



ShortArm and LongArm Suspension System 'Sub-kits', also can be sold separately



TFFTJ

TFFTJ: Front Trackbar Drop Bracket with integral cross-frame brace design plus solid 1-piece forged trackbar provides maximum lateral stiffness that is critical for precise 'tight' steering. Design is adjustable for axle position for lift heights from +3-6" and provides bump-steer-free geometry when used with Nth drop pitman arm (sold separately). Requires drilling one hole but does not require drilling out original tapered hole for tie-rod-end-style stock trackbar (i.e. fully reversible back to stock).



TRTJ

TRTJ: Rear Trackbar 'Tower' Bracket for axle-end with integral brace and multi-position clevis. Allows use of stock track bar with lift heights from +3-6" using a 'CV' rear driveshaft (plus rotated pinion) with no rubbing of fuel tank skid. Clamps to axle tube to prevent fatigue-crack failure of stock tower. Correctly adjusts rear roll-center position for proper handling at each lift height. No-drill; bolt-on design.

RUG: Rear Upper control arms for use with ShortArm GyroJoint™ (Nth-SAG-TJ). *Must* be used if not using an Nth Stinger. Also includes second rear axle 'tower' for right-rear upper control arm to allow geometry correction of lower control arm axle-end points using Nth Stinger re-drill template (included) to achieve similar handling (but not hill climbing) compared to using SAG-TJ with a Stinger™.

RSTJ: Rear Spring Seat Relocation Brackets move the frame/top end of springs rearward and to a level position directly over rear axle when the pinion has been rotated up for use with a 'CV' driveshaft. Also provides +1.5" of additional ride/lift height (use with common urethane spacer in front). No-drill, bolt-on design.



RSTJ

SFTJ & SRTJ: Nth Degree "frequency tuned" front and rear spring sets. Each front or rear spring pair is designed for a specific 'real-world' vehicle weight range from near-stock to 'expedition-ready'. Spring rates are designed to match each weight range to assure that ride frequency (and therefore ride quality) remains consistent regardless of vehicle weight (this is the same way Jeep designs the stock springs), Frequencies are matched between front and rear sets to deliver solid, predictable handling that nearly equals the stock unlifted TJ (only if used with the rest of the Nth-designed components that make up our suspension lift systems!). All front springs are linear rate; rears are non-linear/progressive (both same as factory design.)

HISK: Nth Handling Improvement Supplemental Kit. A combination of Nth-TRTJ plus the second axle tower from Nth-RUG that can be added to any conventional shortarm TJ lift. When used in conjunction with the 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-road handling without the need to replace an existing lift kit.

OSD: Quick Silver Swaybar Disconnects. Easy like you've always known it could be– no longer do you need your buddy to weigh down one side of your bumper, or a mallet to whack anything into place– easily reconnects even on non-level ground. The Quick Silver cam action disconnects come with an out of the way parking mount bracket for full tire turning capability, and rattle-free wheeling.



OSD in 'parked' position

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