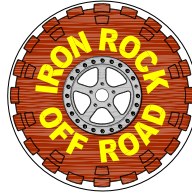


XJ/ZJ Double Shear Adjustable Track Bar Upgrade (from Single Shear)

Installation Instructions:

Jeep XJ Cherokee 1984-2001 / Jeep ZJ Grand Cherokee 1993-1998



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Box 1 (12x6x6)

- Instructions
- Invoice
- Iron Rock Off Road logo decal (1)
- Single to double shear conversion male threaded end (1)
- Double shear track bar bracket (1)

Hardware kit 20 (front track bar)

- Track bar bushing half (2)
- 12mm Track bar bushing sleeve (1)
- 7/16 Flat washer (2)
- 12mm x 80 Hex bolt, cl10.9 (1)
- 12mm Hex nut, cl10.9 (1)
- M22 x 1.5 Left hand thread jam nut (1)

Installation Instructions:

Safety Warning: *Important! Read before installation.*****

We recommend that this track bar system be installed by a qualified professional. Knowledge of suspension component function is necessary for safe installation and post installation inspections. Be sure to re-torque all suspension components after the first 100 miles of use, and frequently inspect all safety critical suspension components.

Before you begin:

- o Read all safety warnings.
- o Read and understand installation instructions.
- o Contact Iron Rock Off Road with any questions before, during, or after installation.
- o **Ensure that all parts are present and in good condition per attached shipping checklist!**

Installation:

1. Install jam nut onto threaded end of track bar (Left hand thread). Apply anti-seize compound to the male threads.
2. Adjust the length using this guide as a starting point. This may need to be adjusted after a short test drive. Do not tighten jam nut at this time.
 - ZJ 3.5" lift: 33 5/8" center to center
 - ZJ 4.5" lift: 33 3/4" center to center
 - ZJ 7" lift: 33 7/8" center to center – maximum length for this track bar
 - XJ 4" lift: 33 1/2" center to center
 - XJ 5.5" lift: 33 5/8" center to center
 - XJ 6.5" lift: 33 7/8" center to center
 - XJ 8" lift: 33 7/8" center to center - maximum length for this track bar

*****Safety Warning: Maximum length is approx. 33 7/8" center to center for converted single shear track bar. If you are near this maximum length, you MUST verify that you have at least 1" of thread engagement. Failure to perform this simple double check may result in serious injury or death.**

3. Lift front of vehicle and support with tall jack stands under the unibody frame.
Tip: break lug nuts loose before lifting vehicle if necessary.
4. Ensure that vehicle is safely supported.
5. Remove front tires if needed.
6. Support front axle with a floor jack (do not lift vehicle).
7. Remove tie rod end from track bar (remember left hand threads).
8. Remove existing uni-frame bracket from uni-frame.
9. Install the track bar bracket onto the unibody and torque bolts to 92 ft. lbs.
10. Lubricate track bar bushings and bushing sleeves with multi-purpose grease and install into track bar male end.
11. Install jam nut onto male threaded end.
12. Install the track bar into the bracket and torque nut to 80 ft. lbs. Tip: Install axle side first and use steering wheel to align the bolt holes for the uniframe side.
13. Tighten jam nut very tight.

Adjustments and Safety Inspection:

14. Check all components for clearance for suspension to fully cycle up and down. Make adjustments as needed.
15. Go for a short test drive.
16. Check if front tires are centered side to side under vehicle. A good way to measure this is from the top of the tire to the uni-frame, through the coil spring. Adjust the length of the front track bar as needed.

* Re-torque all fasteners, including lug nuts, after 100 miles, and frequently inspect all safety critical suspension components.