

Thank you for making the investment with MFC Offroad as well as yourself. The MFC rear wheel centering kit is comprised of satin black anodized unwelded 6061-T6 aluminum sized with the correct height, wall thickness and width to ensure safe installation when positioned between the forward portion of the trailing arm and the body.

By sandwiching these in between these two components, you effectively achieve a change in the curvature for the suspension arc. Doing so ensures proper placement of the wheel when lifting your Cherokee. Due to the way our rear suspension works and its 3-link design, as you lift the rear of the vehicle, the wheel moves forward. To combat this, the above procedure is done effectively allowing up to 3/8 - 1/2" centering. These are found to be as effective as the factory Trailhawk trailing arm upgrades at a fraction of the cost. It is highly recommended to have these installed with your Cherokee alongside the MFC Offroad lift if you have a FWD or Latitude with the ADI suspension regardless of increasing tire size. More details on which driveline you have can be found in our tutorial within the FAQ section.

If you have an ADI driveline or Trailhawk these are not necessary, but if you plan on running tires larger than 30.5", they will aid tremendously when having to do the pinch weld modification. (The pinch weld modification can also be found in the FAQ section)

The combination of the MFC Offroad rear wheel centering kit AND the factory Trailhawk trailing arms can be done for a total of 7/8 - 1" rear wheel centering for FWD and ADI drivelines.

Tools needed to complete the installation:

1. 18mm socket
2. Penetrant (if needed)
3. Torque wrench
4. Floor jack
5. Jack stands
6. 19mm socket

Step 1: Lifting the rear end

Jack vehicle up and place jack stands on frame rails located under the doors. It is recommended to jack up both sides at the same time, as to not cause any torsion on the sway bar. Torsion will make it hard to unbolt and reattach the trailing arms.

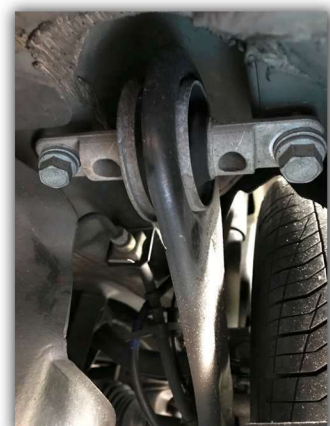
Step 2: Remove wheels

Using a 19 mm socket, remove the wheels and tires and place to the side.

Step 3: Locate the rear trailing arms

When looking at the rear knuckle, there will be a arm that extends forward that mounts to the body with two upwards positioned bolts. This is where you will install the MFC Offroad rear wheel centering kit.

The best way to accomplish this is to place your jack under the lower control arm as far out as you can. You will jack the lower control arm up roughly four to six inches. This will release forward tension on the trailing arm.



Step 4: Remove the factory trailing arm bolts

Using an 18 mm socket, untorque the bolts, removing just one bolt out of the two. Loosen the other bolt enough (1/2") to be able to slide the MFC Offroad rear wheel centering kit spacer between the trailing arm and the body on the corresponding hole. This technique allows you to install the spacers without removing the trailing arm from the body. Once the trailing arm is removed from the body, it is a pain to get it to realign with the holes due to the varying forwards and rearwards torsion created by the wight of the rear suspension. We highly recommend doing it the above way.

Once you can slide the spacer between the trailing arm and the body, place the bolt back into position and and tighten with the 18 mm socket. Do not torque down to spec yet. Now remove the opposite bolt, and place the other spacer in the specified location. Reinstall the factory bolt. Once both bolts are secured to the trailing arm and body, tighten with a torque wrench to 45 foot pounds per bolt.

You can now release the tension on the floor jack being used to hold the lower control arm in place.

You can now do the same on the opposite side of the vehicle. Timeframe wise, this job takes roughly 20 minutes per side. Your trailing arms, when complete, will look exactly as shown below with the spacer sandwiched between suspension component and body.

Helpful Hint: When installing the rear wheel centering kit, jack up the rear wheel so the center of the axle nut is at 21". This will remove all torsion and pressure on the forward part of the trailing arm. This allows you the easiest way to place the spacers in their position between the trailing arm and the body.

