

INSTALLATION MANUAL

FOR

ROCK KRAWLER SUSPENSION, INC.

Entry Level Systems

FOURTH EDITION

1/01/03



Dear customer: Thank you for purchasing the best entry-level system on the market for your Jeep Vehicle. We are sure you will be happy with this system after your installation is complete. Please take your time during the installation and be sure to do it correctly. Completely read the directions before starting your installation so you know what to expect. Remember, your personal safety depends on it. Should you have any questions during this installation feel free to give our tech line a call (518-270-9822) and we will be happy to help you.

Note: BE SURE TO CHECK ALL FASTENERS FOR PROPER TORQUE BEFORE TEST DRIVE. RECHECK AFTER 500 MILES AND BE SURE TO CHECK PERIODICALLY.

Warning

Read and understand all instructions, warnings and safety precautions in these instructions and your owner's manual before attempting to install these components.

Caution

Proper installation of Rock Krawler Suspension, Inc. Products requires knowledge of recommended procedures for disassembly/assembly of OE vehicles and components. Access to OE shop manuals and special tools are required. Attempting to install this kit without knowledge of these procedures may affect the safety of your vehicle and or the performance of these components.

Warning

Rock Krawler Suspension, Inc. does not recommend combined use of suspension lifts, body lifts or other lift devices. Combined use of lifts may result in unsafe and unexpected handling characteristics. Also, many states now have laws restricting



vehicle lift, bumper heights and other alterations. Consult local laws to determine if your proposed alterations (including installation of this system) comply with your state laws.

Caution

Rock Krawler Suspension Inc. recommends the use of locktite on all hardware, unless noted otherwise.

Warning

Properly block and secure vehicle prior to installation.

Warning

Always wear safety glasses when using power tools

Driving Tips:

- 1) For Rock Crawling it is best to have the front sway bar disconnected. This will allow your suspension to do its intended function. Our suspension will give your vehicle unmatched articulation which will give you traction to keep your vehicle moving. Let the system do the work. This will save on vehicle abuse.
- 2) For Mud, especially sloppy mud, it is best to have the front sway bar connected. This will limit the suspension travel which is better for mud.
- 3) For Highway driving it is best to have the front sway bar connected. This will give you the on highway ride and handling characteristics you expect. **If you choose otherwise, you do so at your own risk.**



Installation Instructions

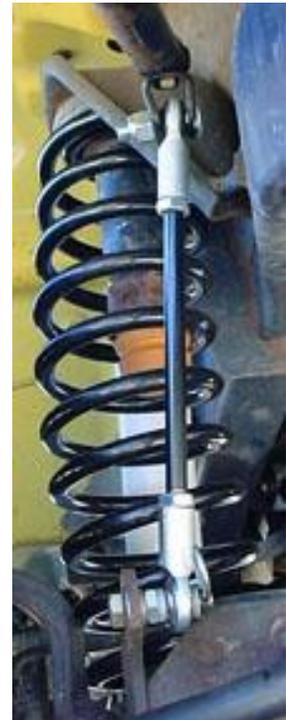
Front Installation

TJ's/XJ's/ZJ's/WJ's (KJ's proceed to the KJ front section)

- 1) Block the rear axle in position, set the emergency brake, set the vehicle with jack stands and remove your front tires and wheels.
- 2) Remove the front sway bar links.
- 3) Remove your front OEM Shocks.
- 4) Install the front coil spring spacers as follows; remove your front coil springs and your factory rubber spring isolators on top of the spring (you may need to remove your OEM bump stops to do so), put in place your new front poly spacers, now put in your factory rubber spring isolators on (reinstall your OEM bump stop if it was required to be removed prior), then reinstall your front spring.
- 5) Install your new front shocks.
- 6) Install the front sway bar disconnects as shown.



WJ's



TJ's/XJ's/ZJ's



WJ's On top use the supplied 1/2" x 2.5" coarse thread bolt and 1/2" nylok nut as shown with the supplied 5/8" wide spacer between the rod end and the sway bar. This will allow the sway link to rotate up past the sway bar. On the bottom, use the supplied 1/2" x 3.0" coarse thread bolt, 1/2" jam nut and wing nut to make the connection. Place the supplied shoulder spacers inside the OEM clevis bracket as shown. **Make sure you have 5/8" of thread engagement at a minimum for your rod ends.**

TJ's/XJ's/ZJ's On top, connect the sway bar link assembly to the sway bar using the supplied 3/8" by 1.5" long bolt and nylok nut and 3/8" washer (On XJ's there would be a stem cushion bushing and stem cushion washer on top of the sway bar). On the bottom, tighten the supplied bolt to the OEM mounting bracket with the supplied special bolt with the jam nut and spiral lock washer as shown. Then connect the sway bar link assembly to the special bolt with a supplied 1/2 nylon washer on each side of the rod end and then secure it with the hair pin as shown. **Make sure you have 5/8" of thread engagement at a minimum for your rod ends.**

7) Install the tires and wheels and put the front of the vehicle back on the ground.

KJ's front section

*We recommend this be completed by a qualified service center. This is not for the weak of heart.

- 1) Block the rear axle in position, set the emergency brake, set the vehicle with jack stands and remove your front tires and wheels.
- 2) Remove the upper A arm from the cast knuckle.
- 3) Remove the strut assembly from the cast mount and remove it from the vehicle.
- 4) Disassemble the strut assembly and remove the spring. Install the supplied poly spacer on the bottom of the strut and reinstall the spring. Put the strut assembly back together and reinstall it in the vehicle.
- 5) Reconnect the top A arm to the cast knuckle.
- 6) Install the tires and wheels and put the front of the vehicle back on the ground.

Rear Installation

- 1) Block the front axle in position, set the vehicle with jack stands and remove your rear tires and wheels.
- 2) Remove your rear OEM shock (on KJ's simply remove one end since your OEM shocks will be reused).
- 3) Remove your rear spring (it may be necessary to disconnect one end of a rear sway bar link to free up the rear axle for ease of movement).
- 4) On TJ's/ZJ's/WJ's remove the top OEM spring isolator and discard it. On KJ's remove the bottom



spring isolator and discard it. On XJ's remove the OEM rear shackle and discard it.

- 5) Install the new poly spring spacer where the OEM isolator was removed from on TJ's/ZJ's/WJ's/KJ's. On XJ's trim the bolt shown below and install the Krawler Shackle as shown below.



Bolt Trimmed



Shackles Installed

- 6) On TJ's/XJ's/ZJ's/WJ's install your new shocks. On KJ's reconnect your old shock.
- 7) Connect your rear sway bar links if you disconnected them.
- 8) Install your rear tires and wheels.
- 9) Lower the rear of the vehicle to the ground.

Good Job. Your installation is complete. Now go out and enjoy your vehicle.

Thank you for choosing Rock Krawler Suspension Inc.

***It is highly recommended that you get your front end realigned after installation is complete.**

***Torque all 3/8" and 10 mm bolts to 20-30 ft-lbs.**

***Torque all 1/2" and 14 mm bolts to 50 to 60 ft-lbs.**