

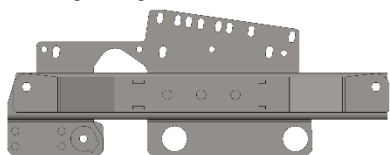
IRON ROCK OFF ROAD

**97-02 5" TJ Long Arm
Lift Kit Instructions**

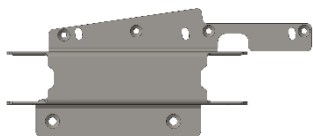
1-877-919-JEEP www.ironrockoffroad.com

Parts List:

- ☐ Instructions
- ☐ Iron Rock Off Road logo decal (2)
- ☐ Ironrockoffroad.com decal (1)
- ☐ Belly skid plate 85046 (1)
- ☐ Left long arm frame mount 85104 (1)
- ☐ Right long arm frame mount 85105 (1)

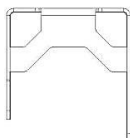


- ☐ Left LCA mount gusset plate 85148 (1)
- ☐ Right LCA mount gusset plate 85149 (1)



- ☐ Transmission crossmember 85161 (1)
- ☐ Left skid plate drop bracket 85072 (1)
- ☐ Right skid plate drop bracket 85071 (1)
- ☐ Belly skid drop plate 85073 (8)
- ☐ Crossmember drop plate 85093 (8)
- ☐ Rear axle truss customer specific:
- ☐ **Optional:** Dana 35 Truss 88123 (1)
 - ☐ Dana 35 Truss Gusset 91223 (1)
 - ☐ UCA 4-link Bracket 88131 (1)
 - ☐ #184 – T-Block Eliminator 88263 (1)
- ☐ **Optional:** Dana 44 Truss 88125 (1)
 - ☐ Dana 44 Truss Gusset 88357 (1)
 - ☐ UCA 4-link Bracket 88131 (1)
 - ☐ #184 – T-Block Eliminator 88263 (1)
- ☐ **Optional:** Ford 8.8" Truss 85060 (1)
 - ☐ 8.8" Truss Gusset 91224 (1)
 - ☐ UCA 4-link Bracket 88131 (1)
- ☐ **Optional:** Dana 60 Diff Cradle 88217 (1)
 - ☐ Front Truss Plate 88218 (1)
 - ☐ Rear Truss Plate 88219 (1)
 - ☐ UCA 4-link Bracket 88282 (1)
- ☐ **Optional:** GM 14B Diff Cradle 91196 (1)
 - ☐ Front Truss Plate 91197 (1)
 - ☐ Rear Plate Left 91198 (1)
 - ☐ Rear Plate Right 91199 (1)
 - ☐ UCA 4-link Bracket 88282 (1)
- ☐ **Optional:** JK D44 Diff Cradle 88217 (1)
 - ☐ Front Truss Plate 88257 (1)
 - ☐ Rear Truss Plate 88256 (1)
 - ☐ UCA 4-link Bracket 88282 (1)
- ☐ **Optional:** Ford 9" Semi-Universal 88266(1)
 - ☐ Front Truss Plate 88269 (1)
 - ☐ Rear Truss Plate 88270 (1)
 - ☐ UCA 4-link Bracket 88282 (1)

- ☐ **Optional:** Universal Truss 88266 (1)
 - ☐ Front/Rear Truss Plate 88268 (2)
 - ☐ UCA 4-link Bracket 88282 (1)
- ☐ **Optional:** Sterling 10.5 Truss 88298 (1)
 - ☐ Front Truss Plate 88310 (1)
 - ☐ Rear Truss Plate 88311 (1)
 - ☐ UCA 4-link Bracket 88282 (1)
- ☐ Front driver UCA 85106 (1)
- ☐ Front driver LCA 85107 (1)
- ☐ Front passenger LCA 85108 (1)
- ☐ Rear UCA 85079 (2)
- ☐ Rear driver LCA 85109 (1)
- ☐ Rear passenger LCA 85110 (1)
- ☐ Straight male end (UCAs) 92186 (3)
- ☐ Angled male end (LCAs) 91109 (4)
- ☐ 5" Front coil spring 96012 (2)
- ☐ 5" Rear coil spring 96007 (2)
- ☐ 11.25" Rear sway bar link 92147 (2)
- ☐ TJ 0-8" Adjustable front track bar 85096 (1)
- ☐ Track bar male threaded end 92004 (1)
- ☐ TJ 0-8" double shear TB bracket 85124 (1)
- ☐ 3/16" steel brake line tubing (5 feet)
- ☐ T-case linkage relocation plate 88134 (1)
- ☐ T-case linkage U-bracket 88135 (1)



- ☐ JKS quicker disconnect set 2001 (1)

Shocks

☐ Trail Tamer HD Hydro Shocks

- ☐ Front shock 79002 (2)
- ☐ Rear shock 79005 (2)

☐ Optional: Doetsch Upgrade

- ☐ Front shock DT 8386 (2)
- ☐ Rear shock DT 8371 (2)

#15 - Shock Hardware (1)

- ☐ 2.5" front barpin 403876 (2)
- ☐ 3.12" rear barpin 404127 (2)

☐ Optional: Bilstein Upgrade

- ☐ Front shock 33-230375 (2)
- ☐ Rear shock 33-104652 (2)

#15 - Shock Hardware (1)

- ☐ Front barpin 2.5" 403876 (2)
- ☐ Rear barpin 2.75" 404127 (2)

☐ Trail Tamer 2.0 Monotube (Optional)

- ☐ Front shock 79035 (2)
- ☐ Rear shock 79038 (2)

#324 – TJ Front Barpin Eliminator (1)

- ☐ Front Lower Bar Pin 79051 (2)
- ☐ Front Lower Bar Pin Cap 79052 (4)
- ☐ 5/16-18 x 1-1/2" Hex bolt, gr8 (4)
- ☐ 5/16-18 Serrated flange nut (4)

#325 – TJ Rear Barpin Eliminator (1)

- ☐ Rear Upper Bar Pin 79072 (2)
- ☐ Rear Upper Bar Pin Cap 79073 (4)
- ☐ M8-1.25 x 40 Hex bolt, cl10.9 (4)

☐ FOX 2.0 Monotube (Optional)

- ☐ Front shock 985-24-042 (2)
- ☐ Rear shock 980-24-645 (2)

#60 - Rear Sway Bar Link Hardware (1)

- ☐ 3/4" Hourglass bushings 94025 (4)
- ☐ 10mm Sway bar bolt sleeve 92037 (4)
- ☐ M10 x 60 hex bolt cl10.9 (4)
- ☐ M10 X 1.5 hex nut cl10.9 (4)
- ☐ 7/16 USS washer (4)

#130 - TJ 0-8" Track Bar Bracket (1)

- ☐ 1/2-20 x 2 hex bolt, gr8 (1)
- ☐ 1/2 SAE hardened washer (2)
- ☐ 1/2-20 nylock nut, gr8 (1)
- ☐ 3/8-16 x 2 hex bolt, gr8 (1)
- ☐ 3/8-16 nylock nut, gr8 (1)
- ☐ 3/8 USS washer (2)
- ☐ 1/2" Tapered sleeve 95043 (1)

#155 - Subframe Hardware (1)

- ☐ 1/2-13x1-1/2" Flat head cap screw (6)
- ☐ 3/8-16 x 1 Flat head cap screw (18)
- ☐ 3/8-16 Serrated flange nut (18)
- ☐ M14 X 95 hex bolt cl10.9 (3)
- ☐ M14 hex nut cl10.9 (3)
- ☐ 1/2 USS washer (6)
- ☐ M10 X 80 hex bolt cl10.9 (1)
- ☐ M10 Nylock nut (1)
- ☐ 3/8" USS washer (2)

#119 - Transfer Case Linkage Relocation Bracket (1)

- ☐ 1/4-20 x 3/4 splined carriage bolt (3)
- ☐ 1/4 USS washer (3)
- ☐ 1/4-20 hex nut (3)
- ☐ 1/4-20 x 3/4 thread cutting screw (2)
- ☐ Linkage bushing 53004810 (1)

#120 - Belly Skid Drop Hardware (1)

- ☐ 3/8-16 x 1-1/4 Carriage bolt (8)
- ☐ 3/8-16 x 2 Flat head cap screw (10)

#124 - Fuel Line Clamps / Cable Ties (1)

- ☐ 8" cable tie (8)
- ☐ 1/4 x 1 hex head self-drilling screw (5)
- ☐ 3/4" rubber cushioned loop clamp, stainless steel CLAMP 25612 (3)

#125 - TJ Bolt-On Rear Shock Relocation Bracket (1)

- ☐ Shock relocation bracket 85088 (2)
- ☐ M12 X 100 cl10.9 hex bolt (2)
- ☐ M12-1.75 cl10.9 nylock nut (2)
- ☐ 7/16 USS washer (2)
- ☐ 3/8-16 X 1 hex bolt (2)
- ☐ 3/8-16 hex nut (2)

#127 - Flex End Hardware (9)

- ☐ 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 hd cap screw (6)
- ☐ 90 Degree 1/4"-28 grease zerk (1)

#128 - Rear bump stop spacer (1)

- ☐ 3" bump stop spacer MB03 (2)
- ☐ M10 x 100 hex bolt (2)
- ☐ 3/8 USS washer (2)

#129 - Front Track Bar Hardware (1)

- ☐ Track bar bushing half M20919 (4)
- ☐ 7/16" TB bushing sleeve 92036 (1)
- ☐ 12mm TB bushing sleeve 92035 (1)
- ☐ 7/16 x 2 1/2" gr8 hex bolt (1)
- ☐ 7/16 gr8 hex nut (1)
- ☐ M12 x 65 hex bolt cl10.9 (1)
- ☐ M12 nylock nut cl10.9 (1)
- ☐ 5/16 x 2.0 carriage bolt gr5 (1)
- ☐ 5/16-18 flange nut (1)
- ☐ Clamping bracket 95044 (1)

#158 - TJ 4-8" SS Brake Line Set – 10207 (1)

- ☐ Front brake hose 88153 (2)
- ☐ Rear brake hose 88145 (1)

#95 – TJ Brake Hose Hardware (1)

- ☐ Brake hose mounting brkt 91114 (3)
- ☐ #10 x 1 self-drilling screw (6)
- ☐ Brake Hose clip BQ3052 (3)
- ☐ Copper washer BQ3858 (4)

#147 - TJ Rear Brake Line hardware (1)

- ☐ 3/16" brake line flare nut (4)
- ☐ 7/16 x 1.25 gr8 hex bolt (1)
- ☐ 7/16-14 gr8 hex nut (1)

#148 - TJ Control Arm Clamp Bolts (1)

- ☐ 1/4-28 x 1 1/8 Socket hd cap screw (14)
- ☐ 1/4-28 hex nut gr8 (14)

#150 - Rear Truss Hardware (1)

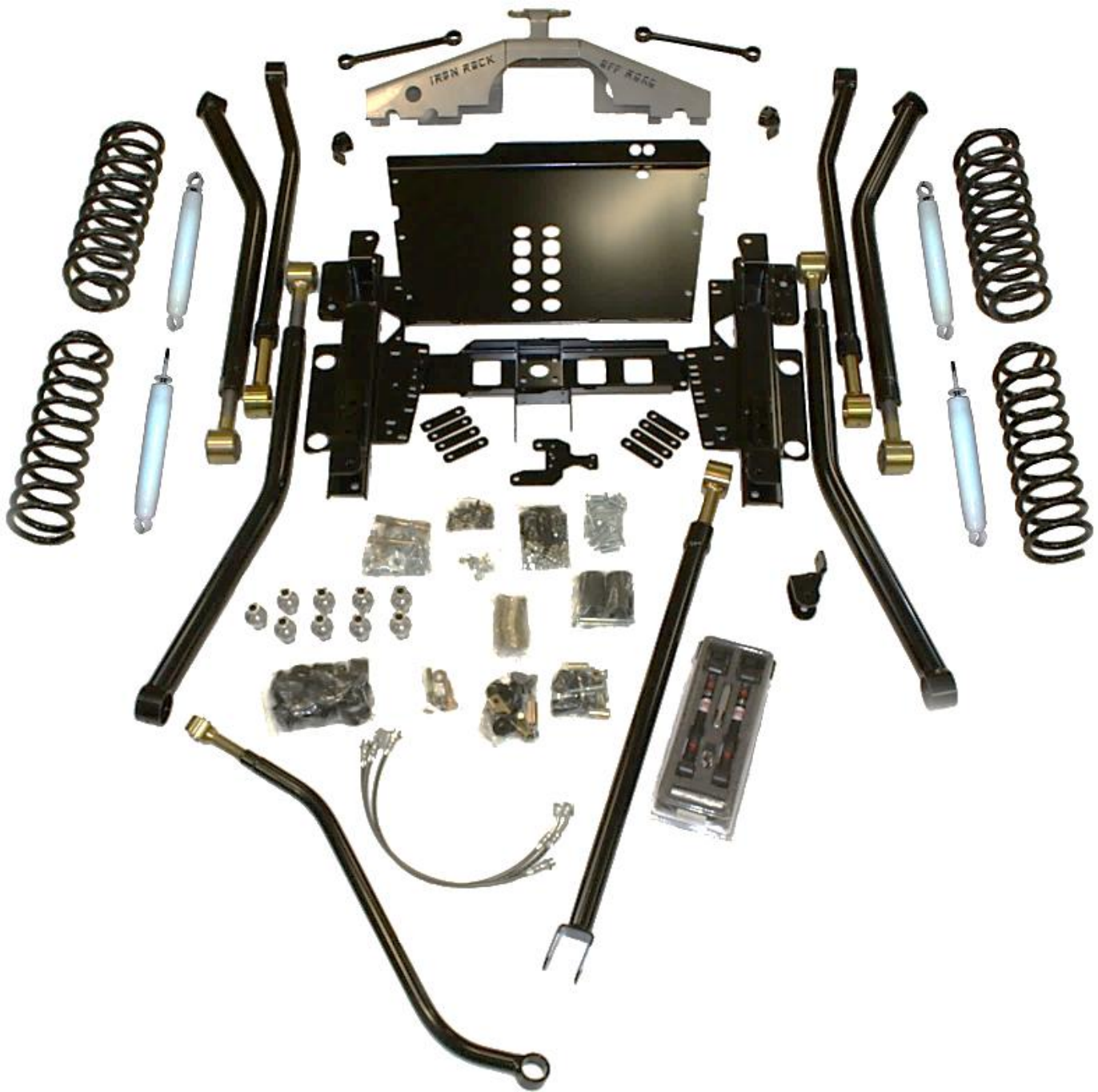
- ☐ M14 x 100 Hex bolt CL10.9 (2)
- ☐ 1/2 USS washer (2)
- ☐ M14 plain hex nut, CL10.9 (2)

TJ Rear Braided Brake Hose Kit – 10143 (1)

- ☐ Rear caliper brake hose 88143 (2)

#94 - Rear Caliper Brake Hose Hardware (1)

- ☐ Brake Hose clip BQ3052 (2)
- ☐ Copper washer BQ3858 (4)
- ☐ Brake hose mounting brkt 91114 (2)
- ☐ #10 x 1 self-drilling screw (4)



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

Installing a suspension lift kit raises the center of gravity of the vehicle. This increases the possibility of a rollover accident. Avoid sudden maneuvers at high speed and avoid all situations where a side rollover may occur. In addition, larger tires decrease braking performance, please drive accordingly. We recommend a tire and wheel combination that makes the vehicle's track width wider (wheels with less backsacing than OEM). This will lower the center of gravity and add stability. We also recommend that 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.

Before you begin:

- ☐ Read all safety warnings.
- ☐ Read and understand installation instructions.
- ☐ Check all steering and suspension components for wear and replace as needed.
- ☐ Contact Iron Rock Off Road with any questions before, during, or after installation.
- ☐ Ensure that all parts are present and in good condition using the included shipping checklist.

Installation of this suspension system:

- Requires cutting, grinding, welding, and fabricating.
- Requires removal of most suspension mounts from the frame. Returning the vehicle to stock will not be possible after installation.
- Requires an Iron Rock or custom exhaust system.
- Requires a 4 wheel alignment.
- Requires a transfer case slip yoke eliminator and custom CV driveshaft after installation. "Super short" slip yoke eliminator is highly recommended.
- Iron Rock OTK steering highly recommended.
- 1" motor mount lift highly recommended.
- Trimming of cooling fan shroud may be required.
- Extended axle breather tubes may be required.

Be sure you have the following tools and supplies:

- ☐ Floor jack and a minimum of 7 jack stands (or an automotive lift)
- ☐ Basic hand tools
- ☐ Multi-purpose grease (all poly bushings should be greased before installation)
- ☐ Anti-seize compound
- ☐ Hand drill & 3/8" drill bit
- ☐ Angle grinder with grinding, sanding, and cut off wheels
- ☐ Sawzall
- ☐ Welder
- ☐ Brake line bender
- ☐ Double flaring tool (for brake lines)

Prepare the parts for installation:

1. Locate hardware kit 15 and the rear shocks.
2. Grease and install the barpins into the top side of the rear shocks (figure 1). 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.
3. Locate the front shocks and install the barpins (included in shock box) using the same procedure from step 2.
4. Locate the rear sway bar links and Hardware kit 60. Grease the hourglass bushings inside and out and push them into the sway bar links. Grease the outside of the inner bushing sleeves and push them into the hourglass bushings. Leave remaining hardware in the bag for later use.
5. Locate the front track bar and hardware kit 129.
6. Install the clamp onto the threaded end of the track bar (figure 2). Apply anti-seize compound to male threads. Thread male end into track bar. Install carriage bolt and nut into clamp finger tight. Nut must face forward when installed.
7. Adjust the length per the chart below as a starting point. This may need to be adjusted after a short test drive.
8. Lubricate track bar bushings and bushing sleeves with multi-purpose grease and install into track bar. The smaller I.D. bushing sleeve is installed at axle end (with adjusting threads), and the larger I.D. sleeve at frame end (without adjusting thread).
9. Leave the rest of the hardware in the bag for future use.
10. Locate all seven control arms and hardware kit 127 & 148. Build control arms: Assemble flex ends per attached instructions (last page). Adjust lengths per the chart as a starting point. Install and tighten clamping bolts. Lower arms use angled threaded male ends; all others use straight threaded male ends. (figures 3-6)

Disassembly:

11. Lift front and rear of vehicle and support with jack stands under the frame near the lower control arm mounts.
**Tip: break lug nuts loose before lifting vehicle.
12. Ensure that vehicle is safely supported.
13. Remove front and rear tires.
14. Place two jack stands under the front axle tubes and one under the pinion.
15. Remove front sway bar links and rotate sway bar up out of the way.
16. Remove the front track bar.
17. Remove the front shocks.
18. Remove front coil springs. Save spring clamps for later use.



Figure 1



Figure 2
Track Bar



Figure 3
Front Upper Control Arm



Figure 4
Front Lower Control Arms



Figure 5
Rear Upper Control Arms



Figure 6
Rear Lower Control Arms

| Track Bar & Control Arm Length (Center to Center) | |
|---|----------------------|
| Front Track Bar | 32" |
| Front UCA (Upper Control Arm) | 37-7/8" (Short Side) |
| Front LCA (Lower Control Arm) | 38" (Short Side) |
| Rear UCA | 37-3/8" (Short Side) |
| Rear LCA | 37-5/8" (Short Side) |

19. Disconnect front driveshaft. Wrap tape around u-joint caps so they don't fall off.
20. Remove front brake hoses and temporarily cap hard lines at the frame. 3/16" vacuum caps work well for this.
21. Remove front control arms. Save hardware for re-use.
22. Disconnect axle breather tube.
23. Set front axle assembly aside.
24. Place a floor jack under the rear axle for support, do not lift vehicle.
25. Remove rear shocks.
26. Disconnect rear track bar at axle.
27. Remove rear driveshaft.
28. Remove rear brake hose and temporarily cap hard line at frame.
29. Disconnect emergency brake cables.
30. Disconnect axle breather tube.
31. Remove rear coil springs.
32. Remove rear control arms. Save hardware for re-use.
33. Set rear axle assembly aside.
34. Remove the four transfer case/ transmission mount nuts in the center of the belly skid.
35. Raise transfer case slightly and support with jack stand.
36. Rubicon models: unbolt differential locking air compressor bracket from the skid plate.
37. Unbolt and remove factory belly skid plate.

Frame Prep:

38. Cut exhaust 1" behind the 90-degree bend, after the exhaust crosses under the oil pan (Figure 6). Leave approx. 1" of straight pipe. An Iron Rock or custom exhaust system is required to clear the control arms and skid plate. The factory exhaust will no longer fit.
39. Remove disconnected exhaust system from the vehicle.
40. These brackets must be cut off of the frame:
 - ☐ Front driver side LCA (lower control arm)
 - ☐ Front pass. side LCA
 - ☐ Front driver side UCA mount; 6 cylinder models remove entire bracket, 4 cylinder models remove lower portion of bracket using attached template (figure 20).
 - ☐ Rear driver side UCA (upper control arm)
 - ☐ Rear driver side LCA
 - ☐ Rear pass. side UCA
 - ☐ Rear pass. side LCA
41. Optionally, you may choose to remove the rear track bar mount as well.
42. Remove brackets and grind any remaining material until flush and smooth. Be very careful not to cut into the frame.
43. Prime and paint the bare metal to prevent rust and leave an attractive finish.
44. Cut off the front heat shield mounting bolt (above catalytic converter location) flush to the bottom of the nut for frame bracket clearance.
45. On LJ Unlimited models: Cut off the bolt that hangs down above the rear axle, directly above the rear upper control arms (axle end). Cut the bolt flush to the bottom of the nut.

Long Arm Mounting Subframe:

46. Remove any rust or other debris from bottom of frame (above the belly skid) to provide a solid, flat mounting surface for your new long arm brackets. Prime and paint any bare metal.
47. Remove most fuel line retaining clips from the driver's side frame. All clips between the front upper control arm mount and the rear coil spring mount should be removed and discarded.
48. Using the insulated clamps and self-drilling screws in hardware kit 126, reposition fuel and brake lines above the frame (figure 7). Leave wiring out of the clamps and fasten to the steel lines using cable ties.
49. Locate transfer case linkage u-bracket, mounting plate, and hardware kit 119 (figure 8)
50. Install splined carriage bolts into flat plate from the backside into the lower set of holes. Use a press, bench vice, or hammer to press them in.
51. Disconnect both transfer case linkage rods from the pivot arm. Use a pry bar to pop the linkage out of its bushings. Disconnect all linkage from the pivot arm and remove pivot arm from its mounting brackets.
52. Install the pivot arm into the provided u-shaped bracket using the new bushing and thread cutting screws. Tighten screws.
53. Remove the 2 nuts that hold the linkage bracket to the transfer case and remove bracket. Install the new flat plate in its place (figure 9). Tighten nuts.
54. Remove factory linkage bracket from body tub. Cut above the lower bolts (using a Sawzall or abrasive wheel) and the bracket will slide out without removing the bolts. Leave the rubber mounts in place.
55. Bolt the u-bracket to the flat plate using a washer under each nut. Tighten nuts.
56. Connect all linkage rods at this time. Adjust primary linkage rod so that transfer case will reach all positions without binding. Be sure there is a little bit of extra travel, or wiggle room, beyond the front and rearmost positions (2 high and 4



Figure 6
Exhaust after cutting



Figure 7
Fuel line routing

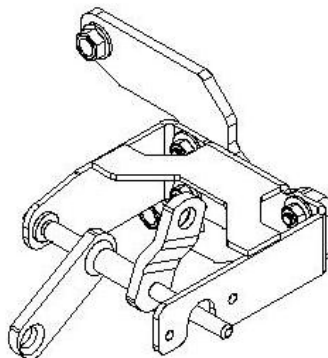


Figure 8
Transfer Case Linkage



Figure 9
Transfer Case Linkage Installed

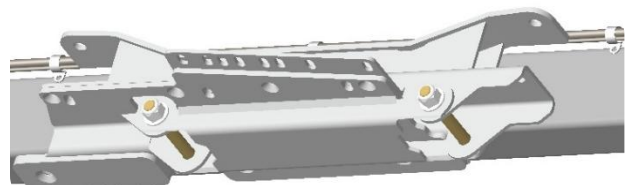


Figure 10
Control Arm Mount

low).

57. Rubicon models: install the differential locking compressors on the top of the provided compressor bracket. Slide bracket over the frame rail and install using self-drilling screws from hardware kit 126 (figure 7). The compressors mount on top of the bracket using the factory isolators and hardware. The bracket straddles the body mount under the driver's feet.
58. Locate the lower control arm mounting bracket, gusset plates, and hardware kit 155 (see figure 10). Align the LCA mounting holes with M14 bolts then secure the control arm gusset plates onto the control arm mounts using four 3/8 x 1 flat head screws and flange nuts per side. There is a left and right for each part, ensure the countersinks match up to the bolts for a flush finished product. Tighten 3/8 bolts then remove M14 bolts from LCA mounts.
59. Install control arm mounting brackets to the frame (see figure 11 for front to rear orientation). Make sure mounting surface is flat and free of debris. Use the 1/2 x 1-1/2" flat head bolts from hardware kit 155. Use high strength threadlocker and tighten the bolts very tight.
60. Attach the transmission crossmember to the transmission mount using the factory nuts. Do not tighten at this time.

Adjust belly height:

61. The belly height in this kit is extremely adjustable. Anything from a flat belly to 3" drop can be achieved using a combination of spacer plates and spacer brackets (see figure 11, 12 and 13). Flat belly configuration will require a body lift or floor pan modification. Many late model transmissions will require a 2" drop bracket (see figure 11). *2" drop is still 1.5" higher than the stock belly height.* Hardware kit 120 contains the longer bolts needed for the drop spacers.
62. Bolt the transmission crossmember to the frame mounts using the 3/8" flat head bolts and flange nuts from hardware kit 155 or 120. Use a combination of drop spacers or brackets and floor pan massaging to achieve your desired belly height.
63. Be sure to check the electrical wiring located above the transmission and transfer case and relocate as needed to avoid pinching the wires.
64. Tighten all crossmember and transmission mount bolts at this time.

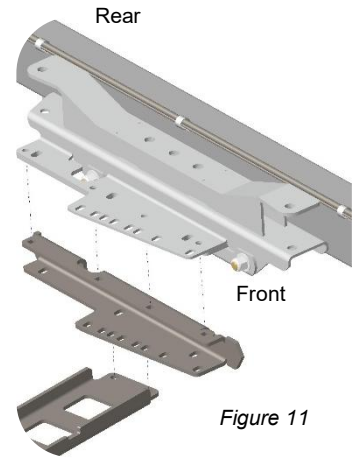


Figure 11

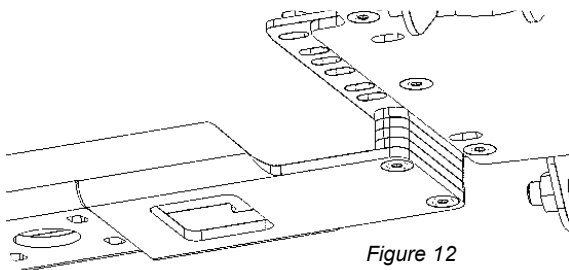


Figure 12

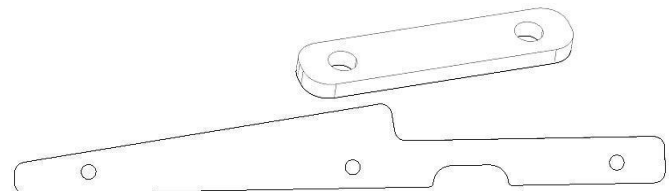


Figure 13
Crossmember drop and belly skid drop plates

Front Suspension:

65. Install new control arms. Re-use hardware for LCA's on the axle end. The UCA gets new bolts, nuts and washers from hardware kit 155. ***Front upper control arm bolt (at frame) may require minor clearancing of the floor pan with a pry bar. You need at least a 3/8" gap above the bolt.***
66. Install new coil springs, making sure to align them with the spring buckets on the axle.
67. If possible reinstall coil spring retainer clamps (this may need to be done later with the Jeep on the ground).
68. Install new front shocks using original barpin bolts. Tighten upper stud mount nuts just enough to slightly compress the bushings. Over compressing these bushings will result in damage to the bushings and premature bushing failure.
69. Locate hardware kit 11.
70. On one side, remove the bolt that holds the brake hose to the frame.
71. Any rusted, worn, cracked, or damaged rubber or steel brake line should be replaced.
72. Pull the front brake lines down as far as possible without over-stressing or causing a kink in the line. *Note: Your brake line may appear different from the photo. Do not pull too far and damage the brake line.
73. Using two adjustable wrenches bend brake line bracket mounting surface so brake line points out toward the brake caliper. See Photos.
74. Mark location and drill a 1/4" hole for the brake line locating tab.
75. Fasten brake line to the frame using provided self-drilling sheet metal screw.
76. Repeat brake line relocation for other side.
77. Locate hardware kit 130. Install track bar bracket onto factory mount using tapered sleeve. Install 1/2" bolt facing up (nut on top) with an SAE washer under the bolt and nut. Ensure the bracket sits flush, grind down any high spots as needed. Tighten 1/2" bolt before drilling the 3/8" hole (figure 14). Drill the upper hole through the bracket using a 3/8" drill bit. Peck drill and use plenty of oil. Install 3/8 bolt with nut on the inside (toward engine). Torque 1/2" bolt to 85 ft-lbs.
78. Install new track bar. If necessary, use the steering wheel and/or a floor jack to align the track bar to the bolt holes. Do not use washers on the bolts. For clearance purposes, frame side nut must face rearward and bolt head forward. Use M12 x 65mm bolt and nylock nut at frame, and 7/16 x 2 1/2 bolt and nut at axle.
79. Torque track bar to 74 ft/lbs. at axle end and 80 ft/lbs. at bracket.
80. Install JKS sway bar quick disconnect set per the JKS instructions.

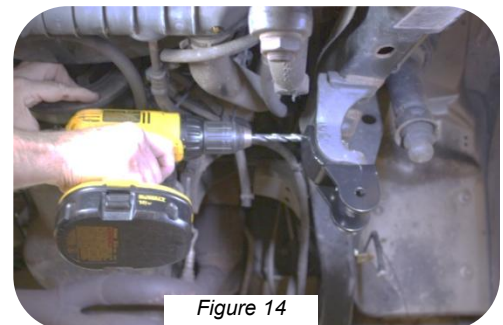
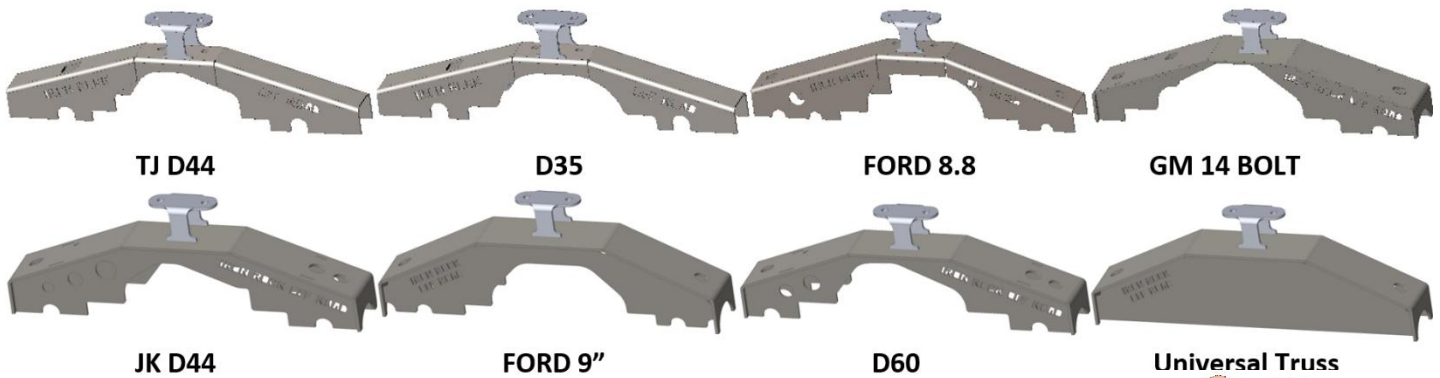


Figure 14

81. Iron Rock OTK steering highly recommended. If not, remove drag link. Bend drag link down and forward to clear sway bar mount on axle. Do not allow bending to occur at tie rod mounting hole. Do not bend more than needed. Install drag link and torque to spec. Use new cotter pins.

82. Raise vehicle and reposition jack stands under the front axle.
83. Ensure the vehicle is safely supported.
84. Any remaining loose bolts will be torqued after rear suspension installation.



Rear Suspension:

85. Remove hard brake lines from axle and cover caliper holes to keep dirt out.
86. Cut UCA mounts and track bar mount off of axle. Grind flush. Be careful not to cut into the axle tubes.
87. Locate the axle centerline by measuring the same distance from each (left and right) wheel mounting surface or axle tube end flange. The upper control arm bracket will be centered over the axle centerline.
88. Weld upper control arm bracket to truss (see figure 15). Box Truss: Be sure holes are aligned in the bracket/truss and leave 2-5/8\" plus some wiggle room for mounting control arms. Plate Truss: Using the bracket as a template: place the bracket flush to front edge of truss and directly over the axle centerline, then mark the location of holes to be drilled. Drill the two holes starting with a small drill size and ending with 9/16\" Use plenty of oil. Be sure bolt holes are aligned in the bracket/truss and leave 2-5/8\" plus some wiggle room for mounting control arms before welding.
89. Assemble UCA mounting bolts and nuts from hardware kit 150 onto truss (see figure 15 & 16). Snug bolts and weld nuts to bottom of truss. Box Truss: Stitch weld the truss gusset into the inside of the truss. Ensure holes in gusset are aligned to truss (if applicable).
90. Set truss on axle and align back of the truss parallel to the differential cover mounting surface. D44 box truss: Rotate truss assembly forward 5-6°
91. Tack weld truss to axle with bottom edge of truss sitting approx. 1/8\" above the centerline of axle tubes.
92. Fully weld truss to axle. Weld one section in each corner of the truss and continue working around the truss to avoid excess heat buildup. **Be sure to weld the vertical bend reliefs on the front and back side of the truss.**

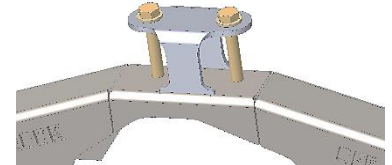


Figure 15

WELD NUTS TO UNDERSIDE OF TRUSS

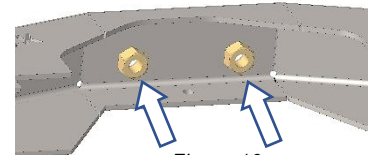


Figure 16

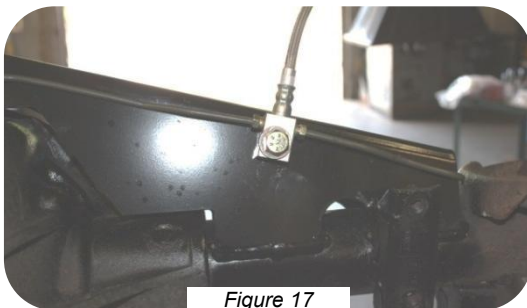


Figure 17

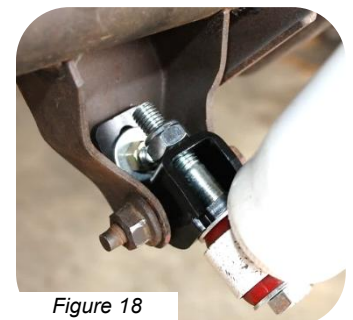
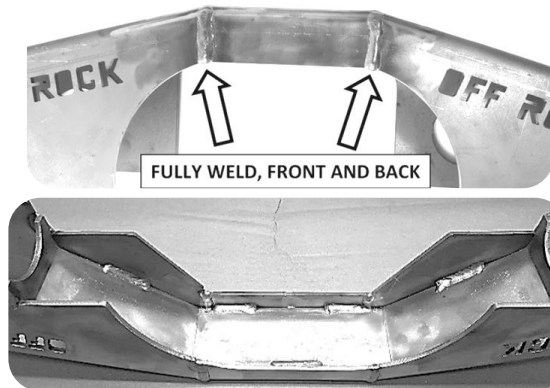


Figure 18

93. Clean, prep, and paint truss. Allow to dry.
94. Mount rear brake hose to the front side of the truss (see figure 17).
95. Run new hard lines from brake T-fitting to wheel cylinders (see figure 17).
96. Place axle under the Jeep.
97. Install upper control arms with bend hanging down to clear the floor pan (adjustable threaded end at frame). Use M14 x 95 bolts, nuts, and washers (from hardware kit 155) at frame. Use M14 x 100 bolts and washers at axle (from hardware kit 150).
98. Install lower control arms. Adjustable threaded end at frame. ***Angled male ends to be angled towards the outside of the vehicle when installed.*** Bends are angled upward for ground clearance and inward to clear the frame. Re-use factory hardware.
99. Install 3\" bump stop spacers (hardware kit 128) between bump stop cup and frame mount.
100. Install new coil springs, rotate them until they sit as straight as possible (low spot of spring aligned to high side of spring pad).
101. Install shock relocation brackets (hardware kit 125). Use existing bolts through the bracket and new bolts through the shock (see figure 18).
102. Install new shocks.
103. Locate rear sway bar links and hardware kit 60. Install sway bar links using new bolts with a washer on the outside of each bushing. Torque all four bolts to 50 foot pounds.
104. Reconnect emergency brake cables.
105. Install slip yoke eliminator kit (except Rubicon models) and custom rear driveshaft (sold separately).

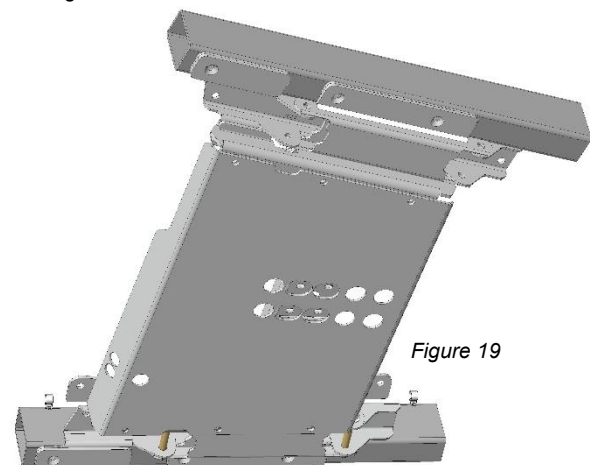


Figure 19

106. Raise vehicle and reposition jack stands under the rear axle. Ensure the vehicle is safely supported.
107. Bleed brakes at all 4 corners.
108. Adjust suspension alignment, axle position front to rear, pinion angle, caster angle and axle centering by adjusting control arm lengths as needed.
109. Torque all M14 control arm nuts to 120 foot pounds. Torque front UCA nut at axle to 70 foot pounds (new bolt/nut, factory spec. is lower).
110. Torque any remaining loose bolts to spec.
111. If not already done, install front coil spring retainers.
112. Install belly skid plate. use 3/8 flat head cap screws and flange nuts from hardware kit 155 and/or 120, and spacer plates as needed (see figure 19).
113. Tighten belly skid bolts.
114. Install tires.
115. Lower vehicle.
116. Torque lug nuts to spec. (85-115 foot pounds depending on your wheels)

Adjustments and Final Inspection:

94. 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.

* A professional four wheel alignment is required after installation. We recommend the following alignment settings:

Caster angle: +3.75 to +5.75 degrees (+4.5 is preferred if possible)

Toe-in (front): +1/16" to +1/8"

95. Install custom exhaust system or Iron Rock exhaust system (sold separately) or bring to an exhaust shop of your choice.
96. Trim cooling fan shroud as needed to clear the fan. If you are installing motor mount spacers, do so before trimming shroud.

Final Safety Warning:

* 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.

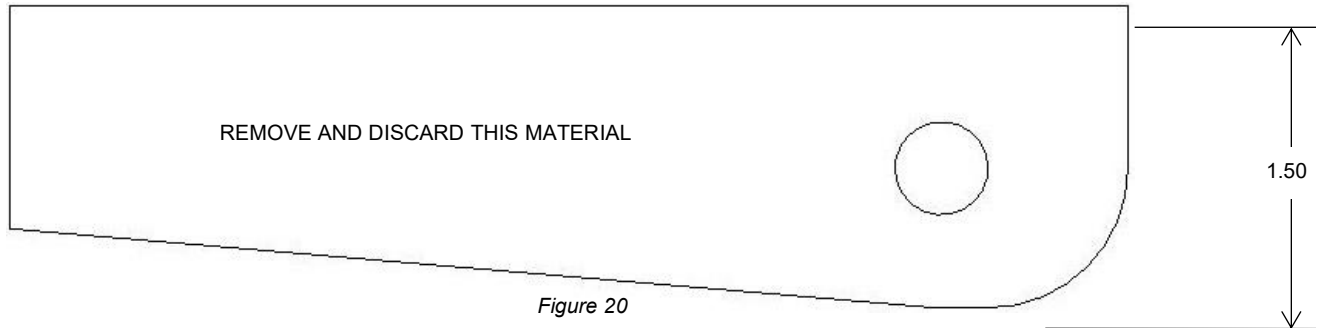
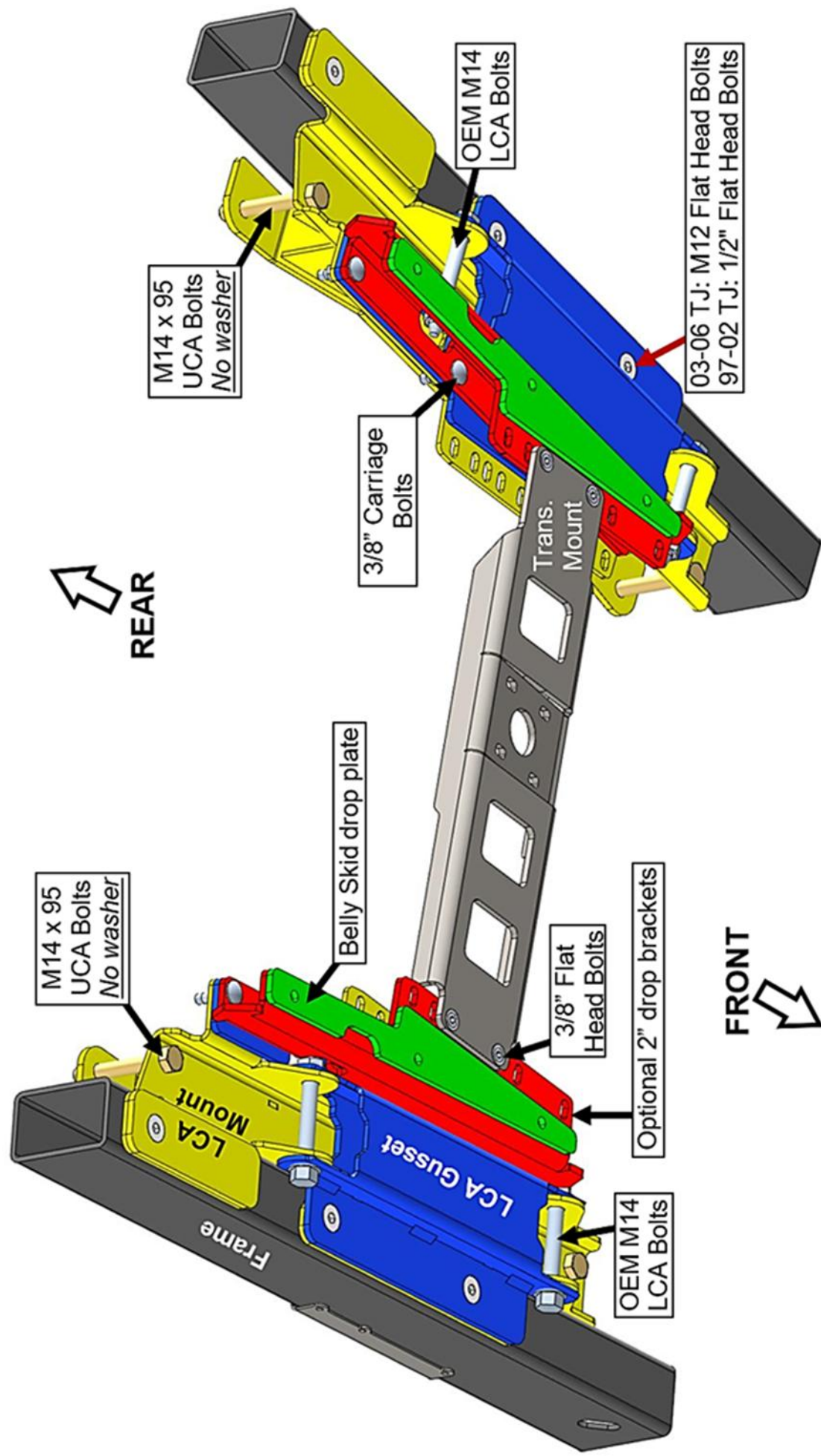


Figure 20
Upper control arm mount cutting template
(Driver's side at frame, 4 CYLINDER MODELS ONLY)





IRON ROCK OFF ROAD

2 5/8" IRO Flex End (6 bolt)
I-877-919-JEEP www.ironrockoffroad.com Assembly Instructions

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

Parts Checklist:

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

#127 - 2 5/8" 6 Bolt IRO Flex End Hardware

- ☐ Inner race 91118 (2)
- ☐ Thrust washer 91119 (2)
- ☐ Ball 91117 (1)
- ☐ 10-32 x 1-1/4" Socket Head Cap Screw (6)
- ☐ 10-32 Nylock Nut (6)
- ☐ 90 Degree 1/4"-28 Grease Zerk Fitting (1)



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

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.
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.
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.
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.
9. Snug up all of the bolts fairly tight.
10. Torque bolts evenly starting at one bolt using a crisscross pattern, like torqueing lug nuts. Torque all six bolts to 70 in/lbs., then to 85 in/lbs.
11. Install 90 Degree 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.

