



Jeep JK Sterling 10.25 or 10.5 One Ton Axle Truss 3 Link Swap Kit Installation Instructions

Thank you for purchasing our Jeep JK One Ton Axle Swap Kit!

Installation Notes:

- Installation of this kit requires welding.
- This kit is designed to be install in Jeep Wrangler 2 door and 4 door models from 2007-2018.
- Refer to your factory service manual for information regarding the removal of any O.E.M. components.
- This kit does not contain any provisions for the following items: ABS sensors, driveshaft modifications, and brake lines. These items are the responsibility of the end user.
- This kit is designed to be used with the full float 10.25 or 10.5 Sterling rear axle from an F250 or F350 Pickup.
- The Sterling axle will have an 8-6.5" or 8-170mm bolt pattern, this will not match the factory bolt pattern on the stock JK front axle.
- Some axles will require the vent port to be relocated on the axle tube.
- **The pinion on this axle will contact the factory fuel tank. The fuel tank will need to be relocated to install this kit!**
- A custom rear track bar will be required.
- This kit is designed to convert the rear suspension on your Jeep to a 3 link, a mounting bracket for the rear upper control arm at the frame will be required.

Tools required:

- Welding machine with the capability to weld at least 3/8" thick steel
- Various hand tools for the removal and installation of existing components
- Grinder
- Cutting torch, plasma cutter, or other appropriate cutting tool
- Angle finder
- Tape measure
- Level

Contents of kit

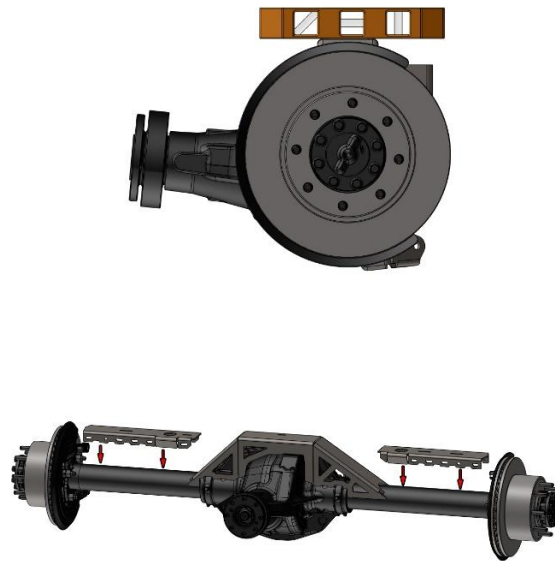
Bill Of Materials For B4WK12591			
QTY	Part Number	Etch Number	Description
1	B4W250801	801 B	JK to Sterling Swap Truss Center
1	B4W188677	677 B	JK 14B Swap Truss Left
1	B4W188734	734 B	Sterling to JK R Truss Top
1	B4W250584	584 B	JK UCA 3 Link Mount 14 Bolt
1	B4W250586	586	JK UCA 3 Link Mount L Gusset
1	B4W250724	724 B	JK 14B Swap Track Bar Inner
1	B4W250725	725 B	JK 14B Swap Track Bar Outer
4	B4W188297	297 B	Coil Center Sterling to JK 2
2	B4W250409	409	Coil Retainer Sterling to JK
2	37C100HCS8Y	NA	3/8"-16X1" Hex Head Grade 8
2	37CNNE0Y/GC	NA	3/8-16 Nylock Yellow
2	B4W188360	360	JK 14 Bolt Swap Coil Cap
1	B4W250683	683 B	JK 14B Swap Left LCAM
2	B4W250684	684	JK 14B Swap Sway Bar Tab
1	B4W250686	686 B	JK 14B Swap Left Shock Bracket
1	B4W250692	692 B	JK 14B Swap Left LCAM Skid
2	B4W250728	728	JK 14B Swap 2" Up LCAM Skid
1	B4W250682	682 B	JK 14B Swap Right LCAM
1	B4W250685	685 B	JK 14B Swap Right Shock Bracket
1	B4W250693	693 B	JK 14B Swap Right LCAM Skid
1	B4W250802	802	JK to Sterling Swap RUCAM Gusset R

Step 1:

Remove all factory brackets from the axle, none of the factory bracketry will be used.

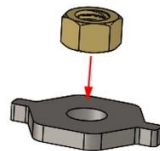
Step 2:

Place the axle on jack stands or another sturdy work surface. Rotate the axle until the desired pinion angle for your Jeep is achieved. Place the truss top on the axle and level (parallel to the ground). Measure from the backing plate flanges to the ends of the truss and center the truss on the axle. Once the truss top is positioned properly, place tack welds to secure it to the axle tubes. Place the two side supports on top of the axle tubes, level, and weld in place.



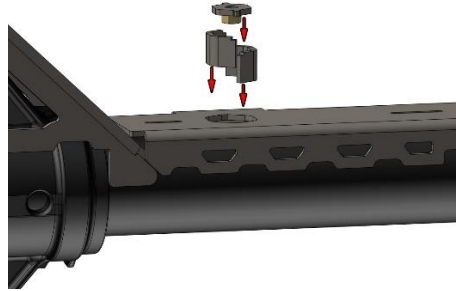
Step 3:

The included 3/8" nuts will need to be welded to the coil spring caps. Center the nut in the hole on the cap and weld in place. Repeat this for both caps.



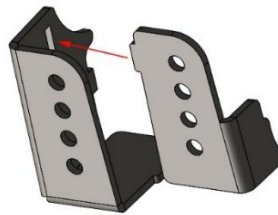
Step 4:

Install the coil spring locator and cap assembly on the truss. There are two locators per side, they will go in the hex shaped holes in the top of the truss. The coil cap will then key into the locators. Once positioned properly weld into place.



Step 5:

Assemble the two halves of the track bar bracket. The two pieces will key together, take care during assembly to keep the two halves parallel and at the correct mounting width. Once the two pieces have been assembled weld them together.



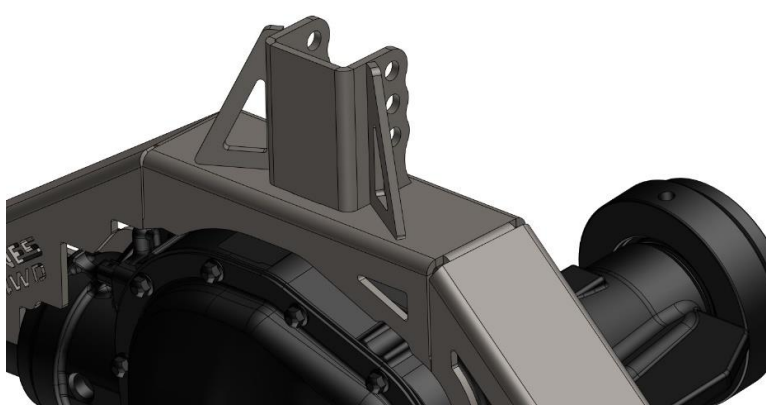
Step 6:

Place the track bar assembly on the truss. The bracket is keyed to fit in a slot on the back of the truss. Once the bracket has been placed correctly on the truss, weld in place.



Step 7:

The upper control arm bracket will now need to be installed. The bracket will key into a slot in the top of the truss. Gussets have been provided to go on either side of the bracket. The gussets will angle back towards the rear of the truss. Once properly positioned weld into place and repeat for the other side.



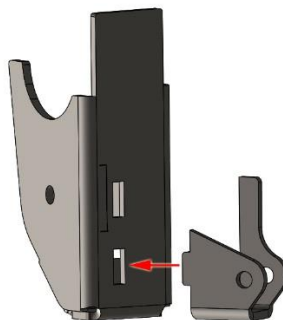
Step 8:

The lower control arm brackets need to be assembled. You have two options when assembling the brackets, a high clearance option and a standard option. The high clearance option will require 2" shorter shocks, the standard option will work with your existing shocks. Skip to the appropriate section below for the configuration you would like to use for your install.

Standard Lower Control Arm Bracket Assembly instructions:

Step 1:

Place the shock bracket in the lowest slot on the lower control arm bracket and weld it in place.



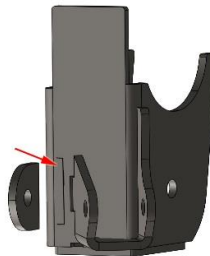
Step 3:

Install the shock bracket in the upper slot on the lower control arm bracket, and weld in place.



Step 4:

The lower control arm bracket will have an etch mark for the location of the sway bar tab. Using the etch mark as a guide place the sway bar tab and weld in place.



Step 9:

Install the lower control arm bracket assemblies on the axle. The brackets will need to angle in towards the pinion of the axle. Place the tab on the top of the lower control arm in the cut out on the backside of the truss top. Weld the bracket in place and repeat for the other side.



Step 10:

Weld the truss to the axle, and weld all seams not welded in previous steps. It is not necessary to weld the truss to the axle in all areas of contact. We recommend making staggered welds, weld a 1"-2" long weld, skip an area about the same length, and add another weld. We also recommend moving around on the axle while welding to avoid concentrating heat in one area.

Take your time and allow plenty of time for the assembly to cool between welds.

Hardware note:

Hardware has been provided for the upper control arms at the axle. Coil retainers and bolts have also been provided. Both will need to be installed when the axle is placed in the Jeep.

Congratulations you have completed the installation of your JK one ton axle swap truss!



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