

Grand Cherokee WJ: 99+

Installation Instructions

Thank you for purchasing the finest in underbody protection for your Jeep Grand Cherokee, blah, blah, blah...

Just kidding. I expect it will take about 4-6 hours for someone with a moderate ability to install these. Just take your time, and they should go on great.

Here are the tools you will need to install the sliders:

- Hammer and Vice Grips
- Nail or other sharp point that you can use for a marking device.
- Ratchet set that includes a 3/8" and 9/16" sockets. (Self-threading screw-bolts included in packaging)
- Drill motor with a 1/8" and 5/16" drill bits
- A right angle drill attachment may be helpful. I did one side with and one side without and didn't find it all that helpful to ME, but you may want to have one around just in case.
- 2 Jack Stands
- Floor jack

I grind down the welds to make it smooth and use a wire wheel to clean up the welding splatter, but you will need some paint thinner or turpentine to get the protective oil off of the steel before you finish the exterior of the sliders with paint of some sort before the install. I recommend just a simple can of Krylon Semi-Flat Black spray paint, as you can easily touch up as needed once you bump a rock. Other methods include powder coating, underbody coating, and POR-15. I used the rattle-can method on mine because I like to touch them up every few months to them looking good. I use a piece of cardboard about 12" x 18" to insert between the Jeep and slider to catch any overspray from the spray-paint, and hose it down with the new paint. There are some unwelded seams that I recommend you applying some black epoxy or RTV to so that they won't rust if you live in a wet climate. It's impossible to get the head of the welding gun to those areas, and there is no structural difference between welding those areas or not welding them.

IMPORTANT NOTE: When installing on a rig with any sort of aftermarket modification to the frame rails (such as a long arm kit) you will need to custom-fit our Rock Slider feet to fit with the aftermarket components already welded/bolted in place on your frame. (Typically, this means slightly modifying the points where they are designed to attach to the factory frame rails.) A good welder or fabricator will make this custom integration simple, and they probably won't charge you much to do so, but can also be done at home easily, if you or a friend are experienced with basic metalworking skills.

1. After they are painted and ready for install, it's time to get started on the install. I recommend that you begin with whichever side of the Jeep that has the least amount of damage, so that you are familiar with the procedure when you have to do the dented up side that will take a little

more effort. If the pinch weld is dented, try to hammer or vice-grip it back into place as much as possible if you have mashed it.

NOTE: If the rocker panel is damaged, you may not get it to fit up correctly, and you MAY have to have the slider modified by a shop locally.

2. Put the sliders in place under the Jeep and see if your Jeep will require any additional cutting or CLEARANCING. The Laredo cladding will need to be removed or trimmed with either a razor knife or a jig saw, but the Limited models are fine without any additional work. See Photos below (photos are of a ZJ, but same idea):



3. Now, get out your jack stands and position them about 60" apart and extended until they are 4" lower than the Jeep's rocker panel. Now, lift the slider carefully and place it on the jack stands in order to visualize how it attaches and to become familiar with the install instructions (I suggest you read the remainder of the instructions NOW; my momma always said, haste makes waste, right?)



4. Start with the floor jack under the slider and lift it upward slowly, taking note of the movement of the slider (it will move on you, be careful). The frame rail braces will try to come away from the frame, so CAREFULLY continue until you have lift the side of the Jeep about 2"-3" (2-3" from rest, not 2-3" between the tire and the ground, lol.) Place one of the jack stands under the frame sliders' rear rail brace 1/2 way between the frame rail and the slider and the other jack stand under the sliders' main body just outboard of the front leg so that the weight doesn't twist the front leg upward (since it doesn't have a foot that is L shaped like the rear one). When you drop the jack, this will distribute the load evenly between the rocker panel and the frame rails to assure that the angle bracket is ALL THE WAY against the frame rail before you mark the holes. Mark the frame rail holes carefully, making sure that the rock slider isn't moving around and that it is sitting in the EXACT spot that you want it attached. Drilling into the frame rails isn't something you'll want to do over and over until you get it right! This is where a right-angle drill comes in handy, or you can remove the jack stands, let the jack down, and remove the slider before drilling if you prefer. The quicker method is, instead of marking the holes, simply drill the holes into the frame rail through the bolt hole in the brackets with the 5/16" drill bit with as good of an angle as you can get with the drill. The bolts will go in slightly crooked, but will straighten out once they are tightened. Due to the slightly oval shape that will be caused by the drill bit not being at a 90° angle, I strongly recommend doing it the "long" way and removing the Slider before drilling. On the other hand, others have used the "quick method" and have had zero problems to date. It's your rig/time...you choose what is best for YOU.



5. Next step is to drill out the 6 holes into the frame rail with the 5/16" drill bit, using the 1/8" bit to pilot the holes first. Again, double check to assure that everything is in the right spot before you start drilling. I've found that if you use the smallest drill motor you have, this seems to work

best because of clearance issues. If you have a right angle drill attachment, feel free to use it, but I didn't have much luck with mine. It still didn't fit because my drill bit was too long so I just angled the holes instead. It seemed to work just fine, but not the perfect setup in the world. There is just NO space under there to work!!!

6. Thread the 6 self-tapping bolts into the frame rails and tighten them down slowly. The frame rail, as you have already found out, is NOT very thick, and with one twist too many on the self-tapping bolt, you will find that you have stripped the hole you just drilled. I feel strongly that a LITTLE accidental stripping is OK, but don't keep twisting and twisting, as you will hollow out the frame rail even more, and the bolt won't fit tight. If you really strip it out good accidentally, you can get larger bolts from a nut and bolt company, such as Copper State Nut and Bolt (www.copperstate.com) or your local ACE Hardware store (may have to special order them), and drill a slightly larger hole to fit the larger bolt. Don't lose any of the bolts, they cost about \$.60 each.

7. After you get all the frame rail bolts tight, you can focus on the secondary bracing into the back side of the rocker panel area. You may need to adjust them inward or outward by tapping them lightly with a hammer so that they are flush with the panel you are affixing them to. They are designed to be flexible...don't worry about bending them. Assure that the slider is ALL THE WAY flush against the rocker panel before you begin. To put some upward pressure on the slider, you can place your jack under the outside rail and raise it until it lifts the Jeep's body (not the tires) up a couple of inches. Drill 1/8" holes into the inside panel of the rocker panel through the secondary bracing material. Same deal with the right angle drill attachment...my drill bit was too long so if you want to use it, make sure to have a short enough drill bit to be able to fit it in there.

8. Now, thread a small self-tapping sheet metal screw into each of the eight holes and tighten them down (don't strip these either!) These bolts will give you the upward bracing that you will need in order to use them as a step for easy entry, for roof rack access, or for them to wash the roof at the carwash. I've found that a drill motor with a 3/8" socket and a long extension works nicely and is MUCH quicker than hassling with the ratchet.

9. Lower the jack down slowly, and check your work. You should now stand on the slider with your full weight or you may want to have a friend help you to assure that "it ain't goin' NOWHERE!" Look it over and make sure that you got all the bolts as tight as you can without stripping them. Now you can get to that pesky, hard-to-reach roof rack!!!



10. Now you are ready for the other side. Repeat steps 1-9.

11. This is the fun part, TRAIL TEST TIME! Have fun with them! I'd love to get a photo or two of your Jeep with them mounted up if you can. I'll put it on my website with your name, or if you prefer, keep it in my private album if you don't want your info floating around in cyberspace.

Thanks for your purchase! Let me know what you think when you are all finished.

Very Sincerely,

Kevin F

Tech tip: Some customers have attached non-slip tape to the top so that your foot doesn't slip off in wet weather when you're climbing up for roof access.