

IRON ROCK OFF ROAD

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

**XJ Front Upper
Spring Mount Kit**

Parts Checklist:

- Iron Rock logo decal (1)

~ Upper Spring Mount (Hydro bump) ~

- Spring Pad Gusset 91299 (2)
- Threaded Hydro Bump Tube 78057 (2)
- Hydro Bump Tube Isolator 79075 (2)

Safety Warning: ** Important! Read Before Installation. **

We recommend that this system be installed by a qualified professional. Knowledge of welding and suspension component function is necessary for safe installation and post installation inspections. We recommend that all welds be performed by a certified welder. A weld failure may result in serious injury or death, in addition to severe vehicle damage. 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:

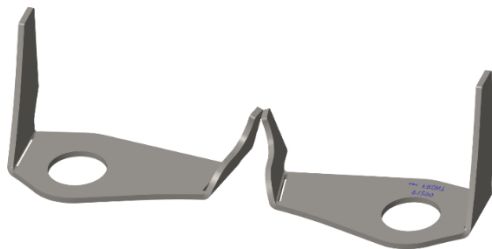
- Front frame stiffeners are recommended for best weldability and structural support.
- Read all safety warnings.
- Read and understand installation instructions.
- Check all suspension components for wear and replace as needed.
- Contact Iron Rock Off Road with any questions before, during, or after installation.
- Ensure that all parts are present and in good condition using the included shipping checklist.
- Be sure you have the following tools and supplies:
 - Floor jack and jack stands
 - Basic hand tools
 - Welder
 - Angle gauge (Digital Recommended)
 - Fabrication tools such as angle grinders and cut-off wheels

Prepare the Jeep:

1. Temporarily relocate any components positioned above the coil spring mounts on the unibody (Including Fuse Box & Air Box) to prevent heat damage/fire from welding.
2. Lift the front of the Jeep and support the chassis on jack stands.
3. Remove the front wheels/tires.
4. Support the front axle with a jack, disconnect the shocks and allow the front axle to fully droop.
5. Remove the front springs and sway bar links and pivot the sway bar up and out of the way.
6. Remove the upper spring isolator.
7. Cut the upper spring mount just below the flat section that is welded to the chassis. Leave the thick portion of the mount to weld onto later.
8. Remove any paint and rust from the spring mount. You should be left with a flat mount ready to weld.

Prepare the parts for installation:

9. Locate the spring pad gussets. They are marked with part number 91299 and "<<FRONT" etched into each bracket. They are a "Bend it yourself" part with large relief cuts where the bends should be.
10. On one bracket, bend the **FRONT** leg (*short*) to approximately 85 degrees. On the other bracket bend the **FRONT** leg (*short*) the **OPPOSITE** direction to approximately 85 degrees. You will end up with two brackets that are mirror images of each other.
11. Bend the **REAR** leg (*long*) of each bracket approximately 85 degrees.
12. Test-fit each with the assembled bump stop on the Jeep. The "<<FRONT" etching points towards the front of the Jeep on both mounts.
13. The top of the bracket sits flush with the old spring mount plate, and each leg touches the uniframe. Adjust the bend angle of each leg to get the best fitment. Front frame stiffeners are recommended for best weldability and structural support.

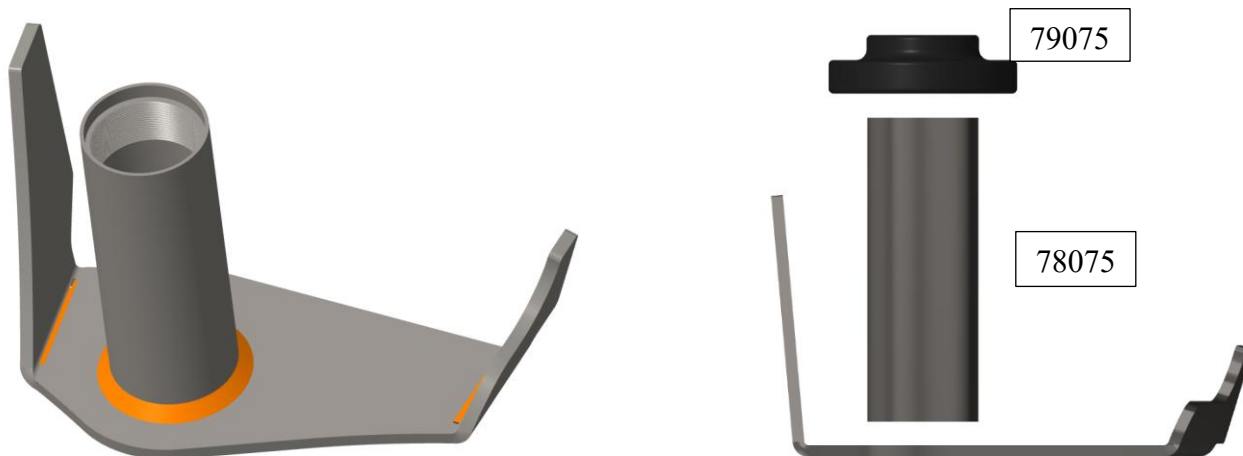


Hydraulic Bump Stop Mount:

14. Fully weld the threaded hydro bump tube flush to the spring mount bracket.
15. Tack-weld the bracket assembly onto the frame of the Jeep.
16. Thread the hydro bump stop into the threaded mounting tube.
17. Double check the angle of the upper spring isolator with the angle of the axle's spring mount before fully welding to prevent coil bow.
18. Flex the jeep check for contact at full bump (compression) at the center of the coil mount
19. Reinstall shocks into their mounts.
20. Fully compress the front suspension until the original bump stop height engages the axle or your shocks before full compression.
21. Adjust the length of the hydro bumps so that they fully compress just before the shocks are completely compressed.

***The hydro bumps should bottom out before the shocks are fully compressed. This is done to protect your shocks from damaging impacts. ***

22. Remove the shocks and hydro bumps from the Jeep.
23. Cut the tack welds holding the spring mount bracket.
24. With the angle of each leg set, fully weld the bend zone on each bracket.



25. Recheck fitment of the spring mount assembly on the uniframe of your Jeep.
26. Make sure there is adequate clearance to the shock and good contact of the legs to the uni-frame.

*** If maintaining the sway bar, ensure full motion of sway bar is not contacting gusset ***

27. Tack, then fully weld each bracket to the uniframe and to the thick portion of the OEM spring mount.
28. Clean, prime, and paint all uncoated parts.
29. Reinstall the upper spring isolator.
30. Install hydro bump stop into threaded tube and tighten jam nuts.
31. Reinstall springs, shocks and sway bar links.
32. Reinstall wheels/tires. Torque lug nuts. *(Typical specification is 85-115 ft-lbs., depending on your wheels)*
33. Recheck all fasteners and torque any remaining loose nuts or bolts to spec.
34. Check all components for clearance of 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.

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 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.