

JK E-DOCK INSTALLATION INSTRUCTIONS



PARTS LIST	QTY
JK E-Dock Bar	1
Hoop Support Leg	2
Main Bar Support Leg	2
E-Dock Rubber Pad	1
SS Nylon Lock Nuts	4
SS 1/4" -20 x 5/8" Socket Cap Screw	4
E-Dock End Cap (installed)	2
SS Serrated-Flange Nut #10-24	2
SS Wide Head Machine Screw #10 x 1" 2	

REQUIRED TOOLS

Telescoping Magnet or 13 mm Magnetic nut driver
Small Flathead Screwdriver or 1" putty knife
7 mm Socket; 1/4" Drive
13 mm Deep Socket; 1/4" Drive
1/4" Drive Ratchet
5/32" Hex L-Key
7/16" Open End Wrench
3/8" Open End Wrench or Socket
#2 Phillips Screwdriver

PLEASE READ BEFORE BEGINNING INSTALLATION

Prior to starting the installation of this product, we suggest reading the entire instruction manual. Several of the steps involved in installation of this product are fairly complex. Reading through ahead of time will help you with a pain free installation.

Installation of the JK E-Dock involves work in and around the dash area of the vehicle. Be careful and take your time during installation. Small nuts, bolts and tools are easily lost in the confines of the dash. An extra minute or two spent now will save a lot of headache down the road.

This product must be installed by someone with a certain amount of mechanical aptitude. Vector OffRoad can not be held liable for damage caused to your vehicle due to poor or incomplete installation of this product. If you have any questions, are missing parts, or need help locating a skilled installation shop in your area, please contact us.

INSTALLATION

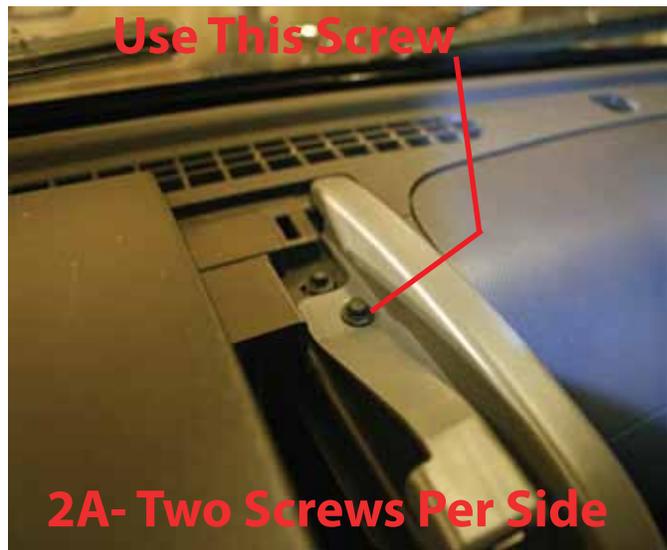
1. PREPARE THE DASH AREA

A. Remove the small caps located in front of the driver and passenger seating areas directly on top of the dash. Use a small flathead screwdriver or similar to remove the caps. Be careful not to damage your dash. These small caps will not be reinstalled. Store them in a safe location in case you ever wish to return the vehicle to its original condition.

B. Remove the center dash cap by prying up on the rear corners of the cover plate. Use a stiff flat object such as a small putty knife or screwdriver to pry the cap up. After both rear corners have “popped” free, gently slide the cover toward the rear of the vehicle to clear the front attachment points. Carefully lift the dash cap up and release the compass module connector wiring. Set the dash cap aside.



2. MOUNT THE HOOP SUPPORT LEGS



A. Under the dash cap you will find either one screw per side or two screws per side, depending on the year/model/options of your vehicle. If your vehicle is equipped with two screws per side, skip ahead to step 2J. If you have only one screw per side, continue on to step 2B.

B. You will need to thru-bolt the Hoop Support Legs using the supplied #10 x 1" wide head machine screws and serrated flange nuts. To access the bottom of the hole you will need to remove the vehicle radio.

C. There are some good internet resources on removing the radio, here are a few:
<http://www.youtube.com/watch?v=bebj-0ynPsg&playnext=1&list=PLAB96AFA7D0C2F155&index=17>
<http://www.jkowners.com/forum/showthread.php?t=966>
<http://www.jeepforum.com/forum/t96/removing-factory-radio-482089/>

D. To access the radio, remove the center stack lower trim piece. Pry the top corner with a small flathead screwdriver or putty knife. Pull the opposite side snap away by hand and then lift the trim piece out.



E. Remove the four screws (using a 7mm socket) to release the large radio and climate control trim piece. There are two screws on the top and two on the bottom. After all four screws are removed, GENTLY pry the lower corner of the trim piece working side to side and bottom to top until all of the snaps have released. Do not disconnect any of the wires connected to the trim piece. Let the trim piece rest against the shifter.

F. Remove the four screws (2 per side) holding the factory radio in place using a 7 mm socket.

G. Pull the radio out far enough to access the bottom side of the holes shown in “Image 2A-One Screw Per Side”. There is no need to disconnect the stereo harness wiring.

H. After the radio is slid out, use the supplied #10 x 1” wide head machine screw and a serrated flange lock washer to bolt the Hoop Support Leg in place. Use a #2 drive phillips screwdriver and a 3/8” socket or wrench to secure the fasteners. Be CAREFUL not to drop the fasteners into the abyss of the dash! You may want to lay a towel under the work area to catch anything that may fall. Repeat the steps to mount the opposite side Hoop Support Leg.

I. After both of the Hoop Support Legs have been mounted, skip ahead to step 3A.

J. Remove the screw that is furthest from the windshield using a 7 mm socket. Place the Hoop Support Leg as close to the edge of the dash as possible. Reinstall the screw with a 7 mm socket. Do not overtorque the screw. The threaded inserts of the vehicle are easily damaged! Repeat for the opposite side.



3. MOUNT THE MAIN BAR SUPPORT LEGS

A. READ THE ENTIRE STEP BEFORE PROCEEDING AND TAKE YOUR TIME!!! Be careful not to lose the nuts during removal and installation. It is required to have a telescoping magnet or magnetic nut driver for this step! Use a 13 mm deep well socket with a 1/4" drive (3/8" drive can be used but it is a tight squeeze) to remove the hidden bolts directly in front of the driver and passenger seats.

The bolts are under the small caps that were removed in step 1A. Take a look inside the holes so you can see what you are working with. The factory threaded posts that the nuts are secured to are extra long, which requires the use of a deep well socket.

Loosen the nut just enough so that you can spin it by placing one finger inside the hole. Slowly spin the nut with your finger until the top of the nut reaches the top of the stud. Place the telescoping magnet or magnetic nut driver down through the hole and on to the top of the nut. Rotate the magnet, turning the nut until it releases from the stud. If your fingers are long enough, you can reach around the front side of the dash and turn the nut with one finger while the magnet is attached to the top of the nut. Carefully remove the nut from the hole.

If you lose your nut, a replacement M6-1.0 nut/washer can be purchased at most hardware stores.





B. Slide the bottom hole of the Main Bar Support Leg down over the long stud inside the dash hole. Look down inside the hole to make sure you have got it over the threaded post.

C. Replace the previously removed nut. Place some masking tape on the face of the Main Bar Support Leg so it will not be scratched during this step. Use the telescoping magnet to start the nut on the threaded post. When the top of the nut is flush with the top of the threaded post, use your finger to tighten as far as possible. A 13 mm deep well socket with a 1/4" drive is needed to tighten the nut the rest of the way. You may have to push the Support Leg toward the front of the jeep to access the nut. Make sure the Support Leg is aligned before tightening the nut completely. Do not overtorque the nut! Carefully remove the socket. You may have to gently push the support leg toward the front of the vehicle to help in removal of the socket.

D. Repeat these steps for the opposite side of the vehicle.

4. TEST FIT THE E-DOCK BAR

A. Carefully slide the main bar into position on top of the dash and check the position of the support legs relative to the mounting tabs. If you need to make any adjustments to the support legs, do so now, by loosening the screws/nuts and aligning them to the tabs and then re-tightening.

B. Before finalizing the installation we recommend positioning and installing any Ram Mounts® products at this point. It is much easier to tighten the mounts outside the vehicle instead of the cramped spaces around the dash. Do not place Ram Mounts® products where they will interfere with proper function of OEM controls and modules such as the passenger side airbag.



5. REFIT THE CENTER DASH CAP

A. Position the center dash cap over the top of the dash. **RECONNECT THE COMPASS MODULE!** After reconnecting the compass module, reattach the center dash cap by sliding the front of the dash cap over the front edge of the dash. You will need to tip the dash cap slightly to fit it properly. Once the front edge is properly aligned, press straight down on the rear edges of the dash cap until both rear corners snap into position.

B. After finalizing installation you may need to recalibrate your compass if your readings are not accurate. Calibration instructions can be found in your vehicle's owners manual.

6. SECURE THE E-DOCK BAR

A. It is very helpful to have an extra set of hands for this next few steps. Also, be careful not to drop any of the screws or bolts behind or in the dash! Align the tabs on the E-Dock bar with all four of the Support Legs. The tabs and support legs are slotted to compensate for alignment differences from one vehicle to the next. The tabs on the main bar of the E-Dock go behind (closer to front of the vehicle) the Main Bar Support Legs. The Hoop Tabs will rest on top of the Hoop Support Legs.

B. Place a socket head cap screw through the passenger front side of the Main Bar Support legs and through the corresponding tab on the E-Dock Bar. Using a 5/32" Hex Key and a 7/16" open end wrench, secure the screw with a nylock nut. Repeat this procedure on the drivers side of the vehicle.



C. Place a socket head screw through the top of the Hoop Tabs and down through the Hoop Support Legs and secure with a nylock nut using a 5/32" Hex Key and a 7/16" open end wrench. Repeat for both sides of the hoop.

7. OPTIONAL - RUBBER DASH MAT

- A. The optional Rubber Dash Mat can be used with or without the included double sided tape. Some customers will wish to use the tray for suction cup mounts in which case the Rubber Dash Mat will not be used.
- B. If you wish to secure the included rubber dash mat to your E-Dock, remove the backing from the double sided tape. A razor blade is useful to lift the edge of the backing. Align the Dash Mat with the tray and press firmly to secure.
- C. The Dash Mat is made of rubber and may have a strong smell during the first few weeks of use.
- D. Congratulations on a successful installation of your JK E-Dock!



COMMENTS OR QUESTIONS PLEASE CONTACT:

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