

JK Ultimate Front 3-Link Long Arm Kit Instructions

Thank you for purchasing the RPM Steering 3-link long arm upgrade kit. Please take your time during the installation and be sure to do it correctly. Completely read the directions before starting your installation so you know what to expect. Remember, your safety and the safety of others depends on it. Feel free to call with any questions you may have, 480-476-2073

Kit Includes:

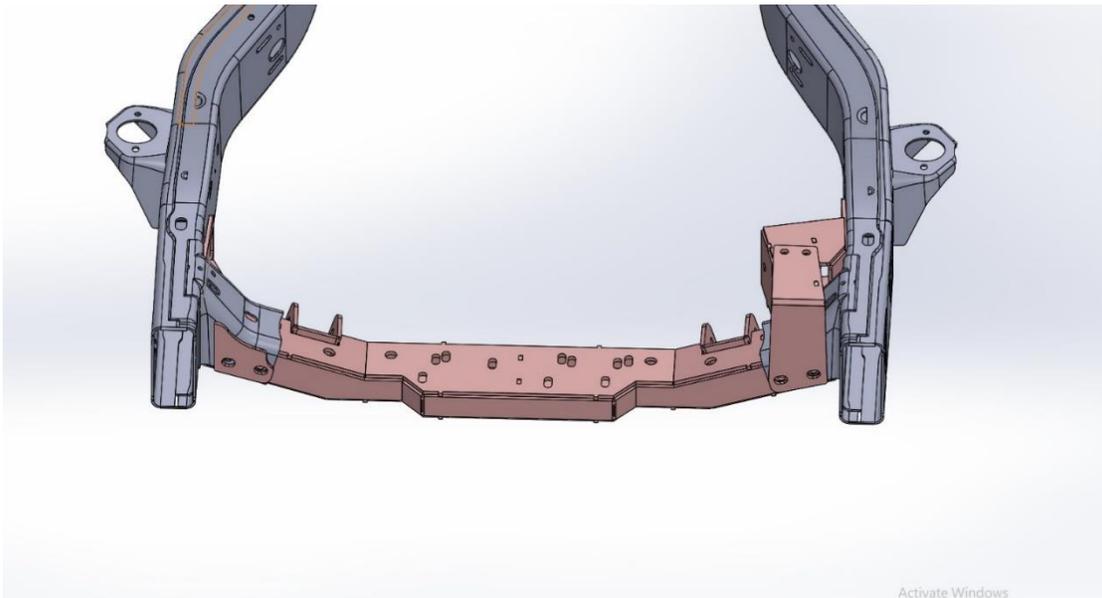
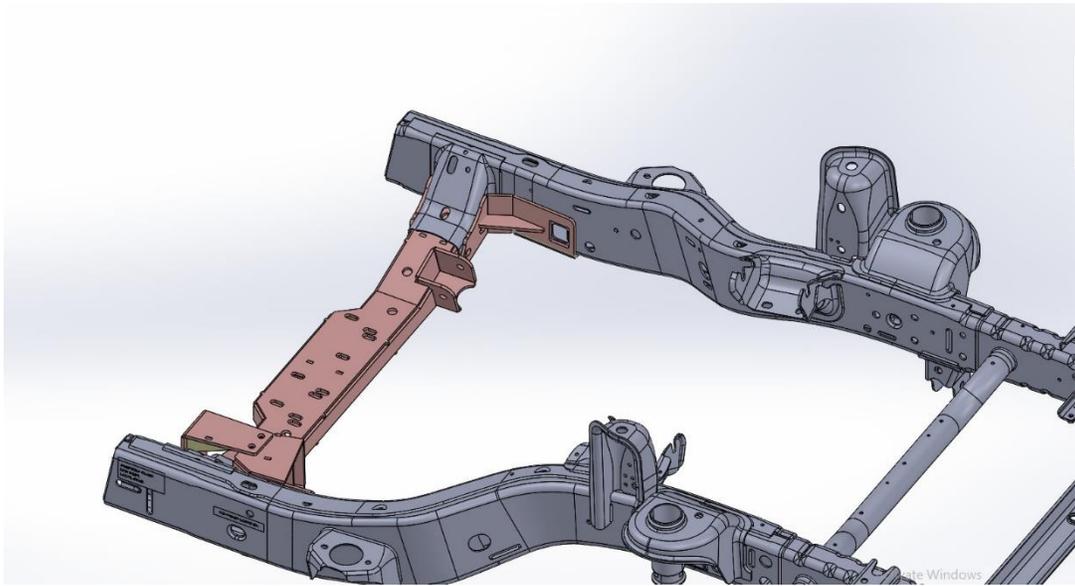
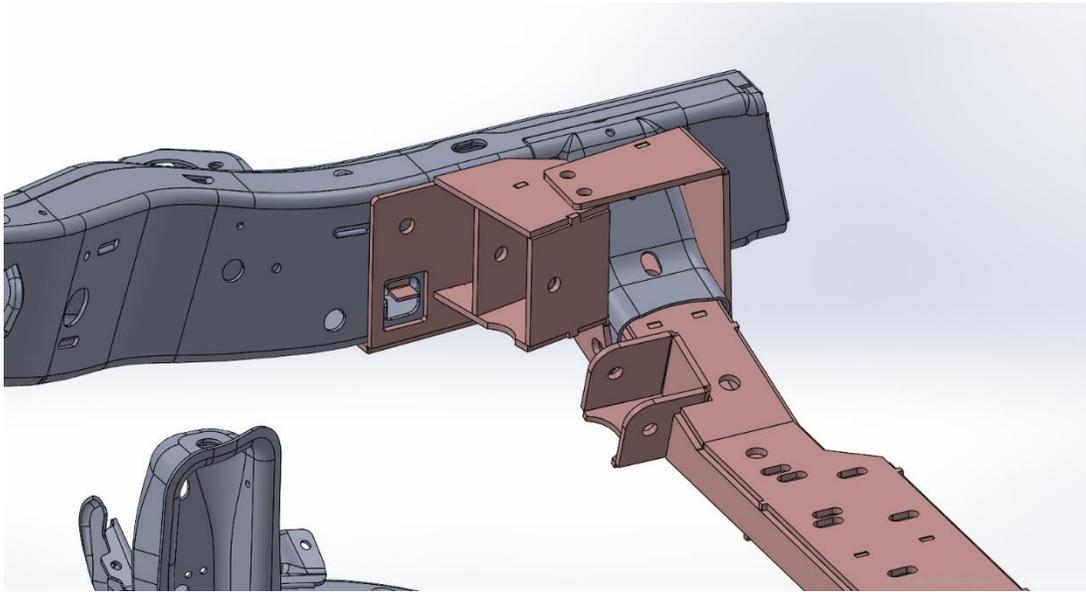
- (1) Transmission crossmember with link mounts
- (1) Bolt in Passenger side 3-link frame mount
- (1) Bolt in Driver side reinforcement bracket w/ back plate
- (1) Axle side 3-link mount (welding required)
- (2) 2" Aluminum control arms w/ Rock Jock narrow joints (2.25" links available with upgrade)
- (1) 1.75" Upper control arm w/Rock Jock narrow joints
- (1) Hardware pack

Warranty:

Center aluminum section is lifetime warrantied for failure, including bending, cracking or breaking. Should any of these failures occur please send the center section to RPMSTEERING for replacement. (Shipping and handling additional).

Disclaimer:

Customer assumes full responsibility for use, installation and routine maintenance. RPM Steering is not responsible for damage as a result of improper installation, use or maintenance.



Exhaust modifications:

This kit requires that the exhaust Y-Pipe be routed behind the transmission crossmember. This MUST be done before starting the installation process. the 2012-2018 Model JK and JKU has (2) Aftermarket options Use of either of these part numbers will be needed Magnaflow P/N 19211 or AFE P/N 48-06210

On the 2007-2011 JK and JKU you will need to have the exhaust done at a local exhaust shop. See picture below for proper routing.



Crossmember install:

- 1) With the vehicle on a level surface place a floor jack under the transmission/transfer case tail end to support the driveline while removing the factory transmission crossmember.
- 2) Unbolt and remove the factory transmission crossmember (keep all transmission hardware it will be reused.)
- 3) Loosely install the passenger side 3-link mount using the two flag nuts and the factory frame threaded hole using the provided 12-1.5x40 bolts
- 4) Mark the upper hole in the bracket and drill frame using a 9/16 drill bit (do not drill through both sides of the frame).
- 5) Now reinstall the 3-link bracket by placing the flat nut plate inside the frame rearward hole. Use bent nut plate to install the upper bolt hole that was drilled and use the extra 12mm bolt in the forward hole that is factory threaded. Only loosely snug the bolts at this time.
- 6) Install the driver side brace using the remaining flat nut plate and supplied 12mm bolts and leave loosely set in place.
- 7) Install the crossmember into place and use the supplied $\frac{1}{2}$ x 6" bolts (use the backing plate on the drivers side to help strengthen the crossmember supports).
- 8) Tighten both side frame brackets and then the (4) crossmember bolts
- 9) Reinstall the factory transmission nuts from step 2



Axle bracket mount:

Trussed axle

- 1) For trussed axles remove the upper passenger control arm, slide our provided link mount over the existing link mount and use a marker or paint pen to mark the angle and correct location.
- 2) Remove the existing upper mount and cut it flush with the truss top.
- 3) Tack the new mount into place for test fitment later.

Non Trussed axle

- 1) Remove the upper control arm
- 2) From the front of the axle slide the provided mount over the factory mount and center it. Mark clearly this locationing for later.
- 3) Remove the existing mount and clean the axle tube for welding.
- 4) Using marked location tack the new mount into place for test fitment later.

Installing control arms:

- 1) We found that it was easiest at this time to install the upper 3rd link at suggested length (see chart below) using the new provided 4" 9/16 bolts and stover lock nuts.
- 2) Now you can remove the driver side upper control arm and start replacing lowers one at a time.
- 3) The control arms are threaded LH and RH so you can install the arms and simply turn the bar in and out to adjust lengths.
- 4) Remove the upper link at the axle side and finish welding in the mount if everything lined up.

2.5"

Upper Control Arms – 34 11/16" Lower Control Arms – 35 1/8"

3.5"

Upper Control Arms – 34 3/4" Lower Control Arms – 35 1/4"

4.5"

Upper Control Arms – 34 13/16" Lower Control Arms – 35 3/8"