

Rusty's JL Wrangler 3" Basic Kit RK-300B-JL INSTALLATION INSTRUCTIONS

Last Revised: 07/20/18

Introduction:

Rusty's recommends that this installation be performed by a certified automotive technician or a person with professional mechanical knowledge. Installing this kit without this expertise may jeopardize the handling and safety of the vehicle.

Read instructions several times before starting. Be sure you have all the needed parts and know where they install. Read each step completely as you go. Exhaust modifications may be necessary. Prior to drilling or cutting, check behind the surface being worked on for any wires, lines, or hoses that could be damaged. After any drilling or cutting, remove burrs and grind smooth any surfaces. An inclinometer or similar tool may be needed to measure driveshaft angles before and after the installation.

Warning:

- It is the owners' responsibility to inspect all Rusty's products for proper torque specs to prevent loosening of components.
- Seat belts and shoulder harnesses should be worn at all times.
- Re-check all bolts and nuts after the first 100 miles and after any off-road usage during the first 300 miles.
- Although all of our products are made from the highest quality materials possible, they are not a substitute for Safe and Careful driving. In other words, have good safe on-road / off-road sense. Know the terrain, the speed limitations, and any obstacles that may lie ahead. Please remember to preserve our right to enjoy public land through the proper use of off-road vehicles.

Before Starting Installation:

1. Carefully Read all warnings and instructions completely before beginning.
2. Verify all parts have been received in this kit by checking the parts list on page#2 of this document.
3. Only install this kit on the vehicle for which it is specified.
4. Park the vehicle on a clean, dry, flat, level surface and block the tires so the vehicle cannot roll in either direction.
5. Be certain the vehicle is safely secured on jack stands or a vehicle lift prior to working around or under a vehicle. Never rely on a jack alone to support a vehicle's weight; use appropriately rated stands to support the vehicle's frame and any other heavy components.

Parts List:

Note: Please be sure that you have all the provided parts listed below before continuing with the installation.

<u>Part #</u>	<u>DESCRIPTION:</u>	<u>Quantity</u>
RC-CS3655-JL	Rusty's Coils - JL 3" Front (Driver/Passenger) (Pair)	1
RC-9179	Rusty's JL/JT Bow Correction Lower Coil Spring Isolators (Pair)	1
RC-CS3765-JL	Rusty's Coils - JL 3" Rear (Driver/Passenger) (Pair)	1
RC-CA211-JL	Rusty's Adjustable Front Lower Control Arms (JL) (Pair)	1
RC-TB7500-JL	Rusty's Front Track Bar Mount Brace - JL Wrangler	1
RC-TB480-JL	Rusty's Track Bar - Adjustable Front (JL)	1
RC-TB490-JL	Rusty's Track Bar - Adjustable Rear (JL)	1
RC-SB480-JL	Rusty's Sway Bar - Front Extended Links (JL)	1
RC-SB490-JL	Rusty's Sway Bar - Rear Extended Links (JL)	1
RC-BL10-JL	Rusty's Front Brake Line Extension Brackets (JL)	1

Optional RX-100 Shock Fitment Chart

<u>Part #</u>	<u>DESCRIPTION:</u>	<u>Quantity</u>
RX-123	Rusty's RX100 Performance Shock: RX-123 (Each) ***FRONT***	2
RX-118	Rusty's RX100 Performance Shock: RX-118 (Each) ***REAR***	2

Optional RX-800 Monotube Performance Shock Fitment Chart

<u>Part #</u>	<u>DESCRIPTION:</u>	<u>Quantity</u>
RX-823	Rusty's RX800 Performance Shock: RX-823 (Each) ***FRONT***	2
RX-818	Rusty's RX800 Performance Shock: RX-818 (Each) ***REAR***	2

Optional RX-900 Remote Reservoir Shock Fitment Chart

<u>Part #</u>	<u>DESCRIPTION:</u>	<u>Quantity</u>
RX-923	Rusty's RX900 Performance Shock: RX-923 (Each) ***FRONT***	2
RX-918	Rusty's RX900 Performance Shock: RX-918 (Each) ***REAR***	2



For Questions or Suggestions, contact our Tech Department (256-442-0607)

Front Installation Instructions

Note: Save all factory components and hardware for reuse, unless noted.

1. Raise the vehicle with a jack and place jack stands under the frame rails behind the front lower control arm mounting points. Chock the rear tires to prevent any accidental movement.
2. Lower the vehicle carefully with the jack to the jack stands.
3. Remove the tires and wheels.
4. Support the front axle with the floor jack.
5. Remove the bolts that attaches the front track bar to the axle and frame mounting points with the use of a 21mm socket and wrench. Retain hardware for reuse.
6. Remove the factory front shocks from the vehicle at the top of the inside of the fender well with the use of a 18mm wrench and at the bottom mounting points with the use of a 18mm socket and wrench. Retain hardware for reuse.
7. Remove the front sway bar links at the axle and sway bar mounting points with the use of a 18mm socket and wrench. Retain hardware for reuse.
8. Disconnect the brake line brackets on the lower control arms with the use of a 15mm wrench.
9. Disconnect the front axle differential actuator from the housing to prevent damaging when lowering the front axle housing.
10. Disconnect the front axle differential vent hose from the differential housing with the use of needle nose pliers.
11. Lower the front axle slowly with the jack used to support the axle until the front coil springs become un-seated.
12. Remove the factory coil springs from the vehicle by slowly lowering the jack used to support the front axle until the coil springs can be removed. If using a coil spring compressor use caution.
13. Remove the factory coil spring isolators from the axle coil spring mounts and replace with the supplied Rusty's JL/JT Bow Correction Lower Coil Spring Isolators.
14. With the front axle supported use 21mm and 24mm wrenches to remove the mounting hardware for the factory front lower control arms at the lower control arm axle and frame mounts. Retain factory hardware, as it will be reused.
15. Adjust the supplied Rusty's JL Wrangler Adjustable Front Lower Control Arms to a length of 24-3/8" center of eye to center of eye. (**Note:** The length of the control arms could need to be adjusted when the vehicle is being aligned as this is just an approximate starting length and can vary.)

Front Lower Control Arm Length Chart	
3" Suspension Lift	24-3/8" Center of Hole to Center of Hole



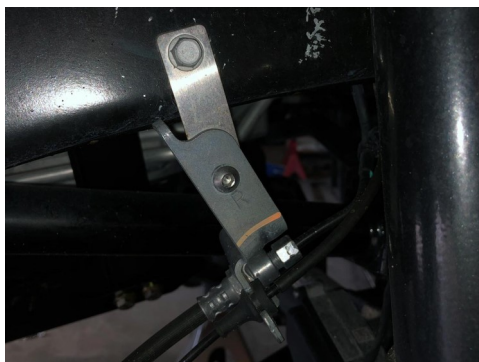
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Front Installation Instructions (Continued)

16. Install the supplied Rusty's JL Wrangler Adjustable Front Lower Control Arms using the factory hardware. Position the control arms so that the fixed end is mounted at the axle mount and the adjustable end is mounted at the frame mounting point. (**Note:** Make sure to position the lower control arms so that the stud faces outward towards the tire in the same manner as the factory lower control arms where positioned.)
17. Install the supplied Rusty's JL Front Track Bar Mount Brace at this time and the fixed end supplied front adjustable track bar with the use of the supplied instructions packaged with the Rusty's JL Front Track Bar Mount Brace. (**Note:** Do not attach the axle end of the track bar until instructed, temporarily hold the adjustable end up out of the way with a strap or bungee cord.)
18. Install the supplied front coil springs in the same manner that the factory coil springs were removed and slowly raise the front axle to seat the coil springs. In some cases a coil spring compressor could be needed to install the coil springs. (Note: Make sure to install the springs as labeled, the driver and passenger side coils are side specific.) (Note: Use caution when raising the front axle not to lift the vehicle off of the jack stands.)
19. Reinstall tires and wheels.
20. Jack up the vehicle and remove the jack stands in order to lower the vehicle back to the ground.
21. Reconnect the brake line brackets to the Rusty's JL Wrangler Adjustable Front Lower Control Arms using the supplied hardware.

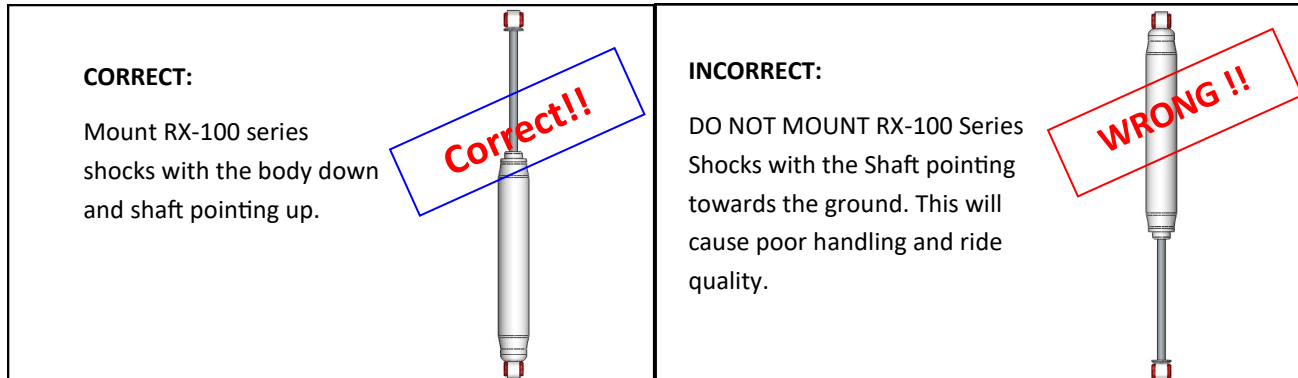


22. Install the supplied Rusty's Front Brake Line Extension Brackets where the front brake lines are attached to the frame with the use of the supplied hardware as well as the use of the factory hardware.



Front Installation Instructions (Continued)

23. Assemble the bushings and sleeves in the front shock absorbers and install if purchased. Reference the Shock Fitment Location Chart to determine the location of the purchased shocks. (**Note:** If you purchased our RX-100 Series Shocks, make sure that the white body is installed body down and shaft pointing up as pictured below. If you upgraded to RX-800 or RX-900 shocks, you can mount them in any orientation you prefer. Install the shocks using the original hardware and torque to factory specifications.)



Optional Shock Fitment Location Chart

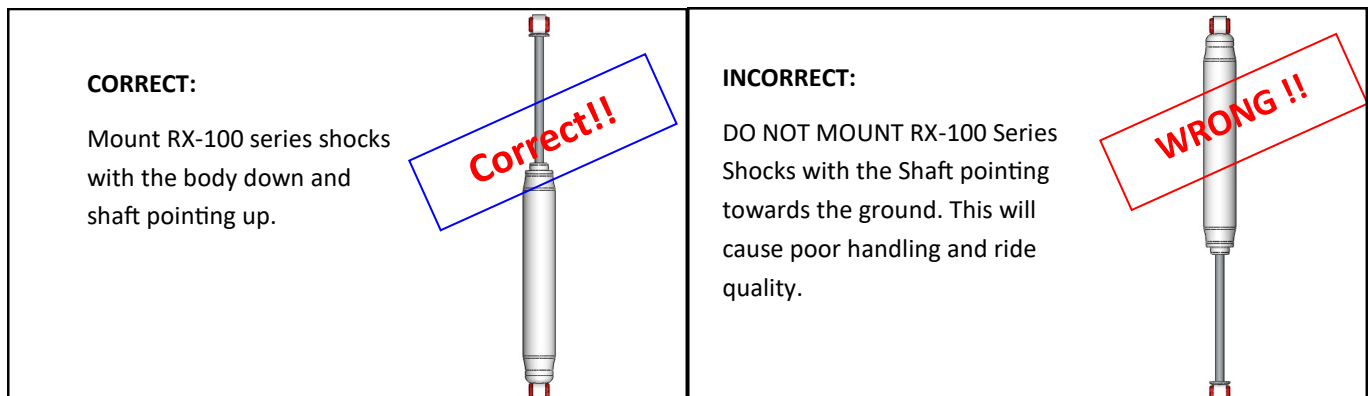
<u>Lift Amount/Location</u>	<u>Part #</u>
3" Front Shocks	RX-123 / R-823 / R-923
3" Rear Shocks	RX-118 / R-818 / R-918

24. Install the supplied Rusty's JL Front Extended Sway Bar Links or Rusty's JL Front Quick Disconnects (optional) at this time.
25. Complete the installation process of the front track bar at this time. The adjustable end of the trackbar bolts to the axle mount and the fixed end should be mounted to the frame. Leave the adjustable end unbolted. Center the front axle under the vehicle, and once centered, adjust the trackbar to fit.
26. Before bolting to the axle, you will need to center the body over the axle. Look at the front of the vehicle to see if the axle is centered, if not unlock the steering wheel. Turn the steering wheel to shift the body over the axle until centered. Once centered lock the steering wheel and adjust the adjustable end of the track-bar to the proper length and fasten to the axle mount with the factory hardware. Torque to 75 lb.-ft.
27. Once satisfied with the control arm and track bar lengths apply Loctite and tighten the jam nuts to the correct torque values.
28. Reattach the front axle vent tube, axle differential actuator, and any other wiring or hoses that were disconnected to complete the installation process.
29. Front Installation is now completed!



Rear Installation Instructions

30. Raise rear of the vehicle with a jack and place jack stands under the frame rails behind the rear lower control arm mounting points. Chock the rear tires to prevent any accidental movement.
31. Lower the vehicle carefully with the jack to the jack stands.
32. Remove the tires and wheels.
33. Support the rear axle with the floor jack.
34. Remove the factory rear trackbar by removing the hardware at the frame and axle mount with the use of a 21mm socket and wrench. Retain hardware for reuse.
35. Remove the factory rear shocks at the top of the inside of the fender well and at the bottom mounting points with the use of a 18mm socket. Retain hardware for reuse. (**Note:** If necessary to remove rear upper shock hardware, remove the rear lower inner fender liner by removing the 3 bolts with the use of a 8mm socket.)
36. Unbolt the rear sway bar links at the axle and sway bar mounting points with the use of a 18mm socket and wrench. Retain hardware for reuse.
37. Lower the rear axle slowly with the jack used to support the axle until the rear coil springs are able to be removed.
38. Install the supplied rear coil springs in the same manner that the factory coil springs were removed and slowly raise the rear axle to seat the coil springs. In some cases a coil spring compressor could be needed to install the coil springs. (**Note:** Make sure to install the springs as labeled, the driver and passenger side coils are side specific.) (**Note:** Use caution when raising the front axle not to lift the vehicle off of the jack stands.)
39. Assemble the bushings and sleeves in the rear shock absorbers and install if purchased. Reference the Shock Fitment Location Chart on page 4 to determine the location of the purchased shocks. (**Note:** Make sure that the white body is installed body down and shaft pointing up as pictured below if you purchased our RX-100 Series Shocks. If you upgraded to RX-800 or RX-900 shocks, you can mount them in any orientation you prefer. Install the shocks using the original hardware and torque to factory specifications.)



Rear Installation Instructions

40. Install the supplied Rusty's JL Front Extended Sway Bar Links at this time.
41. Reinstall the tires, remove the jack stands and lower the vehicle to the ground. Torque lug nuts to factory specifications.
42. Bolt the supplied rear track bar to the axle using the factory hardware with a 21mm wrench. The adjustable end of the track bar bolts to the frame end. Leave the adjustable end unbolted. Using a ratchet strap to center the rear axle under the vehicle, then center and adjust the track bar to fit. Take measurements to ensure that the body is centered.
43. Adjust the end of the track bar to line up with the frame mount and secure it using the factory hardware with the use of a 21mm wrench. Torque both ends of the track bar to 75 Ft. lbs. Firmly tighten the jam nut.
44. Double-check all hardware used for installation for proper clearances and torque.
45. **IMPORTANT NOTE:** Once installation of this lift kit is complete, the drag link **MUST** be adjusted to center the steering wheel **BEFORE** the vehicle is driven. Failure to do so will cause the Vehicle Stability Program not to function properly, odd vehicle handling, and poor performance.
46. Adjust the front drag link to in order to center the steering wheel by loosening the two bolts on the drag link adjustment collar and then rotating the adjustment collar until the steering wheel is centered.
47. Retighten the two bolts on the drag link adjustment sleeve.
48. Readjust headlights to proper specs.
49. A professional front end alignment is required. If necessary, the vehicle can be driven to a local alignment shop, but the alignment should be performed as soon as possible.
50. Re-torque all fasteners after 500 miles and recheck after 1000 miles. Visually inspect all hardware components and re-torque fasteners during routine vehicle service.
51. Installation is now complete. Cycle the steering lock-to-lock and double-check all of the components for proper operation, clearances, and torque.



Final Notes

At this point there should be no parts left but installing the stickers. The vehicle will need to have an alignment as soon as possible, if you don't you may get the "death wobble", poor tire wear or just a bad handling vehicle.

Alignment Recommended Specifications

- Toe: Should be set at 0 to 1/32" Toe Out
- Castor: 7 Degrees Positive
- Camber: 0

WARNING

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