

JKS[®]

INSTALLATION INSTRUCTIONS

Product: Adjustable Upper Control Arms

Part Number: JKS7150

Applications: Wrangler JK, 2007+ (front only)

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Welcome

CONGRATULATIONS on purchasing a set of new Adjustable Control Arms from JKS Manufacturing. We are committed to providing you with the best products available and your satisfaction is our first priority.

PLEASE READ these Installation Instructions carefully, and save them for future reference, as they contain important installation and maintenance information.

Important

SUSPENSION COMPONENTS THAT HAVE RUBBER BUSHINGS must be tightened with vehicle on level ground and at normal ride height. The springs must be supporting weight of vehicle when the hardware is torqued.

RUBBER BUSHINGS MUST NEVER BE LUBRICATED, as doing so will impair performance and longevity.

COMPATIBLE WITH original 4-link suspension configuration and vehicle ride height up to 6.0".

REFER TO FACTORY SERVICE MANUAL for information and procedures not covered in these instructions.

Tools Required

- Hydraulic Floor Jacks (two required)
- Jack Stands
- Metric/Standard Socket Wrench Set
- Torque Wrench
- Tape Measure
- Anti-Seize Lubricant
- Hand-Pump Grease Gun
- Moisture Resistant Marine Style Grease
- Heavy Duty Ratchet Strap *
- Factory Service Manual (recommended)

* Asterisk denotes tools that are not required for some applications. Thoroughly read instructions first to determine which tools will be required for your application.



ATTENTION INSTALLER

Install Adjustable Control Arms ONE AT A TIME for easiest alignment of mounting hardware.

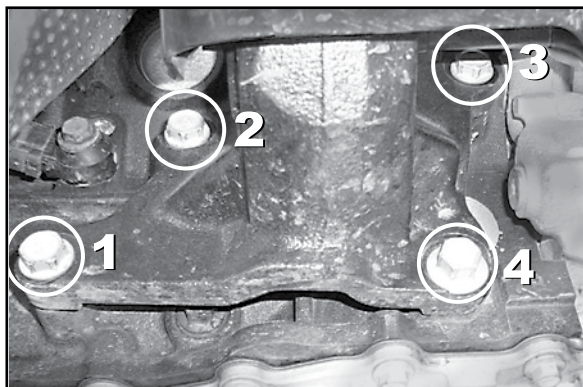
Installation

- 1. REMOVE ORIGINAL UPPER SUSPENSION ARM**
 - Raise and support the vehicle chassis with jack stands positioned behind the front lower suspension arm brackets.
 - Raise the axle housing back into position and support with a hydraulic jack. **HINT:** The axle housing should be evenly supported and the suspension at normal ride height. Do not attempt removal or installation with the suspension extended, or the axle drooped, as this will place tension on suspension arm mounting hardware.

- Remove the electrical clip from the suspension arm clevis bracket if equipped.
- Remove the upper suspension arm nut and bolt from the axle housing bracket. Retain the original mounting hardware.
- Remove the nut and bolt from the chassis rail bracket. Retain the original mounting hardware.

IMPORTANT: To remove the passenger side bolt from the chassis, it will be necessary to raise the engine according to the following instructions.

- Position a second hydraulic jack beneath mounting flange of engine oil pan. Support engine using a suitable block of wood (2x4 or larger) to distribute weight across oil pan bolts. **DO NOT** attempt to lift the engine by engine oil pan.
- Carefully raise the hydraulic jack just enough to remove the weight of the engine from the engine mounts.
- Locate the passenger side engine mount bracket and remove the four (4) bolts that secure it to the engine block.



- Slowly raise the hydraulic jack approximately 1-2 inches until the passenger side control arm bolt clears the interfering exhaust pipe.
- Continue following instructions with engine in raised position and begin Control Arm installation with passenger side first.

- Remove the original upper suspension arm from the vehicle.

□ 2. SET CONTROL ARM LENGTH

Adjustable Control Arms are fully collapsed when supplied from JKS and must be adjusted to the desired lengths before installation.

The working length of each upper Control Arm can be increased (up to 3.625" longer), decreased (up to 0.5" shorter), or exactly the same as the OE suspension arm.

- Determine ideal Control Arm length for your application by considering factors such as:
 - Length of OE suspension arm
 - Tire Clearance
 - Pinion Angle / Caster
- Rotate adjustable end of Control Arm until the desired length is achieved.
- Adjust corresponding Control Arm to exact same length.

□ 3. INSTALL CONTROL ARM

- Apply anti-seize lubricant to bolt threads of original mounting hardware.
- Mount the rotating (GOLD) end of Adjustable Control Arm to the chassis rail bracket with the greaseable fitting facing up.
- Install the original mounting bolt from inboard side. Bolt threads should point outboard.

IMPORTANT: Passenger side bolt must be installed with engine in the raised position to provide sufficient clearance around exhaust pipe.

- With the Control Arm positioned in the chassis rail bracket, insert the original bolt into the mounting hole.
- Carefully lower the hydraulic jack until the passenger side engine mount support bracket is realigned with the engine block.
- Install the four (4) original bolts into the corresponding mounting holes and tighten to 45 ft-lbs. using a torque wrench.
- Lower the hydraulic jack and remove block of wood from beneath engine oil pan.
- Install the original mounting nut and finger tighten. **DO NOT** torque mounting hardware until instructed.
- Mount the non-rotating (BLACK) end of Adjustable Control Arm to the axle housing bracket.
- Install the original mounting bolt from inboard side. **Bolt threads should point outboard.**
- Install the original mounting nut and finger tighten. **DO NOT** torque mounting hardware until instructed.

HINT: If mounting bolt is difficult to install due to misalignment of Control Arm bushing with mounting bracket, either (1) adjust height of axle housing with hydraulic jack, (2) move axle housing into position with a heavy-duty ratchet strap, or (3) temporarily disconnect track bar until mounting holes align.

❑ 4. TIGHTEN MOUNTING HARDWARE

- Once both Adjustable Control Arms have been properly installed, lower the vehicle to the ground until coil springs are supporting the full weight of vehicle.
- Using a torque wrench, tighten all mounting hardware to 75 ft-lbs.

❑ 5. POST-INSTALLATION INSTRUCTIONS

- Adjustable Control Arms are supplied pre-lubricated, although it will be necessary to add more grease after they have been adjusted and installed on the vehicle. Refer to Maintenance section for specific lubrication instructions.
- Have vehicle professionally aligned before driving on highway.

Maintenance

Control Arms should be greased regularly as part of vehicle maintenance schedule. Lubricate using moisture resistant marine style grease and a hand-pump grease gun. DO NOT use a pneumatic grease gun. Add grease slowly until resistance is felt. The internal spring-loaded seal can be damaged by forcing too much grease into Control Arms.

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