

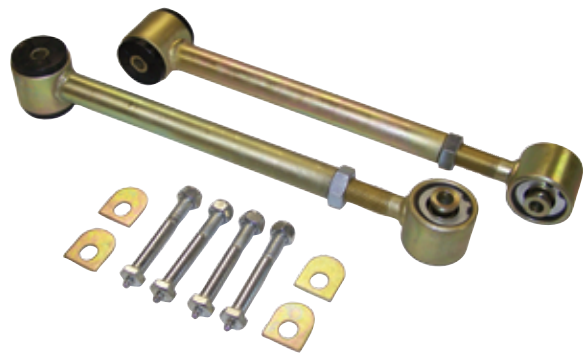


Installation Instructions for CP1000 Adjustable Lower Control Arms

CP1000

Verify that your kit is complete. The kit should include:

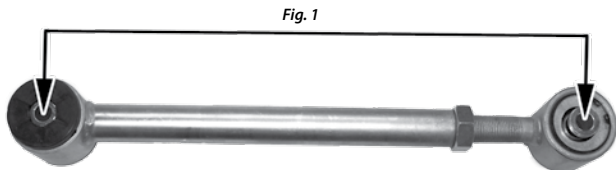
- 2 - Assembled Control Arms**
- 4 - Bolts**
- 4 - Nuts**
- 4 - Eccentric Washers**
- 2 - Jam Nuts**



1. Inspect the contents of the kit and read the entire instructions before proceeding.

2. Chock wheels on opposite side of vehicle that you are working on. Put one end of the vehicle on jack stands and a floor jack under the axle, support the axle with the jack. Lift just enough to get the stress off of the original control arm to remove it. Only one arm should be removed at a time.

3. Note the hole center to hole center length of the original control arm. (Fig. 1)



4. Make sure that the hole spacing on the CP1000 control arms match the factory control arms. If the Jeep is lifted, the control arms may need to be lengthened to bring caster and camber back into acceptable specifications.

5. Install each control arm. Note: Use the 1/2" eccentric washers in place of the cam bolt where used, for the lower front control arms.

6. With vehicle at ride height, tighten the control arm bolts to 90 Ft-Lb and tighten jam nuts. Reattach the emergency brake cables to the control arms using zip-ties.

7. Finally, inject a small amount of Poly-Lube into each of the Zerk (grease) fittings.

8. Re-torque all fasteners after 100 miles and grease periodically.

NOTE: Crown recommends a transfer case drop or SYE w/ CV driveshaft, on lifted vehicles. A wheel alignment should be done after installation. Check all under-carriage hardware for damage and ensure proper torque.

While every attempt is made to ensure that the information contained in these instructions are correct, no liability can be accepted by the authors for loss, damage or injury caused by any errors in, or omissions from the information given. All service should be performed by qualified mechanics. Crown Automotive Sales Co., Inc. cannot be held responsible for any mechanical work performed. Standard and accepted safety precautions and equipment should be used in every procedure. This modification will cause the vehicle to handle differently than with stock suspension. Unusual maneuvers could cause loss of control. Care must be taken at all times.