

Installation Instructions

Jeep JL/JLU Installation Instructions

Optional Hardware Kit(s) Include

Front Lower Hardware

- (4) 5/8"x4" bolts
- (8) 5/8" washers
- (4) 5/8" top-lock nuts

Rear Lower Hardware

- (4) 5/8"x4" bolts
- (8) 5/8" washers
- (4) 5/8" top-lock nuts

Upper Front Hardware

- (4) 12mmx80mm bolts
- (8) 12mm washers
- (4) 12mm top-lock nuts

Upper Rear Hardware

- (4) 5/8"x4" bolts
- (8) 5/8" washers
- (4) 5/8" top-lock nuts

Required Tools

- Basic hand tools
- Torque Wrench
- Tools to torque down jam nuts can be an adjustable wrench or appropriate-sized crow foot adapters.

Torque Specs

- 5/8": 155 ft-lbs
- 9/16": 125 ft-lbs
- 12mm: 60-65 ft-lbs
- 1-5/8" jam nut: 250 ft-lbs
- 1-1/2" jam nut: 200 ft-lbs

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Installation Notes:

- We leave the grease fittings out of our control arm when we assemble them so that they do not break off during shipping. They are tapered fittings and may not sit flush with the sleeve on the control arm. Do not force the grease fitting to be flush as it might break the fitting off in the sleeve resulting in needing to extract the broken part or to send it back in to us to repair the threads.
- There is a heat shield on the frame side attachment points on the upper front control arms. The heat shields will need to be removed to get access to the upper front control arm frame side bolts.

Length Chart:

JL/JLU Length Chart						
	Stock	2"	3"	4"	5"	6"
Front Lowers	24"	24.25"	24.375"	24.5"	24.675"	24.75"
Front Uppers	20.185"	20.25"	20.375"	20.5"	20.75"	20.875"
Rear Lowers	19.75"	19.875"	20"	20.125"	20.25"	20.375"
Rear Uppers	17.425"	17.625"	17.625"	17.875"	18"	18.125"
Front Track Bar	33.78"	34"	34.125"	34.375"	34.5"	34.625"
Rear Track Bar	37.59"	37.75"	37.875"	38"	38.125"	38.25"

Installation Instructions

Jeep JL/JLU Front Lower Control Arms Installation

REMOVAL

Raise and support the front of the vehicle. Remove no more than two arms at a time.

Step 1: Remove the axle side bolt and nut.

Step 2: Remove the frame side bolt and nut.

Step 3: Remove the control arm.

Installation

Unscrew the new arms and apply anti-seize to the threads. Set the new adjustable control arms to length. Correct length depends on lift height, desired axle position, and desired pinion angle. (Some research may be necessary to determine the proper length for your application)

Step 4: Slide the adjusting end of the control arm into the axle bracket, insert bolt and tighten only finger tight.

Step 5: Slide the other end of the control arm into the frame side bracket, insert bolt and tighten only finger tight. *Note that in order to line up the holes, using something like a ratchet strap to pull the axle into place might be necessary.

Step 6: Repeat steps 1-5 for the other lower front control arm. Set the Jeep on the ground under its own weight.

Step 7: Tighten all bolts to factory torque specifications.

Step 8: Tighten the jam nuts on the adjusting end to the tube of the control arms. *Note: keeping the jam nuts tight is a part of regular maintenance and failure to do so will result in premature thread damage and will not be covered under warranty.

Step 9: Grease all joints and bushings (where applicable, rubber bushings are not grease-able) grease every 6 months. Re-torque all bolts and nuts after 300 miles and check suspension for tightness every 3,000 miles thereafter.

Jeep JL/JLU Upper Front Control Arms Installation

Removal

Raise and support the front of the vehicle. Remove no more than two arms at a time.

Step 1: Remove the axle side bolt and nut.

Step 2: Remove the frame side bolt and nut.

Step 3: Remove the control arm.

Installation

Unscrew the new arms and apply anti-seize to the threads. Set the new adjustable control arms to length. Correct length depends on lift height, desired axle position, and desired pinion angle. (Some research may be necessary to determine the proper length for your application)

Step 4: Slide the adjusting end of the control arm into the frame side bracket with the bend facing down and angled inward toward the center of the jeep, insert bolt and tighten only finger tight.

Step 5: Slide the forked end of the control arm over the axle side bushing, insert bolt and tighten only finger tight. *Note that in order to line up the holes, using something like a ratchet strap to pull the axle into place might be necessary.

Step 6: Repeat steps 1-5 for the other upper front control arm. Set the Jeep on the ground under its own weight.

Step 7: Tighten all bolts to factory torque specifications.

Step 8: Tighten the jam nuts on the adjusting end to the tube of the control arms. *Note: keeping the jam nuts tight is a part of regular maintenance and failure to do so will result in premature thread damage and will not be covered under warranty (it is obvious when this happens.)

Step 9: Grease all joints and bushings (where applicable, rubber bushings are not grease-able) grease every 6 months. Re-torque all bolts and nuts after 300 miles and check suspension for tightness every 3,000 miles thereafter.

Jeep Gladiator JL/JLU Rear Lower Control Arms Installation

REMOVAL

Raise and support the rear of the vehicle. Remove the bolt securing the brake lines to the driver side arm. Remove and install only one arm at a time, then proceed to the next arm.

Step 1: Remove the axle side bolt and nut.

Step 2: Remove the frame side bolt and nut.

Step 3: Remove the control arm.

Installation

Unscrew the new arms (adjustable arms only) and apply anti-seize to the threads. Set the new arms to the correct length for your application. Length varies based on lift height, desired axle position, and desired pinion angle. (Some research may be required to determine the correct length for your application)

Step 4: Slide the control arm into the axle end bracket, insert bolt and tighten only finger tight. *Note: on Camp Series, the Johnny Joint end of the control arm must go to the axle of the truck.

Step 5: Slide the bushing end of the control arm into the frame side bracket, insert bolt and tighten only finger tight. *Note that in order to line up the holes, using something like a ratchet strap to pull the axle into place might be necessary.

Step 6: Repeat steps 1-5 for the other rear lower control arm. Set the truck on the ground under its own weight.

Step 7: Tighten all bolts to factory torque specifications.

Step 8: Tighten the jam nuts on the adjusting end to the tube of the control arms. *Note: keeping the jam nuts tight is a part of regular maintenance and failure to do so will result in premature thread damage and will not be covered under warranty.

Step 9: Grease all joints and bushings, grease every 6 months. Re-torque all bolts and nuts after 300 miles and check suspension for tightness every 3,000 miles thereafter.

Jeep Gladiator JL/JLU Rear Upper Control Arms Installation

Removal

Raise and support the rear of the vehicle. Remove and install only one arm at a time, then proceed to the next arm.

Step 1: Remove the axle side bolt and nut.

Step 2: Remove the frame side bolt and nut.

Step 3: Remove the control arm.

Installation

Unscrew the new arms (adjustable arms only) and apply anti-seize to the threads. Set the new arms to the correct length for your application. Length varies based on lift height, desired axle position, and desired pinion angle. (Some research may be required to determine the correct length for your application)

Step 4: Slide the control arm into the axle end bracket, insert bolt and tighten only finger tight. *Note: on Tier 3 and fixed length arms, the Johnny Joint end of the control arm must go to the axle of the truck.

Step 5: Slide the bushing end of the control arm into the frame side bracket, insert bolt and tighten only finger tight. *Note that in order to line up the holes, using something like a ratchet strap to pull the axle into place might be necessary.

Step 6: Repeat steps 1-5 for the other rear upper control arm. Set the truck on the ground under its own weight.

Step 7: Tighten all bolts to factory torque specifications.

Step 8: Tighten the jam nuts on the adjusting end to the tube of the control arms. *Note: keeping the jam nuts tight is a part of regular maintenance and failure to do so will result in premature thread damage and will not be covered under warranty.

Step 9: Grease all joints and bushings, grease every 6 months. Re-torque all bolts and nuts after 300 miles and check suspension for tightness every 3,000 miles thereafter.