IRON ROCK OFF ROAD

JK 3.5" Benchmark Series
Lift Kit Instructions

1-877-919-JEEP www.ironrockoffroad.com

Parts Checklist:

- ❑ Iron Rock Off Road Logo Decal 10001 (1)
- ❑ Ironrockoffroad.com decal (1)
- ❑ 3.5" Front coil spring 96027 (2)
- ❑ 3.5" Rear coil spring 96028 (2)
- ❑ Rear Track Bar Bracket 80064 (1)
- ❑ JK Rear Bump Stop Spacer 2.5" 80058 (2)
- ❑ JK Rear Coil Spring Retainer 80061 (2)
- ❑ Rear sway bar link 10" center to center 80138 (2)
- ❑ JK Rear Sway Bar Spacer 99077 (2)
- ❑ JK Rear Sway Bar Relocation Plate 80137 (2)
- ❑ ***#12 - Rear Sway Bar Spacer Hardware (1)***
  - ❑ 3/8 USS Flat Washer (4)
  - ❑ M10 x 60 hex bolt cl10.9 (4)
- ❑ ***#162 - JK Brake hose bracket front or rear (1)***
  - ❑ Brake hose bracket 80017 (2)
  - ❑ M6 x 18 hex bolt (2)
  - ❑ M6 hex nut (2)
  - ❑ 1/4" USS washer (2)
- ❑ ***#195 - JK Rear Coil Retainer Hardware (1)***
  - ❑ Coil Spring Retainer Plate 85029 (2)
  - ❑ Upper Retainer Nut Plate 80146 (2)
  - ❑ 7/16 Flag nut with bend 80063 (2)
  - ❑ 7/16-14 x 2" hex bolt, gr8 (2)
  - ❑ 7/16-14 x 1" Hex head bolt, gr8 (2)
  - ❑ 7/16 SAE washer (2)
- ❑ ***#196 – JK Rear Track Bar Bracket Hardware (1)***
  - ❑ M14 x 80 hex bolt cl10.9 (1)
  - ❑ M14 nylock flange nut (1)
  - ❑ Spacer sleeve 80003 (1)
  - ❑ 3" U-bolt 80071 (2)
  - ❑ 3/8" serrated flange nut (4)
- ❑ ***#197 JK 0-3.5" SS Rear Brake Line Set 13838 (1)***
  - ❑ Rear brake hose LEFT 88160 (1)
  - ❑ Rear brake hose RIGHT 88161 (1)
  - ❑ Brake hose mounting brkt 88275 (2)
  - ❑ #10 x 1 self-drilling screw (2)
  - ❑ Brake Hose clip BQ3052 (2)
  - ❑ Copper washer BQ1016 (4)
- ❑ ***#199 JK Rear Bump Stop Spacer Hardware (1)***
  - ❑ 5/16-18 x 3/4 Serrated flange bolt, gr8 (4)
  - ❑ 5/16-18 Serrated flange nut (4)
- ❑ ***#220 - Rear Sway Bar Link/Relocation Hardware (1)***
  - ❑ 3/4" hourglass bushing 94025 (4)
  - ❑ 12mm sway bar bolt sleeve 92038 (2)
  - ❑ 1/2" short sway bar bolt sleeve 80140 (2)
  - ❑ 7/16 USS flat washer (12)
  - ❑ 1/2-13 x 1-1/2 hex bolt, gr8 (2)
  - ❑ 1/2-13 x 2-1/2 button head bolt (2)
  - ❑ M12 x 60 hex head bolt cl10.9 (2)
  - ❑ M12 nylock nut (2)
  - ❑ 1/2-13 Nylock flange nut, gr8 (4)

- ❑ JK 0-8" front track bar 80000 (1)
  - ❑ ***~Standard Track Bar~***
    - ❑ Front Track bar threaded male end, 92004 (1)

#166 - Front Track Bar Hardware (1)

- ❑ Track bar bushing half 80014 (4)
- ❑ Track bar bushing sleeve 80003 (2)
- ❑ Track Bar clamp 95044 (1)
- ❑ 5/16-18 x 2 carriage bolt gr5 (1)
- ❑ 5/16-18 hex flange nut (1)

  - ❑ ***~Optional Premium Track Bar Upgrade~***
    - ❑ Track bar threaded male end, joint installed 77013 (1)

#254 - Track Bar Flex End Hardware - 14mm (1)

- ❑ Inner race (plastic) 91113 (2)
- ❑ End cap (steel) 91112 (2)
- ❑ Ball 91142 – M14 bolt (1)
- ❑ #5-40 x 1 1/4" Socket head cap screw (9)
- ❑ 3/32" Hex L key, high torque (hex plus) (1)

#281 - Track Bar Clamp Hardware (1)

- ❑ Track Bar clamp 95044 (1)
- ❑ 5/16-18 x 2 carriage bolt gr5 (1)
- ❑ 5/16-18 hex flange nut (1)

~Standard Front Sway Bar Links~

- ❑ Front Sway Bar Link, 10.75" center to center 92146 (2)

#201 - Sway Bar Link Hardware (1)

- ❑ 12mm sway bar bolt sleeve 92038 (4)
- ❑ 3/4" hourglass bushing 94025 (4)
- ❑ M12 x 65 Hex bolt cl 10.9 (2)
- ❑ M12 Nylock nut (2)
- ❑ 7/16 USS washer (4)

~Optional Front Sway Bar Disconnect Upgrade~

- ❑ Front Sway Bar Link, 10.75" center to center 92146 (2)

#268 – Sway Bar Disconnect Bushings (1)

- ❑ Poly Bushing 94025 (4)

#266 – JK Sway Bar Disconnect Hardware (2)

- ❑ Disconnect Pin 94028 (2)
- ❑ 1/2-20 x 1" Hex Bolt, gr8 (2)
- ❑ 1/2 F436 Hard Washer (2)
- ❑ 1/4" x 1-1/4" Spring Lynch Pin (2)

~Standard Front Lower Control Arms~

- ❑ JK LCA Front Right, bushing installed 80011B (1)
- ❑ JK LCA Front Left, bushing installed 80012B (1)
- ❑ LCA Rubber Bushing Male End, Straight 91243B (2)
  - ❑ **#65 – Adjustable LCA Clamping Hardware (1)**
    - ❑ 1/4"-28 x 1-1/8" socket head cap screw (4)
    - ❑ 1/4"-28 hex nut, gr8 (4)

~Optional Flex Joint Front Lower Control Arms~

- ❑ JK LCA Front Right, bushing installed 80011B (1)
- ❑ JK LCA Front Left, bushing installed 80012B (1)
- ❑ LCA Flex Joint Male End, Angled 91109 (2)

- ❑ **#65 – Adjustable LCA Clamping Hardware (1)**
  - ❑ 1/4"-28 x 1-1/8" socket head cap screw (4)
  - ❑ 1/4"-28 hex nut, gr8 (4)
- ❑ ***#127 - 2 5/8" 6 Bolt IRO Flex End Hardware (2)***
  - ❑ Inner race 91118 (2)
  - ❑ Thrust washer 91119 (2)
  - ❑ 2-5/8" Flex End Ball 91117 (1)
  - ❑ 10-32 x 1-3/4" Socket Head Cap Screw (6)
  - ❑ 10-32 Nylock Nut (6)
  - ❑ 1/4"-28 90° Grease zerk Fitting (1)

Shocks

- ❑ ***Trail Tamer HD Hydro (Standard)***
  - ❑ Front shock 79001 (2)
  - ❑ Rear shock 79005 (2)
- ❑ ***Doetsch Upgrade (Optional)***
  - ❑ Front shock DT 8350 (2)
  - ❑ Rear shock DT 8371 (2)

#165 – JK Shock Hardware (1)

- ❑ Rear barpin GS-403261 (2)

- ❑ ***Bilstein Upgrade (Optional)***
  - ❑ Front shock 33-230351 (2)
  - ❑ Rear shock 33-104652 (2)

#164 – JK Bilstein Shock Hardware (1)

- ❑ Rear barpin GS-403261 (2)
- ❑ 12mm shock sleeve 404739 (4)

Before you begin:

- ❑ ***Ensure that all parts are present and in good condition using above shipping checklist. ***
- ❑ Read and understand all installation instructions.
- ❑ Tools required:
  - ❑ Floor jack and jack stands.
  - ❑ Basic hand tools
  - ❑ Torque wrenches capable of 70-85 in-lb. and 75-130 ft-lb
  - ❑ File or angle grinder
  - ❑ Anti-seize compound.
  - ❑ Multipurpose grease
  - ❑ Oil drain pan


Barpin Installation

Prepare the parts for installation:

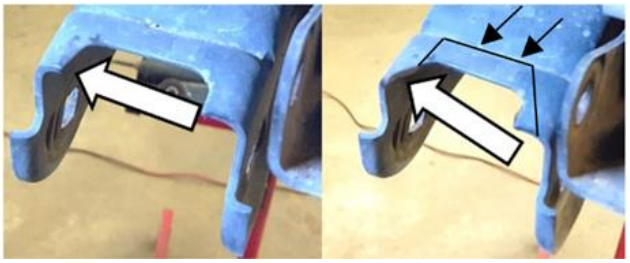
1. **Shocks:** Locate rear shocks and hardware kits.
2. Grind the outer corners on one end of the barpins to ease installation if needed.
3. Grease and install the barpins into the top side of the rear shocks. Clamp the barpin vertically in a bench vise and lower the shock onto the barpin while rotating the shock back and forth. Be sure to grease the barpin and the shock bushing.
4. **Track Bar:** Locate front track bar, track bar hardware kit #166 and track bar threaded male end. If you upgraded to the Premium Track Bar, refer to the instructions at the end of this document.

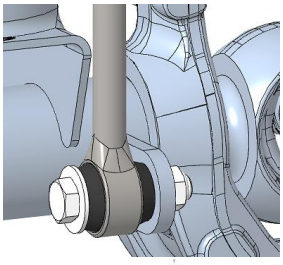
5. Lubricate track bar bushings and bushing sleeves with multi-purpose grease and install into track bar and track bar threaded male end.
6. Slip clamping bracket onto adjusting end of track bar with the opening down and insert the 5/16 carriage bolt from rear and nut facing forward.
7. Thread the track bar male end into the track bar and adjust to 32-3/4" as a starting point. Length may need adjustment after a test drive.
8. Tighten the clamping bracket. Make sure the bracket opens downward, and nut faces forward.
9. **Front Lower Control Arms:** Use a light coat of anti-seize and thread the male ends into the control arms and adjust to 23-1/2" as a starting point.

10. Using the instructions on the last page assemble the flex ends into the threaded male ends.
11. Install the 1/4-28 clamping bolts into the control arms, do not fully tighten at this time.
12. **Sway Bar Links:** Grease and install the hourglass bushings into the links.
13. Grease and install the sway bar link bolt sleeves into the bushings. All sleeves are the same (12mm I.D.). If you upgraded to IRO Sway Bar Disconnect system, refer to the instructions at the end of this document.

Front installation:

14. Lift front of vehicle and support with jack stands under frame rails.
    **Tip: break lug nuts loose before lifting vehicle.
15. Remove front wheels.
16. Remove front sway bar links.
17. Support front axle with jack stands and remove shocks.
18. Remove brake line brackets from frame rail.
19. Remove front track bar.
20. Loosen the upper control arm bolts at the frame and the axle (do not remove).
21. Remove factory lower control arms.
22. Remove coil springs.
23. Grind both of the sharp corners inside the lower control arm mounts. See photo. Jeeps with long shocks can gain flex by grinding up to the crease in the LCA bracket.





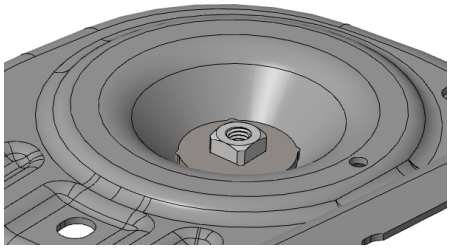
24. Install new lower contol arms using the factory hardware. Do not tighten bolts at this time.
    The bend goes up for ground clearance and in for tire clearance. The rubber bushing goes to the axle and the flex end at the frame.
25. Install brake hose extension bracket on frame in factory location using factory bolt.
26. Reinstall brake hose on new bracket using provided bolt and nut in hardware kit #162.
    Re-route ABS wires as needed to allow full suspension droop.
27. Install new coil springs.
28. Install new shocks.
29. Install new front sway bar links. Use bolts from hardware kit #201 for the top and reuse the original bolt for the lower.
30. Install new front track bar, threaded end to axle side. The clamp hangs down, nut facing front.
31. Reinstall front wheels.
32. Lower vehicle onto ground.

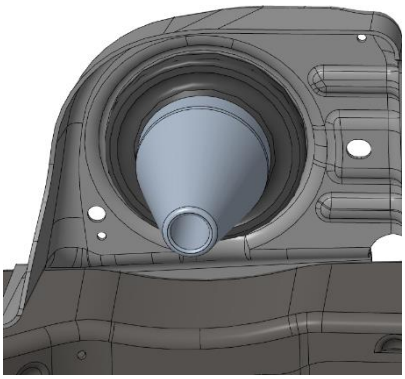
Rear installation:

33. Lift rear of vehicle and support with jack stands under frame rails.
    **Tip: break lug nuts loose before lifting vehicle.
34. Remove rear wheels.
35. Remove sway bar link bolts at axle.
36. Support the rear axle with jack stands and remove shocks.
37. Remove coil springs and disconnect track bar from the axle.
38. Loosen the upper and lower control arm bolts at the frame and the axle (do not remove).

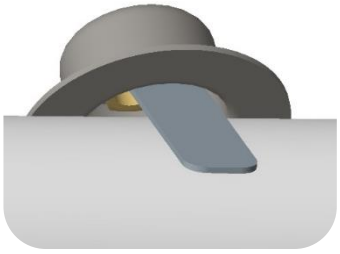
Retainer Cone Installation:

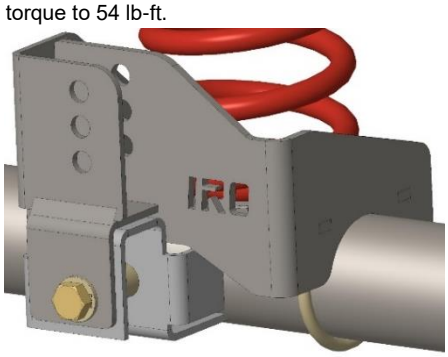
39. Position the nut plate on top of the coil spring mount with the nut facing up.
40. Place the upper isolator on top of the retainer cone then place it up onto the coil spring mount. Secure with 7/16 x 2” bolt and washer.
41. Tighten until the isolator starts to deform and tightening effort increases sharply.





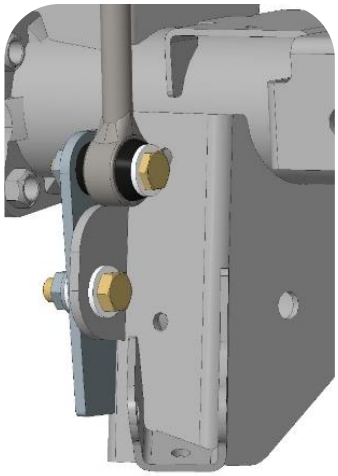
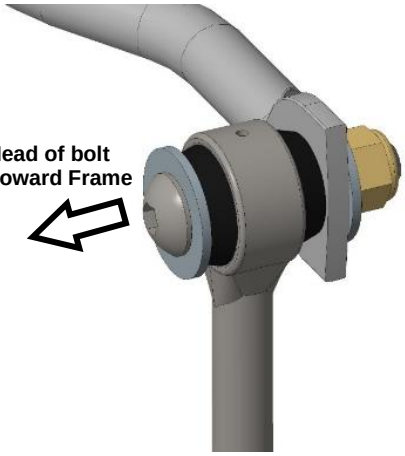
42. Install the springs into the Jeep by positioning them over the retainer cones and lower spring mounts on the axle.
43. Insert the 7/16 flag nut into the lower spring mount from the bottom side and align it with the hole in the lower spring mount.
44. Insert the retainer plate into the spring. Add a small amount of anti-seize to the 7/16 x 1” bolt and torque to 54 lb-ft.

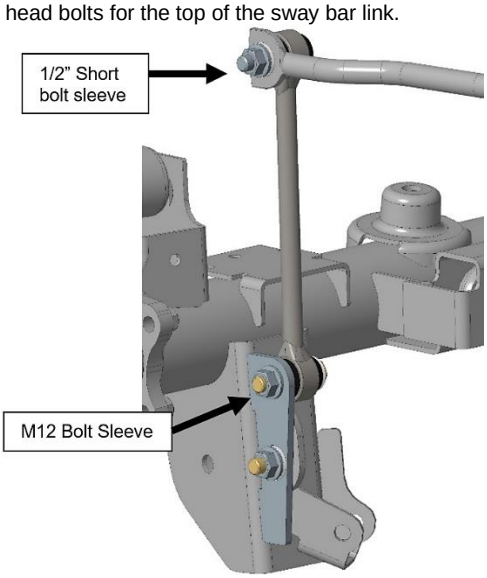




45. Install new rear track bar bracket over factory track bar bracket. Secure with U-bolts, 3/8” serrated flange nuts, M14 x 80 bolt, nylock nut and spacer sleeve from hardware kit #199.
46. Reinstall track bar into rear track bar bracket (middle hole) using the factory track bar bolt and flag nut. *Be careful of track bar to exhaust clearance. The two may contact if bumpstops are too short.
47. Place an oil drain pan under the brake caliper and hose. Remove rear brake hose from the frame and caliper then remove the brake hose bracket.
48. Install new brake hose bracket on the frame in the original hole using the factory hardware. Angle the braket to line up with the brake line and use the self tapping screw to secure it.
49. Attach the new braided brake hose to the caliper with the factory bolt and new copper washers.
50. Tighten the brake line into the braided hose. **While tightening, it is critical to orient the new braided brake hose inward to avoid moving suspension parts and the tire, secure it to the bracket with the clip provided.** **Re-route ABS wires as needed to allow full suspension droop.**
51. Install rear bump stop spacers using hardware kit #199. The slant should point forward.
52. Install rear sway bar drop spacers on the frame: Loosen one side of the sway bar, do not remove the bolts, then remove bolts from the opposite side and install the spacer using hardware kit #12.

53. Install rear sway bar relocation brackets on the outside of the original sway bar mount using 1/2 x 1-1/2 bolts from hardware kit #220.
54. Assemble new rear sway bar links using hardware kit #220. Grease and install the hourglass bushings into the links then grease and install one 1/2" short bolt sleeve and one M12 long bolt sleeve into each rear sway bar link. The short bolt sleeve is for the top of the sway bar link.
55. Use the M12 x 60 hex head bolts for the bottom of the sway bar links. Use the 1/2 x 2-1/2 button head bolts for the top of the sway bar link. See photos.

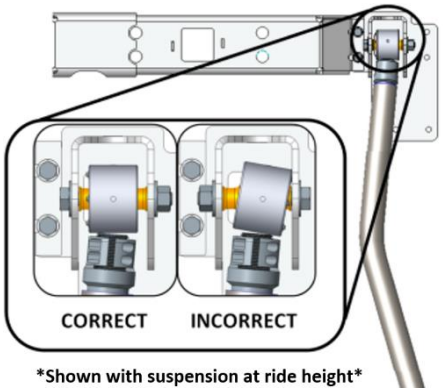





56. Install new shocks.
57. Reinstall rear wheels.
58. Lower vehicle onto ground.

Final Torque and Adjustments:

59. The draglink **must** be adjusted to center the steering wheel before driving the vehicle. Failure to do so will cause an error with the factory traction control system and will result in odd handling and decreased performance. This can be done at home, but a professional alignment is recommended.
60. Torque lug nuts to factory spec. (Typical specification is 85-115 ft-lbs., depending on your wheels)
61. With the vehicle weight on the suspension, tighten all lower control arm bolts to 130 lb-ft. Tighten front upper control arm bolts to 75 lb-ft.
62. Tighten rear upper control arm bolts to 130 lb-ft.
63. Ensure flex ends are parallel with control arm mounts then torque lower control arm clamping bolts to 140 in-lb. Be sure to go back and forth between both bolts several times to ensure even clamping.
64. Check all components for clearance for suspension to fully cycle up and down and wheels to turn lock to lock. Pay special attention to brake lines, axle vent hoses, and ABS wires. Reposition as needed by bending the brackets, relocating, or extending hoses and wiring.



Shown with suspension at ride height

Final Safety Warning:

65. * Re-torque all fasteners after 100 miles, and frequently inspect all safety critical suspension components. It is the responsibility of the installer to be sure all fasteners are properly tightened after installation and to ensure the owner knows his/her ongoing responsibility. It is the responsibility of the owner of the vehicle to be sure all safety critical components are inspected frequently, especially after off road or other demanding use.

IRON ROCK OFF ROAD

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2-5/8" IRO Flex End (6 bolt) Assembly Instructions

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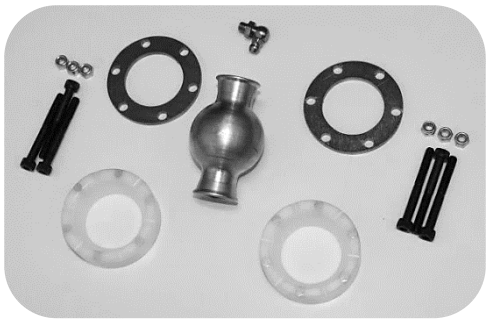
Fits All Iron Rock Off Road Long Arm Systems, WJ A-Arms, and Build Your Own Flex End Assemblies.



Before you begin:

- Read and understand installation instructions.
- Contact Iron Rock Off Road with any questions before, during, or after installation.
- ***Ensure that all parts are present and in good condition per attached shipping checklist!***
- Have these tools handy:
  - 5/32" Allen head socket
  - 3/8" open end wrench
  - Inch-lb. torque wrench
  - Multipurpose grease/grease gun

Parts Checklist:

- ❑ Outer housing, weld on (may already be attached to your existing control arm)

#127 - 2-5/8" IRO Flex End (6 bolt)

- ❑ 2-5/8" flex end race 91118 (2)
- ❑ Thrust washer 91119 (2)
- ❑ 2-5/8" flex end ball 91117 (1)
- ❑ #10-32 nylock nut (7)
- ❑ #10-32 x 1-3/4" socket head cap screw (6)
- ❑ 90° ¼"-28 grease zerk fitting (1)

Figure 1

Assembly:

1. Insert two #10-32 socket head cap screws into one thrust washer and one plastic race. Spherical bore of race facing away from thrust washer. (Figure 1)
2. Install this small assembly into the flex end housing. The races are a light press fit, use a wide punch and hammer to assist you if needed.
3. Apply a thin coating of multi-purpose grease to the mating surfaces of the ball and both races.
4. Place the ball in the race (inside the flex end). The ball should perfectly fit the contour of the race. (Figure 2)
5. Insert the other race onto the ball so that the spherical bore is contacting the ball. Once again, the races are a light press fit, use a hammer and wide punch if needed. (The two screws should be through one washer and both races at this point)
6. Insert the second thrust washer on top of the flex end housing, sliding the bolts through the holes. (Figure 3)
7. Start nylock nuts on the two bolts that are in the flex end assembly. Hold the nut and turn the bolt.
8. Insert the remaining four cap screws through the remaining holes and install nuts. (Figure 4)
9. Snug up all of the bolts fairly tight.
10. Torque bolts evenly, starting at one bolt and continuing using a crisscross pattern. Torque all six bolts to 70 in-lbs., then to 85 in-lbs.
11. Install 90°grease zerk fitting so that it is easily accessed in the vehicle.
12. Grease flex end until grease comes out of the races around the ball.
13. Re-torque bolts to 85 in-lbs. after 5 minutes.

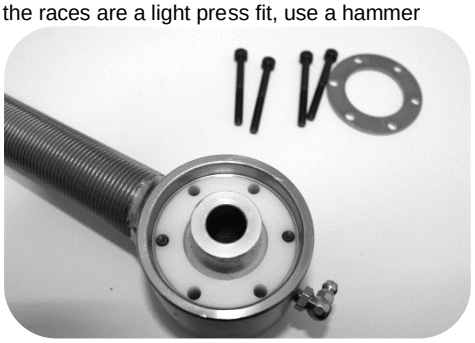
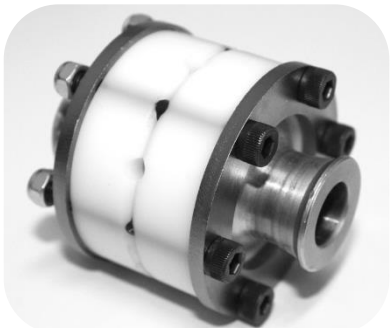


Figure 2



**Reference Only* Complete joint shown fully assembled without housing*

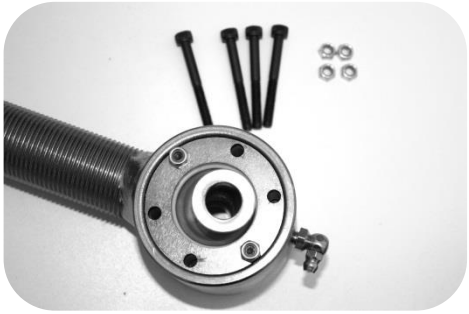


Figure 3

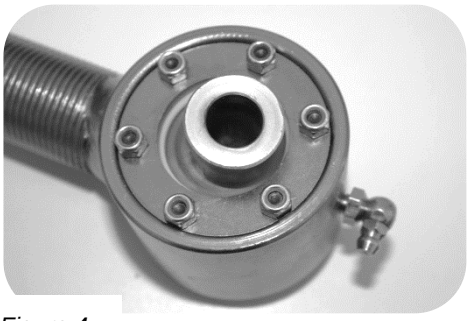


Figure 4

IRON ROCK OFF ROAD

Track Bar Flex End Assembly Instructions

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Parts Checklist:

#122 - Track Bar Flex End Hardware - 12mm (1)

- ❑ Inner race (plastic) 91113 (2)
- ❑ End cap (steel) 91112 (2)
- ❑ Ball 91104 – M12 bolt (1)
- ❑ #5-40 x 1 1/4" Socket head cap screw (9)
- ❑ 3/32" Hex L key, high torque (hex plus) (1)

#254 - Track Bar Flex End Hardware - 14mm (1)

- ❑ Inner race (plastic) 91113 (2)
- ❑ End cap (steel) 91112 (2)
- ❑ Ball 91142 – M14 bolt (1)
- ❑ #5-40 x 1 1/4" Socket head cap screw (9)
- ❑ 3/32" Hex L key, high torque (hex plus) (1)

Safety Warning:

Installation and assembly of this part requires knowledge of steering and suspension systems. Failure to precisely adhere to installation procedure may cause a part failure resulting in vehicle damage and serious injury or death. This part only fits Iron Rock Off Road track bars in good condition. Iron Rock Off Road makes no claims that this part will fit track bars from other manufacturers. Improper fitment may cause a part failure resulting in vehicle damage, serious injury, or death.

Before you begin:

- Read and understand installation instructions.
- Contact Iron Rock Off Road with any questions before, during, or after installation.
- ***Ensure that all parts are present and in good condition per attached shipping checklist!***
- Ensure that you have high strength threadlocker (such as red Loctite) and multi-purpose grease.

Fitment:

This kit replaces the poly bushings and inner sleeve in your Iron Rock Off Road track bar. This part only fits track bars manufactured by Iron Rock Off Road after 2009 with an inside diameter of 1.510", a width of 1.250", and a radiused inside corner.

*****To verify fitment: Remove the track bar from your vehicle, remove the poly bushings, clean the parts, and verify the following is true: *****

- ❑ The plastic races fit tight inside the inside bore.
- ❑ Both end caps fit the inside bore with just a bit of "wiggle room".
- ❑ Both end caps slide in freely until the flat shoulder rests firmly against the end of the outer tube.
- ❑ The overall width of the outer tube is 1.250". This can be measured with a caliper or verified after flex end is fully assembled. Once fully assembled (bolts torqued to spec.) the shoulders of the end caps should rest firmly against the ends of the outer tube. At the same time, the ball should fit tight inside the assembly. It should require a tool (such as a screwdriver) to pivot or rotate the ball. The ball should pivot smoothly with even resistance in any position.

If any of those steps cannot be verified, please contact us to order a new track bar.

Bolt size: This bushing replacement assembly is only available to fit a 12mm & 14mm bolt at this time. Those with a 10mm fastener may wish to upgrade to 12mm hardware for more strength (drill your bracket and install a 12mm bolt).

Assembly:

1. Verify fitment per the "Fitment" section above.
2. Insert four socket head cap screws into one end cap and one race. (Race should have spherical bore facing away from end cap.)
3. Install this small assembly into the track bar outer bushing tube. The races are a light press fit, use a wide punch and hammer to assist you if needed.
4. Apply a thin coat of multi-purpose grease to the ball and the spherical mating surface of the races. Coat both mating surfaces but leave no excess grease that would interfere with the threadlocker adhesive on the bolts.
5. Place the ball into the race inside the housing. The ball should fit the contour of the race perfectly.
6. Insert the other race on top of the ball so that the spherical bore is contacting the ball. Once again, the races are a light press fit, use a hammer and wide punch if needed. (The four screws should be through one end cap and both races at this point.)
7. Apply a generous coating of high strength threadlocker (such as red Loctite) to all 8 screws (including the ones already installed).
8. Install the second end cap, aligning the screws with the tapped holes. When completed 4 screws will be inserted from each side.
9. Insert the last four screws and tighten them all snug.
10. Torque screws in sequence using a crisscross pattern, like torquing lug nuts. Tighten all 8 screws evenly in small steps. Take your time and do not rush. Tighten all 8 screws to 20 in/lbs.

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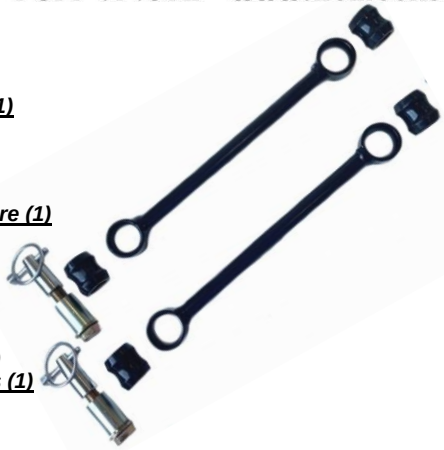
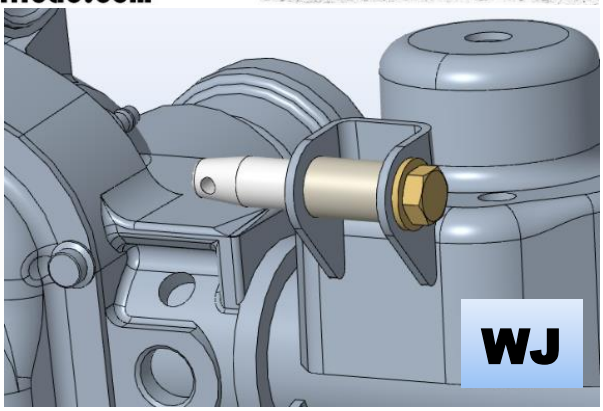
Sway Bar Disconnect Links Instructions





Parts List:

#268 – Sway Bar Disconnect Bushings (1)

- ❑ Poly Bushing 94025 (4)

WJ ~Optional~

#267 – WJ Sway Bar Disconnect Hardware (1)

- ❑ Disconnect Pin 94028 (2)
- ❑ Spacer Sleeve 94032 (2)
- ❑ 1/2-20 x 2-1/2” Hex Bolt, gr8 (2)
- ❑ 1/2 F436 Hard Washer (2)
- ❑ 1/4" x 1-1/4” Spring Lynch Pin (2)

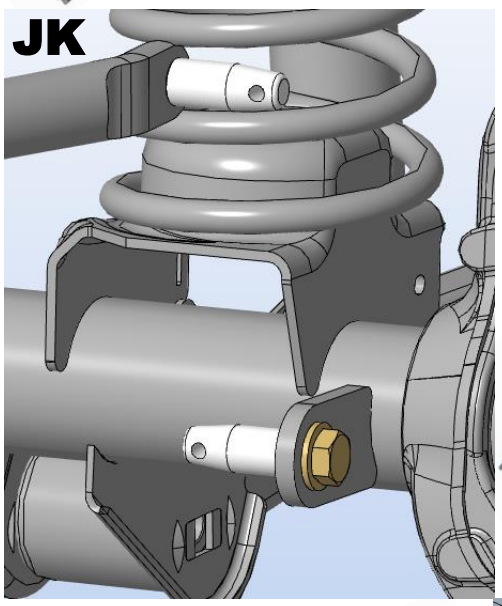
#288 – WJ Sway Bar Disconnect Sleeves (1)

- ❑ 12mm bushing sleeve 92038 (2)

JK ~Optional~

#266 – JK Sway Bar Disconnect Hardware (2)

- ❑ Disconnect Pin 94028 (2)
- ❑ 1/2-20 x 1” Hex Bolt, gr8 (2)
- ❑ 1/2 F436 Hard Washer (2)
- ❑ 1/4" x 1-1/4” Spring Lynch Pin (2)



XJ ~Optional~

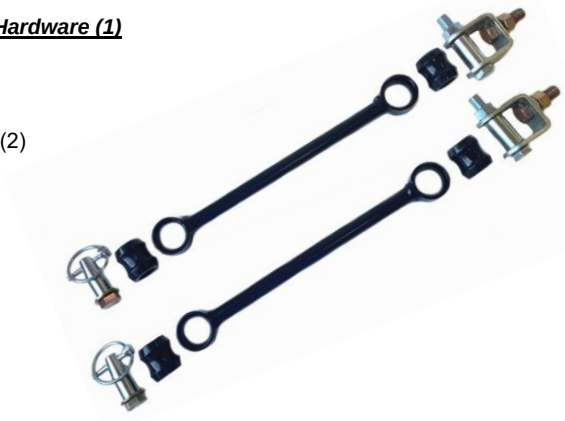
#287 – XJ Sway Bar Disconnect Hardware (1)

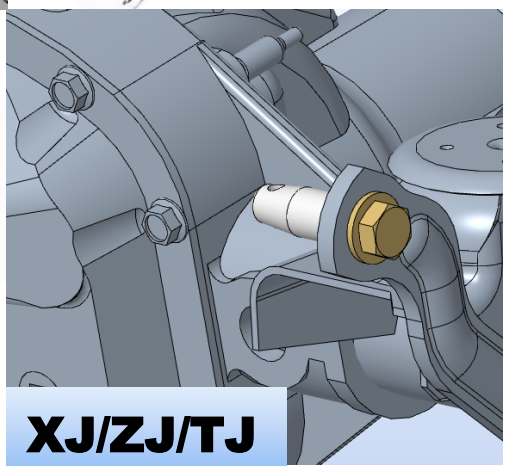
- ❑ Disconnect Pin 94028 (2)
- ❑ 1/2-20 x 1” Hex Bolt, gr8 (2)
- ❑ 1/2 F436 Hard Washer (2)
- ❑ 1/4" x 1-1/4” Spring Lynch Pin (2)
- ❑ 12mm bolt sleeve 92038 (2)
- ❑ M12 x 70 cl10.9 hex bolt (2)
- ❑ M12 cl10.9 hex nut (2)
- ❑ 1/2 x 1 1/2” gr8 hex bolt (2)
- ❑ 1/2 gr8 lock washer (2)
- ❑ 1/2 gr8 hex nut (2)
- ❑ U-Bracket 99000 (2)

TJ & ZJ ~Optional~

#286 – TJ & ZJ Sway Bar Disconnect Hardware (1)

- ❑ Disconnect Pin 94028 (2)
- ❑ 1/2-20 x 1” Hex Bolt, gr8 (2)
- ❑ 1/2 F436 Hard Washer (2)
- ❑ 1/4" x 1-1/4” Spring Lynch Pin (2)
- ❑ 12mm bolt sleeve 92038 (2)
- ❑ M12 x 60 hex bolt, cl10.9 (2)
- ❑ M12 hex nut, cl10.9 (2)
- ❑ M10 x 30 hex bolt, cl10.9 (2)
- ❑ 3/8” USS washer (2)
- ❑ M10 hex nut, cl10.9 (2)
- ❑ U-Bracket 99000 (2)





Installation Instructions:

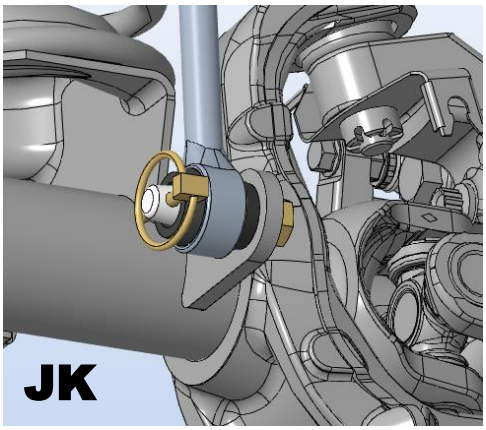
*Safety Warning: *Important! Read before installation. **

We recommend this 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 frequently.

Notes:

- ❑ Do not operate vehicle with only one side of the sway bar connected. Both sides of the sway bar must either be disconnected or both sides must be connected.

Before you begin:



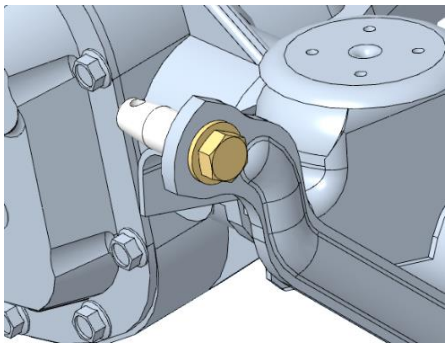
- ❑ Read all safety warnings.
- ❑ Read and understand installation instructions.
- ❑ Contact Iron Rock Off Road with any questions before, during, or after installation. 952-210-7185
- ❑ **Ensure that all parts are present and in good condition using the included shipping checklist.**
- ❑ Be sure you have the following tools and supplies:
  - ❑ Floor jack and jack stands.
  - ❑ Basic hand tools (wrenches, sockets, etc.).
  - ❑ Multi-purpose grease

Prepare for installation:

1. Locate the front sway bar links, bushings, and bolt sleeves.
2. Grease and install the hourglass bushings.
3. Grease and install the sway bar link inner sleeves in only one end of each link.
4. Raise the vehicle and secure on jack stands under the frame.
5. Remove the front tires.
6. Disconnect the original front sway bar links from the axle and sway bar.

XJ Installation:

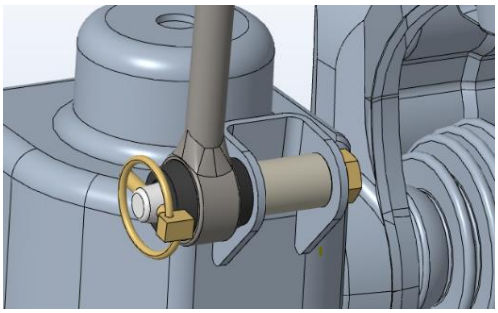
7. Locate front sway bar links, two u-brackets, and **HK #287**.
8. Install sway bar link u-brackets to the sway bar using 1/2 x 1-1/2" grade 8 hex bolts, lock washers, and nuts. Brackets mount to the bottom of the sway bar with the bolt facing up and the lock washer and nut on top of the sway bar. Rotate the bracket so it is offset away from the center of the vehicle. Align brackets, torque bolts to 80 ft-lbs.
9. Install sway bar links driver's side first using provided M12 x 60mm class 10.9 hex bolt and nut through the u-bracket with the nuts toward the outside of the vehicle. Tighten all bolts to 78 ft-lbs.
10. Install the disconnect pin on the axle, pin pointing in-board. Use the 1/2" x 1" bolt with a washer.
    Tip: Before tightening determine your desired orientation for the retaining pin.
11. Hold the disconnect pin in your desired orientation and torque the bolt to 70lb-ft.
12. Apply grease to the disconnect pin and slide the sway bar link onto the disconnect pin.
13. Secure the sway bar link in place using the spring lynch pin.
    *NOTE: The spring lynch pin should take some effort to install. This is done on purpose to keep the link secure and noise free.
14. Reinstall tires and torque lug nuts to spec.
15. Lower vehicle to the ground.
16. With the vehicle back on the ground, pull the spring pins and slip the sway bar links off the disconnect pins.
17. Swing the sway bar links up to the sway bar then swing the sway bar up to its highest position.
18. Flex the suspension and steer fully left and right. Check for possible interference between the tires and sway bar.
19. Reconnect the sway bar links to the axle.
20. For ease of installation and best performance, re-grease the sway bar bushings periodically.



ZJ and TJ Installation:

21. Locate front sway bar links, two u-brackets, and **HK #286**.
22. Install sway bar link u-brackets to the sway bar using M10 x 30 hex bolts nuts and washers. Brackets mount to the bottom of the sway bar with the bolt facing up and the washer and nut on top of the sway bar. Align brackets with offset holes pushing the brackets toward the outside of the vehicle. Torque to 60 ft-lb.
23. Install sway bar links driver's side first using provided M12 x 60mm class 10.9 hex bolt and nut through the u-bracket with the nuts toward the outside of the vehicle. Tighten all bolts to 78 ft-lb.
24. Install the disconnect pin on the axle, pin pointing in-board. Use the 1/2" x 1" bolt with a washer.
    Tip: Before tightening determine your desired orientation for the retaining pin.
25. Hold the disconnect pin in your desired orientation and torque the bolt to 70lb-ft.
26. Apply grease to the disconnect pin and slide the sway bar link onto the disconnect pin.
27. Secure the sway bar link in place using the spring lynch pin.
    *NOTE: The spring lynch pin should take some effort to install. This is done on purpose to keep the link secure and noise free.
28. Reinstall tires and torque lug nuts to spec.
29. Lower vehicle to the ground.
30. With the vehicle back on the ground, pull the spring pins and slip the sway bar links off the disconnect pins.
31. Swing the sway bar links up to the sway bar then swing the sway bar up to its highest position.
32. Flex the suspension and steer fully left and right. Check for possible interference between the tires and sway bar.
33. Reconnect the sway bar links to the axle.
34. For ease of installation and best performance, re-grease the sway bar bushings periodically.

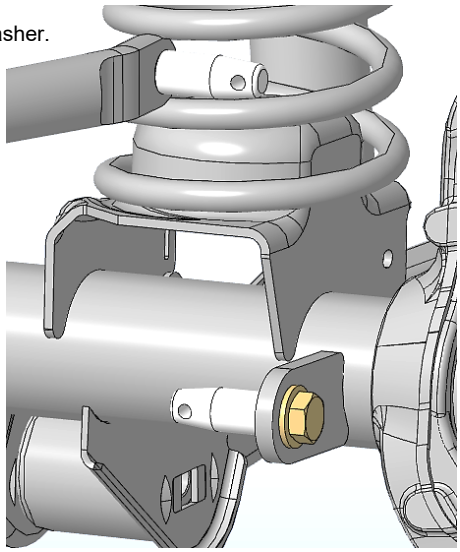
WJ Installation:



35. Install the sway bar links onto the sway bar using the original hardware.
36. Install the disconnect pin on the axle, pin pointing in-board, spacer sleeve inside the mount.
    Use the 1/2" x 2-1/2" bolt with a washer.
    Tip: Before tightening determine your desired orientation for the retaining pin.
37. Hold the disconnect pin in your desired orientation and torque the bolt to 70lb-ft.
38. Install the new bushings into your sway bar links using plenty of multi-purpose grease.
39. Reinstall your sleeves into the top of the sway bar link bushing using multi-purpose grease.
40. Reinstall your sway bar link onto the sway bar and torque the bolts to 70lb-ft.
41. Apply grease to the disconnect pin and slide the sway bar link onto the disconnect pin.
42. Secure the sway bar link in place using the spring pin.
    *NOTE: The spring pin should take some effort to install. This is done on purpose to keep the link secure and noise free.
43. Reinstall tires and torque lug nuts to spec.
44. Lower vehicle to the ground.
45. With the vehicle back on the ground, pull the spring pins and slip the sway bar links off the disconnect pins.
46. Swing the sway bar links up to the sway bar then swing the sway bar up to its highest position.
47. Flex the suspension and steer fully left and right. Check for possible interference between the tires and sway bar.
48. Reconnect the sway bar links to the axle.
49. For ease of installation and best performance, re-grease the sway bar bushings periodically.

JK Installation:

50. Use a 1/2" drill bit to slightly enlarge the bolt hole in the sway bar. Only a very minor amount of material will be removed.
51. Install the disconnect pin on the axle, pin pointing in-board. Use the 1/2" x 1" bolt with a washer.
52. Install the disconnect pin on the sway bar, pin pointing out-board. Use the 1/2" x 1" bolt with a washer.
    Tip: Before tightening determine your desired orientation for the retaining pin.
53. Hold the disconnect pin in your desired orientation and torque the bolts to 70lb-ft.
54. Install the bushings into the sway bar links using plenty of multi-purpose grease.
55. Apply grease to the disconnect pins and slide the sway bar link onto the disconnect pins.
    *NOTE: Twist the passenger side link onto the lower pin first, then slide it onto the upper pin. It is a snug fit with the factory track bar bracket, but it is achievable.
56. Secure the sway bar link in place using the spring pins.
    *NOTE: The spring pin should take some effort to install. This is done on purpose to keep the link secure and noise free.
57. Reinstall tires and torque lug nuts to spec.
58. Lower vehicle to the ground.
59. With the vehicle back on the ground, pull the spring pins and slip the sway bar links off the disconnect pins.
60. Swing the sway bar up to its highest position.
61. Flex the suspension and steer fully left and right. Check for possible interference between the tires and sway bar.
62. Reconnect the sway bar links to the axle.
63. For ease of installation and best performance, re-grease the sway bar bushings periodically.



Final Safety Warning:

***Both sides of the sway bar must be disconnected. Do not operate vehicle with only one side of the sway bar connected.**

Re-torque all fasteners after 100 miles, and frequently inspect all safety critical suspension components. It is the responsibility of the installer to ensure all fasteners are properly tightened after installation and to ensure the owner knows his/her ongoing responsibility. It is the responsibility of the owner of the vehicle to be sure all safety critical components are inspected frequently, especially after off road or other demanding use.

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