJ Wranglers

Have you ever torn your soft top or smashed your hardtop because your rear body corner got tangled up with a rock or tree? Maybe you watched someone cave in the whole side of their tub in a really nasty spot? The solution is Nth°'s Rub Rails: strong and sleek armor for the top edge of your body tub that will spread out the force from a tree or rock to prevent the body from collapsing, and their width will also help to keep obstacles farther away from the body to lessen the chance of destroying your top. Rub Rails are a matching compliment to our Smasher Basher Rocker Guards.

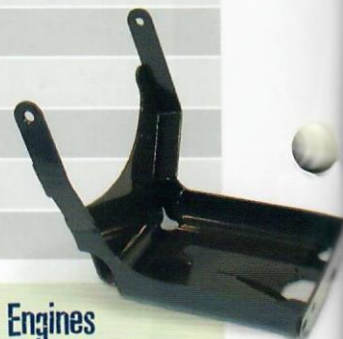


Nth140xx Tummy Tucker™

- Maximum Ground Clearance. The TT saves over 2.5" versus the stock TJ/YJ skid designs – and only a 24" wide area is dropped where needed to accommodate the drivetrain and exhaust.
- Tough Construction using ¼" steel and strategic gusseting can support the entire vehicle's weight without bending when the clearance isn't enough.
- Special Trans Mount is included with every TT to allow the maximum possible clearance without the need for a body lift – even on Rubicon TJs.
- Smooth Design uses all countersunk bolts, minimal holes, and blended edges to make sure nothing stops you cold.
- Integral Stinger Mount built into each TT is ready for an Nth° Stinger™ center-mounted rear torque arm.
- Provisions are built into all TTs to work with Nth° GyroJoint™ Long-Arm suspensions and to relocate/remount/protect Rubicon TJ locker pumps.
- Applications available for '87 YJ through '06 TJ including Unlimited and/or Rubicon models. DIY versions available for use with Atlas, Hemis, etc.



P/N	Clearance Gains over Stock Without Body Lift	Description
Nth14010	2.25-3.5"	89-95 YJ AND 97-02 TJ with 6 Cyl Engines and Manual Trans
Nth14012	2.25-3.5"	87-95 YJ AND 97-02 TJ with 6 Cyl or 4 Cyl. Engines and Auto Trans
Nth14011	2.25-3.5"	87-95 YJ AND 97-02 TJ with 4 Cyl Engines and Manual Trans
Nth14020	2.75-4.0"	03-06 TJ All Engines with Manual/NV231(except 4 Cyl for 2003 & 2004)
Nth14030	2.75-4.0"	03-06 TJ 6 Cyl or 4 Cyl Engine Auto Trans/NV231
Nth14021	1.875-4.0"	03-06 TJ Rubicon with Manual/NV241
Nth14031	1.875-4.0"	03-06 TJ Rubicon with Auto Trans/NV241



Nth1470x 4-Speed Auto Trans Skid

Critical protection. Don't leave your auto transmission vulnerable to obstacles with the stock skid, or worse, no skid. Our auto trans skid (2003-2006) will take all the hits and protect your transmission.

- 1/4" steel construction
- Attaches to main Tummy Tucker skid
- Brace fits over front drive shaft, no interference
- Fits 03-06 Auto (42RLE) only



P/N	Clearance Gains over Stock	Notes
Nth14700	1.5"	03+ TJ 4 Speed Auto Trans Skid w/Suspension Lift
Nth14701	1.5"	03+ TJ 4 Speed Auto Trans Skid without Suspension Lift
Nth14702	1.5"	03+ TJ 4 Speed Auto Trans Skid w/Motor Mount Lift

Nth2430x Oil Pan Skids for Jeep 4.0L Engines

- Engine Mounted, pan-hugging design for maximum ground clearance (inches higher than frame-mounted designs can achieve).
- Boxed Construction using 3/16" steel prevents not just punctures but also prevents crushing the pan.
- Easy Oil Changes – drain plug can be removed and oil drained without removing the skid.
- Tidy Fit clears TJ-style exhausts and XJ/ZJ/WJ front driveshafts with no body, motor, or suspension lift limitations.
- Bolt-on Installation – uses existing unused holes in engine block and transmission bellhousing without drilling, etc.
- Applications to fit most Jeep models with 4.0L and original Jeep transmissions.

P/N	Description	Notes
Nth24300	03-06 TJ with 42RLE trans	4 Speed Auto Only
Nth24301	89-06 with any stock trans	except 42RLE

Nth242xx Differential Slider™

Have you ever high centered on your rear driveshaft bending it or knocking the balance weights off? Or worse, have you broke the u-joint or the yoke? The Slider is a bolt-on skid plate that can make these woes a thing of the past. Each Slider fits your differential housing so well that it gives up zero ground clearance, protects the spinning u-joint, and installs in minutes with little or no modification to your housing. Rear axle applications all come with provision for mounting an Nth° Stinger™ center-mounted torque arm. Front applications are designed for specific applications to fit the specific shape of most front housings.



P/N	Slider Application Chart	Notes
Nth24200	Dana 44 Rear Axle	Stinger Compatible
Nth24201	Dana 44 Front Axle	TJ Rubicon Only
Nth24210	Dana 35 Rear Axle- YJs, etc. (1996 & older)	Stinger Compatible
Nth24211	Dana 35 Rear Axle- TJs, (1997 & Newer)	Stinger Compatible
Nth24203	Dana 30 Front	Low Pinion TJ & ZJ Axle
Nth24204	Ford 8.8 Rear	Stinger Compatible

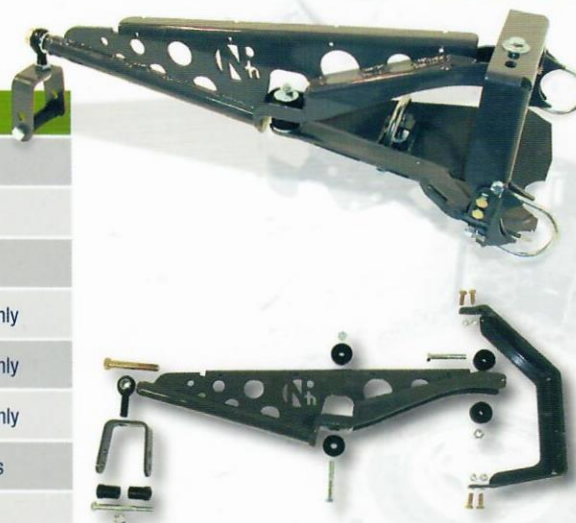


Nth141xx Stinger™

The Stinger is a torque arm that eliminates unwanted axle motion without restricting articulation. It solves axle windup or leaf spring wrap without causing any bind under articulation or up/down travel. On link-coil vehicles such as TJ Wranglers, it eliminates the upper control arms and takes complete control of pinion angle, maintaining perfect alignment at all suspension positions. This suspension-simplifying feature also allows improving the geometry of the lower control arms for big handling improvements using Nth° redrill template (For TJs use Nth20290, sold separately). The Stinger's design handles the extreme windup torque of super-low gearing with ease, while putting all of the available torque to the tires by removing those forces from the control arms. An added benefit of this 'division of labor' is that it also extends bushing life, allowing soft, comfortable stock bushings to survive even in a well-used trail rig.

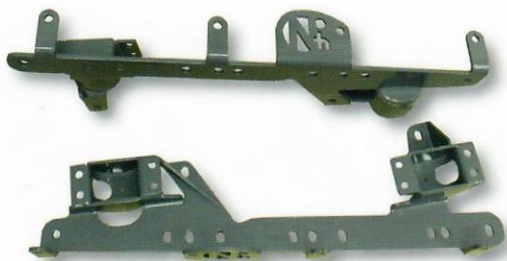


P/N	Stinger Application Chart	Notes
Nth14100	YJ, TJ Short Wheelbase	Requires Slider
Nth14105	TJ Unlimited Long Wheelbase	Requires Slider
Nth14101	YJ, TJ Short Wheelbase +5.5" Rear Axle Stretch	Requires Slider
Nth14120	HP 60 w/Pinion Slider YJ, TJ Short Wheelbase	High Pinion 60 Only
Nth14121	HP 60 w/Pinion Slider TJ Unlimited LongWheelbase	High Pinion 60 Only
Nth14122	HP 60 w/Pinion Slider TJ Short Wheelbase 5.5" Stretch	High Pinion 60 Only
Nth20290	Drill Template for Re-locating Control Arms	Aftermarket Arms
Nth20280	Universal Anchor Bracket	For non-TT apps



Nth20102 TJ/YJ Long Front Arm

DogLeg Long Front Control Arms are specifically designed for Jeep YJ, TJ or TJ Unlimited, but can be adapted to any custom setup with our DIY GyroJoints on page 18. (Axle End Bushings Included)

Nth23010 TJ/YJ Long-Arm Subframe

Subframes are designed to work with Jeep YJ or TJ Frame Rails. Tummy Tuckers on page 12 are required to complete Frame Rail tie-in, GyroJoint kit on this page is required to connect arms.

Nth20012 Rear Upper Adjustable Arm, 8" = 12-13.5"**Nth20010** Rear Upper Adjustable Arm, 8" = 13-14.5"**Nth20011** Rear Upper Adjustable Arm, 8" = 14-15.5"

Left Hand and Right Hand threads allow you to adjust pinion angle without disconnecting one end.

Nth20100 TJ Lower Short-Arms

Fixed Length Lower Control Arms with stock TJ bushings provide good ride and rock durability. Offset tube clears front axle brackets for full downtravel.

Nth20103 TJ/YJ Long Rear Arms SWB**Nth20106** TJ/YJ Long Rear Arms SWB +5"**Nth20104** Unlimited Long Rear Arms LWB**Nth20105** Long Rear Arms Do It Yourself

DogLeg Long Rear Arms are specifically designed for Jeep YJ, TJ or TJ Unlimited, but can be adapted to any custom setup with our DIY GyroJoints on page 18. (Axle End Bushings Included)

Nth23000 GyroJoint Kit - Vehicle Set of 4

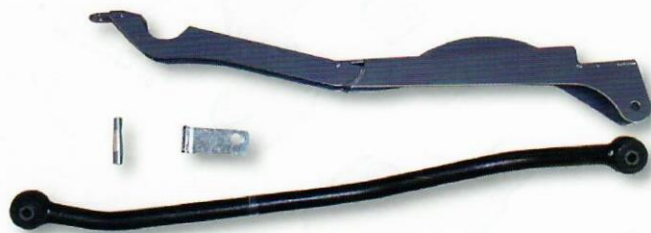
GyroJoint kits are used with Short or Long-Arm Subframes.

Nth20020 TJ Front Upper Adjustable Arm

Left Hand and Right Hand threads allow you to adjust caster angle without disconnecting one end.

Nth20015 Rear Upper GyroJoint Adjustable Arm

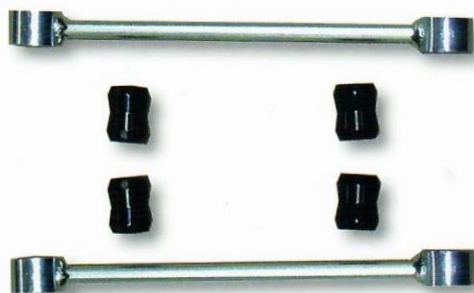
Left Hand and Right Hand threads allow you to adjust pinion angle without disconnecting one end. For use only with TJ4G when not running a Stinger.

Nth20400 TJ Front Adjustable Trackbar 3-6"

Front Frame rail to rail adjustable brace with forged one piece Trackbar, adjustable from 3-6" of lift.

Nth20401 TJ Stock Re-bent Trackbar 3-4.5"

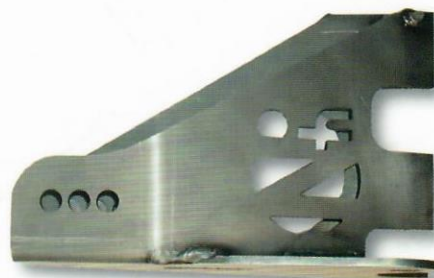
Front Stock forged one piece Trackbar re-bent for 3-4.5" of lift with redrill at axle.

Nth20800 TJ Rear Swaybar link 3" lift**Nth20801** TJ Rear Swaybar link 4.5"**Nth20811** TJ Rear Swaybar link 6"**Nth20405** JK Front Trackbar and Draglink

Trackbar Mount and Draglink together will achieve complete Steering Geometry correction from 3-6" of lift. *Available Summer 2007.*

Nth23040 TJ Rear Adjustable Trackbar 3-6"

Rear Trackbar Tower with three braced mounts, adjustable from 3-6" of lift, uses stock Trackbar or equivalent.

Nth29000 TJ Rear Weld-on Trackbar 3-6"

Rear weld-on tower completely replaces stock Trackbar tower and upper Control arm mount, 3-6" of lift.

Nth23041 Right Rear Control Arm Tower Extension

Tower allows for rear axle Geometry Correction when not using a Stinger. Must use TJ Rear Adjustable Trackbar Tower (above Nth23040) to complete correction.

Nth23045 JK Rear Adjustable Trackbar Tower 3-6"

Rear Trackbar Tower and re-bent Stock track bar to clear exhaust, adjustable from 3-6" of lift. *Available Summer 2007.*

- Nth21011** TJ Front Springs 3"
Nth21013 TJ Front Springs 4.5"



Nth Degree Springs are Frequency Tuned and designed to give you a stock-quality ride at your desired lift height. 6" lift height is achieved by adding our 2" Coil Spring Spacer (Nth21701) to our 4.5" springs.

- Nth21700** Front Coil Spring Spacer 1"
Nth21701 Front Coil Spring Spacer 2"



Coil Spring Spacers are designed to give you more lift or help level an over-loaded Jeep.

- Nth21800** Bump Stop Spacer Set 2" Lift
Nth21801 Bump Stop Spacer Set 3" Lift
Nth21804 Bump Stop Spacer Set 4.5" Lift without Rear Spring Relocators
Nth21802 Bump Stop Spacer Set 4.5" Lift with Rear Spring Relocators
Nth21803 Bump Stop Spacer Set 6" Lift



Our Bump Stop kits are designed to keep your tires completely out of your Body Sheet Metal and protect your shocks from Bottoming.

- Nth21021** TJ Rear Springs 3"
Nth21023 TJ Rear Springs 4.5"



Nth Degree Springs are Frequency Tuned and designed to give you a stock-quality ride at your desired lift height. 6" lift height is achieved with our Rear Spring Relocators (Nth23030) below, and 4.5" springs.

- Nth87116** Rear Coil Spring Spacer 1"



Coil Spring Spacers are designed to give you more lift or help level an over-loaded Jeep.

- Nth23030** Rear Spring Seat Relocators



Corrects the poor spring seat geometry that is created when lifting a TJ, provides 1.5" of lift.

- Nth23100** Shock Shifter for TJ with stock Dana 44 or 35 **Nth23100** Shock Shifter for TJ w/3" Axle Tube

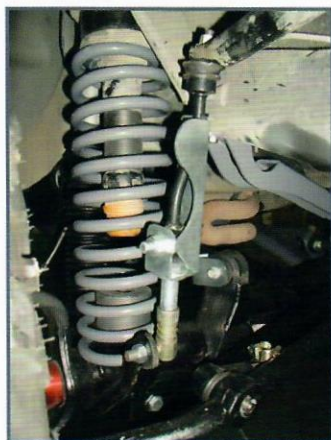
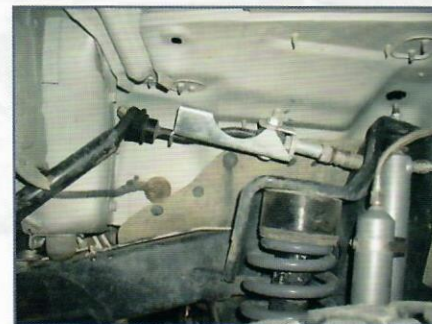


Shock Shifters move Axle mount outboard by 5" per side to create better road handling, more clearance under the axle and solves spring perch and tailpipe clearance issues on lifted TJ's.



Lightning Rod™ Disconnects

Nth Degree Mobility Lightning Rod Disconnects (LRD) are a very simple yet innovative Swaybar disconnecting system. To achieve maximum articulation, you must have your Swaybar completely disconnected; systems that leave the bar connected but free to travel still limit your maximum articulation potential and have the possibility of "flip-over". When designing the LRD we thought about all the complaints that we had ever heard, then we set out to solve all of them at a reasonable price.



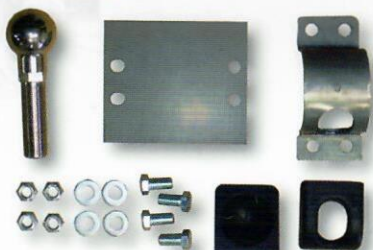
- 'No-Fuss' Hook-up: Exclusive "Cam Action" levers make using LRD an easy gloves-on operation...even if the Jeep isn't level!
- 'No-Rub' Link Parking: On TJs, the high-and-forward bar location creates havoc with large tires – limiting turning radius and usually tearing up ordinary disconnect links. LRD links store above the spring tower to keep both themselves and the bar out of the way of the tires...finally 35"+ tires can turn nearly full-lock (still limited a little by the frame) while at full articulation!
- Proper Stabilizer Bar function: LRD provide the same degree of compliance as the factory links, so the 'roll rate' provided by your front bar is what it's supposed to be for better handling when driving on-road.
- Cheap Height Change: LRD can be adjusted for different lift heights by changing only one bolt and one piece of tubing per side, included in all kits.
- Easy Mounting with no drilling and only minor cutting.
- All parts are clear zinc plated for long life and smooth operation.

P/N	Description	Notes
Nth20521	TJ Lightning Rod Disconnect for 2-6" Lift	Stock Link Required but Not Included
Nth20524	YJ Lightning Rod Disconnect for 4-6" lift	Replaces Stock Link
Nth20525	JK Lightning Rod Disconnect for 3-6" Lift	Replaces Stock Link
Nth20526	XJ/MJ/ZJ Lightning Rod Disconnect 4-6" lift	Replaces Stock Link
Nth20523	TJ Stock Swaybar Links	



Nth23001 GyroJoint Front, DIY

Nth23002 GyroJoint Rear, DIY



DIY GyroJoints are perfect for Control Arm Ends and Torque Arms. We currently have customers using them in Buggies, Solid Axle Conversions and Complete Coil Conversions. 1"x14 thread

Nth29000 Rear Trackbar Mount, Weld-on



Rear weld-on tower completely replaces stock Trackbar tower and upper Control arm mount, 3-8" of lift.

NthSS1000L Left Rear Shock Mount, 2-5/8" Tube

NthSS1000R Right Rear Shock Mount, 2-5/8" Tube

NthSS1003 Universal Rear Shock Mount, 3" Tube

Lower Shock Shifter Mounts are used to optimize shock travel and ground clearance, must also relocate uppers, for complete kit see page 16.



Nth23050 TJ 6" Stretch Frame Brackets

Nth230 YJ Longarm Frame Brackets



TJ 6" Stretch Brackets are a ready-to-go solution for your custom stretch. Provides Spring Perch, Trackbar Mount, Stabilizer Mount and Shock Mount. See our complete stretch product line on page 8. YJ Frame brackets are everything you need on the frame end for a coil conversion; front and rear brackets can be sold separately.

Nth14110 Low Pinion Stinger, DIY

NthSTGR7950 Stinger Mounting Bracket, DIY



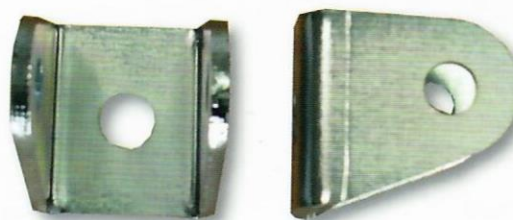
DIY Stingers are 90% Welded and ready to go, cut it down to the length you need and finish up the welding. We currently have customers using them in Jeep Cherokee, CJ7, CJ5 and International Scout to name a few. Frame end mounting bracket available separately.

Nth20105 Long Rear Control Arm, DIY



DogLeg control arm for maximum ground clearance. Starting Length 40", can be cut down to 25" for custom application. Arms come uncoated with bushing and 1" x 14 bung.

NthSS8001 Shock Clevis, each



Bolt-on or Weld-on universal Shock Clevis

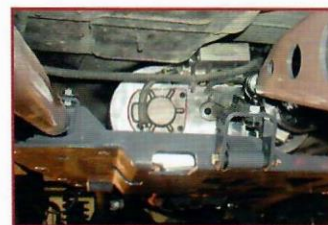
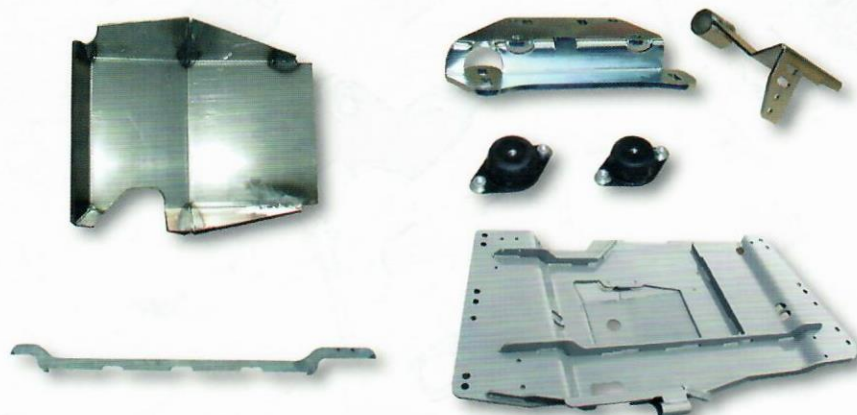
Nth23055 Rear High Clearance Axle Brackets

Nth23056 Front High Clearance Axle Brackets

High Clearance Axle Brackets include Control Arm and Spring Mount for simple installation, will fit on axle tubes from 2-5/8" to 3-1/4". Shock Shifters (page 16) and Shock Clevis (this page) work great for shock mounts.



Tummy Tuckers are not just for stock applications! The Do-It-Yourself Tummy Tucker is the perfect starting platform for your TJ or YJ Wrangler with a non-stock drive train. Hemi's, Chevy 350, NV4500, AW4, Atlas 2, Atlas 4, Stack and even the Mad Rooster 231 swaps are no big deal when starting with a DIY Skid. The Tummy Tucker Skid is uncoated, the center rib is only tack-welded in, so the final preparation is up to you and your application. Transmission Brackets, Sumps and additional ribs are available separately.



P/N	Description	Notes
Nth24010	87-95 YJ AND 97-02 TJ	
Nth24020	03-06 TJ Manual	
Nth24030	03-06 TJ Auto	Perfect for Hemi Swap w/545RFEp
NthTT2003	Sump Plate, 6"L x 4"W x 7/8"D	Put the drop where you need it
NthTT2002	Tummy Tucker Rib	Extra Support

Nth24110 89-02 4.0L Manual

Nth24111 87-02 2.5L Manual

Nth24112 87-02 4.0L Auto

Nth24120 03-06 4.0L Manual

Nth24130 03-06 4.0L Auto



Nth Degree Trans Bracket saves 1" vs. stock mount, includes mount and 2 isolators.

Nth25000 Drop Pitman Arm



3-3/4" Drop Pitman Arm, specifically for TJ Front Adjustable Trackbar on Page 15 (Nth20400).

Nth20700 Center Skid Lowering Kit



1" Center Skid Lowering Kit for Jeep YJ or TJ all years

Nth80003 TJ Front extended length brake hose

Nth80004 TJ Rear extended length brake hose

Nth80013 JK Front extended length brake hose

Nth80014 JK Rear extended length brake hose



Extended length brake hoses are designed for 2-6" of lift

U-Bolts Headings

NthHDWR5001 1/2" - 20 x 3.625" Round

NthHDWR5002 3/8" - 16 x 2.75" Round

NthHDWR5003 3/8" - 16 x 2.50" Square



Flat Head Bolts

Nth90004 5/16" - 18 x 1.0"L

Nth90005 7/16" - 14 x 1.0"L

Nth90006 1/2" - 13 x 1.5"L

Nth90028 1/2" - 13 x 2.5"L

Nth90032 M10-1.5 x 25mm

Nth90007 M12- 1.75 x 40mm

Nth90029 M12- 1.75 x 65mm



Rod Ends

Nth97009 3/4" Shank, 3/4" Ball

Nth97010 3/4" Shank, 3/4" Ball

Universal
Stinger @ Rear

Stinger @ Front



Zerc Fittings

Nth97003 1/4" - 28 x 90 deg

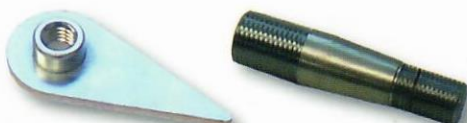


Miscellanea

NthHDWR1001 Tapered Stub, 1/2"-20

NthHDWR2001+ Flagnut, 3/8"-16 x 2.0"

NthHDWR6002 Frame Rail Crush Sleeve



Tummy Tucker Isolators

Nth92019 Trans Bracket to TT isolators. (each)



GyroJoint Isolators

NthXSCP7002 Stub Side

NthXSCP7003a Ball Side, Hard (rear arms)

NthXSCP7003b Ball Side, Soft (front arms)



Control Arm Bushings (TJ Stock)

Nth80000 Lower Control Arm Bushing

Nth80009 Upper Control Arm Bushing



Stinger Bushings

Nth92002 Slider to Stinger Bushing

Nth92001 TT to Link Bracket Bushing



Shock Bushing

Nth92002 Shock/Swaybar Bushing EB1 Style



Shocks are not just 'suspension parts', they play an integral and important role in every aspect of vehicle dynamics ride and handling. Shocks matter just as much at slow off-road speeds as on-road highway speeds. The right shock is critical to achieving the full potential of your Nth° suspension system, cheap or wrong-application shocks will ruin the performance of any suspension and that would be a shame with ours. Nth° carries shocks that are specifically matched to our suspension systems to perform well in all conditions from highway cruising to hardcore crawling. The shocks listed here represent our assurance that we've done the homework for you to put the finishing touch on your 'ride'.



P/N	Lift Ht.	Brand	Vehicle Application	Front/Rear	Type	Min. L	Max. L	Stroke
Nth87100	2"	Old Man Emu	TJ	Front	Twin Tube	14.50	23.25	8.75
Nth87101	2-3"	Old Man Emu	TJ	Rear	Twin Tube	12.38	20.00	7.62
Nth87102	3-4.5"	Old Man Emu	TJ	Front	Twin Tube	15.50	26.50	11.00
Nth87103	4.5"	Old Man Emu	TJ	Rear	Twin Tube	14.50	24.50	10.00
Nth87010	6"	Bilstein	TJ	Front	Monotube	17.00	28.50	11.50
Nth87011	6"	Bilstein	TJ	Rear	Monotube	15.40	25.10	9.70

Nth87207 2-4.5" Lift

Nth87206 6" Lift



97-06 TJ, w/Slip Yoke Conversion

Nth87205 3-4.5" lift

Nth87204 6" lift



97-06 TJ Unlimited, w/Slip Yoke Conversion

Nth87202 2-4.5" lift

Nth87200 6" lift



03-06 Rubicon, w/Yoke Conversion

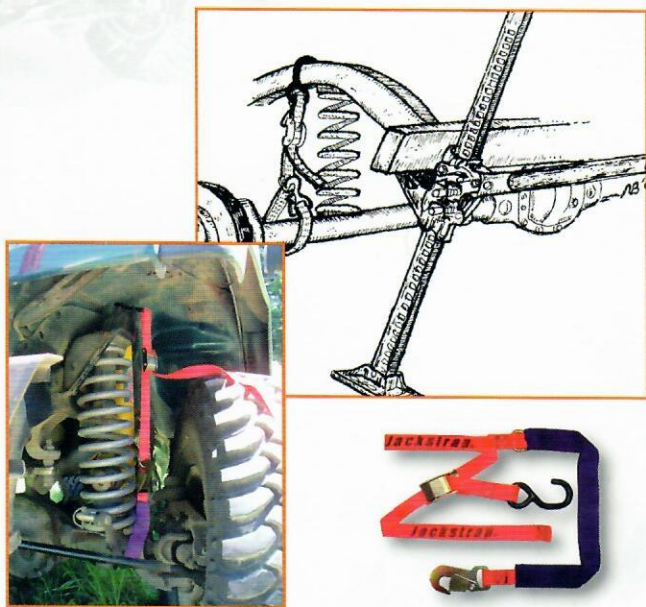
Nth87203 3-4.5" lift

Nth87201 6" lift



04-06 Rubicon Unlimited, w/Yoke Conversion

Rimrock Mountain
Nth89305 Jackstrap



Flexy Suspension? A 4 foot jack won't get your tire off the ground? Sick of jacking your rig so high it's shaky and unsafe? Finally, there is now a way to restrain your suspension so you can easily remove or re-seat a tire. Even if you can easily lift a tire off the ground with a standard jack, using the Jack Strap to limit your suspension travel means you'll only have to lift up the rig a few inches for tire removal.

LED Rock Lights (all kits include 2 lights and 2 pigtails)

Nth28010 2.5" Rock Light Kit "Red"

Nth28011 2.5" Rock Light Kit "Amber"

Nth28012 2.5" Rock Light Kit "White"

Nth28013 2.0" Rock Light Kit "Amber"



LED Rock Lights are designed to work with Nth Degree Mobility Smasher Basher Rocker Guards, Quick Winch Front Bumper and Front High Flat Fenders.

JKS

Nth87112 TJ 1.25" Body Lift

Nth87113 TJ Budget Motor Mount Lift

Nth87114 83-06 Jeep Dana 30/44 Axle Mini Skids



Currie

Nth87110 TJ Heavy Duty Steering System



Old Man Emu

Nth87104 TJ Steering Stabilizer



Viking Fastback Soft Top

Nth87120 TJ Fastback

Nth87121 Unlimited Fastback



The Viking Fast Back is a frame-less soft top featuring windows that fold into the top in about five minutes. The windows are stored flat in a specially made storage bag in the roof portion of the top maximizing storage space inside the Jeep.

Rock Hard 4x4

Nth87130 TJ 97-02 Bolt-in Sport Cage

Nth87131 TJ 97-02 Bolt-in Sport Cage Plus

Nth87132 TJ 03-06 Bolt-in Sport Cage

Nth87133 TJ 03-06 Bolt-in Sport Cage Plus



Rock Hard 4x4 Sports Cage includes everything from the factory bar forward to the dash and it fits hard tops or soft tops. Dash brackets are mounted to the bolt below your dome light switch and the 2 bolts above the switch. All Sport Cages are complete bolt-in, you do not remove any of the factory sport cage to install our unit! This means no drilling, no welding. Plus kits come with a Sport Cage, 2 Angle Rear Bars and a Rear Straight Bar.

Winchline

Nth871xx 3/8" x 90' Trail line with Crush Proof Thimble Eye, w/Hook

Nth871xx 3/8" x 90' Trail line with Safety Thimble

Nth871xx 3/4" Shackle

Nth871xx Aluminum Fairlead, Black

Nth871xx Recovery Bag



The Winchline Trail Line is made from Samson's 12-Strand AmSteel Blue, a single Braid that is the world's strongest fiber! The Trail Line in 3/8" diameter only weighs 3.6 lbs per 100' and its extremely low stretch makes this line much safer and easier to use than steel cable. The 3/8" Trail Line is available in six different colors, Blue, Black, Silver, Green, Yellow & Orange.

Lube Locker

Nth89900 Dana 30

Nth89901 Dana 35

Nth89902 Dana 44

Nth89904 Dana 60

Nth89906 Ford 8.8

Nth89903 Ford 9

Nth89930 3 Speed Auto TF999

Nth89931 4 Speed Auto 42RLE



Lube Locker gaskets are the perfect alternative to silicone sealant. Lube Lockers get rid of the need to scrap sealant off or hammer on differential covers to get them off. Service shops and home mechanics will save time on installs and routine fluid changes. Designed for rock crawlers, drag racers, circle track, desert racing and everyday use.



(nth)°mobility

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