

ROCK JOCK[®]

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RJ-150000-101, RJ-150001-101 & RJ-150002-101 Jeep JT Gladiator Johnny Joint[®] Suspension Systems Installation Instructions & Technical Manual

Please note that modifying the suspension of your Jeep Wrangler will affect the vehicle handling and stability characteristics!

You have purchased a RockJock[®] Off Road Suspension System for the 2020 & Up Jeep JT Gladiator; the finest suspension system on the market. This suspension system will provide ample lift to accommodate up to 35" tall tires on a Sport or Sahara model with no modifications and up to 37" tall tires on a Rubicon model with no modifications. On all JT models, tires larger than 37" will fit and can be used, but would require the modification or replacement of stock fenders, modification or replacement of bumpers and/or sheetmetal trimming. When running 38" tires or larger, additional bump stop height may be necessary. This suspension system was designed around a 17" x 9" wheel with a 4 1/2" back spacing. Other wheel & tire configurations can be used but interference may be an issue.

Lets Begin!

Start by opening all of the packages inside the kit box and take an inventory of all components and hardware per the Parts List below. PLEASE read this entire instruction manual before beginning!

Parts List	Required Tools	Required Tools (cont'd)
1) CE-9818FUA.....JT/JL Front Upper Control Arms	3/8" Ratchet	Grease Gun
1) CE-9818FLA.....JT/JL Front Lower Control Arms	1/2" Ratchet	Hi-Moly Chassis Grease (CE-9013G)
1) RJ-150400-103.....JT Rear Upper Control Arms	3/8" Impact Wrench (optional)	Scissors
1) RJ-150400-101.....JT Rear Lower Control Arms	1/2" Impact Wrench (optional)	Scotch Tape
1) RJ-154100-105.....Eibach Front Coil Springs (4")	Torque Wrench	Jack & Jack Stands
1) CE-9818FSI.....Urethane Front Coil Spring Isolators	6mm Allen Wrench	
1) RJ-154400-105.....Eibach Rear Coil Springs (3")	5/16" Allen Wrench	
1) CE-9818FBS1.....Front Bump Stop	1/2" Wrench and Socket	
2) RJ-151401-1.....Rear Bump Stop Bracket	9/16" Wrench and Socket	
1) CE-9120FJL.....JT/JL Front Trac Bar	3/4" Wrench	
2) RJ-141300-1.....Front Brake Line Relocation Bracket	3/4" Socket (optional)	
1) RJ-156400-101.....Rear Brake Hose Kit	8mm Wrench or Socket	
1) RJ-151402-101.....Driveshaft Carrier Bearing Drop Kit	10mm Wrench or Socket	
2) CE-9901RD5.....10.5" Sway Bar End Link Rod	10mm Line Wrench	
2) RJ-517200-1.....12.5" Sway Bar End Link Rod	15mm Wrench or Socket	
1) CE-99006.....1/2" Studded Heim Joint (RH)	16mm Wrench or Socket	
3) CE-99006B.....1/2" Thru-Hole Heim Joint (RH)	18mm Wrench or Socket	
4) CE-99006L.....1/2" Studded Heim Joint (LH)	19mm Wrench	
2) CE-9900JLFS.....High Misalignment Spacer (.427" thick)	21mm Socket	
4) RJ-524200-1.....High Misalignment Spacer (.238" thick)	22mm Socket (Lug Nuts)	
2) RJ-501101-1.....M10-1.5 x 40mm Bolt	24mm Socket	
2) RJ-501206-1.....5/16"-18 x 7/8" Bolt	Various Socket Extensions	
8) RJ-501205-1.....3/8"-16 x 7/8" Socket Head Allen Bolt	Wheel Lock Key (if equipped)	
1) CE-91257A751.....1/2"-20 x 3" Bolt	Flat Screwdriver	
2) RJ-91247A726.....1/2"-13 x 3 1/2" Bolt	Trim Removal Fork Tool	
2) CE-91202A242.....10mm Lock Washer	Needle Nose Pliers	
2) CE-91102A770.....1/2" Lock Washer	Diagonal Cutters	
2) CE-90126A030.....5/16" Flat Washer	Mallet	
8) CE-90108A415.....3/8" Flat Washer	Hammer	
2) CE-91455A150.....M12 Flat Washer	Transfer Punch	
2) H0014.....1/2" Grade 8 Flat Washer	Drill	
8) CE-90108A415.....3/8"-16 Serrated Flange Nut	Pilot Drill bit	
2) CE-93298A120.....5/16"-18 Flanged Nylock Nut	29/64" Drill Bit	
6) CE-95615A220.....1/2"-20 Nylock Nut	3/8" Drill Bit	
4) CE-95462A525.....1/2"-20 Jam Nut (RH)	1/2" Drill Bit	
4) CE-H0020.....1/2"-20 Jam Nut (LH)	1/2"-13 Tap & Tap Handle	
Optional Equipment Shown	Ratchet Strap	
1) RJ-150400-105.....JT Rear Trac Bar	Tape Measure	

Torque Specs.

F lower control arm @ differential.....	190 ft. lbs.
F lower control arm @ frame.....	190 ft. lbs.
F upper control arm @ differential.....	80 ft. lbs.
F upper control arm @ frame.....	80 ft. lbs.
F upper control arm heat shield.....	40 in. lbs.
F brake hose relocation brkt. to arm...15 ft. lbs.	
F brake hose brkt. to relocation. brkt...18 ft. lbs.	
F shock bolt, upper.....	80 ft. lbs.
F shock bolt, lower.....	75 ft. lbs.
F sway bar link nuts (all 4).....	30 ft. lbs.
F trac bar @ frame.....	110 ft. lbs.
F trac bar @ differential.....	110 ft. lbs.
F bump stop to differential.....	30 ft. lbs.
F driveshaft to differential yoke.....	90 ft. lbs.
Sway bar end link nyloc nuts.....	85 ft. lbs.
F sway bar pass. side end link at diff.....	85ft. lbs.
Lug Nuts (factory).....	130 ft. lbs.
R lower control arm @ differential.....	185 ft. lbs.
R lower control arm @ frame.....	185 ft. lbs.
R upper control arm @ differential.....	185 ft. lbs.
R upper control arm @ frame.....	200 ft. lbs.
R sway bar link nuts.....	30 ft. lbs.
R trac bar @ frame.....	90 ft. lbs.
R trac bar @ differential.....	100 ft. lbs.
R upper shock bolt.....	80 ft. lbs.
R lower shock bolt.....	75 ft. lbs.
R sway bar link to frame.....	60 ft. lbs.
R caliper bolts.....	27 ft. lbs.
R brake line banjo bolts.....	26 ft. lbs.
R vehicle speed sensor bolt.....	8 ft. lbs.

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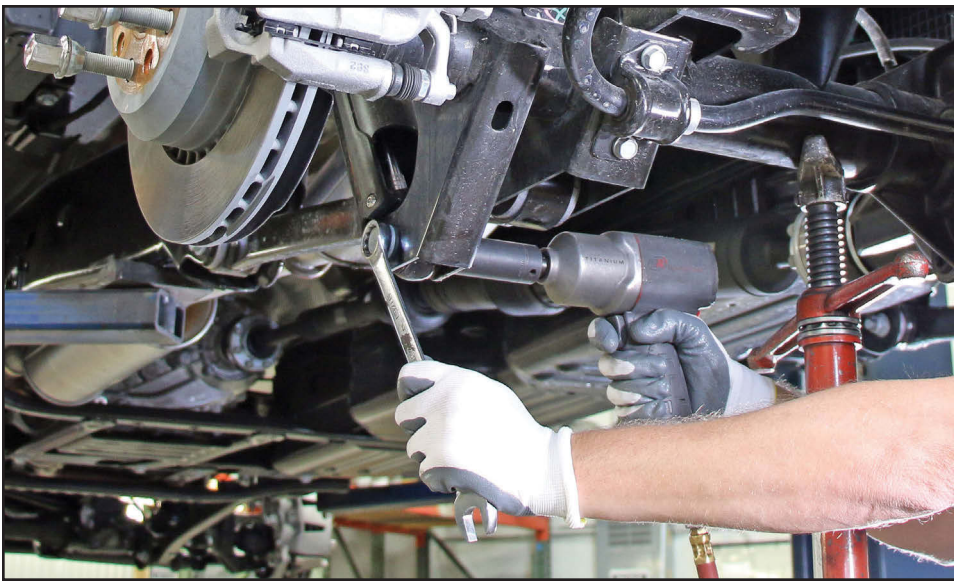


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Step 1

NOTES: during this entire process, always remain mindful of the stability of the vehicle, for your own safety. Also, be very careful to never lift the vehicle without first checking your brake lines and wiring. You can literally rip the brake lines off and the wires out by not constantly monitoring them!

Now, let's start by getting your JT in the air and removing the wheels and tires using a 22mm socket.



Step 2

Remove the lower shock bolts with a 21mm wrench and socket.

Step 3

Remove the upper shock bolts with a 21mm wrench and socket and then remove and discard the shocks.



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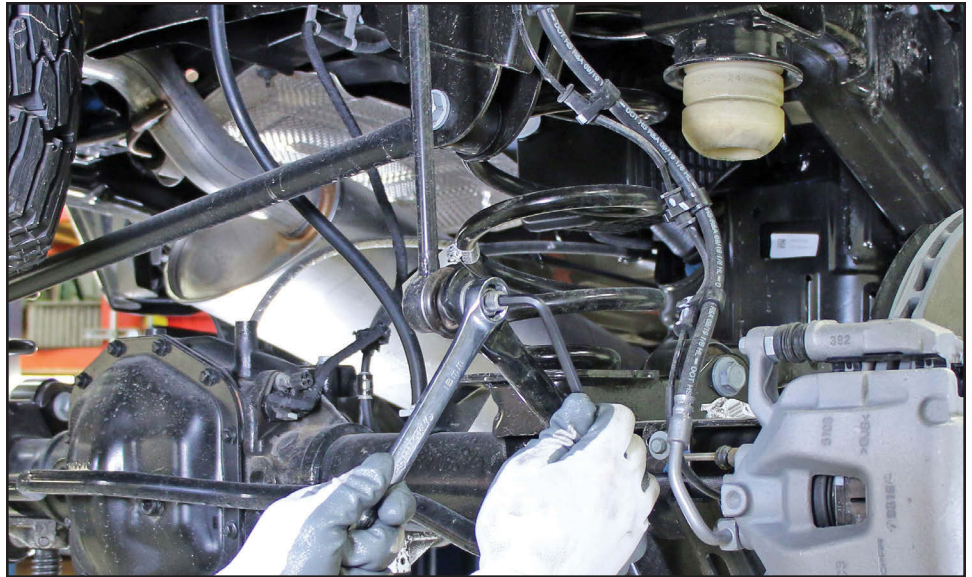
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Step 4

Using a 6mm allen wrench and an 18mm wrench, remove the bottom of the rear sway bar links from the sway bar.

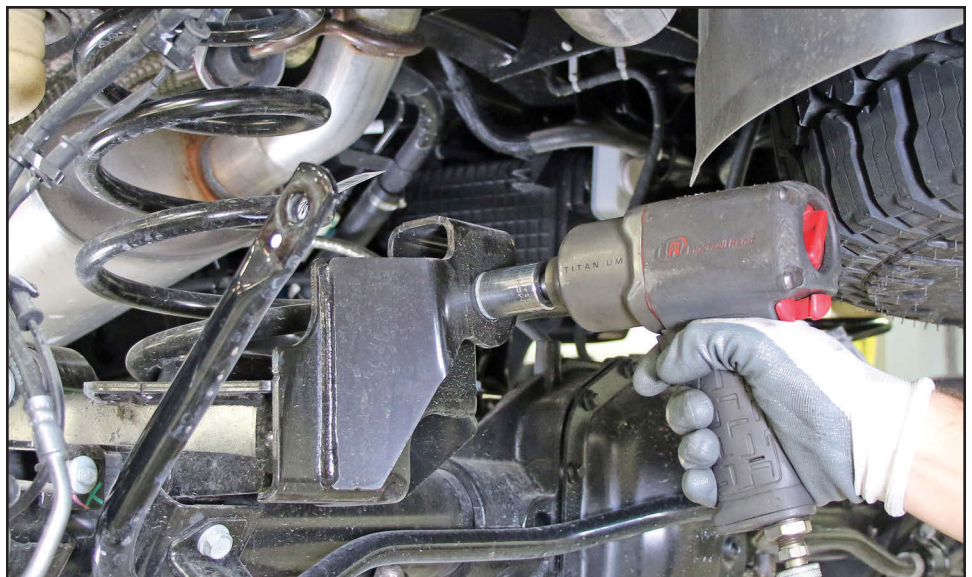


Step 5

Remove the bolt that attaches the top of the rear sway bar link to the frame with an 18mm socket. Discard the link, but retain the bolt for reuse.

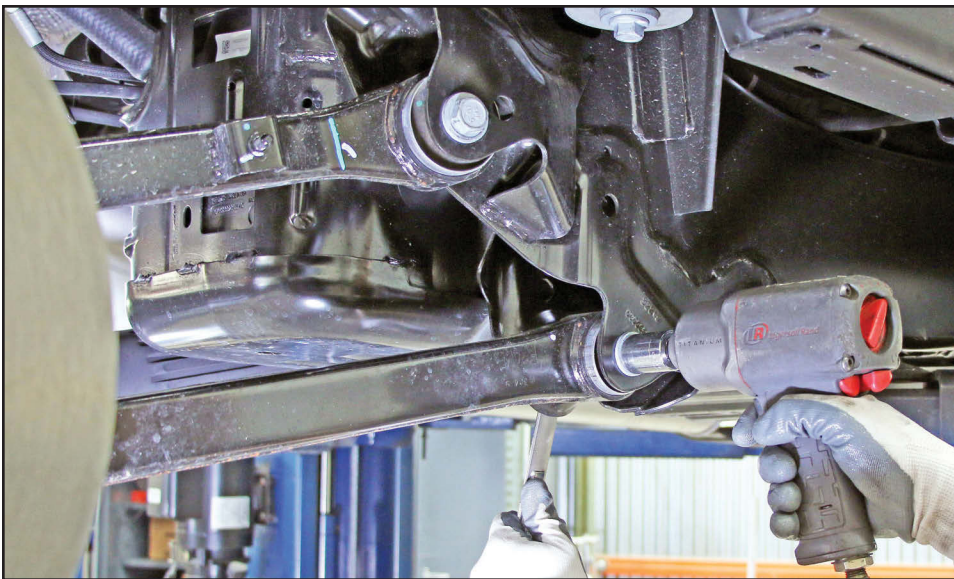
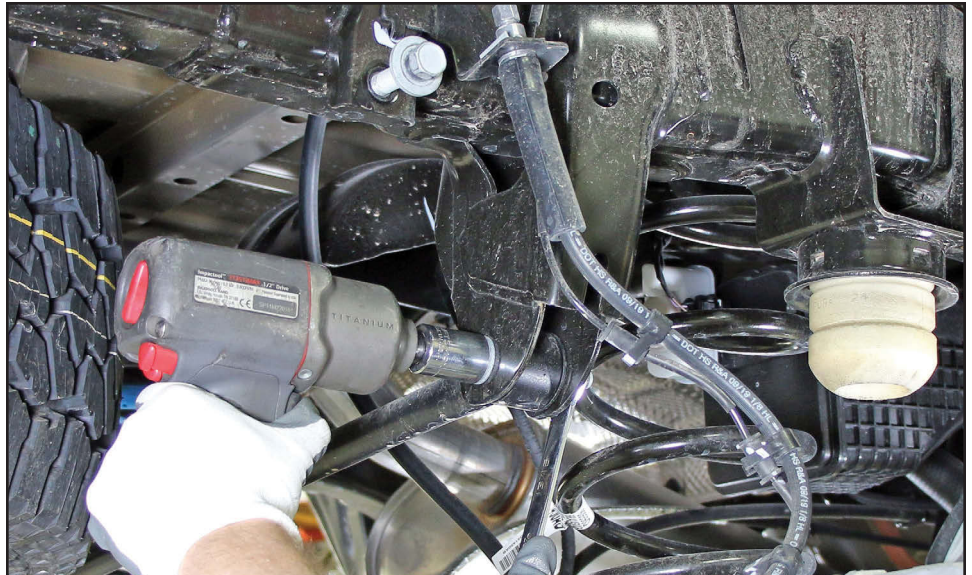
Step 6

Regardless of whether or not you are upgrading your rear trac bar, we find it makes this entire job a lot less of a fight with the rear trac bar removed from the vehicle entirely. So, with a 21mm socket, remove the rear trac bar housing bolt. Upon removing the bolt, be aware that the rear differential will shift. Retain the bolt and flag nut for reuse.



Step 7

With the same 21mm socket and a 21mm wrench, remove the rear trac bar frame bolt and then remove the rear trac bar. Retain the bolt and nut for reuse. Retain the bar if you'll be reusing it.



Step 8

Using a 21mm socket and a 24mm wrench, remove and replace the rear control arms ONE AT A TIME....

Step 9

...and replace with the corresponding new arm, reusing the factory hardware.



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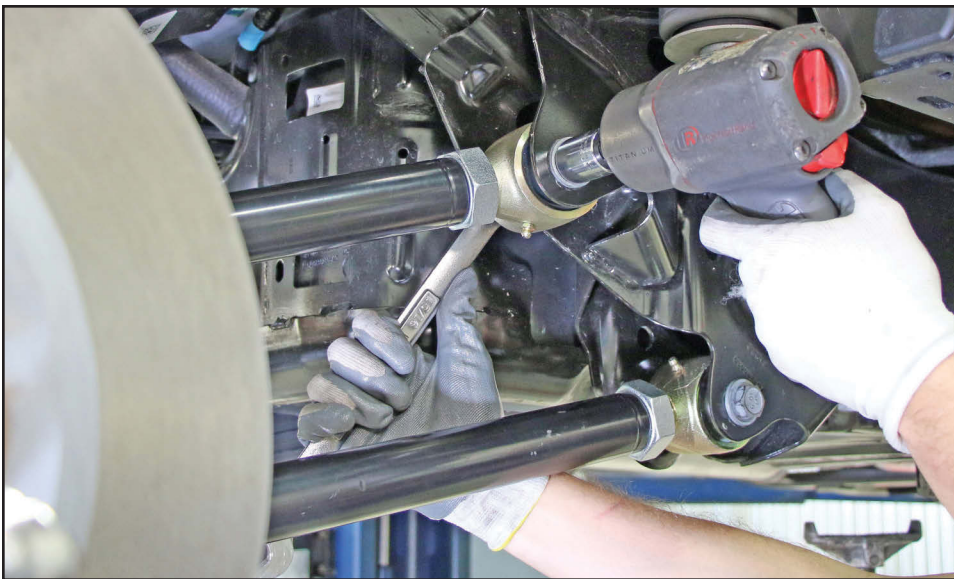
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Step 10

Using the same 21mm socket and 24mm wrench, you will repeat this process for all 4 rear control arms.

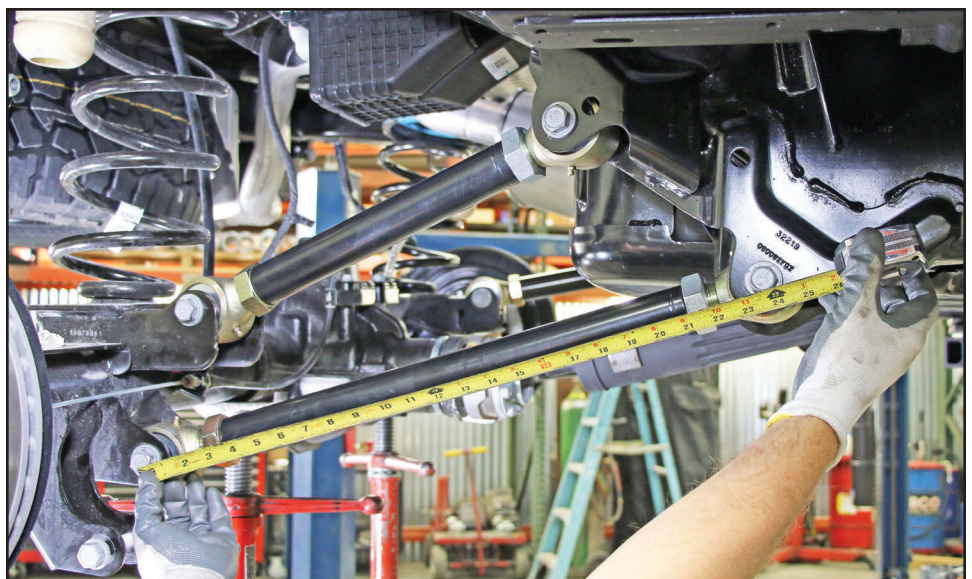


Step 11

Tighten all of the bolts and then torque to spec.

Step 12

For initial settings, match the center to center dimension of the new control arms to that of the corresponding factory arms.



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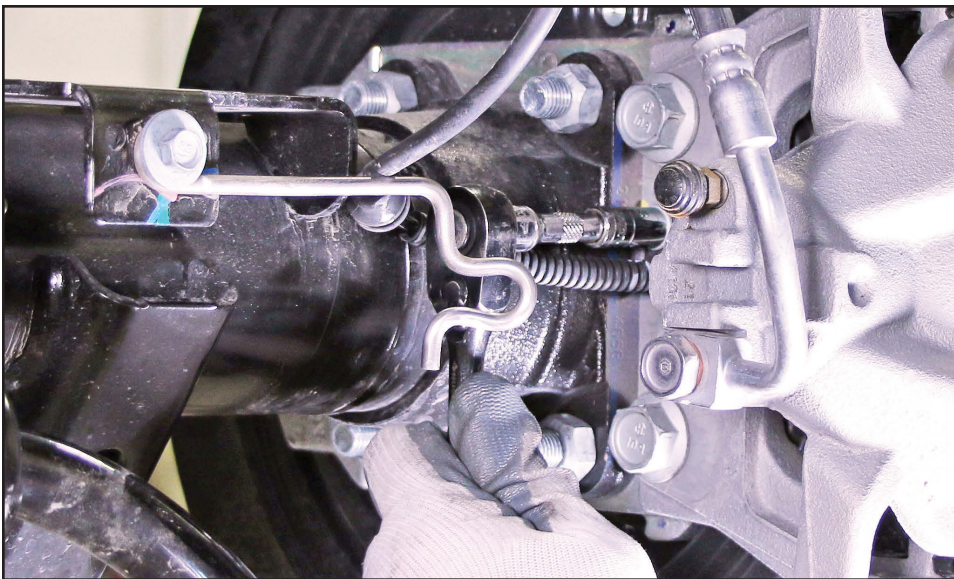
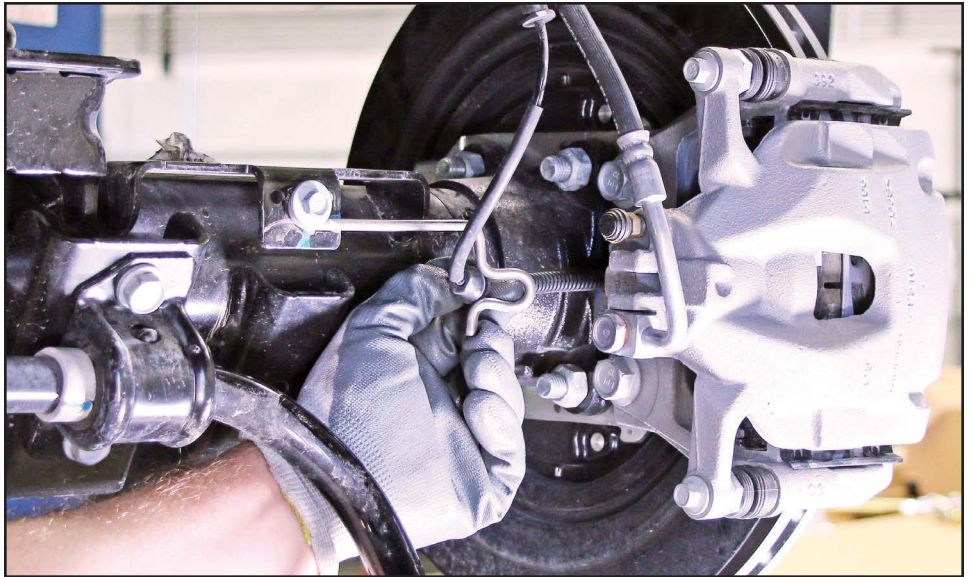
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Step 13

Next, pop the wheel speed sensor wires out of the wire bails on the back side of the differential housing. Pull the wires out and around the bail, so they end up on the caliper side of the wire bail.

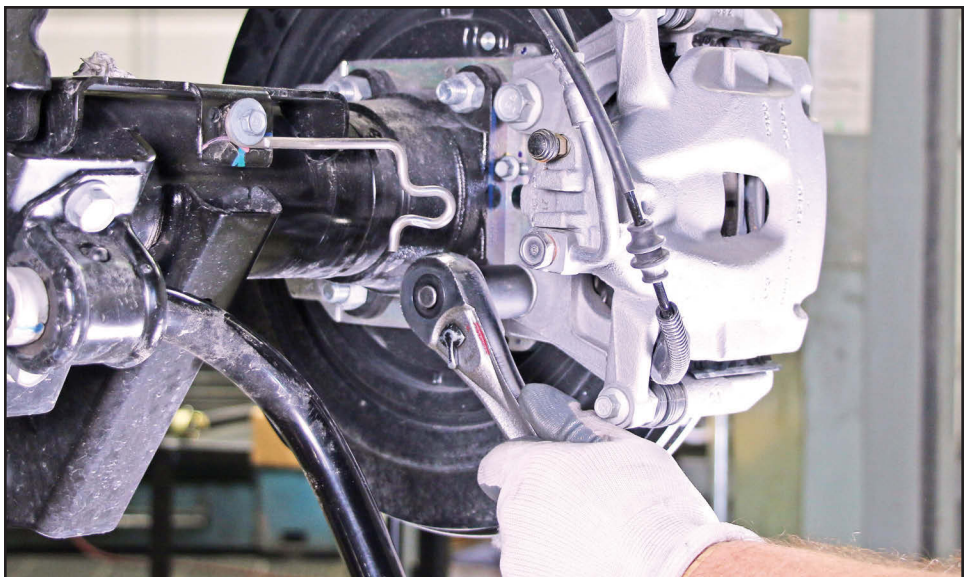


Step 14

With an 8mm socket, remove the bolts that hold the wheel speed sensors to the brake backing plates and then CAREFULLY pull the sensors out of the backing plates.

Step 15

Remove the 2 caliper mounting bolts per side, using a 18mm socket.



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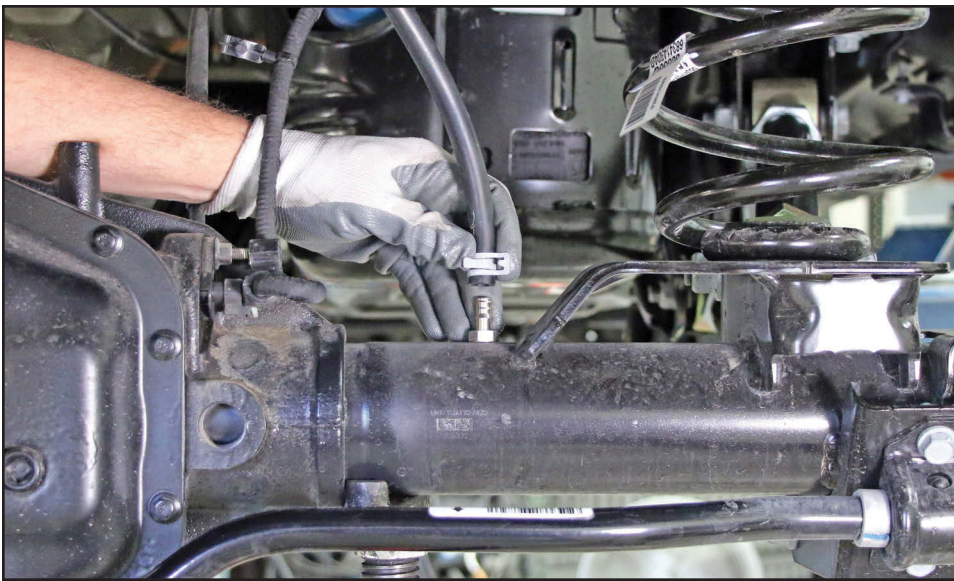
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Step 16

Lift the calipers up and out of the way and zip tie them to the frame. Be mindful of the brake lines, the wheel speed sensors and sensor wires at all times to make sure they safely follow the calipers up to the frame.

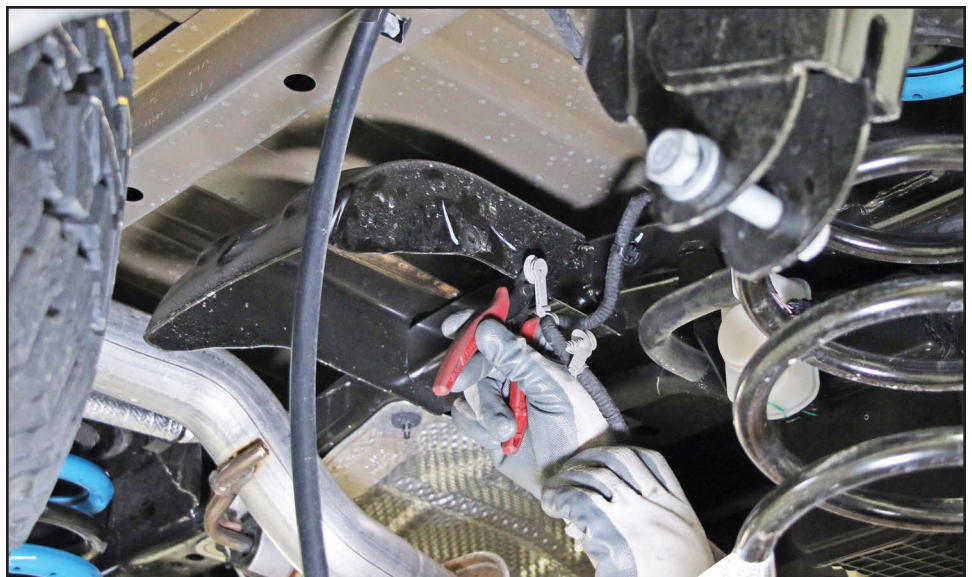


Step 17

By squeezing the tabs on the differential vent hose clamp, you can remove the hose by hand.

Step 18

Next, if your vehicle is a Rubicon, you will need to follow the differential locker wires from the differential up to their frame attachment point. There you will find 2 gray plastic push in clips anchoring the wires to the frame. With the proper fork tool, you will need to pop these out of the frame to allow the wires to have some slack, so that you can drop the differential further out of the vehicle.



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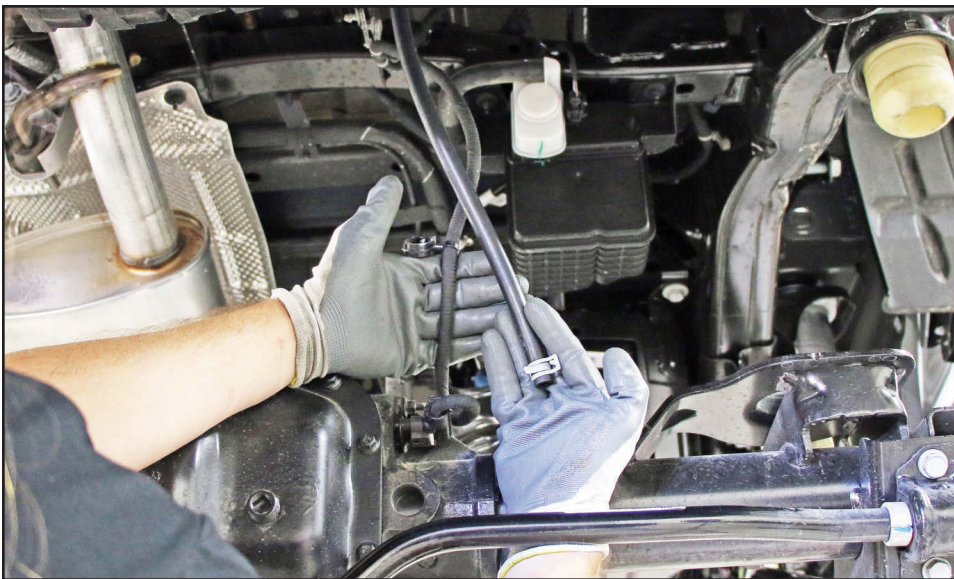
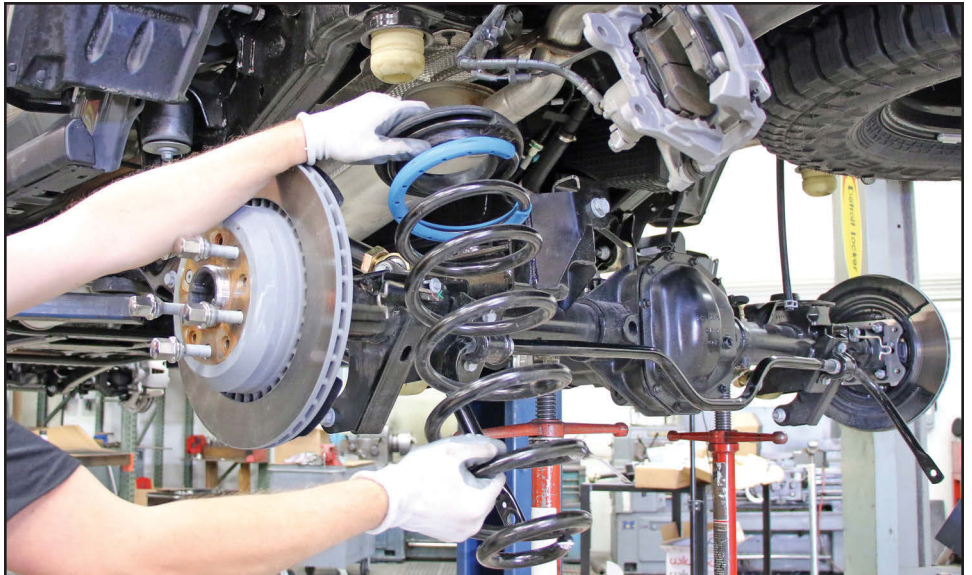
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Step 19

At this point you should be able to safely remove the coil springs from the vehicle. If they will not come out easily, you can drop the axle out of the vehicle just enough to allow ease of removal. Be careful as the springs may fall out! Retain the rubber spring isolators from the tops of the springs for reuse.

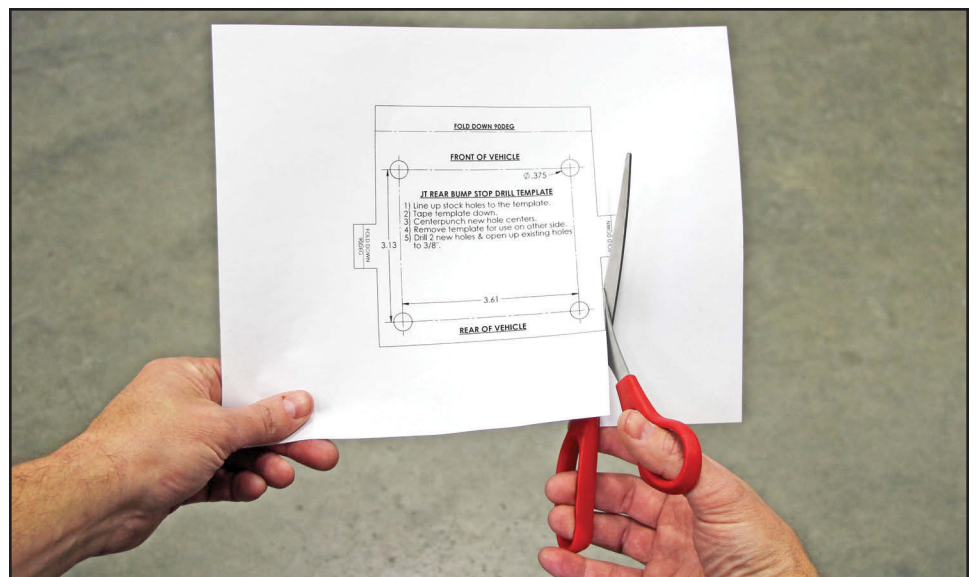


Step 20

Go back and ensure that your differential locker wires, your vent hose and your e-brake cables all still have some slack in them. After you have confirmed this, go ahead and lower the the differential all the way down out of the vehicle until it stops, to give yourself some working room.

Step 21

On the last page of this instruction sheet, we have provided a template that you must cut out, and then follow the instructions printed on it.



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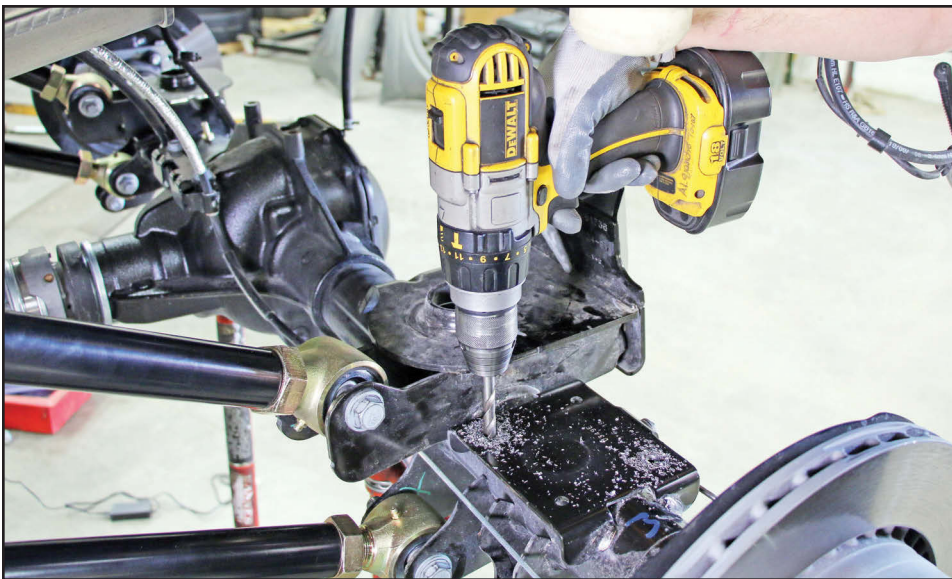
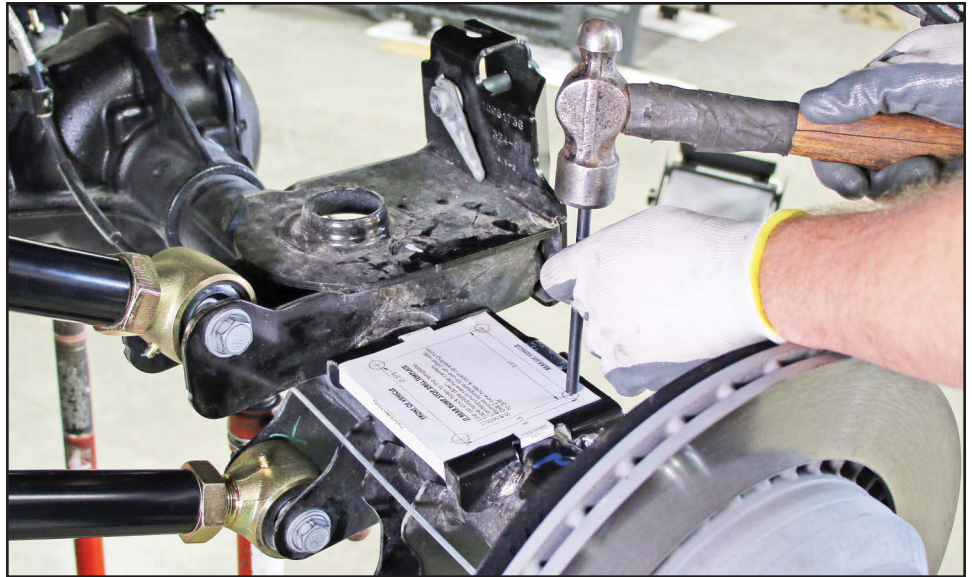
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Step 22

After folding the template tabs, as it instructs, fit the template to the factory bump stop pads on the differential housing, align it with the 2 existing holes in the bump stop pads by feeling the holes thru the paper, and then tape the template to the bumpstop pad to secure it. Now center punch the 2 additional holes, noted on the template, into the bumpstop pad.



Step 23

Now you will pilot hole drill the 2 new holes, and then go back and drill all 4 holes out to 3/8". Repeat this process on both sides.

Step 24

Pre-assemble the new rear bump stops by locating 8 of each of a 3/8"-16 x 7/8" socket head allen bolts, 3/8" flat washer and 3/8"-16 serrated flange nuts. Install a bolt and washer into all 4 holes in the bump stops. This will allow you to simply drop the bump stop into place thru the drilled holes.



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Step 25

This component has been updated since these photos were taken! It now features holes thru the top, allowing you to insert a 5/16" allen wrench to tighten the bolts. A 9/16" wrench is used on the bottom. MUCH easier than what is pictured!



Step 26

Fit the factory rear spring isolators on to the tops of the new rear coil springs. Note that you have to rotate the isolators until the ends of the springs stop into the stop in the isolators.

Step 27

When reinstalling the rear springs and isolator assemblies, be mindful to align the pin on the top of the isolators into their holes in the frame.



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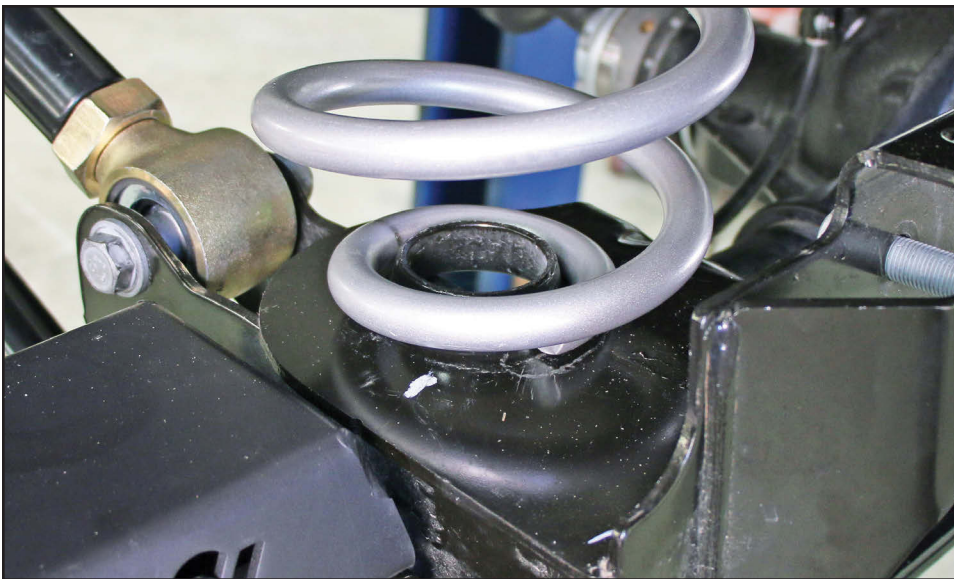
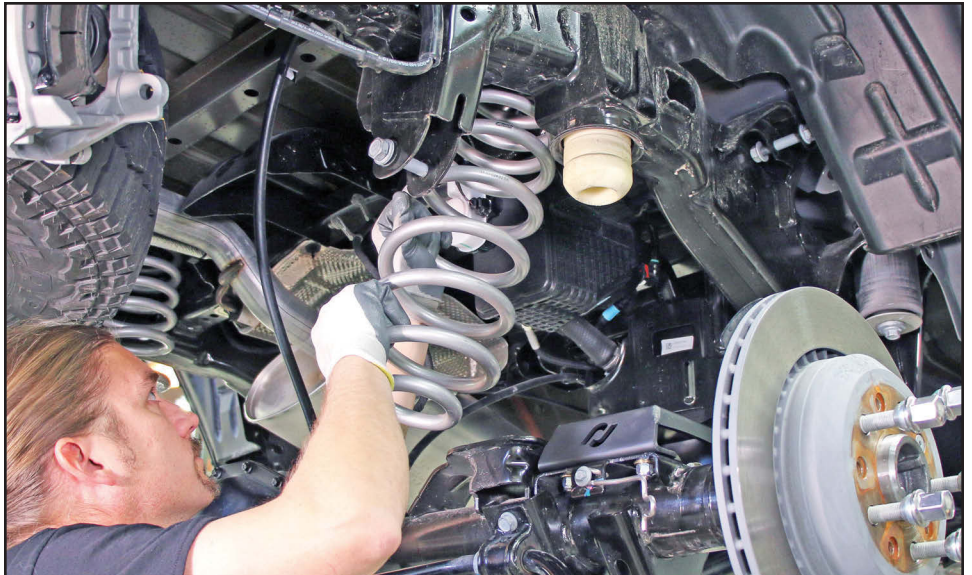
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Step 28

Install the springs and isolators into the vehicle as a unit.



Step 29

Make sure the bottom of the spring solidly seats onto it's hub on the differential housing.

Step 30

Using a 21mm socket and wrench, install the new rear trac bar into the frame bracket, zerk fitting pointing down, and torque to spec. Or, if you are reinstalling your original trac bar, do so now and torque to spec.



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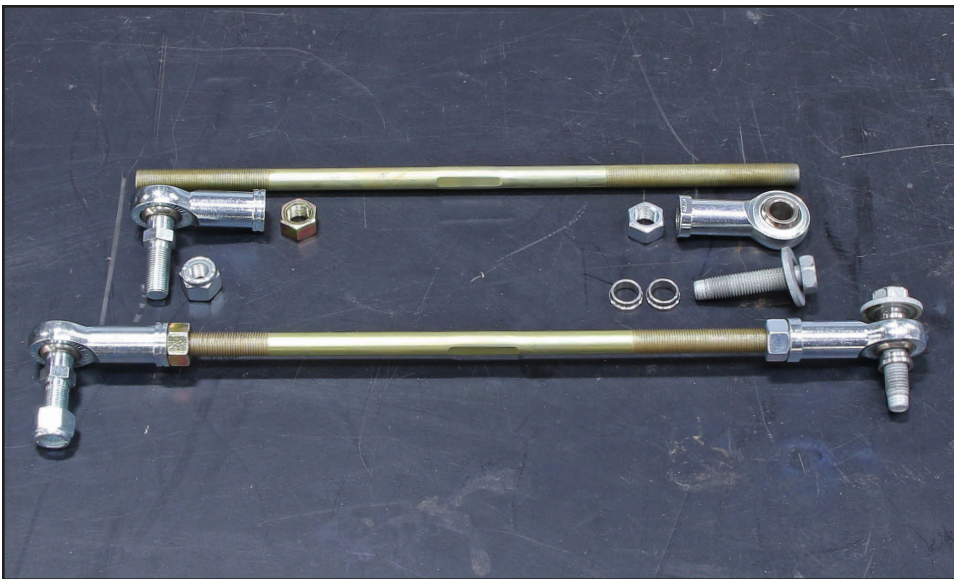
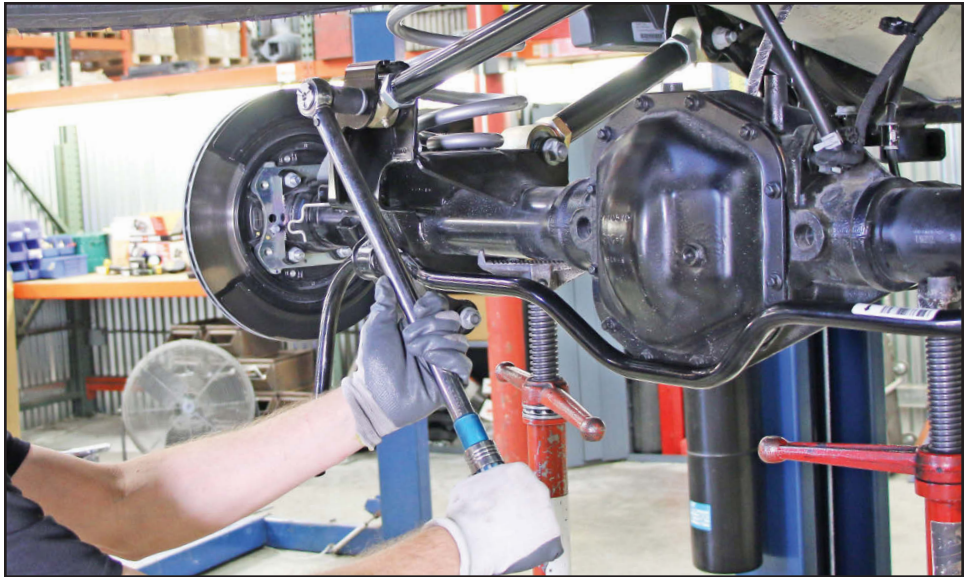
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Step 31

Repeat this process for the differential housing end of the trac bar using the factory bolt and flag nut and a 21mm wrench or socket. Torque to spec.



Step 32

To assemble your new, extended rear sway bar links, you need to find in the kit the two 12 1/2" sway bar link rods, two 1/2"-20 RH jam nuts, two 1/2"-20 LH jam nuts, two LH studded heim joints and two RH thru-bolt heim joints. The thru bolt heim joints will go at the top of the new links, in conjunction with your factory upper sway bar link bolts. Two of the .238" height high mis-alignment spacers are used per side, on each side of the upper heim joints, as shown.

Step 33

In most cases, the new studded heim joints will not fit thru the stamped, metric hole in the factory sway bar.



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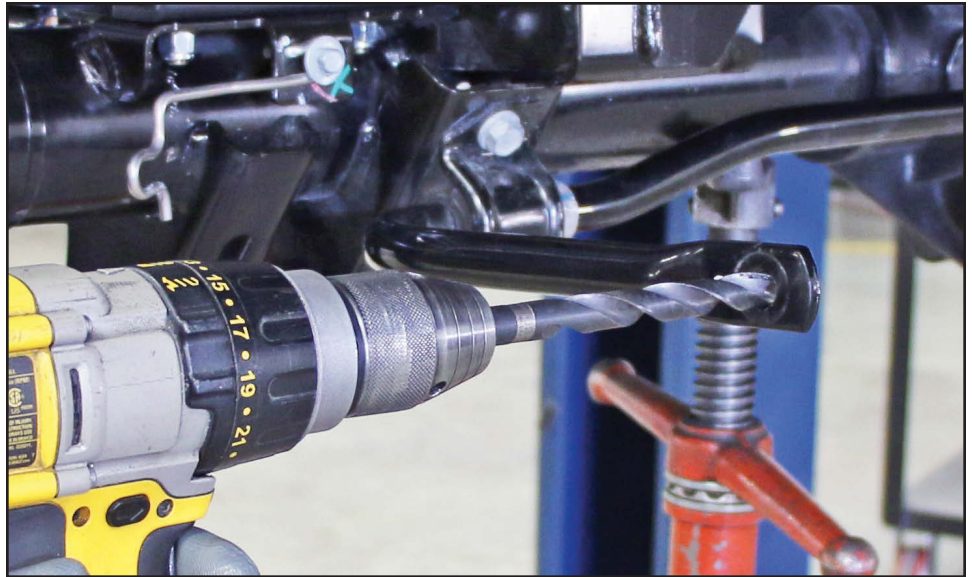
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Step 34

If you find this to be the case on your sway bar, you will need to ream the hole in the sway bar with a 1/2" drill bit.

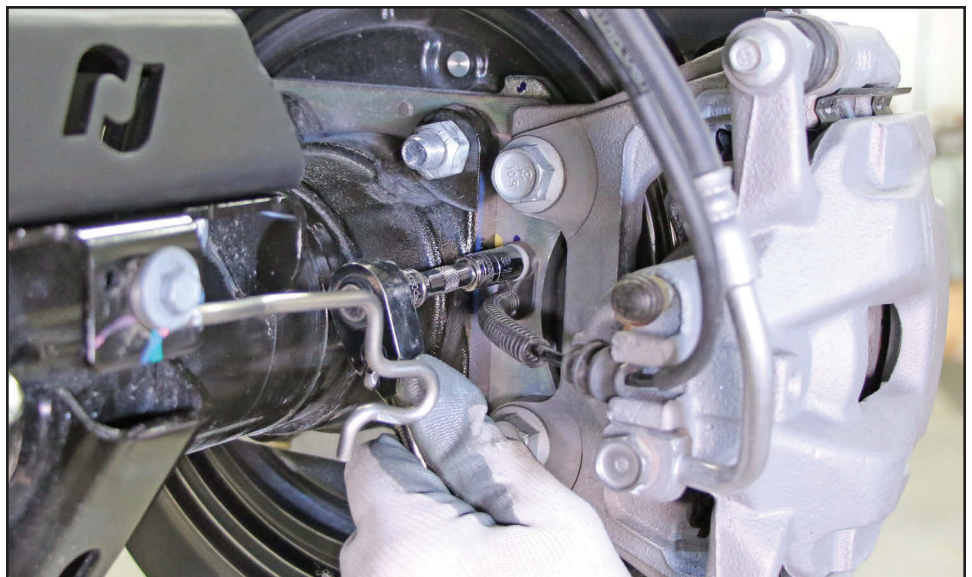


Step 35

Reinstall the rear brake calipers with an 18mm wrench or socket, and torque to spec.

Step 36

CAREFULLY reinstall the wheel speed sensors, tighten their bolts with an 8mm socket and torque to spec.



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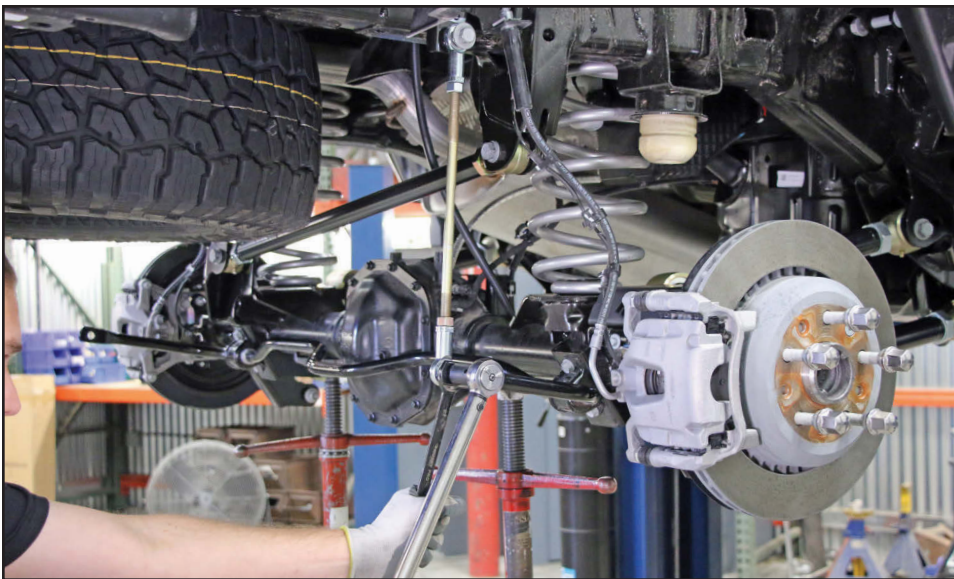
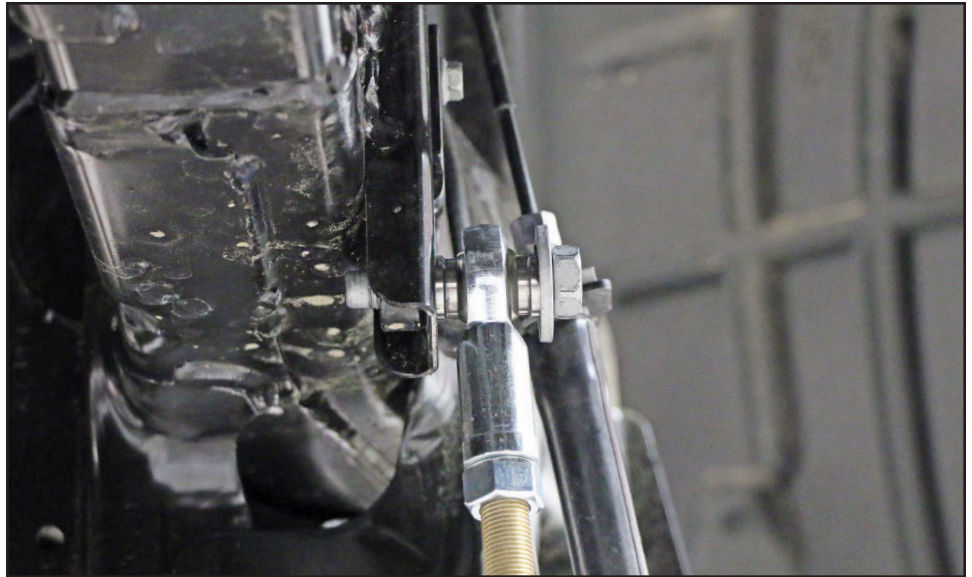
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Step 37

Install the tops of the new rear sway bar links back into the stock holes, using the stock bolts and an XXmm wrench or socket. Note you will use a .238" thick high misalignment spacer on each side of the heim joint, with the smaller diameter side of the spacer pointed inward to the heim joint.



Step 38

Finish the rear sway bar link installation by inserting the studded heim joint into the factory tab on the differential housing from the inboard side of the tab, putting the nylock nut on the outboard side of the tab, toward the tire. Tighten using a 5/8" and a 3/4" wrench or socket. Torque to spec.

Step 39

You will now need to compress the differential back up into the vehicle to it's new, lifted ride height. After doing so, reattach the front-most gray plastic push-in clip that holds the Rubicon locker wire loom to the frame (if equipped). Leave the rear clip loose to allow for slack in the wire loom now that the vehicle is lifted.



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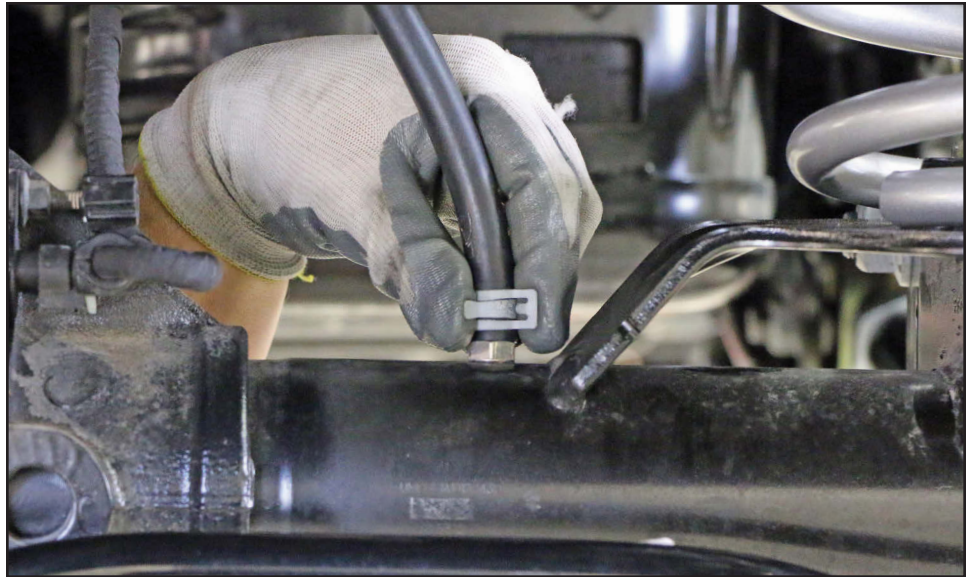
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Step 40

Reconnect the differential vent in the same fashion in which you removed it - just squeeze the clamp.

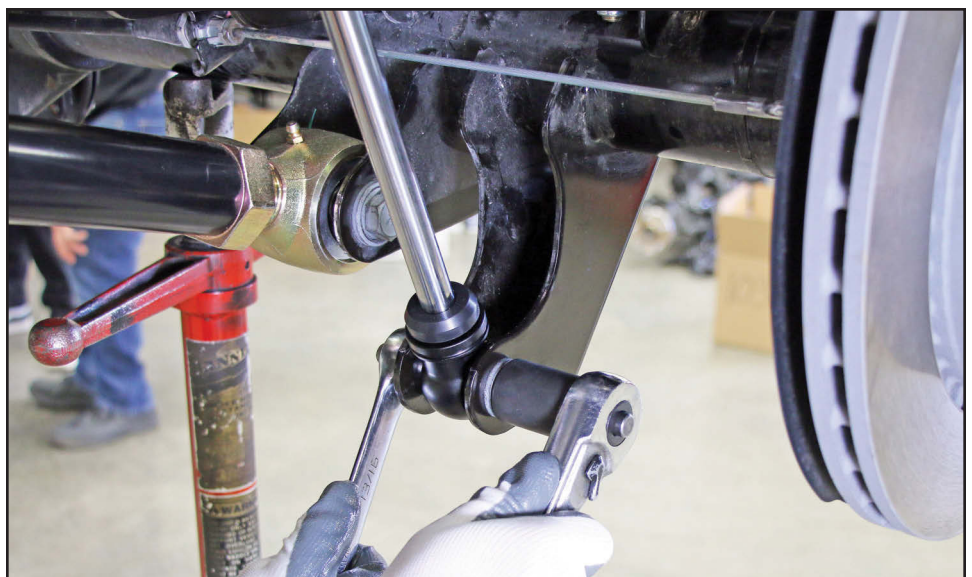


Step 41

Install your choice of new rear shocks at this time. The tops of the shocks install just as the stock ones came out, with the stock bolts and nuts.

Step 42

Install the bottoms of rear shocks next, again, just as the stock ones came out, with the factory hardware.



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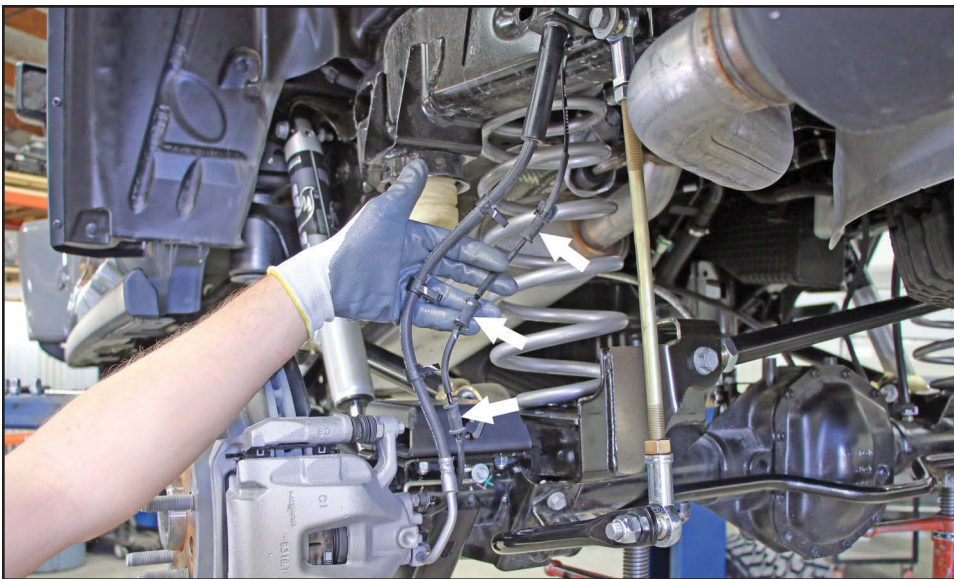
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Step 43

Next we'll move on to installing the new, extended rear brake lines. Start by popping the wheel speed sensor wires out of the brake hose frame brackets.

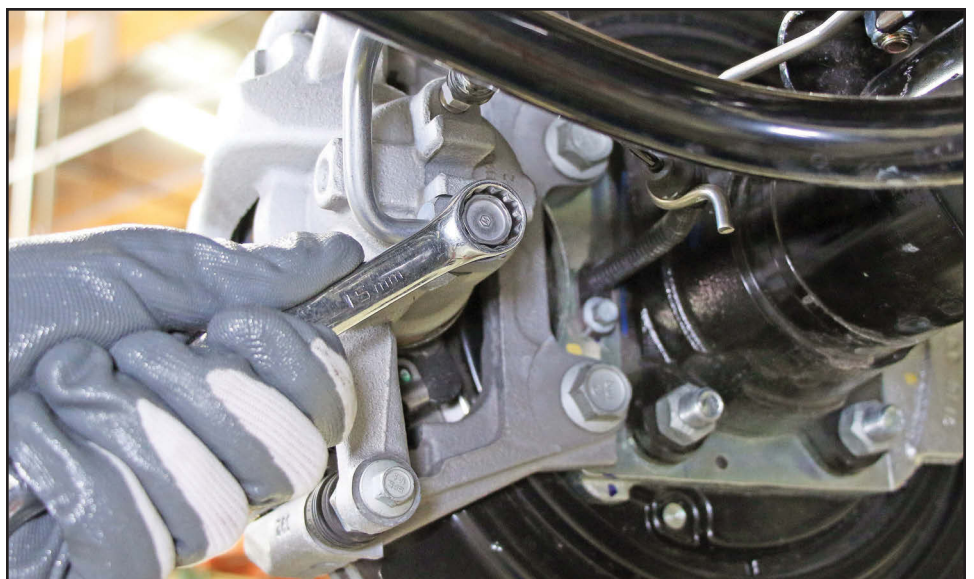


Step 44

Following the wire downs, you will find 3 rubber barrels that mount into plastic clips on the brake hoses. Pop all of these rubber barrels free of the clips.

Step 45

Put a proper container under the calipers to catch the brake fluid and then remove the brake hose banjo bolts from the back of the calipers with a 15mm wrench. Retain the banjo bolts for reuse.



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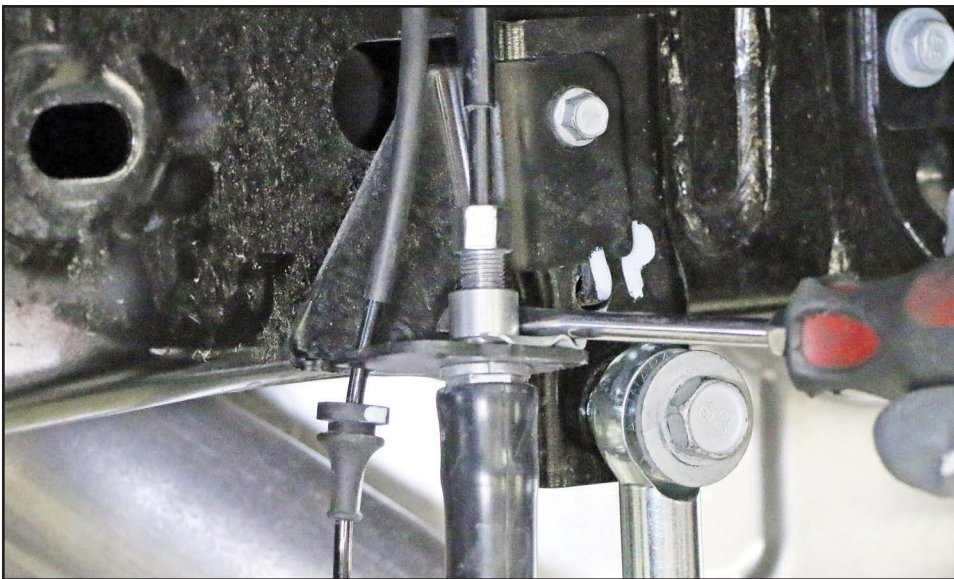
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Step 46

With the proper 10mm line wrench, free the hard brake line fittings from bulkhead fittings at the tops of the brake hoses.

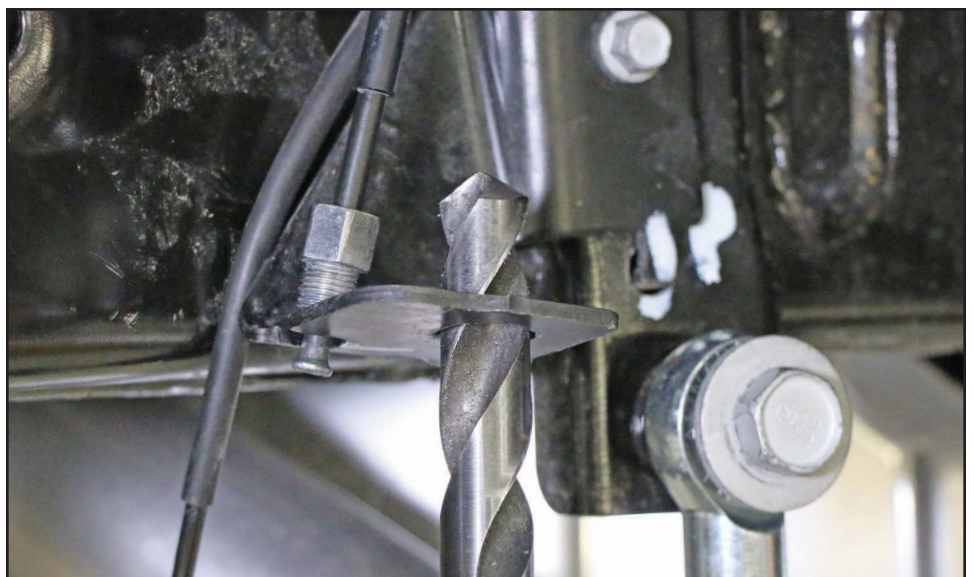


Step 47

Now pop the square brake hose bulkhead fitting clips off of the tops of the hoses and remove the brake hoses and discard. Retain the clips for reuse.

Step 48

Test fit the bulkhead fitting ends of the new brake lines into the bulkhead fitting brackets. In most cases, you will need to ream the holes in the brackets with a 5/8" drill bit to allow the new lines to insert and seat properly.



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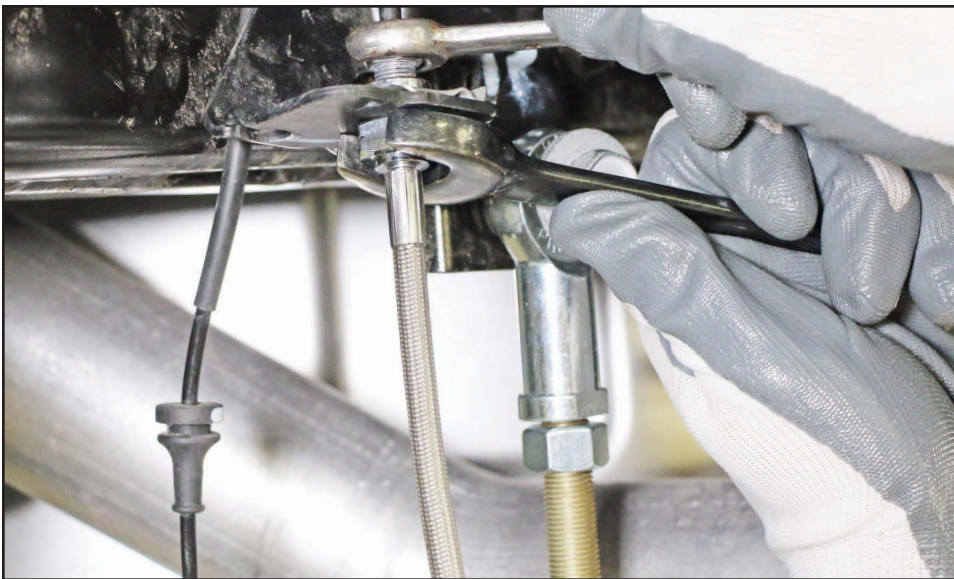
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Step 49

Once the bulkhead fittings are seated properly in the brackets, reinstall the square bulkhead fitting clips.



Step 50

Using a 3/4" wrench and your 10mm line wrench again, install the hard line fittings into the new brake lines.

Step 51

In the new extended rear brake line kit, you will find 4 new copper washers. Upon close examination of the washers, you will notice a flat side and a rounded side.

Using your factory banjo bolts, assemble the banjo bolts and copper washers on to the banjo fittings of the brake lines as shown, with the round sides of the washers inward, touching the banjo fitting.



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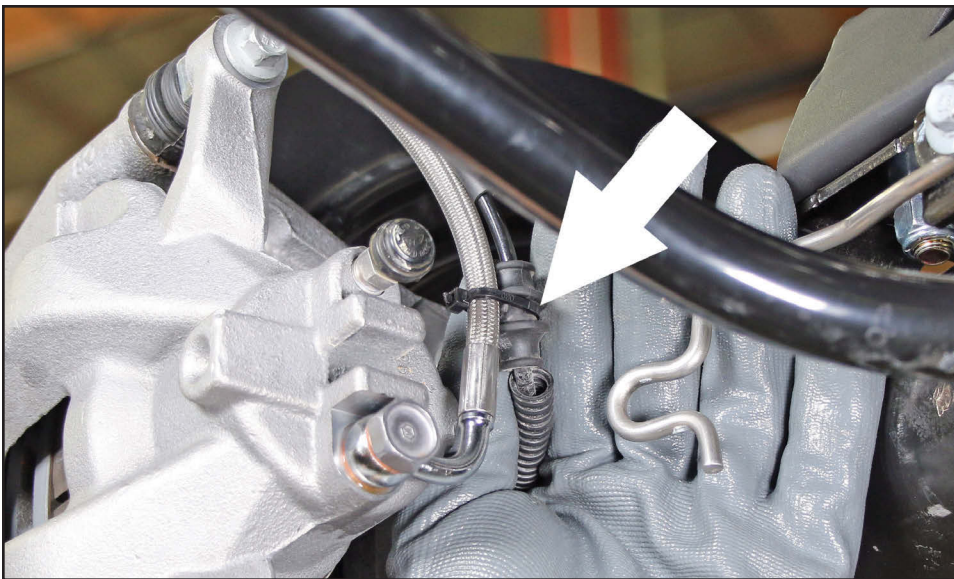
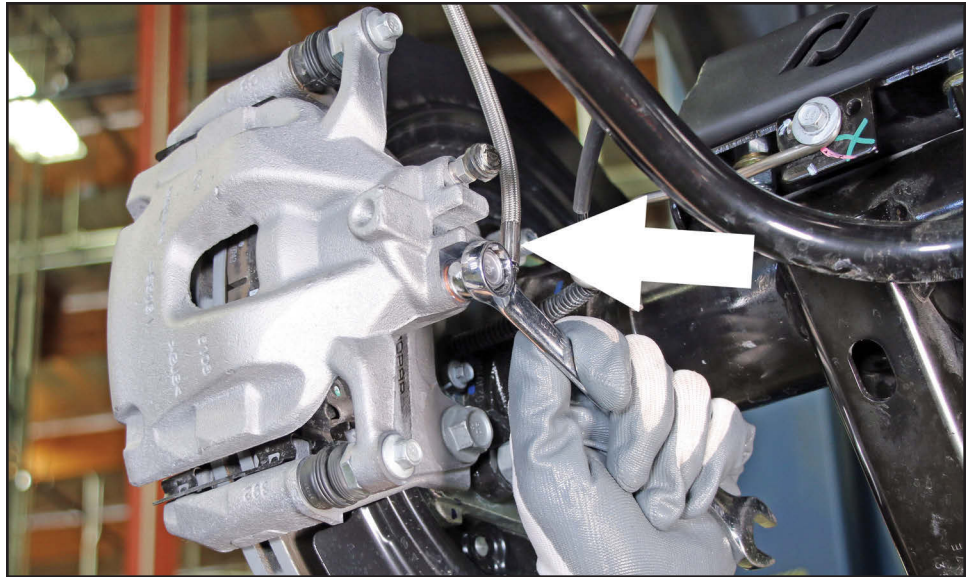
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Step 52

Install the banjo fittings back into the calipers using a 15mm wrench.

NOTE: Be mindful of the clocking of the hard steel end of the line.

Torque the banjo bolt to spec.



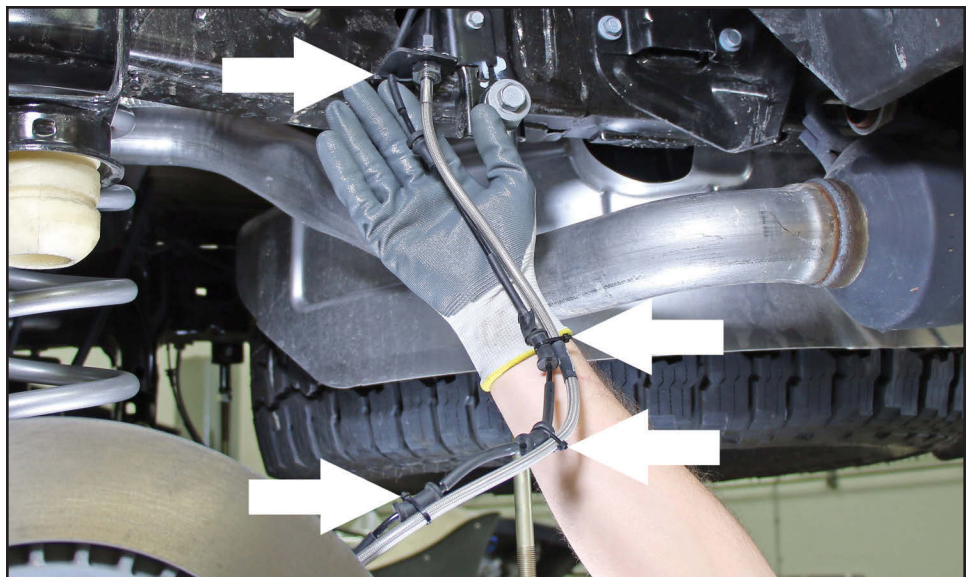
Step 53

Now find the rubber barrels that attached the speed sensor wires to the wire bails on the differential housing. You will want to zip tie the barrels to the new brake lines, as shown.

Make sure you give the wire between the zip ties and the sensors some slack so that no load or stress is applied to the sensor.

Step 54

Following the wires upward, find 3 additional rubber barrels and zip tie them to the brake lines as well. At the very top, you can insert the wires into the notches in the brake line brackets where they were formerly affixed.



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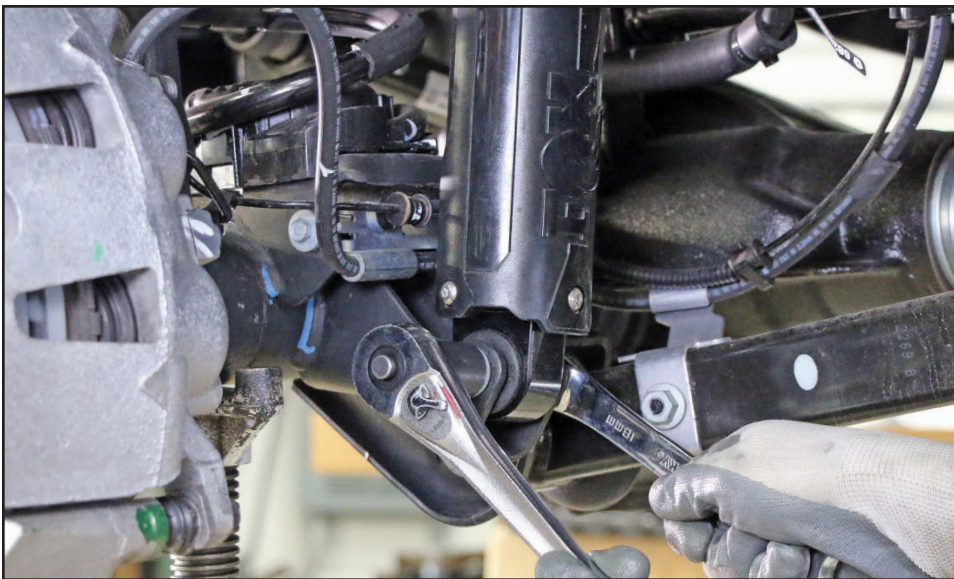
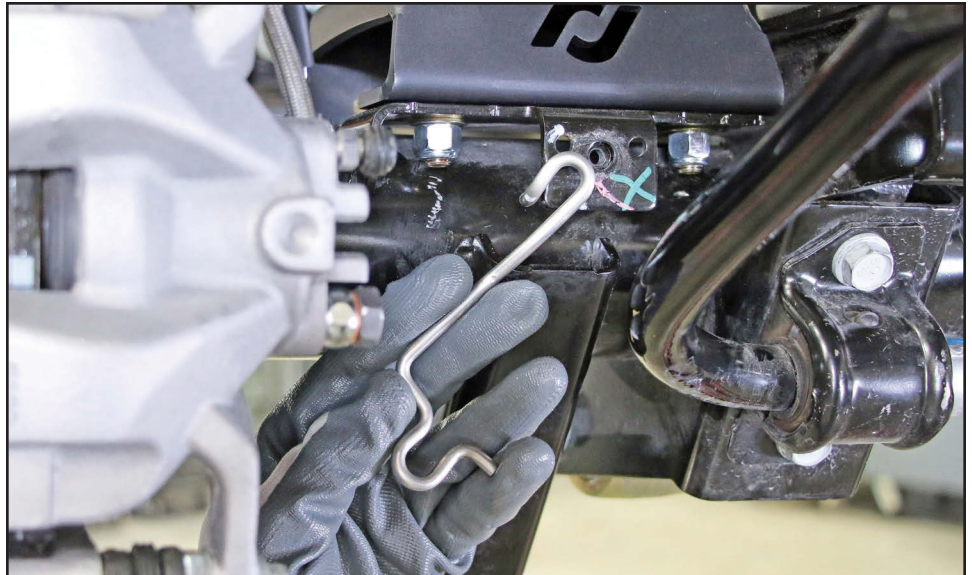
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Step 55

Lastly, but not mandatory, with a 10mm wrench, you can go ahead and remove the wire bails from the differential housing and discard them and their hardware.



Step 56

Moving on to the front, start by removing the bottoms of the shocks first with an 18mm wrench and socket. Retain the hardware for reuse.

Step 57

With the same 18mm wrench or socket, remove the upper shock bolts. You may now remove and discard the shocks, but retain the hardware for reuse.



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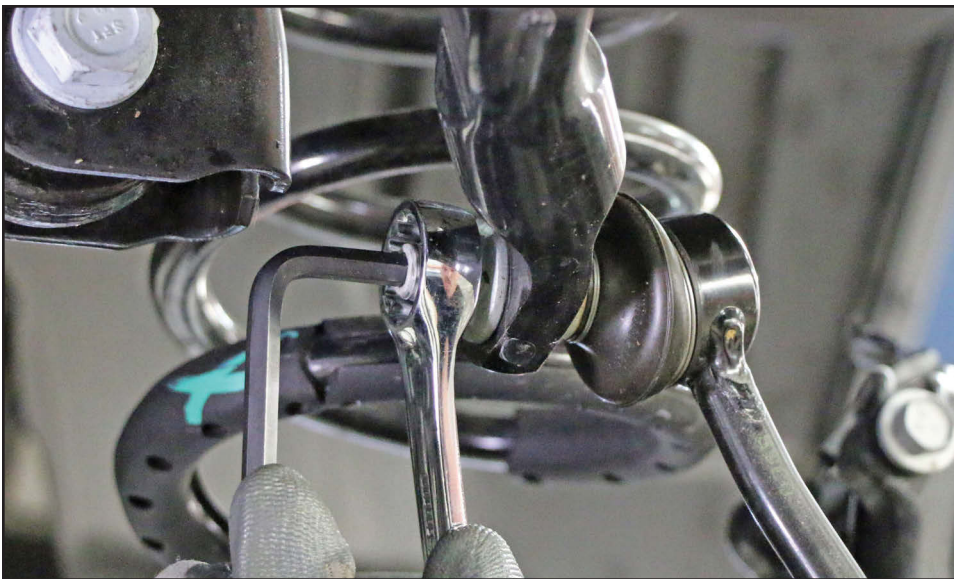
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Step 58

With an 18mm wrench and socket, remove the bottoms of the front sway bar links from the differential housing. None of this hardware will be retained.

NOTE: the passenger side features a bolt and flag nut and the driver's side features a bolt and nut.

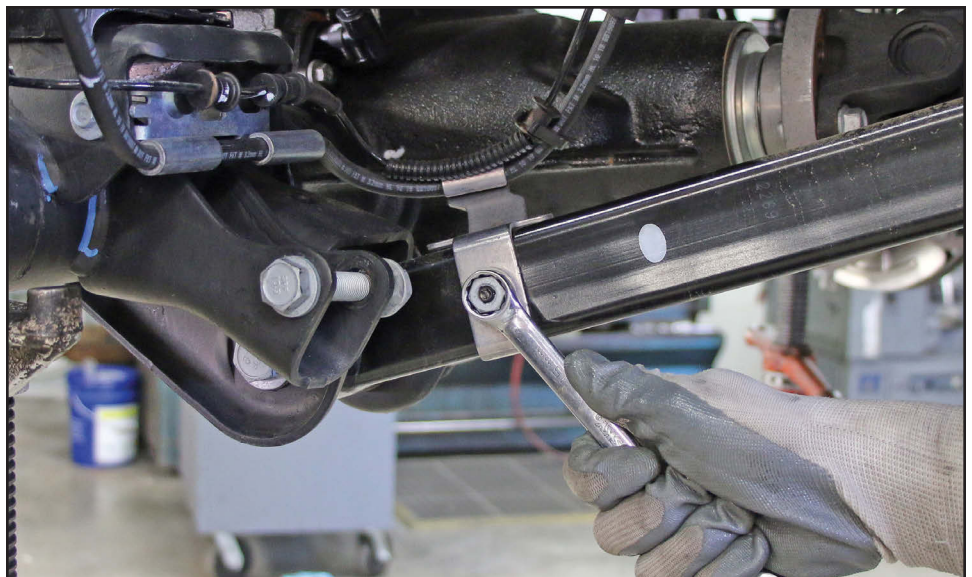


Step 59

Using a 6mm allen wrench and an 18mm wrench, remove the tops of the front sway bar links from the sway bar. You may discard the links and their hardware.

Step 60

Remove the brake line bracket retaining nuts from the front lower control arms with a 15mm wrench or socket and free the brackets from the arms. Retain the nuts for reuse.



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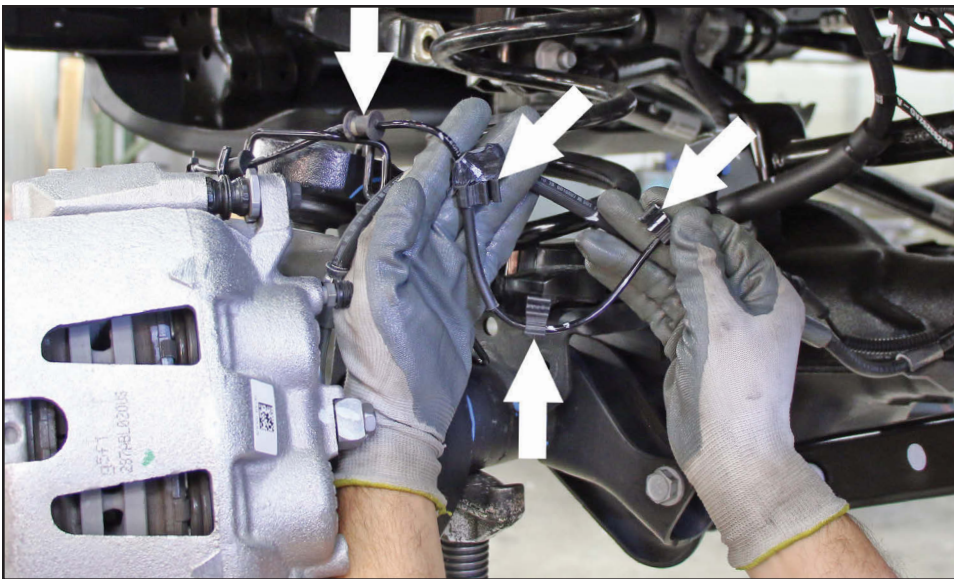
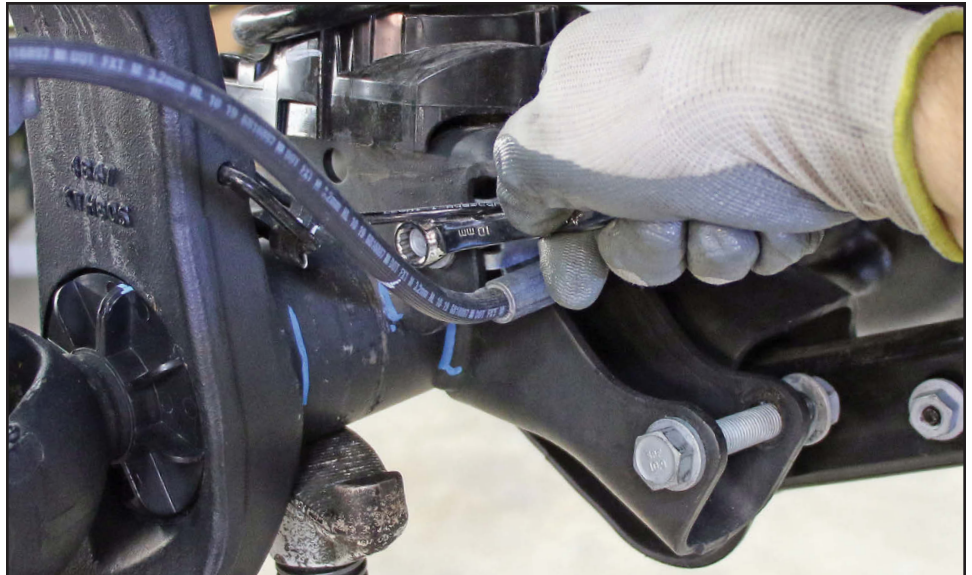
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Step 61

With a 10mm wrench, remove the bolts on the back sides of the front coil spring buckets that retain the brake line brackets to the differential housing.

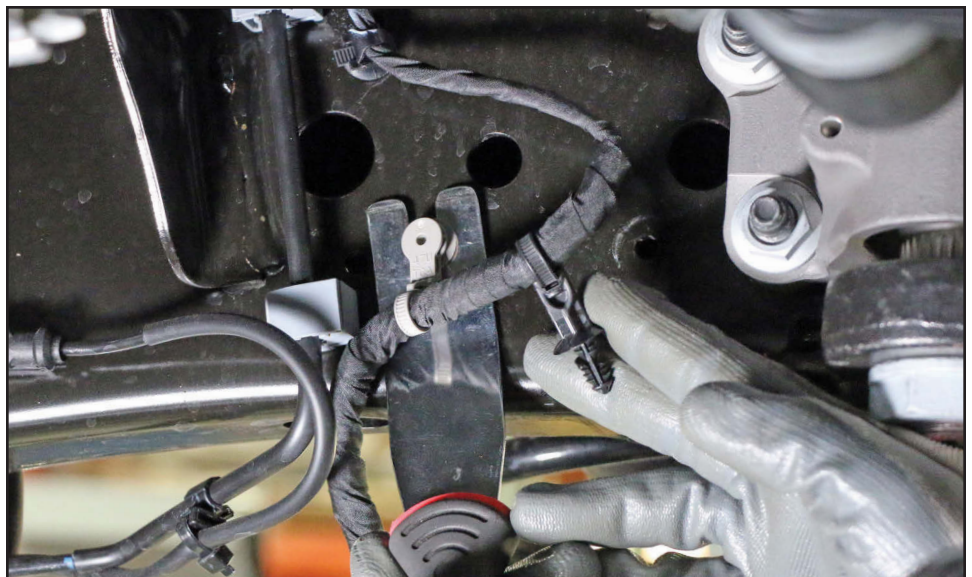


Step 62

Next, you'll need to pop the 3 plastic clips per side loose that attach the wheel speed sensor wires to the wire bails on the backs of the steering knuckles. You'll need to pop the first rubber barrel out of the wire bail as well.

Step 63

On the inside of the driver's side frame rail, behind the steering box, you'll find one gray plastic push-in clip and one black plastic push-in clip attaching the Rubicon differential locker wires to the frame rail (where equipped). Pop these clips loose with your fork tool.



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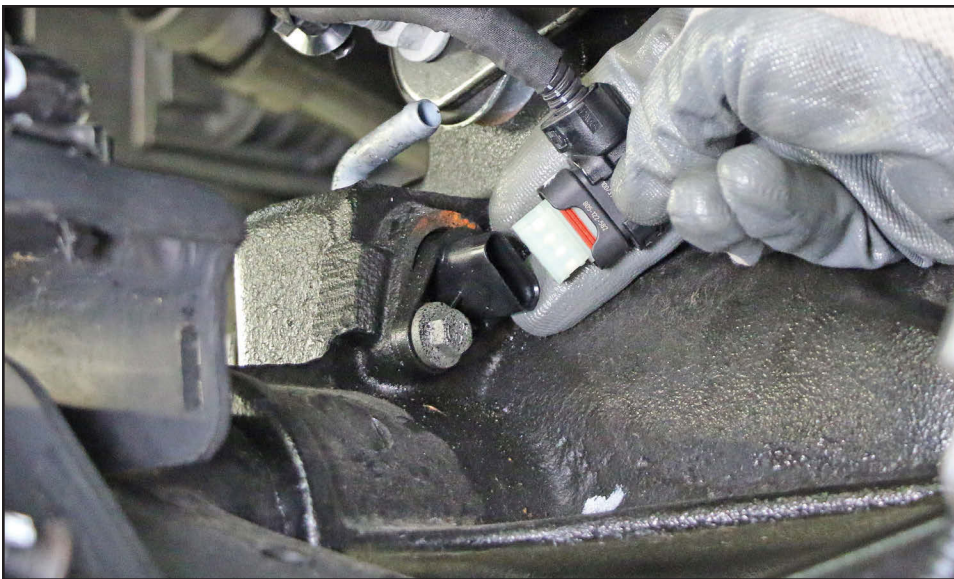
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Step 64

Moving down the same wire loom, and using the fork tool, pop the black plastic push-in clip out of the front upper control arm fork at the differential housing.



Step 65

Next you will have to CAREFULLY unplug the Rubicon locker plug from the differential (where equipped). You will need to gently slide back the white latch on the top of the plug (you will hear it click) and then wiggle the plug until it comes out of the differential.

Step 66

With a pair of needle nose pliers, pinch the clamp on the vent hose on the front differential housing and free the hose from the metal nipple on the differential housing.



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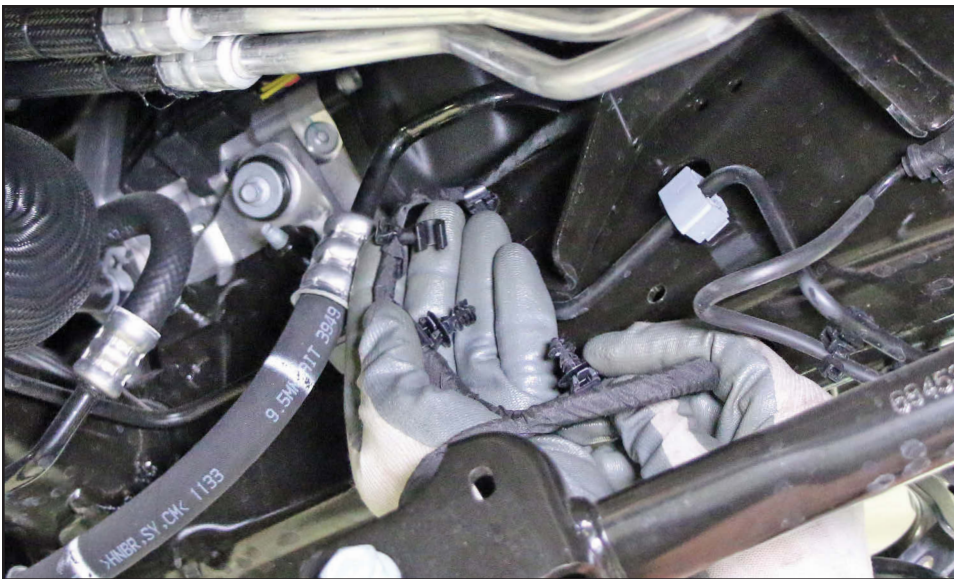
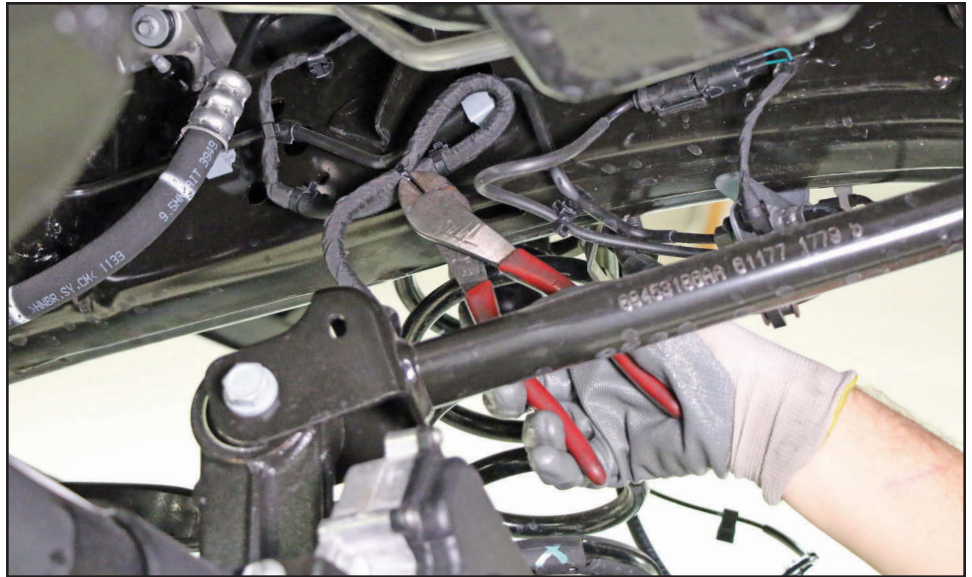
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Step 67

Next, on the back side of the passenger's side of the differential, you will find the axle activation motor with a wire loom that leads up to the inside of the frame rail. Following this wire loom up, you will find a zip tie, tying the loom in a loop - clip this zip tie with diagonal cutters.



Step 68

Next you will pop loose 2 black plastic push-in clips with your fork tool from holes in the frame and pop one clip loose from one of the hardlines, as shown in the picture.

Step 69

Now with the fork tool, pop the same wire loom's black plastic push-in clip out of the outboard side of differential end of the passenger's side upper control arm.



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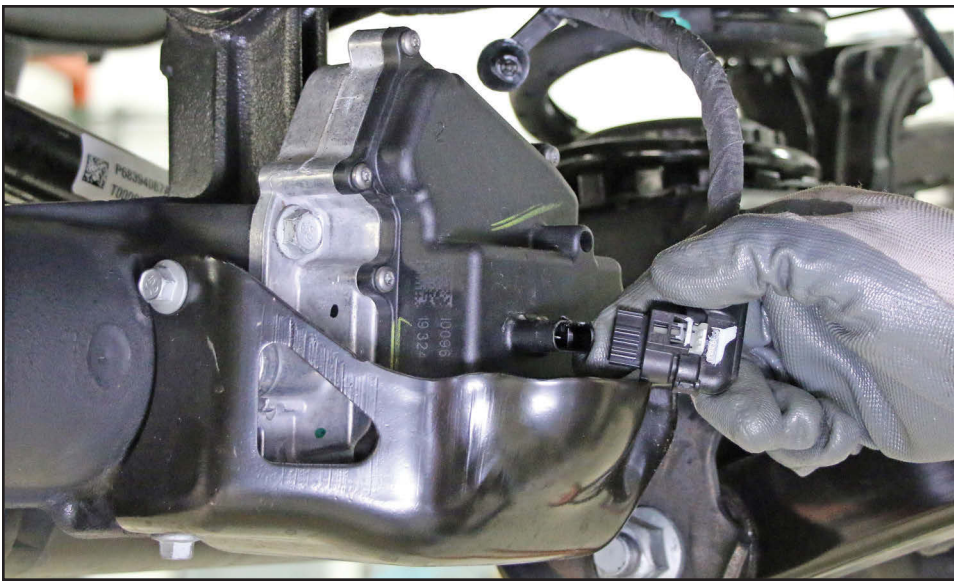
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Step 70

Again with the fork tool, find and remove the black plastic push-in clip on the frontward facing side of the front axle activation motor it's self.



Step 71

Now CAREFULLY unplug the axle activation motor's plug from the motor. You will need to gently slide back the white latch on the top of the plug (you will hear it click) and then wiggle the plug until it comes out of the motor.

Step 72

With a 15mm socket, remove the 4 bolts that attach the front driveshaft to the front differential yoke.



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Step 73

Push the drive shaft up out of the way and tie it off to one of the hardlines using a large zip tie.

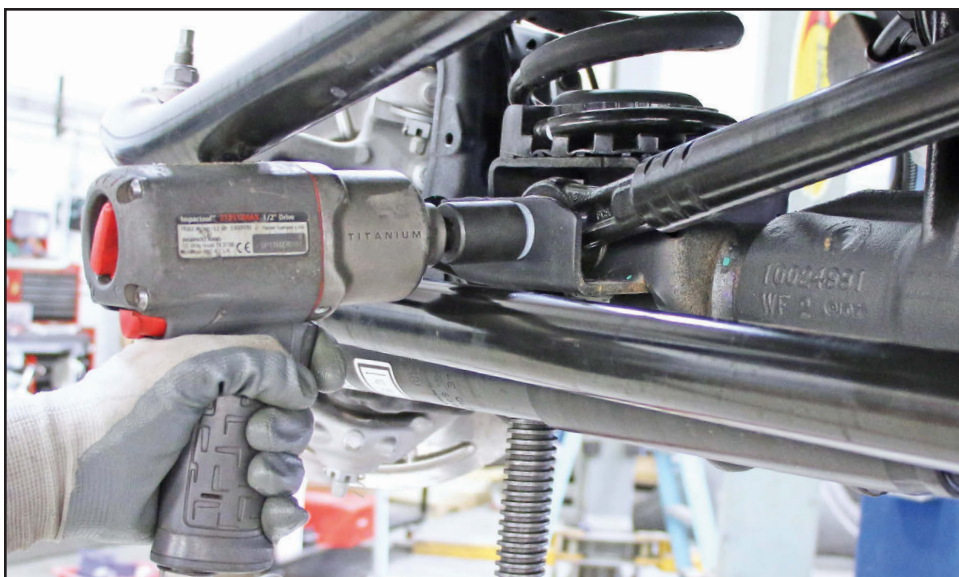


Step 74

With a 21mm socket and wrench, remove the front trac bar bolt and nut at the frame and retain them for reuse. Be careful when pulling the trac bar bolt out as the vehicle will most likely shift!

Step 75

Using the same 21mm socket, remove the trac bar bolt and flag nut from the front differential housing and retain them for reuse. Remove the trac bar and discard it.



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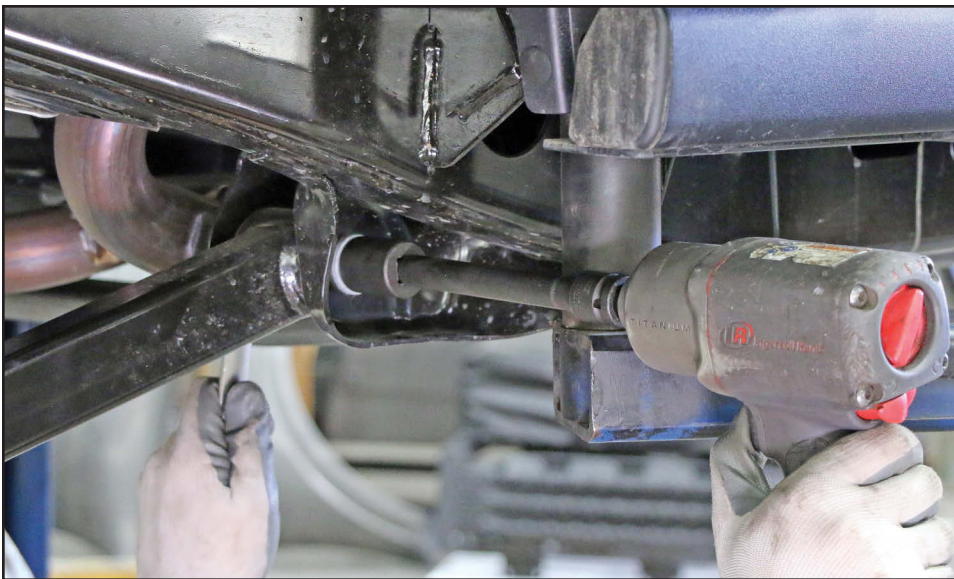
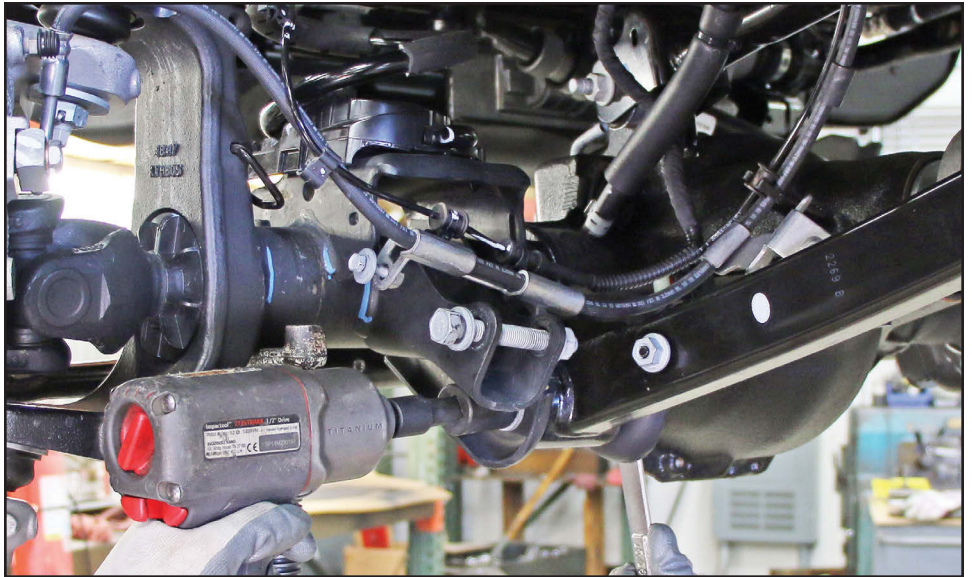
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Step 76

At this point, we'll move on to the control arms. As we did with the rear - we will do them one at a time. Front lowers require a 21mm socket and a 24mm wrench at the differential housing...

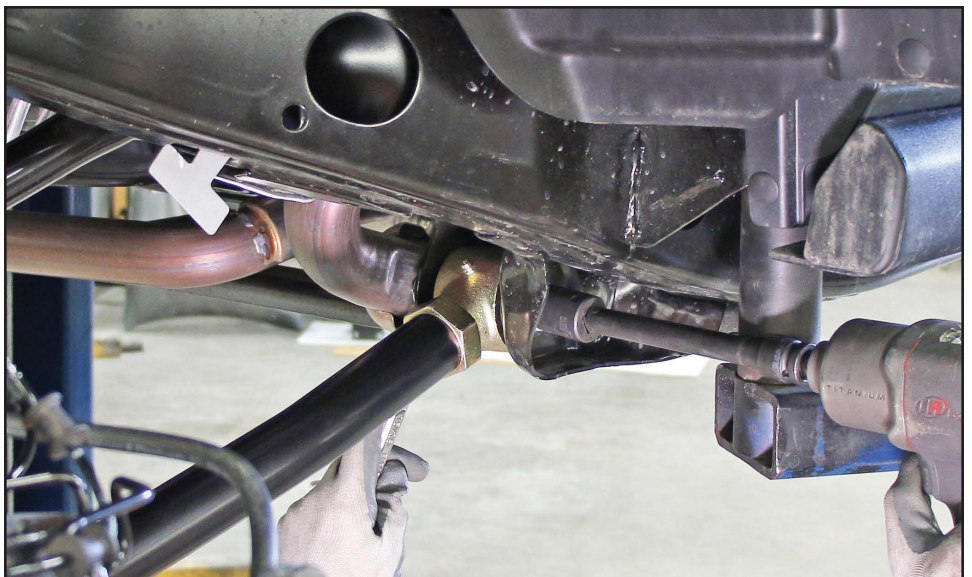


Step 77

...as well as at the frame. Retain all hardware for reuse!

Step 78

Before installing the new lower control arms, match their length to that of the factory control arms, just like you did with the rear arms. Then, reusing the stock hardware, install the new control arms with the zerk fittings pointing up...



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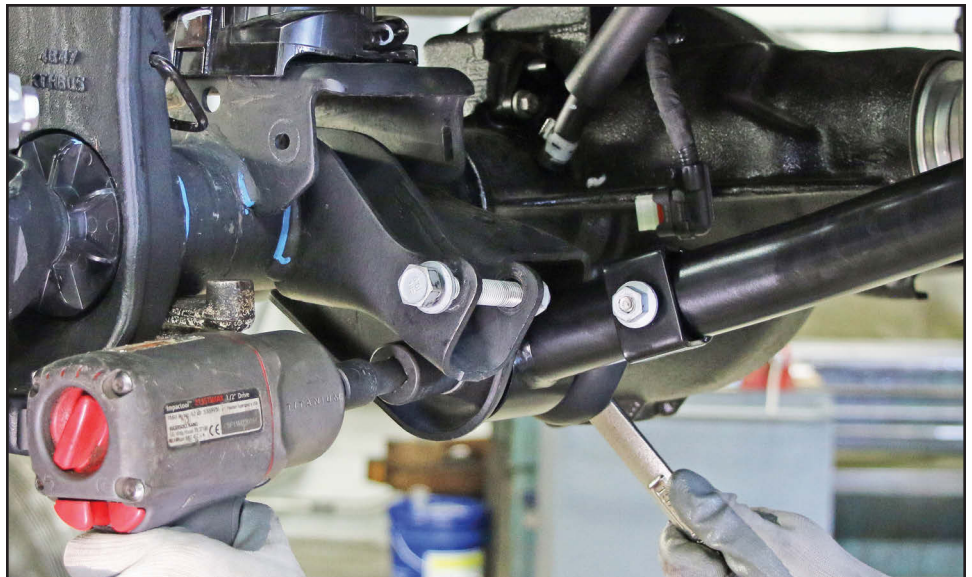
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Step 79

....and the brake line bracket facing out. Torque all hardware to spec.



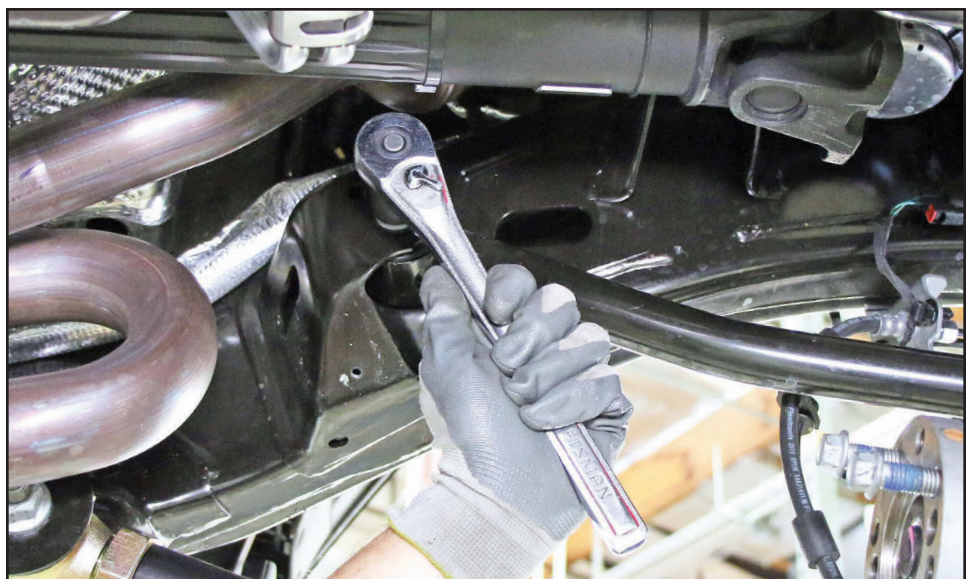
Step 80

Moving on to the upper control arms, again, swap them out one at a time! Start by removing the 2 heat shield bolts per side with a 10mm wrench. There is one bolt visible on the bottom and one on the top.

Step 81

With an 18mm wrench or socket, remove the upper control arm frame bolts and catch the flag nuts so that they do not fall. Retain this hardware for reuse.

Remove the differential housing ends of the arms with an 18mm socket and wrench and retain the hardware. You may discard the control arms.



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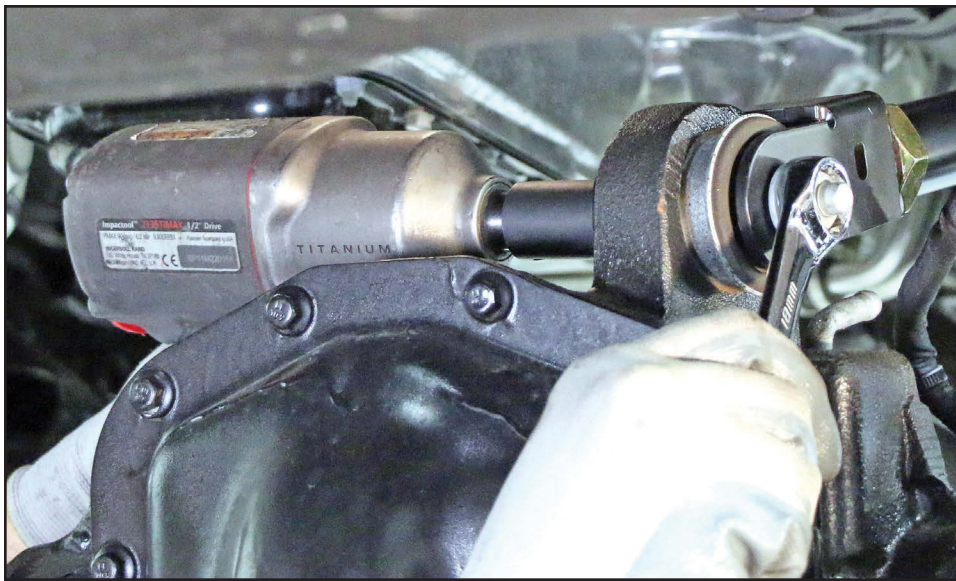
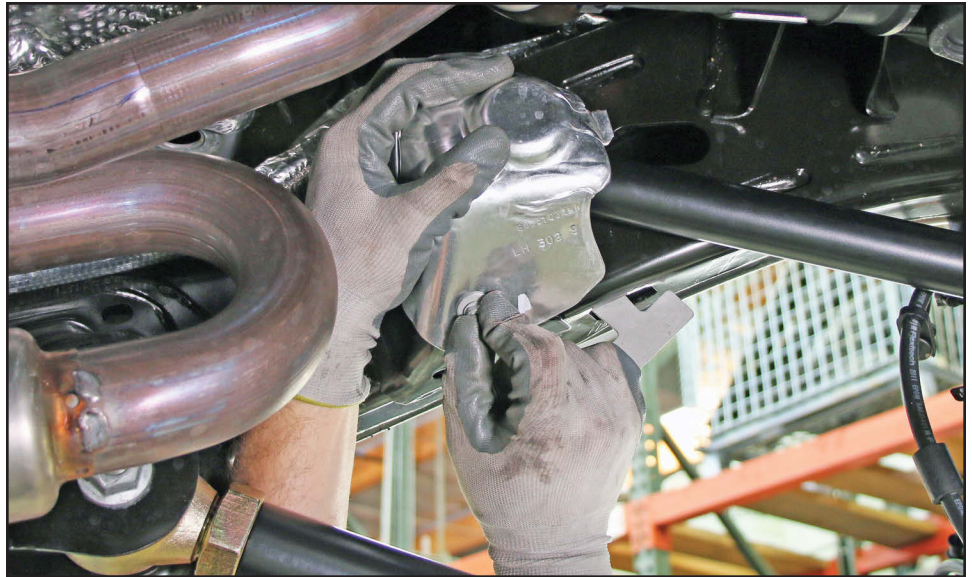
Step 82

Adjust the front new front upper control arms to the factory length.

TIP: it is advised that you grease the zerks on the frame end of the new Johnny Joint upper control arms before installing them!

You may now install the frame ends of the new arms (zerk fitting pointing down), with the factory bolts and flag nuts, and an 18mm wrench or socket. Torque to spec.

Then, reinstall the heat shields with their original bolts and a 10mm wrench.



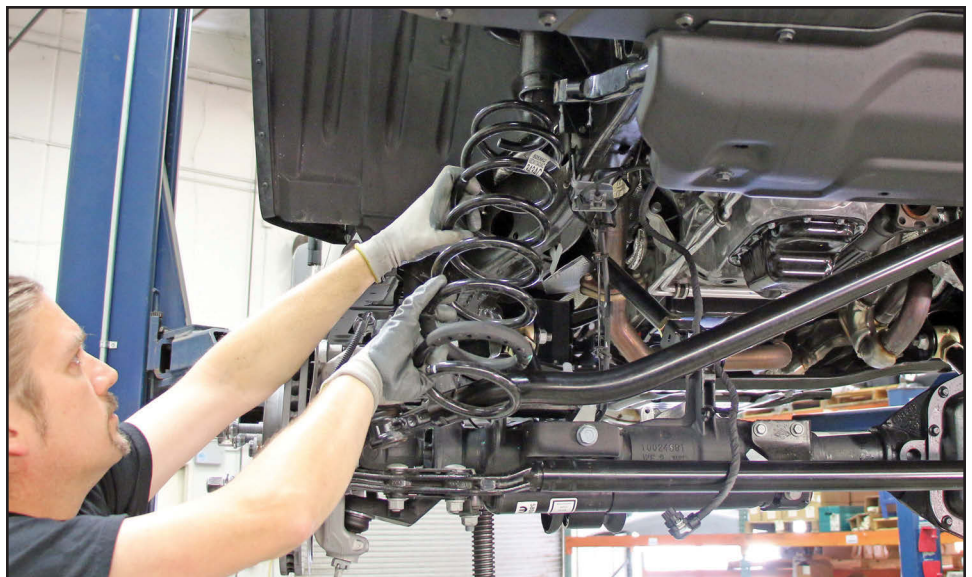
Step 83

Now you may go right ahead and install the fork ends of the new control arms onto the differential housing and bolt them back up with the factory bolts and nuts and an 18mm socket and wrench. Torque bolts to spec.

Step 84

As you did in the rear, go around and give all of the wires and hoses a shake to absolutely confirm that everything is freed up and has plenty of slack.

Once this is confirmed, go ahead and lower the differential further out of the vehicle to allow the front coil springs to be removed. Be careful when lowering the axle that the springs don't fall out!



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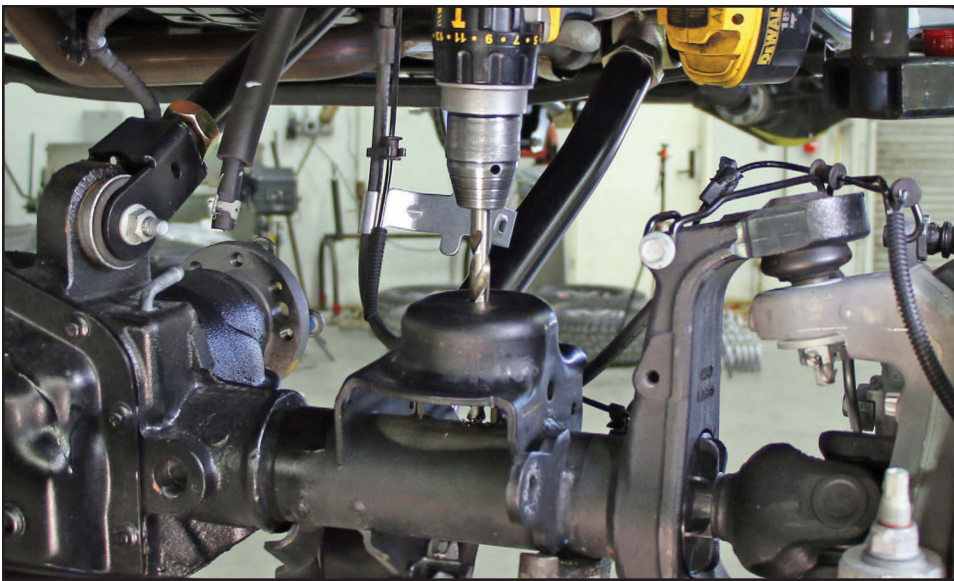
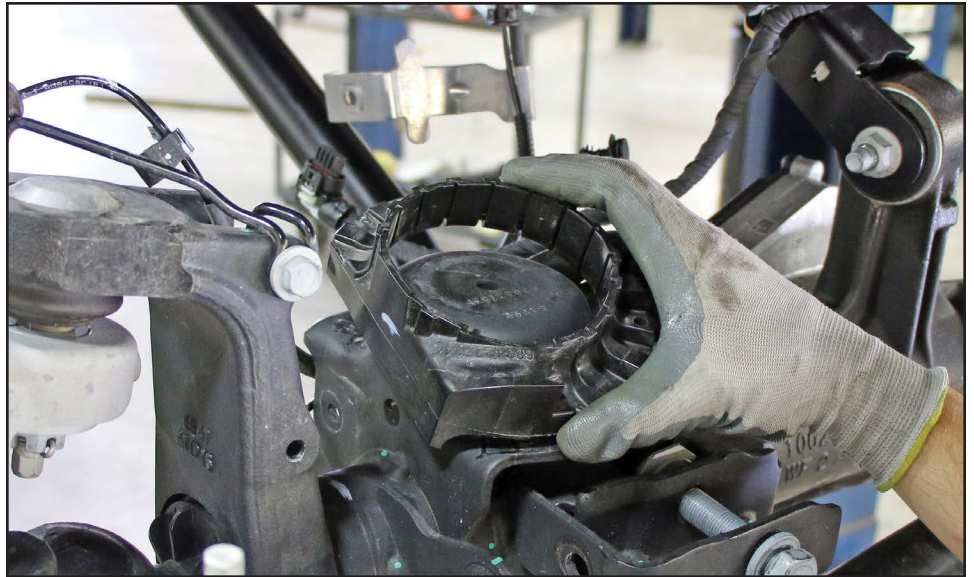
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Step 85

Remove the black plastic front spring isolators from the differential housing.



Step 86

Now, using the existing holes in the centers of the coil spring buckets as a pilot hole, drill the hole out larger with a 29/64" drill bit.

Step 87

Now tap the holes with a 1/2"-13 tap.



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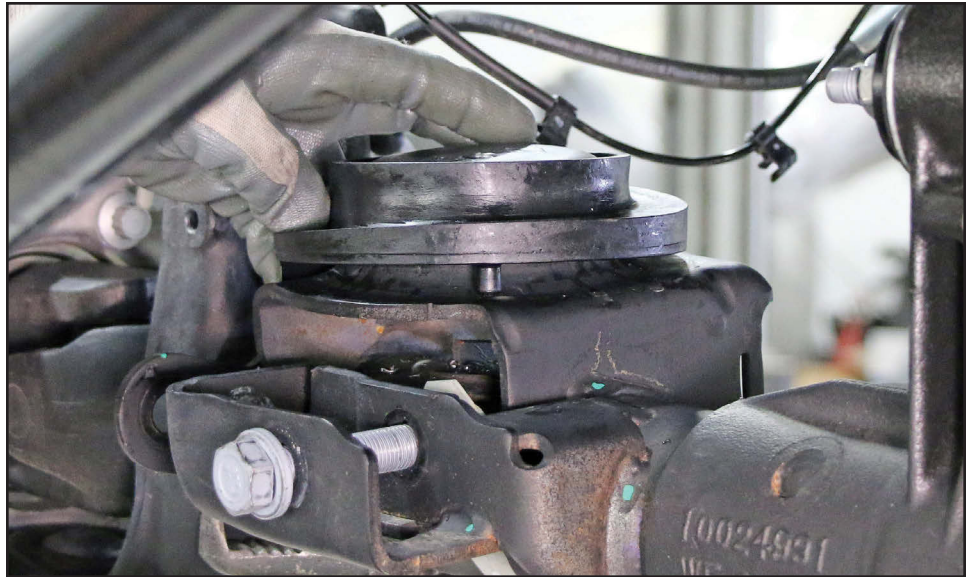
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Step 88

This kit supplies you with new, black polyurethane spring coil spring isolators. Install them onto the coil spring buckets now, being mindful that they have an alignment pin that must drop into the holes on the coil spring buckets.



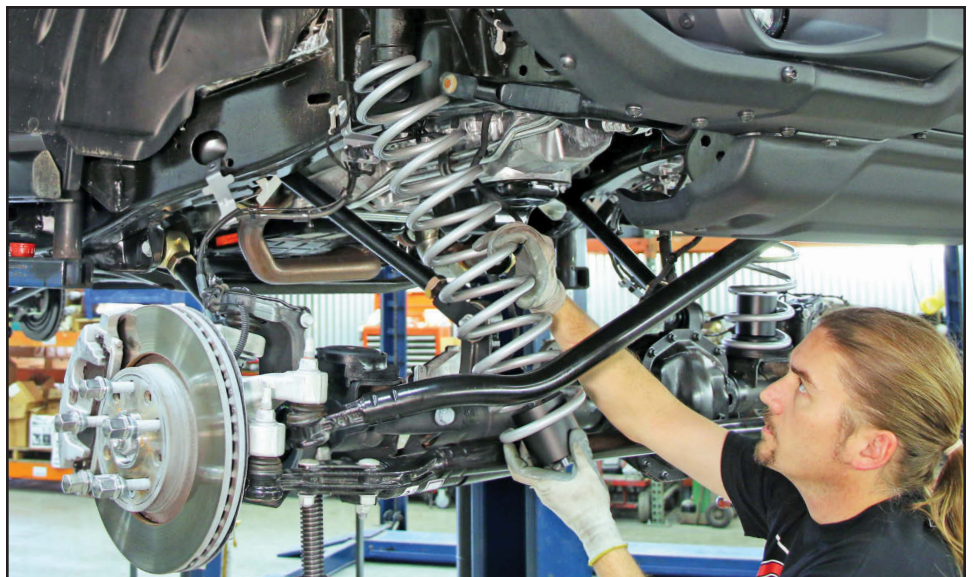
Step 89

Open up the front bump stop kit and pre-assemble the units by inserting a flat washer, a lock washer and then a bolt in to the bore in the tops of the new bump stops.

Step 90

Test that you are able to fit the new front springs into the vehicle. If they will not fit, you will need to, once again, give all of your hoses and wires a shake, and then carefully lower the differential further down out of the vehicle. Note: the stock upper coil spring isolators on the frame must be retained! Make sure they didn't fall out and make sure their pins remain indexed into the frame!

Once you've achieved a differential height that will allow it, insert the new bump stops (bolts pointing down) into the bottom of the springs, and install the springs and bump stops as units onto the upper bump stops and then drop the springs onto the new coil spring isolators on the differential housing.



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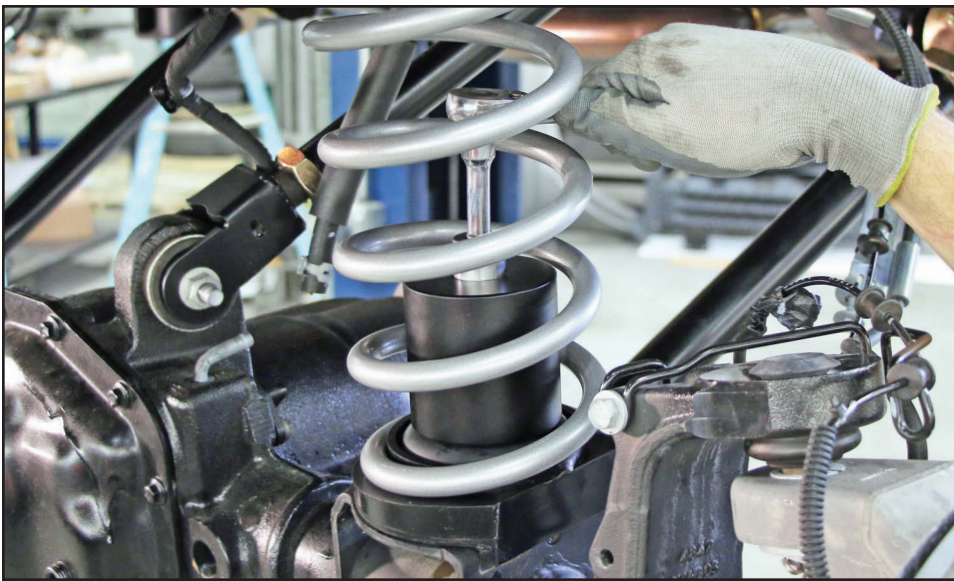
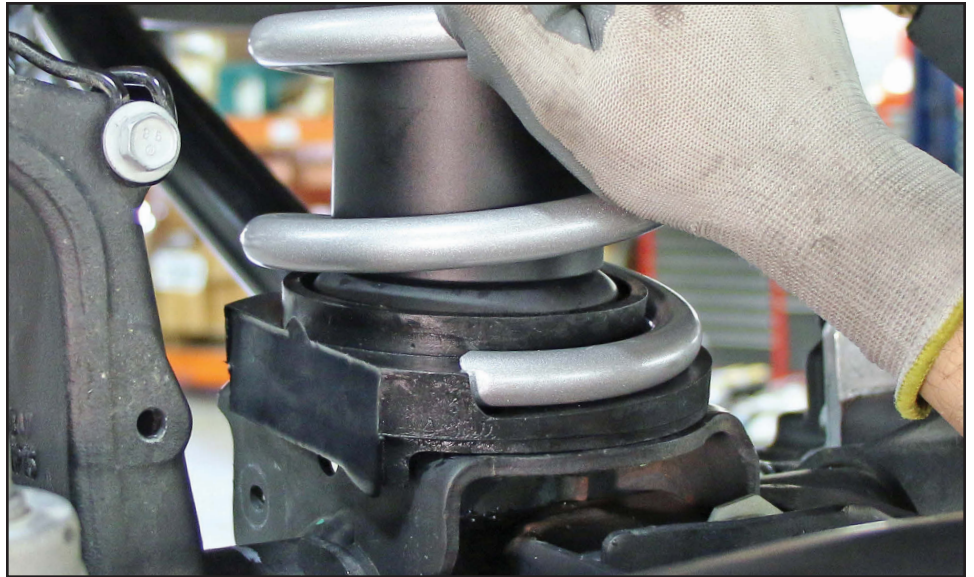
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Step 91

Rotate the springs so that the ends of the pigtails at the bottoms of the springs stop against the stops in the urethane isolators.



Step 92

Tighten the bumpstop bolts using a 3/4" socket, slid thru the side of the coil spring. Do not overtighten as these are only bolting up into sheetmetal!

Step 93

You may now raise the differential back up into the vehicle to it's new, lifted ride height. Once this is done, find your Rubicon locker wire loom (where equipped) and pop it's black plastic push-in clip into the hole in the new upper control arm fork.



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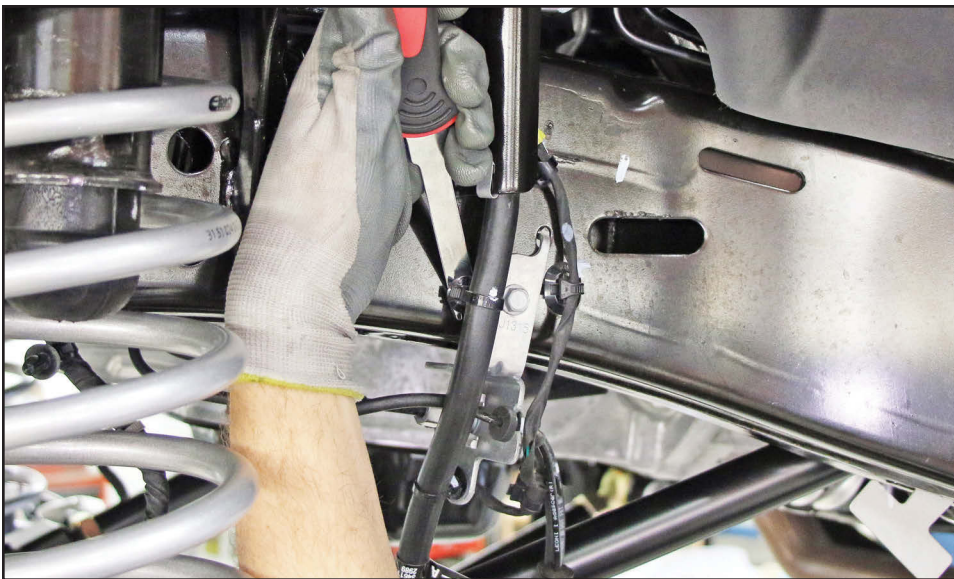
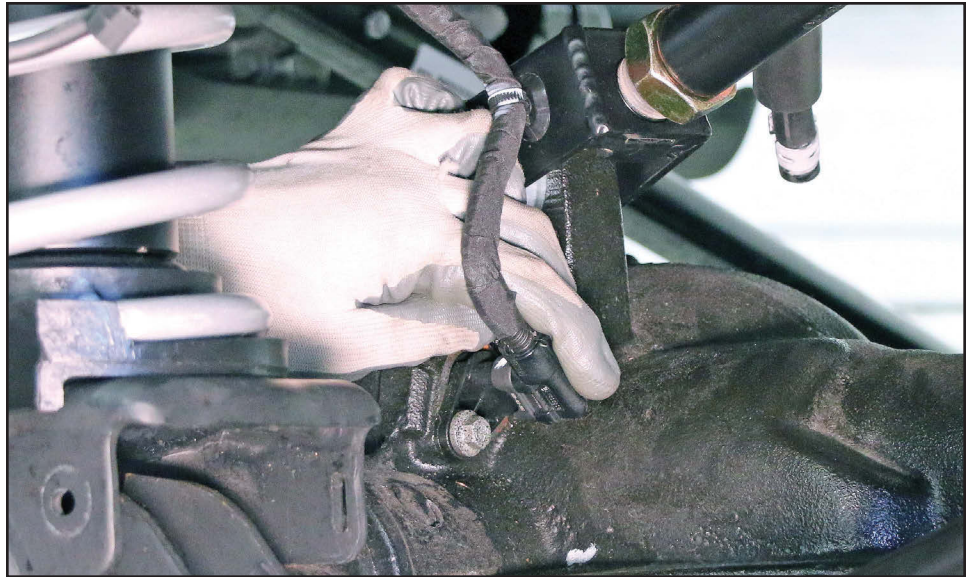
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Step 94

Now go ahead and carefully plug the locker plug back in to the differential. After the plug is firmly inserted, make sure to push the white lock back in.

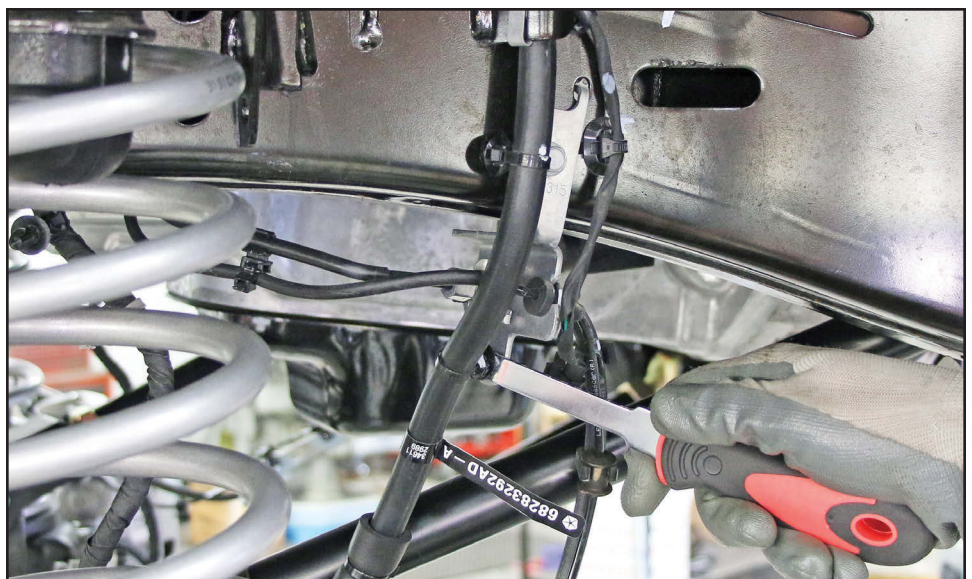


Step 95

While still on the driver's side, with your fork tool, pop the black plastic push-in clip out that attaches the differential vent hose to the side of the frame rail.

Step 96

Next, pop the other black plastic push-in vent hose clip off of the brake line bracket. The disconnection of the 2 black clips should allow enough slack in the vent hose for it to reconnect to the differential with no problem. Should you encounter a need for more hose length, the hose can be pulled down from above, where it enters the vertical metal channel above the frame rail.



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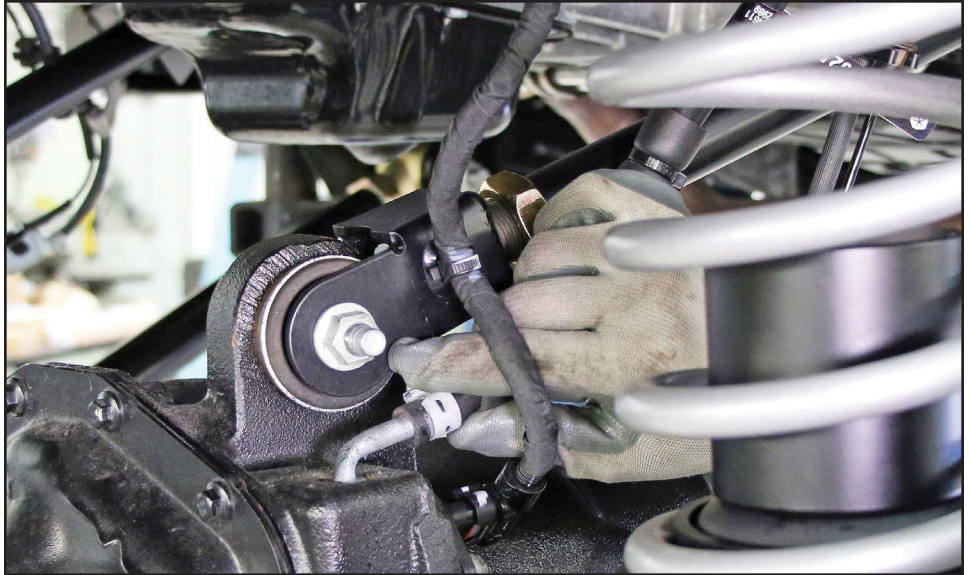
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Step 97

Once you are satisfied with the hose length, re-connect the vent hose to the differential housing. You will most likely have to use your needle nose pliers again to squeeze the clamp and get the hose all the way on.

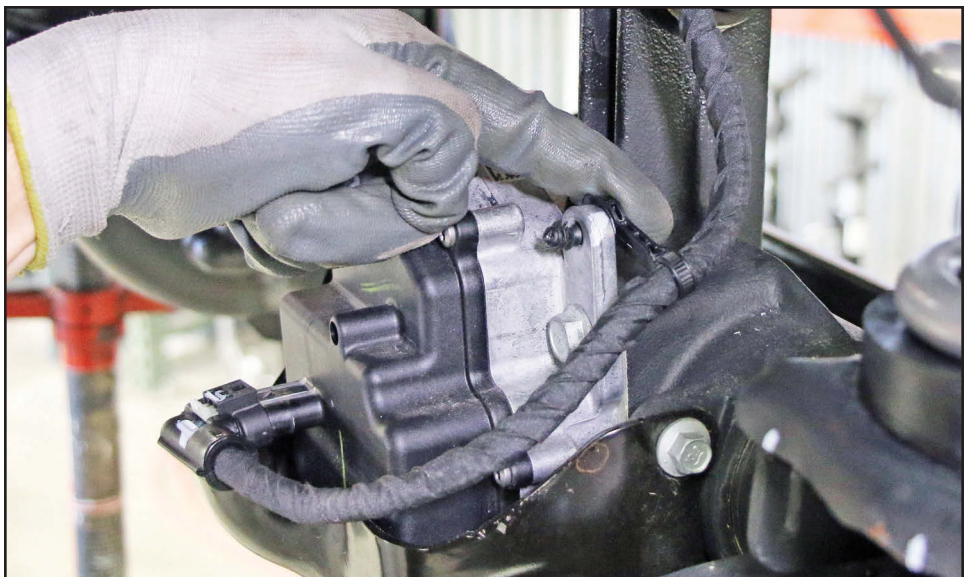


Step 98

Now over to the passenger's side, locate your axle activation motor wire loom. Reattaching it's black plastic push-in clip to the hole in the outboard side of the new upper control arm fork.


Step 99

Next, insert the other black plastic clip back into the back of the motor body.



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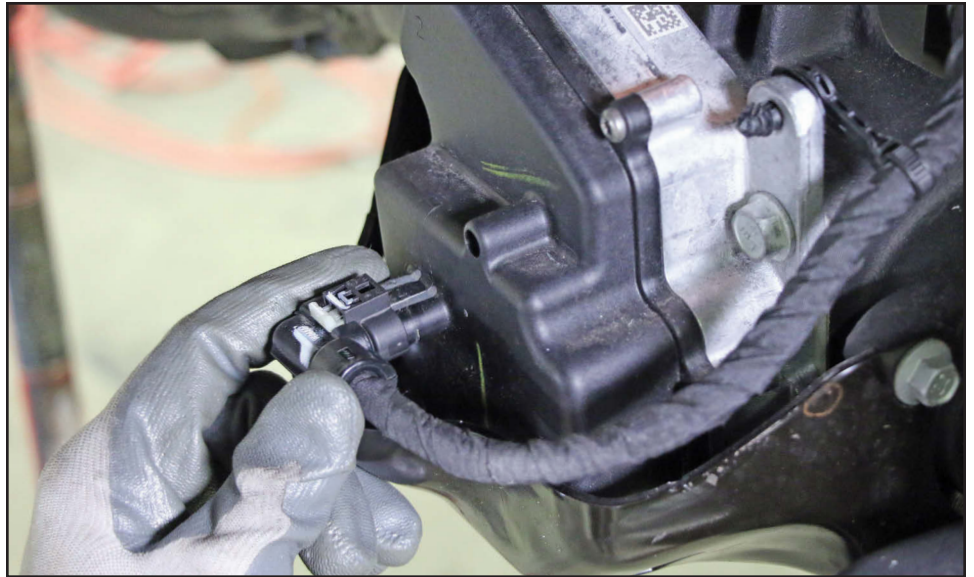
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Step 100

Now carefully plug the plug back into the motor. After the plug is firmly seated, make sure to push the white lock back in.

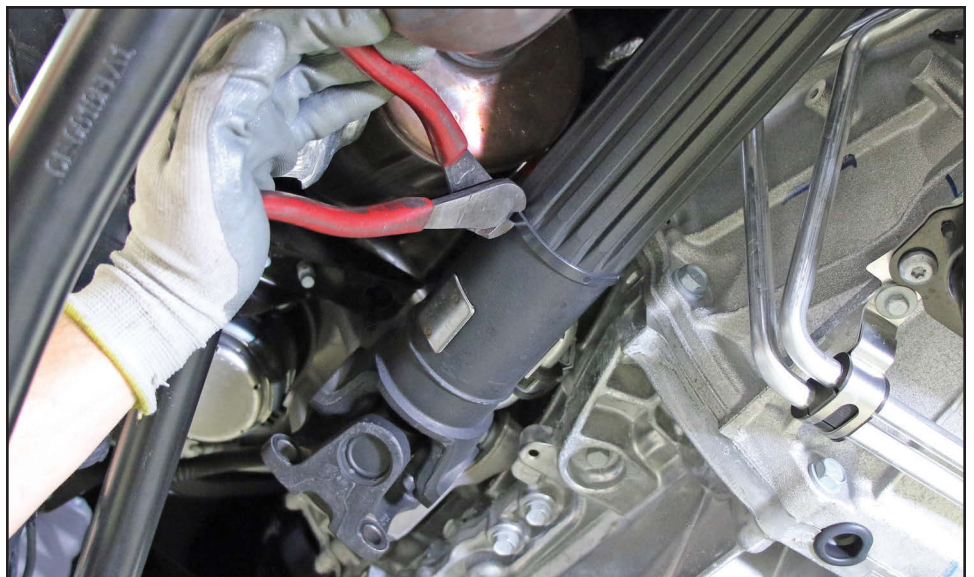


Step 101

Starting at the control arm fork, follow the wire loom up toward the frame rail. The first black plastic push-in clip you come to, insert it in the hole, illustrated in the photo.

Step 102

With a pair of diagonal cutters, cut the zip tie that is holding the driveshaft up.



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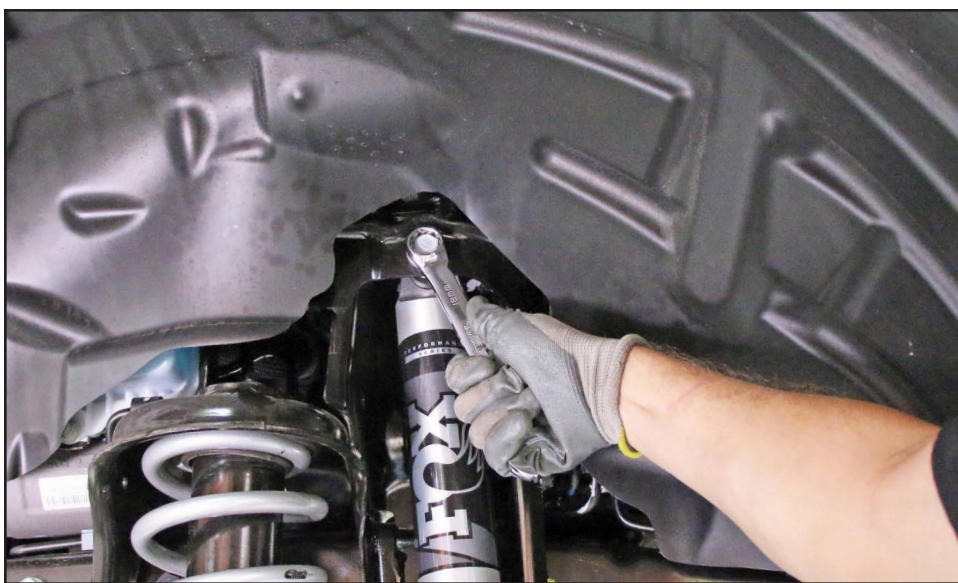
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Step 103

Reinstall the driveshaft to the differential yoke using a 15mm wrench or socket. Torque to spec.

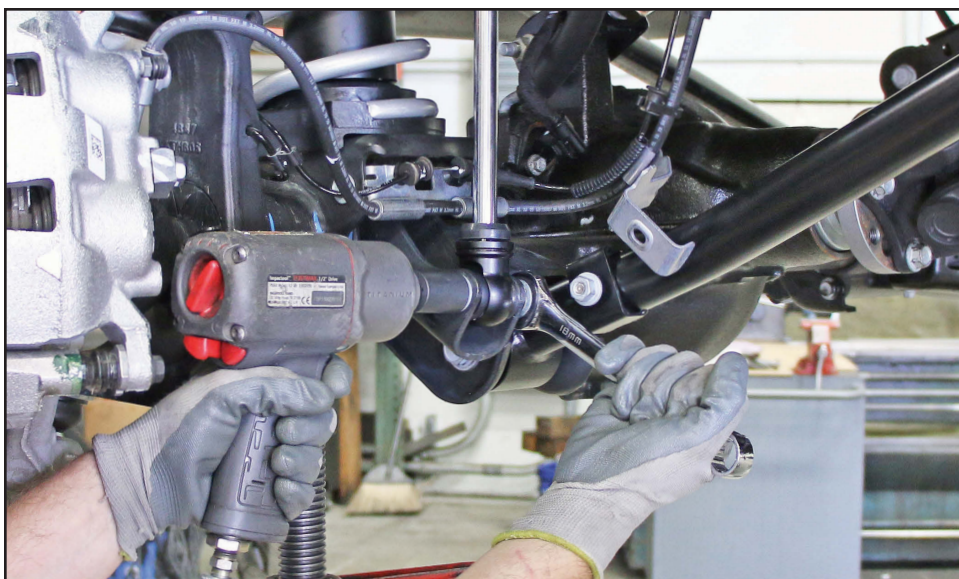


Step 104

With an 18mm wrench or socket and the factory hardware, install the tops of your choice of new front shocks in the same fashion that the original shocks came out. Torque to spec.

Step 105

Continue by installing the bottoms of the front shocks with an 18mm wrench and socket and the original hardware. Torque to spec.



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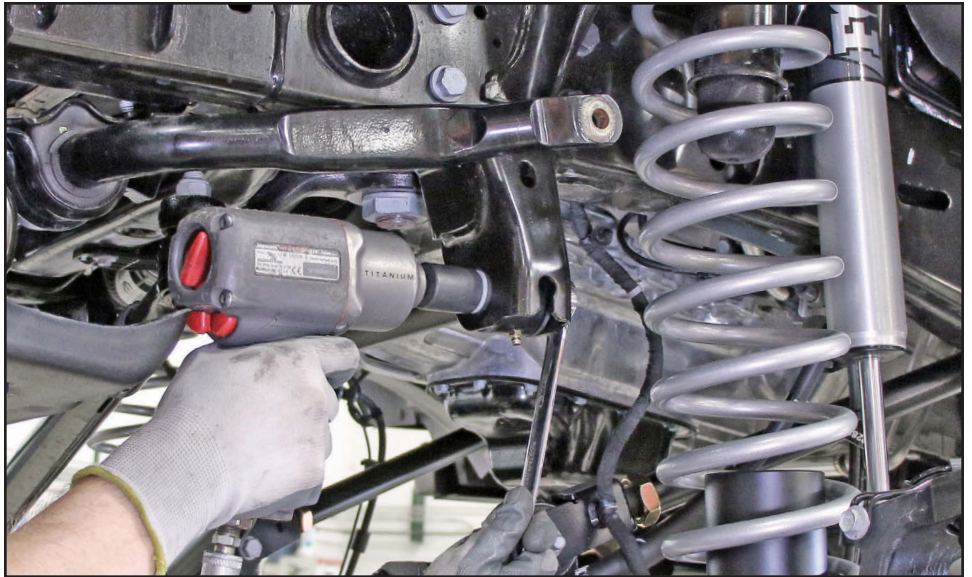
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Step 106

Install the fixed end of the new Johnny Joint adjustable trac bar into the frame bracket with the zerk fitting pointing down. Use the factory hardware and a 21mm socket and wrench. Torque to spec.

Leave the opposite, adjustable end of the trac bar, loose for now.

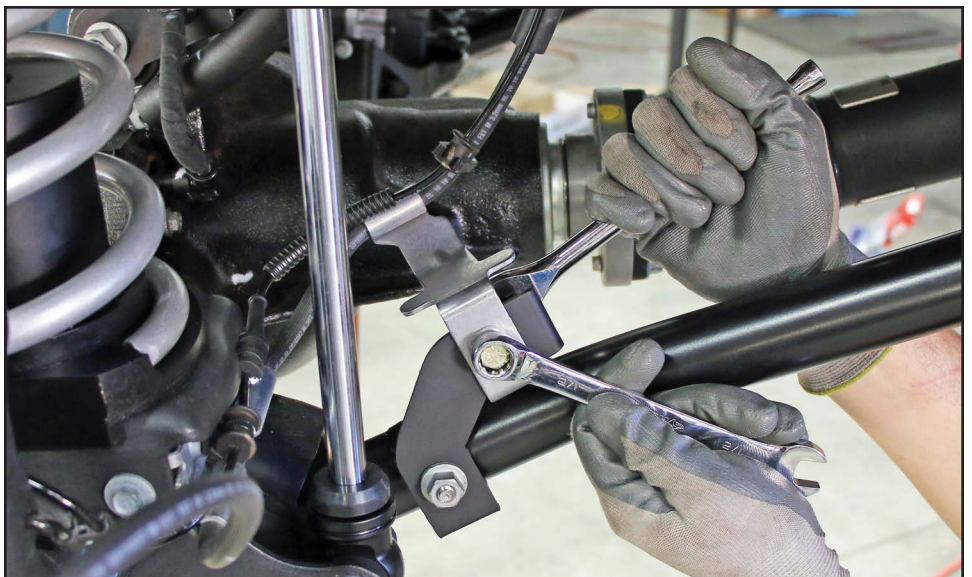


Step 107

The front brake line relocation brackets are not right and left specific - they are both the same. Install them so the upper part of the bracket jogs toward the back of the vehicle as shown. Use the original nut and a 15mm wrench and tighten them up! Torque to spec.

Step 108

Bolt the factory brake line bracket to the relocation bracket as shown. Use the supplied 5/16" - 18 x 7/8" bolts with a washer under their heads and a flanged nyloc nut on each. Tighten with a 1/2" wrench and socket. Torque to spec.



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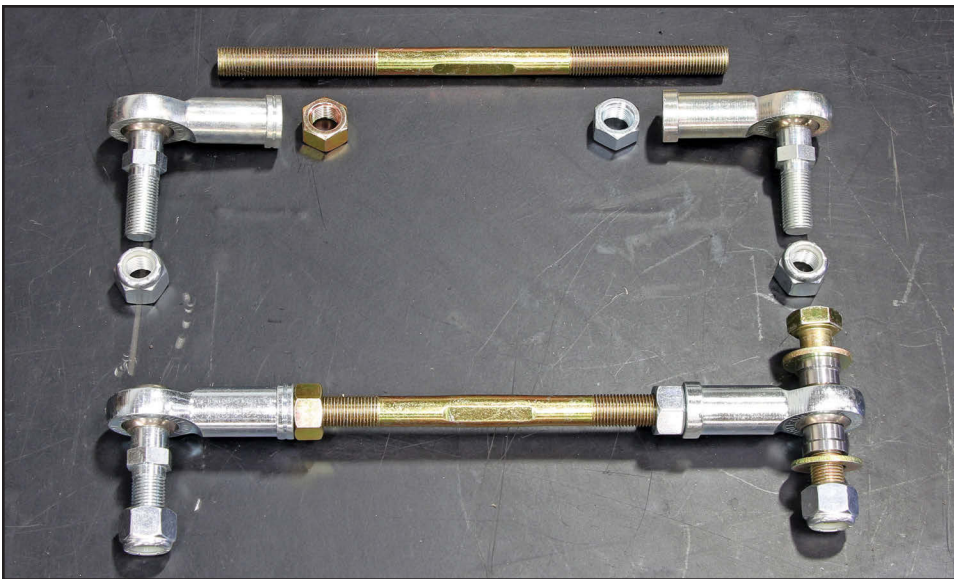
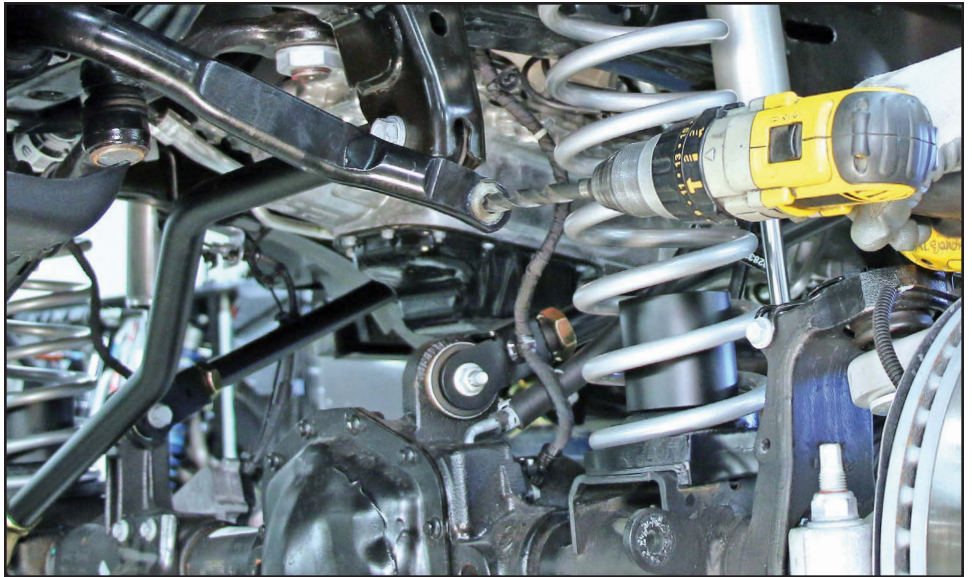
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Step 109

As previously illustrated in the rear, you will need to ream the stamped metric sway bar link holes in the ends of the sway bar with a 1/2" drill bit.

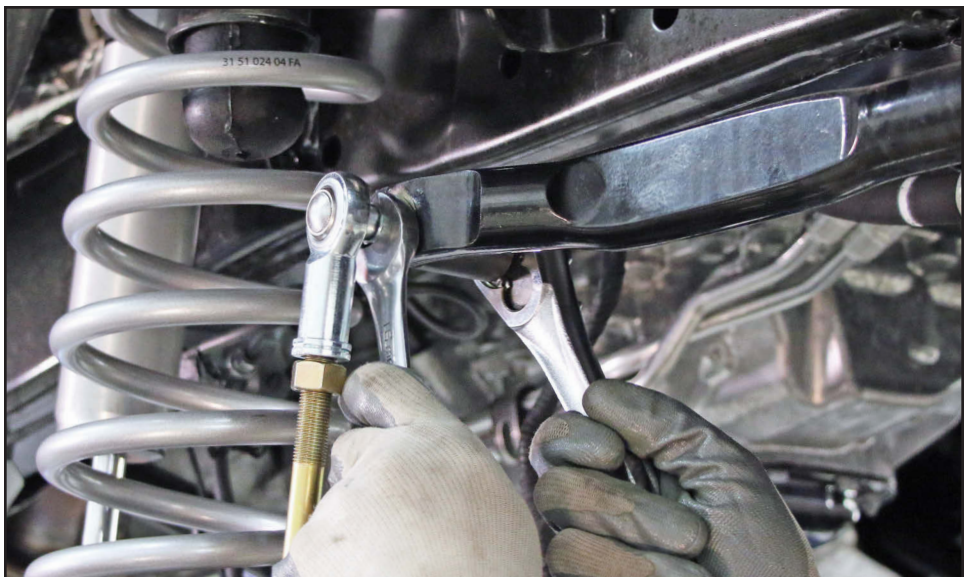


Step 110

Assemble your new extended front sway bar links as shown. The link with the thru bolt heim joint and the .427" thick high mis-alignment spacers is the bottom end of the passenger's side link.

Step 111

The top of both driver and passenger's side links install with the studded heim joints going in from the outside and the 1/2" nyloc nuts on the inside. Tighten with a 5/8" wrench and 3/4" wrench or socket. Torque to spec.



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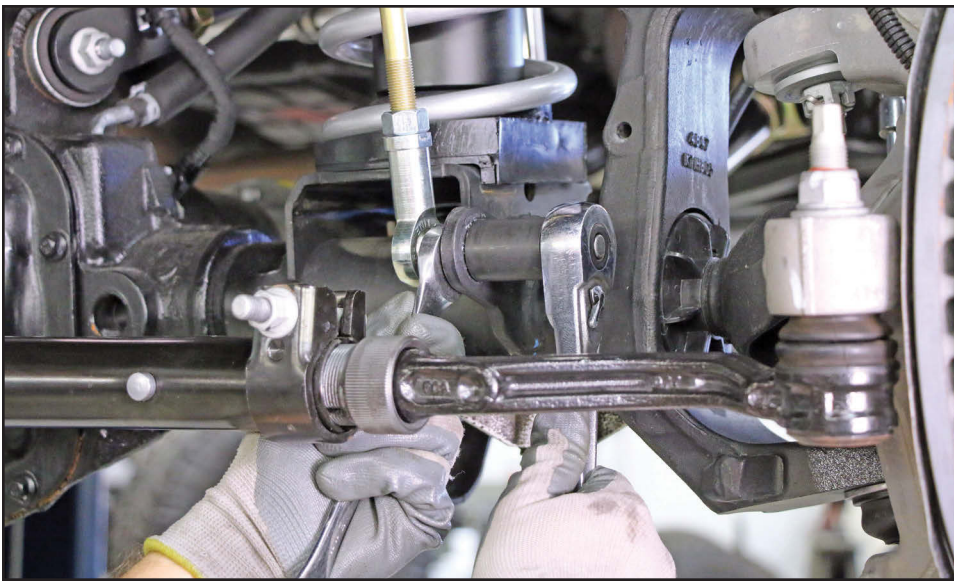
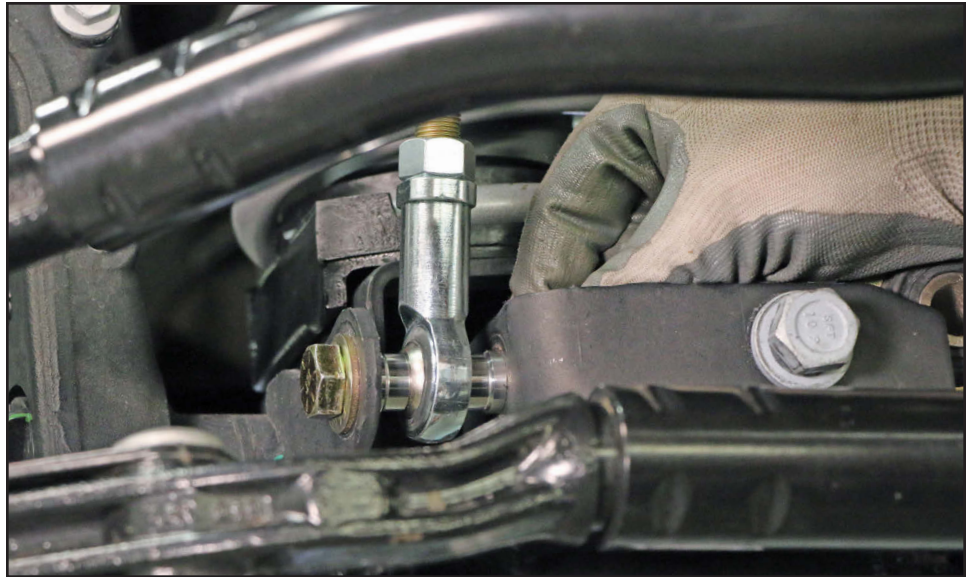
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Step 112

On the passenger's side, at the differential, you will want to install the components as shown in the picture. You'll notice that the smaller diameter of the .427" thick misalignment spacers goes against the heim joint. An additional washer and 1/2" nyloc nut are used on the end of the bolt. Tighten with a 3/4" wrench and socket. Torque to spec.



Step 113

The differential end of the driver's side link installs basically the same as the tops of the links. The heim joint goes on the inside of the tab pointing out, and the 1/2" nylock nuts install on the outboard side of the tab. Tighten with a 5/8" wrench and 3/4" wrench or socket. Torque to spec.

Step 114

At this point, component installation is completed. On your front control arms, you'll need to go back and tighten all of their jam nuts. This requires a 1 1/2" wrench for the uppers and a 1 7/8" wrench for the lowers - or - a really big Crescent wrench!



Step 115

Move to the back and tighten all control arm jam nuts there as well. Uppers and lowers all require the 1 7/8" wrench.



Step 116

You may now reinstall your wheels and tires, torque lug nuts to the wheel manufacturer's specs. and set the vehicle back down on the ground.

To address the differential side of your trac bar, you'll need to measure from a fixed point on the chassis to a duplicatable point on the tire.

Step 117

Repeat the measurement, to the same points on the other side. Your vehicle's chassis could be shifted off center in either direction from the differential.



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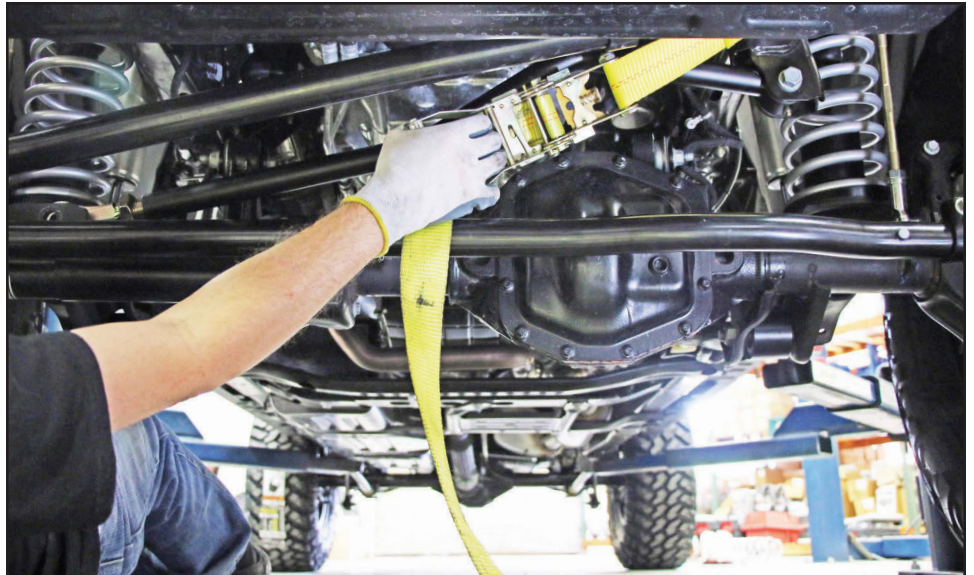
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Step 118

We've found the easiest way to center the chassis over the axle is with a ratchet strap. This illustrates pulling the chassis in one direction - but keep in mind, your vehicle may need to be pulled the other direction.

Ratchet the chassis over and then go back and repeat the frame to tire measurements again, until it is centered.



Step 119

Once you have centered the chassis, adjust the adjustable end of the trac bar until it lines up with the trac bar bracket hole in the differential. Install the factory trac bar bolt and flag nut with a 21mm socket or wrench, and torque to spec. You may now release the ratchet strap and remove it.

Step 120

With a 1 1/2" wrench, tighten the trac bar's jam nut.



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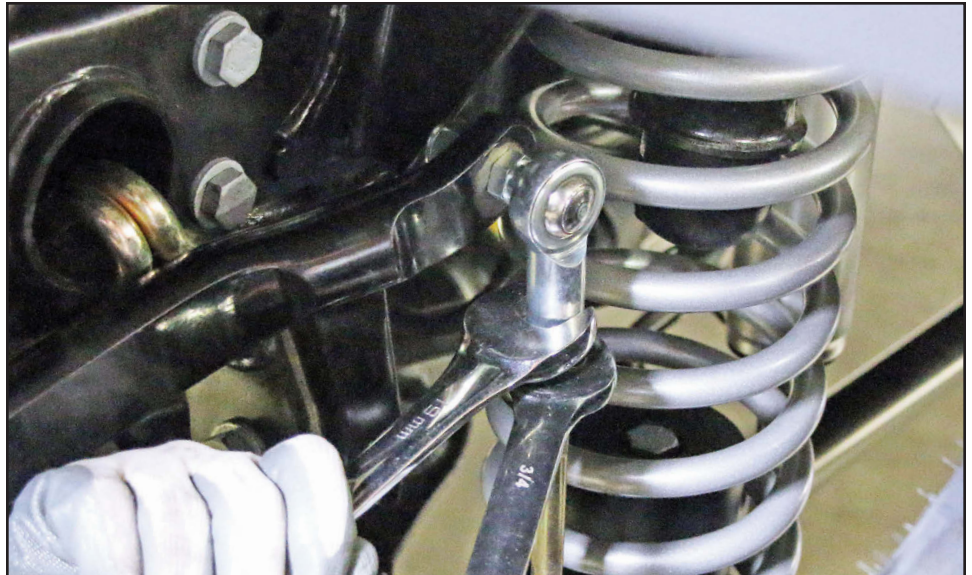
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Step 121

Not all factory sway bar arms are exactly parallel. You'll want to keep the end links adjusted so that they are threaded all the way in, but adjust as necessary to accommodate for an imperfect bar. You don't want the bar preloaded by the links being not being adjusted properly. Tighten the jam nuts with a 19mm and a 3/4" wrench.



Step 122

If you've installed the Johnny Joint adjustable rear trac bar, you'll need to repeat the measuring process in the rear.

Step 123

Just like the front, measure both sides to see how far off you are and in which direction you need to pull. Additionally, if you did not upgrade your rear trac bar, this will show you how far off you are and possibly prompt you to want to upgrade!



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Step 124

The rear trac bar is double adjustable, meaning it has right hand and left hand threads and should be able to be adjusted on the vehicle.

If it puts up a fight, you'll just have to use the ratchet strap.

Once you get it centered and adjusted, tighten the jam nuts on the Johnny Joint trac bar with a 1 1/2" wrench.



Step 125

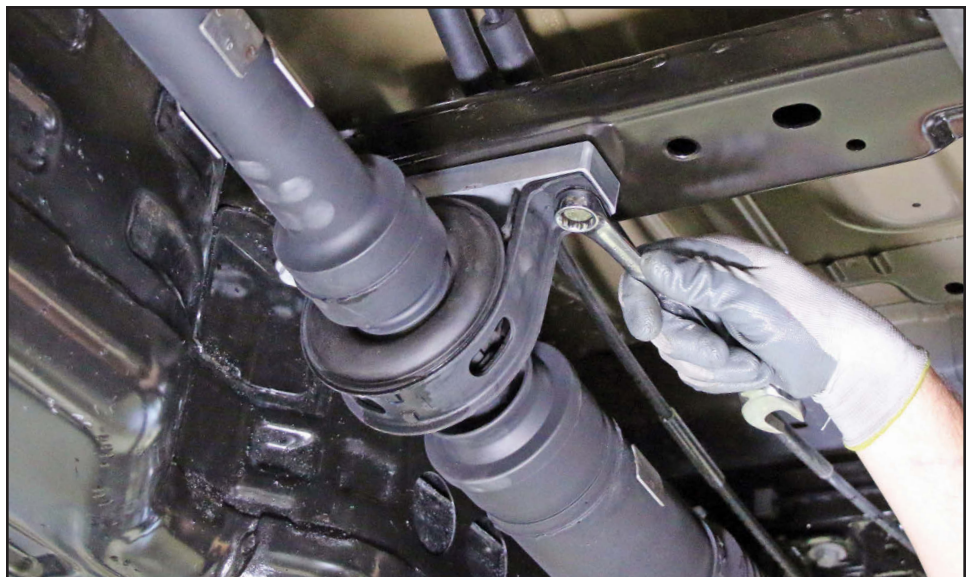
Now you'll need to address the rear sway bar links. Same situation as the front, where not all sway bars are perfect. Adjust as necessary to remove any preload on the sway bar and then tighten the jam nuts with a 19mm and a 3/4" wrench.

Step 126

Lastly, you'll need to locate the driveshaft carrier bearing under the vehicle. You'll need to support the front and back half of the driveshaft so that you can unbolt the carrier bearing.

Using a 16mm wrench, unbolt the carrier bearing, discard the factory hardware, drop the bearing down down, install the RockJock carrier bearing spacer, and then bolt the carrier bearing back up with the new, supplied bolts, lock washers and a 15mm wrench.

Congratulations! You have just installed the finest suspension available on the market. Enjoy, and we hope to see you on the trail!



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BEFORE DRIVING YOUR VEHICLE:


- You will need to check your brake fluid level - because you lost some when you replaced the brake hoses. Bleed your brakes if necessary!
- Double check all control arm and trac bar jam nuts.
- Check your rear driveline angle and your front caster angle. Adjust if necessary. The rear end pinion angle must be 2 to 3 degrees down in relationship to the driveshaft. The frontend must have 4 1/2 to 5 degrees of caster.
- Grease every zerk fitting in the suspension system with a hand pump grease gun and hi-moly chassis grease. If you cannot find good quality grease locally, we offer the proper grease under RockJock part number CE-9013G. Repeat this step after 500 miles of driving, and then every 3,000 miles.

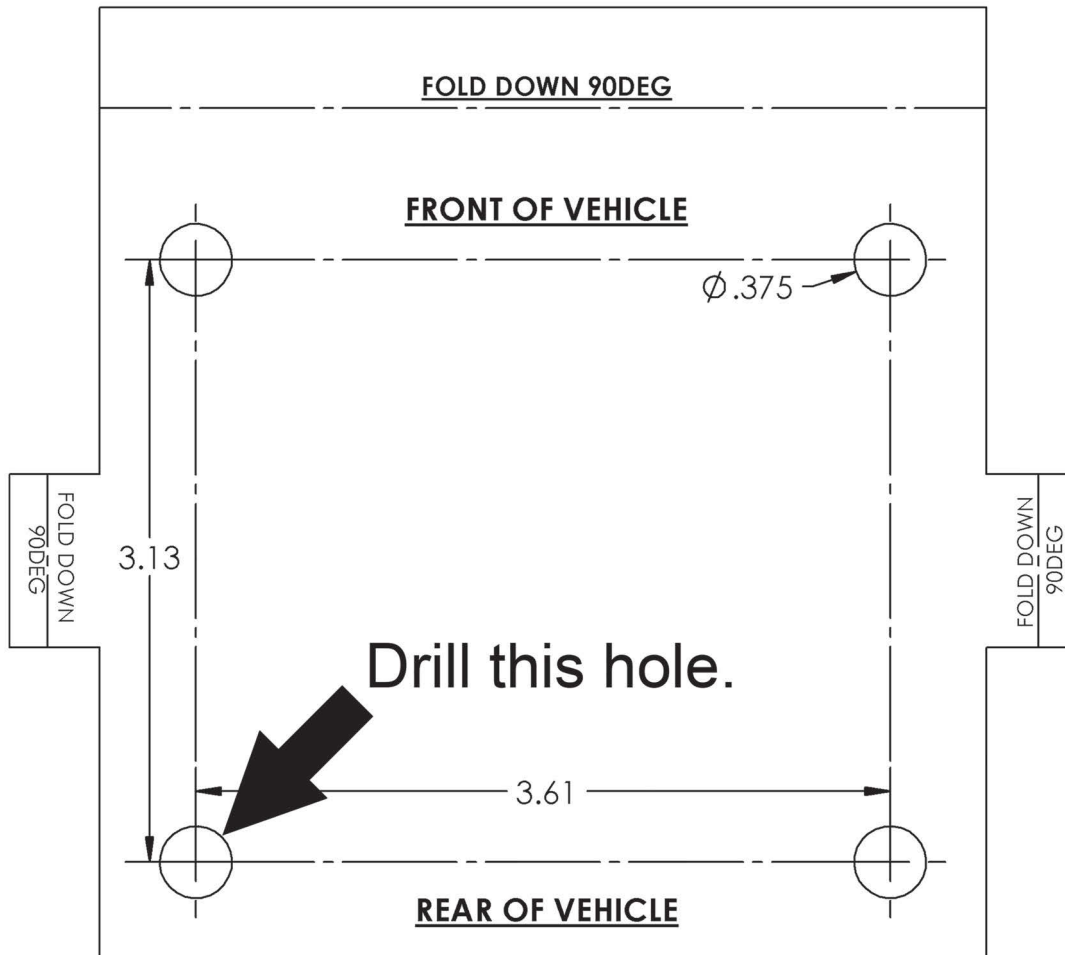
We'd love to see your build! Please tag us on social media at:

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