***** This kit requires you to cut the frame brackets off of your vehicle! If you have ANY questions whatsoever, PLEASE, call before you cut! *****

JL WRANGLER LONG ARM SUSPENSION KIT - INSTALLATION GUIDE

Though an in-depth, step-by-step instruction manual is not currenlty available for this kit, we offer this guide that should explain a lot and offer some assistance. It should be noted that this kit requires radical modifications to your vehicle in the form of cutting all of your front and rear control arm mounting brackets off your frame. If you have ANY questions whatsoever about the installation of this kit, PLEASE - call before you cut! Once you cut, you've reached a point of no return!

Kit Includes

- 1) RJ-141000-101.....Long Arm Bracket Kit (4 pcs.)
- 1) RJ-142100-101.....Front Long Arm Control Arm Set (4)
- 1) RJ-142400-103.....Rear Long Arm Control Arm Set (4)
- 1) RJ-141200-1.....Left Front Frame Bracket
- 1) RJ-141200-2.....Right Front Frame Bracket
- 1) RJ-141500-1.....Left Rear Frame Bracket
- 1) RJ-141500-2.....Right Rear Frame Bracket
- 1) RJ-141000-1.....Left Rear Body Mount Relocator Bracket
- 1) RJ-141000-2.....Right Rear Body Mount Relocator Bracket
- 2) RJ-141001-1.....Body Mount Relocator Inner Plate
- 2) RJ-141002-1.....Body Mount Washer
- 2) RJ-511200-1.....9/16"-18 x 3 1/2" Long Bolt
- 2) CE-H0025.....9/16" Nyloc Nut
- 2) CE-91257A753.....1/2"-20 x 4" Long Bolt
- 2) CE-95615A220.....1/2" Nyloc Nut
- 2) RJ-511100-1.....12mm-1.75 x 35mm Long Bolt
- 2) CE-91202A246.....12mm Lock Washer

Front Brackets

1) Being that the new control arms fit the factory axle brackets, this kit can be installed one side at a time. Start by removing your upper and lower control arm from one side of the vehicle. Save all control arm bolts and nuts for reuse.

2) Cut the upper and lower control arm frame brackets off of the frame and then grind the area until smooth.

3) The new front brackets fit onto the INSIDE of the frame rails.

4) Hold the bracket up to the frame, index the holes and take note of the rest of the surrounding metal around the bracket. Remove the bracket and you will need to grind all of these areas down to bare metal in preparation for welding. You'll note the various holes in the main plate of the brackets. These are rosette welding holes for the bracket. Take note of their locations as well so that you may grind these areas down to bare metal in preparation for welding.

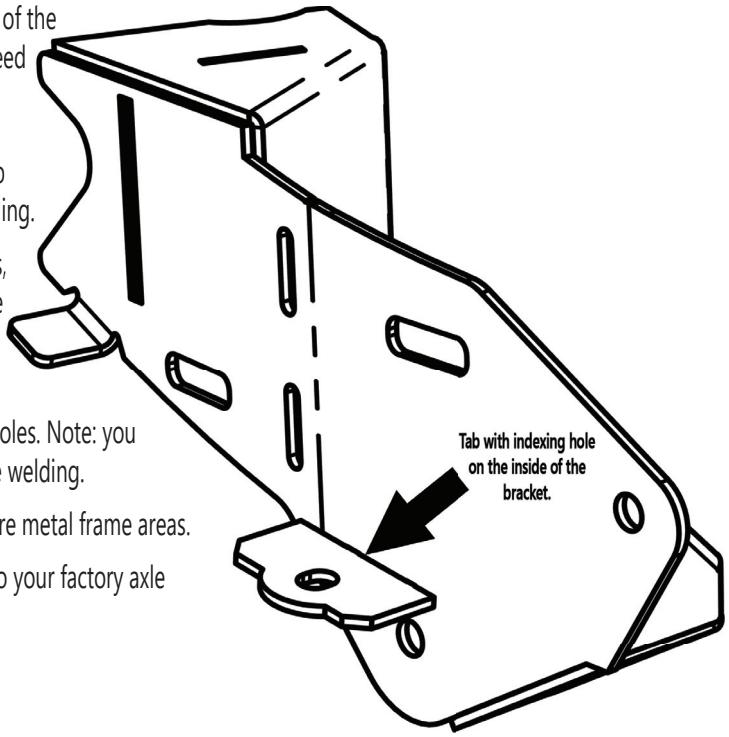
5) After you've cleaned the frame rail to bare metal in all of the required areas, bolt the bracket up tight to the frame using the hole in the bracket and the threaded hole in the frame.

6) With the bracket now mounted by the bolt, go ahead and weld the bracket to the frame. Weld the full perimeter of the bracket as well as the rosette holes. Note: you may need to use C-clamp(s) to pull the bracket in tight to the frame before welding.

7) Allow everything to cool, clean and then paint the bracket and all of the bare metal frame areas.

8) Install the new upper and lower control arms into the new bracket back into your factory axle brackets, all using the factory hardware.

9) Repeat this entire process on the other side.



Rear Brackets

1) Being that the new control arms fit the factory axle brackets, this kit can be installed one side at a time. Start by removing your upper and lower control arm from one side of the vehicle. Save the lower control arm bolts and nuts for reuse.

2) Remove the bolt from the rearmost body mount (body to frame bolt). Specifically the body mount that is closest to the FRONT side of the rear tire. Unbolt the rubber body mount puck from the body mount. Retain the rubber body mount puck and it's hardware for reuse.

3) Cut the upper and lower control arm frame brackets off of the frame.

4) Cut the rearmost body mount off of the frame. Specifically the one that is closest to the FRONT side of the rear tire.

5) Grind these areas completely smooth.

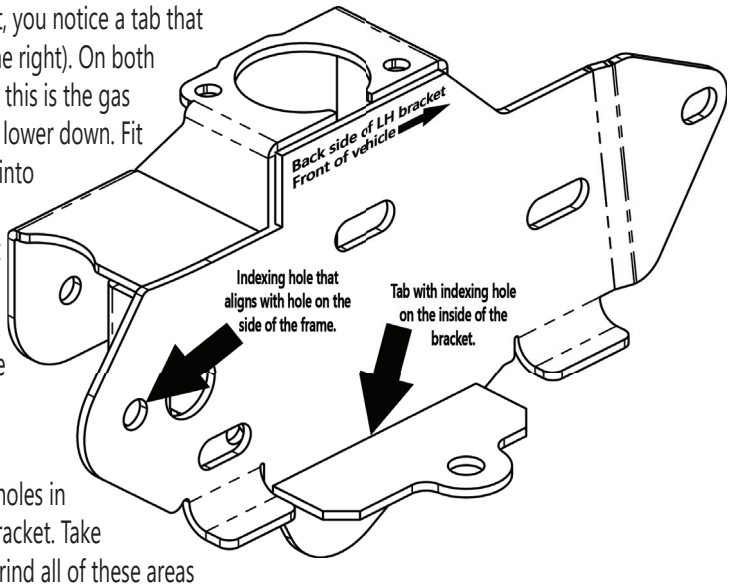
6) Familiarize yourself with the new rear control arm brackets. The rear brackets fit onto the OUTSIDE of the frame rails (see diagram, top of page 3).

7) Bolt the rubber body mount pucks onto the tops of the new rear control arm brackets using their original hardware.

8) At this point you may paint the body mount relocation brackets, the inner (square) body mount relocation bracket plate and the large laser cut washers that are raw steel (see diagram page 4).

9) Take your body mount relocation brackets and the 12mm bolts and lock washers included in the kit and install them into the old body mount hole's threads in the bottom of the body (see diagram page 4) - with the balance of the relocation bracket going towards the front of the vehicle. Note where the frontmost hole in the relocation bracket is now located.

10) Back to the large control arm brackets, on the bottom edge of the bracket, you notice a tab that folds inward to go under the frame rail with a hole in it (see diagram to the right). On both sides of the frame, there is a corresponding bolt. On the passenger's side, this is the gas tank skid plate bolt. Remove this bolt and allow the gas tank skid plate to lower down. Fit the bracket onto the side of the frame - the tab with the hole in it will go into the gap between the skid plate and the frame. You are going to use this skid plate bolt to index the bracket to the frame. Additionally, the farthest rearward hole on the side of the bracket, in the point of the bracket (see diagram to the right), this also indexes to a hole in the side of the frame rail, however you just have to index this by sticking a bolt or a pin thru the hole - there are no threads in this hole in the frame.



11) Hold the bracket up to the frame, index the holes and take note of the rest of the surrounding metal around the bracket. You'll note the various holes in the main plates of the brackets. These are rosette welding holes for the bracket. Take note of their locations as well. Remove the bracket and you will need to grind all of these areas down to bare metal in preparation for welding.

12) After you've cleaned the frame rail to bare metal in all of the required areas, reindex the bracket on the frame. Again, put the tab on the bracket between the bottom of the frame rail and the gas tank skid plate. Using the stock bolt, snug the bolt up. Now go back and index the other hole on the side of the frame rail again. With these 2 points indexed, fully tighten the bolt on the bottom.

13) Go ahead and weld the bracket to the frame. Weld the full perimeter of the bracket as well as the rosette holes. Note: you may need to use C-clamp(s) to pull the bracket in tight to the frame before welding.

14) Allow everything to cool, clean and then paint the bracket and all of the bare metal frame areas.

15) Next, open the back door and pull up the carpet. On the floor, you'll see a hole that aligns with the hole in the frontmost part of the relocation bracket. This hole, in most cases, must be enlarged to 1/2" with a drill.

16) Now you'll take the 1/2" x 4" bolt included in the kit, and using the body mount relocator inner plate (the smaller, square plate, see diagram on page 4) as a washer, insert the bolt thru the hole in the floor. As the bolt comes thru the bottom, it will go thru the hole in the rubber body puck below.

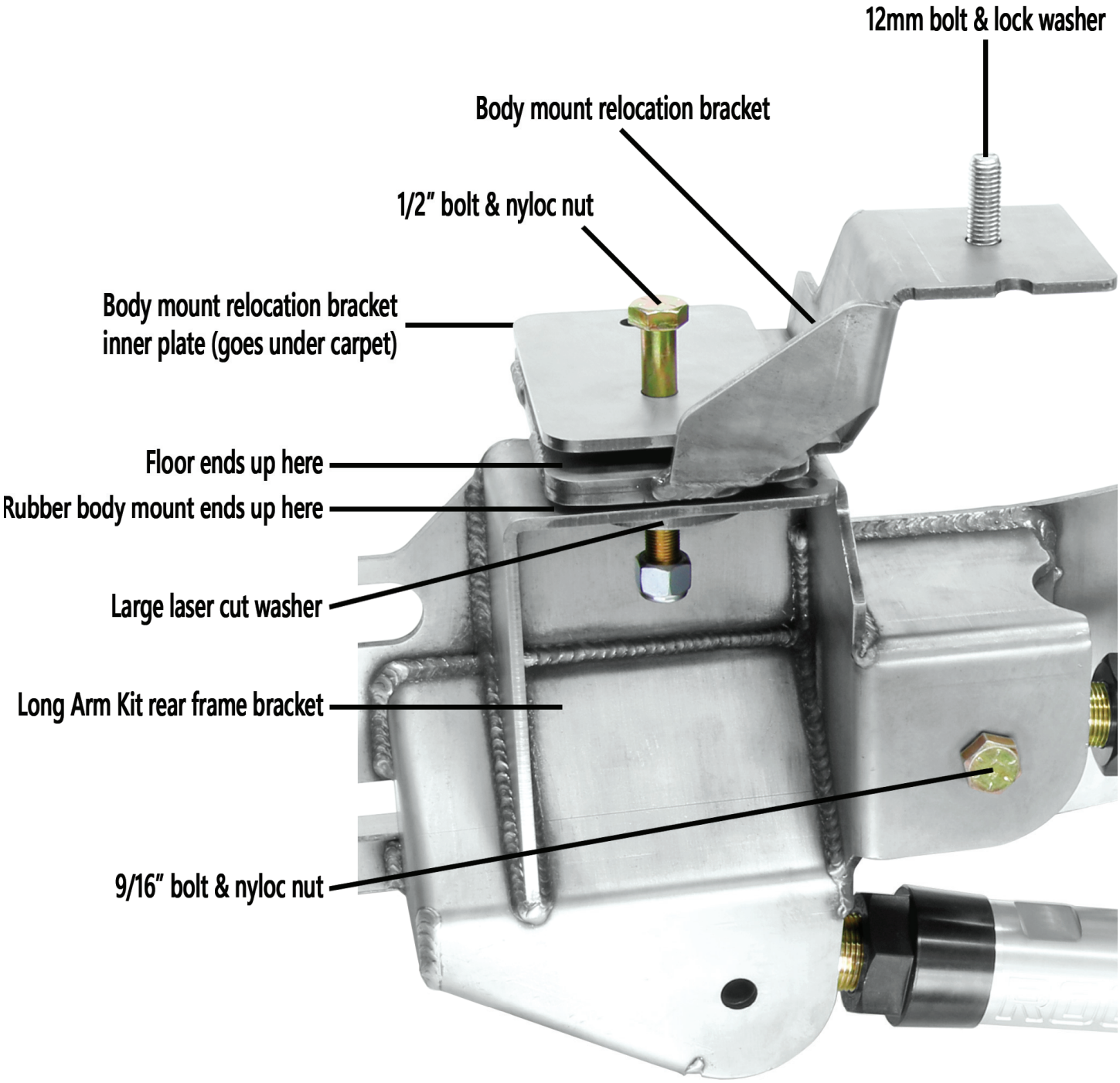
17) Locate the large laser cut body mount washers that came in the kit and the 1/2" nyloc nuts (see diagram on page 4). You'll notice the washer has a little flat on it - that flat must be parallel with the side of the frame rail. Install the washers onto the bolt that you just inserted from the top and then the nyloc nuts. Tighten the bolts/nuts and then fold the carpet back down over the bolt.

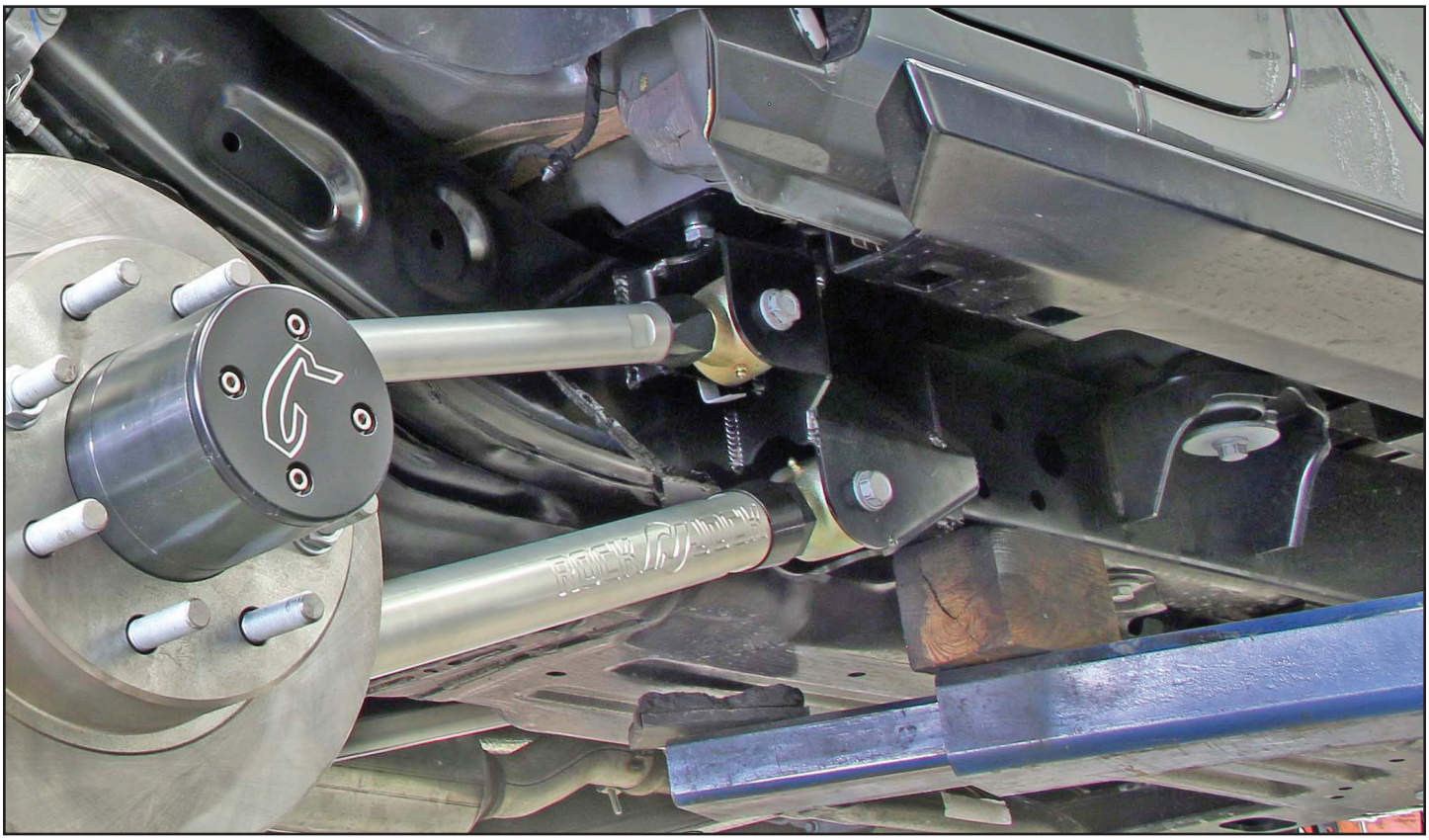
18) Install the new upper and lower control arms into the new bracket back into your factory axle brackets. Use the supplied 9/16" bolts and nyloc nuts for your new upper control arm bolts, and factory bolts and nuts for your lower control arms.

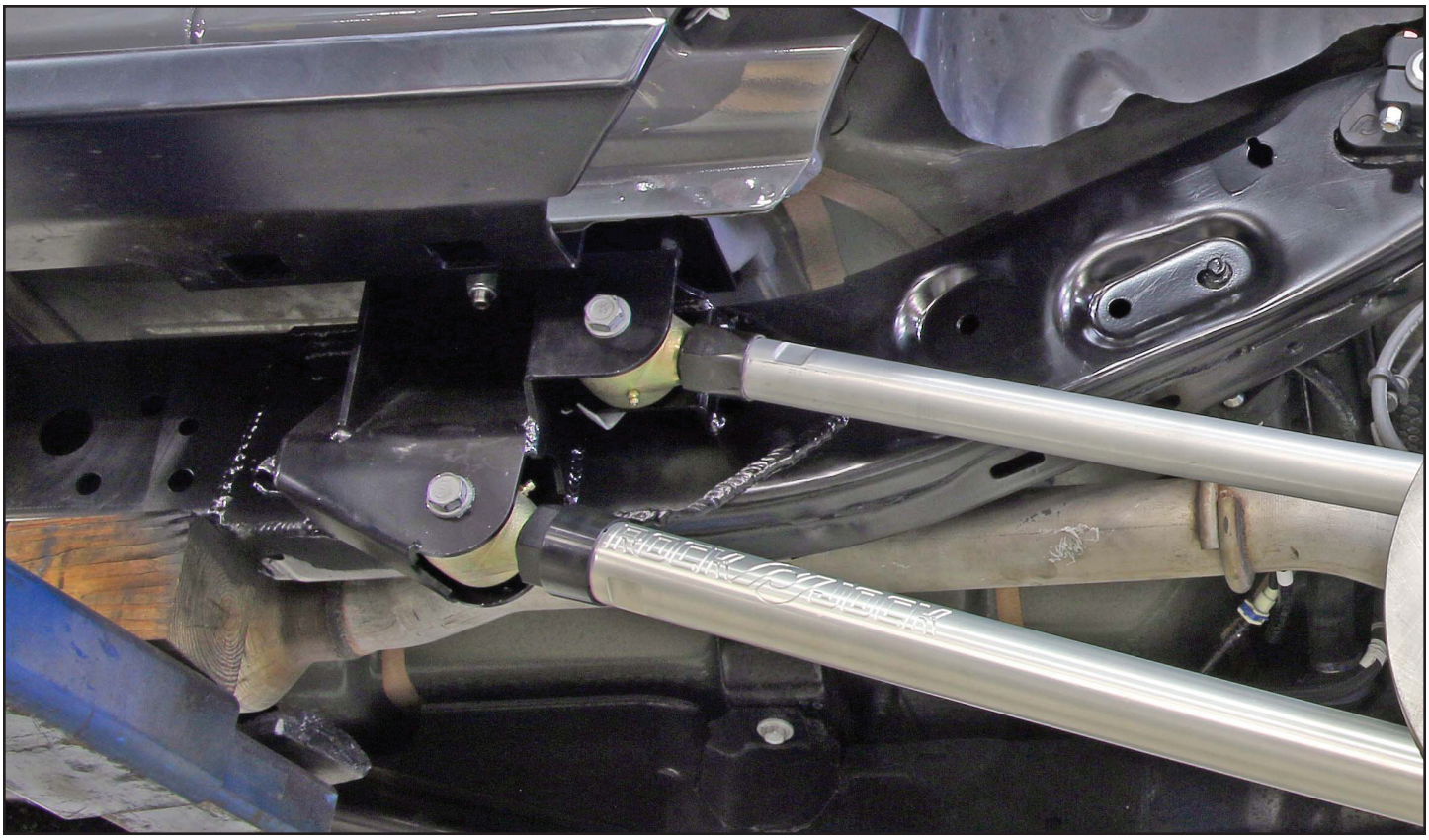
19) Repeat this entire process on the other side.

20) Take vehicle immediately to an alignment shop. You can preset your caster to 2-3 degrees positive and your rear pinion angle 2-3 degrees down in relationship to the driveshaft angle. This will get you close enough so you can carefully drive the vehicle locally to an alignment shop.

Component Diagram





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