

JL Mid Arm Lift Kit Instructions

Warranty:

The 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.

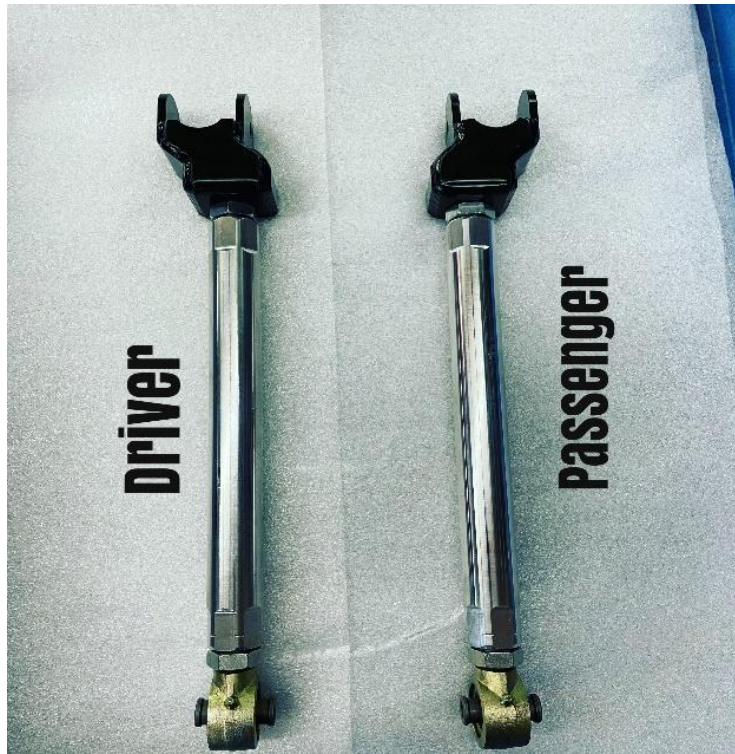
Suggested Measurements Chart

	2.5" Lift	3.5" Lift	4.5" Lift
Front Upper Control Arm	20.5"	20 9/16"	20 5/8"
Front Lower Control Arms	24 1/4"	24 5/8"	24 11/16"
Rear Upper Control Arms	17 9/16"	17 5/8"	17 11/16"
Rear Lower Control Arms	20 1/4"	20 5/16"	20 3/8"
Front Track Bar	34 3/16"	34 5/16"	34 7/16"
Rear Track Bar	37 9/16"	37 11/16"	37 13/16"
Front Sway Bar Links	10"	11.25"	12"
Rear Sway Bar Links	11"	12"	13"

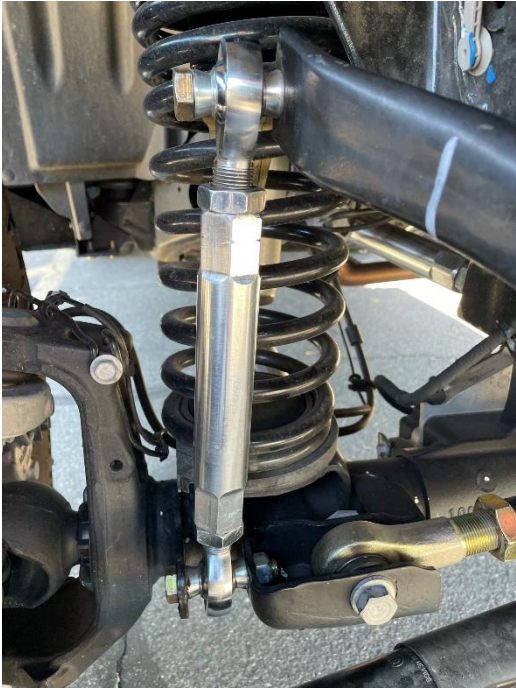
Front Suspension

- 1) On a level flat surface with the vehicle off and in Park, apply the parking brake and add blocks behind the wheels.
- 2) Using a floor jack raise the front end and place jack stands under the frame.
- 3) Lower the front axle onto jack stands
- 4) Mark the driveshaft bolt holes for same alignment during reassembly and disconnect the front axle side to avoid over extension
- 5) Remove front wheels/ tires
- 6) With the wheels/ tires removed lower the front axle until the shocks are fully extended.
- 7) Support the axle with jack stands. You can keep the floor jack under the pumpkin to support the pinion and assist with the disassembly steps
- 8) Remove sway bar links
- 9) Remove the shocks
- 10) Remove the track bar
- 11) Remove the nuts holding the brake lines to the control arms
- 12) Remove the springs and the isolators
- 13) Remove the lower control arms
- 14) Remove the upper control arms
- 15) If you have purchased pump stops that are installed on the inside of the springs please follow the manufacturers instructions now
- 16) Install the lower control arms with the joints fully collapsed and the jamb nuts loose. Once installed you can turn the aluminum to lengthen the arms to size. Use the chart for starting lengths based on your lift height. Alternatively you can preset the length of the arms off the vehicle before hand but be sure to turn the joints out equally. If you have an extra pair of hands simply hold the joints from spinning and turn the aluminum only. This will ensure the joints are equally threaded in. You may proceed to tighten the jams nuts with the joints canted in the same direction.
- 17) Install the front upper control arms following the same procedure to set the appropriate lengths. Use the image below for reference which side is drivers side vs passenger side. On the front axle side clasps we recommend leaving the bolt slightly loose and as a final step when the vehicle is back on its own weight tighten the bolts. This can help prevent twisting of the bushing if tightening while at full droop.

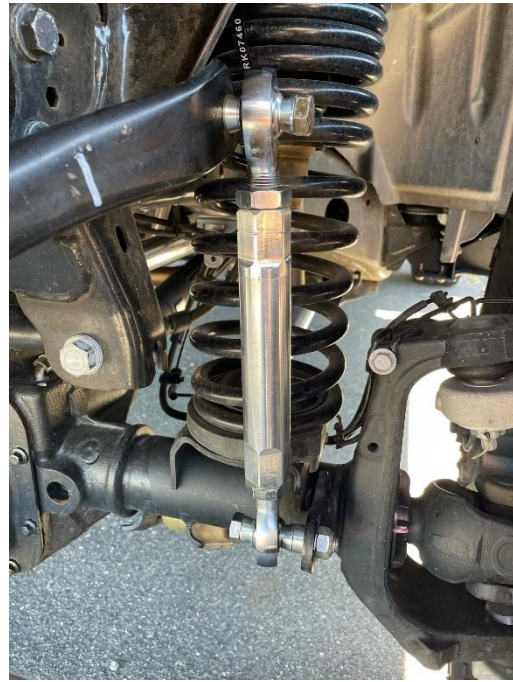
Front Upper Orientation with Clasps:



- 18) Install the supplied front coil springs with OEM upper isolators and Rock Krawler front spring correction pad. Make sure the bottom winding of the coil butts up against the stop in the new bottom spring seat and the top winding is properly centered using the OEM spring pad on the frame. If the coil is not seated properly, it will bow more than it should and can damage your coil. If the coil is still bowing, you may have to rotate upper isolator
- 19) Install the front shocks
- 20) Install the front track bar, use the measurements in the chart to start. You may use the floor jack to compress the suspension at this point to line up the bolt hole. In some cases a ratchet strap can be helpful to pull the axle over as needed.
- 21) Next if installing the RPM Aluminum Rubicon Pro sway links you will drill the sway bar holes from m12 to 1/2 inch pass through.
- 22) Set the links to the measurements listed in the chart for your lift size
- 23) The drivers axle side mount will require the longer bolt and the spacer. All other ends mount with no spacer needed. See images below for orientation



Passenger Side



Driver Side

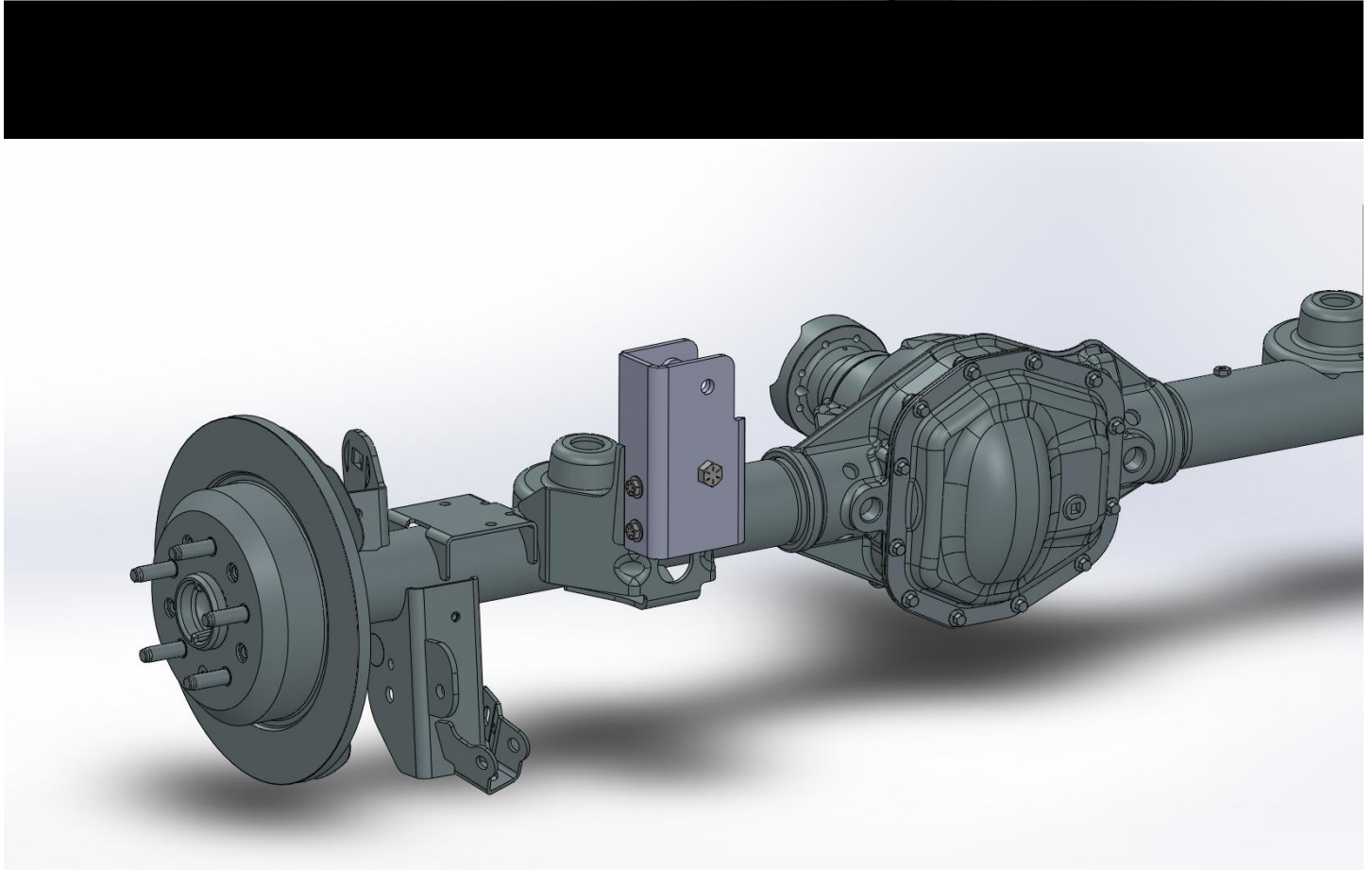
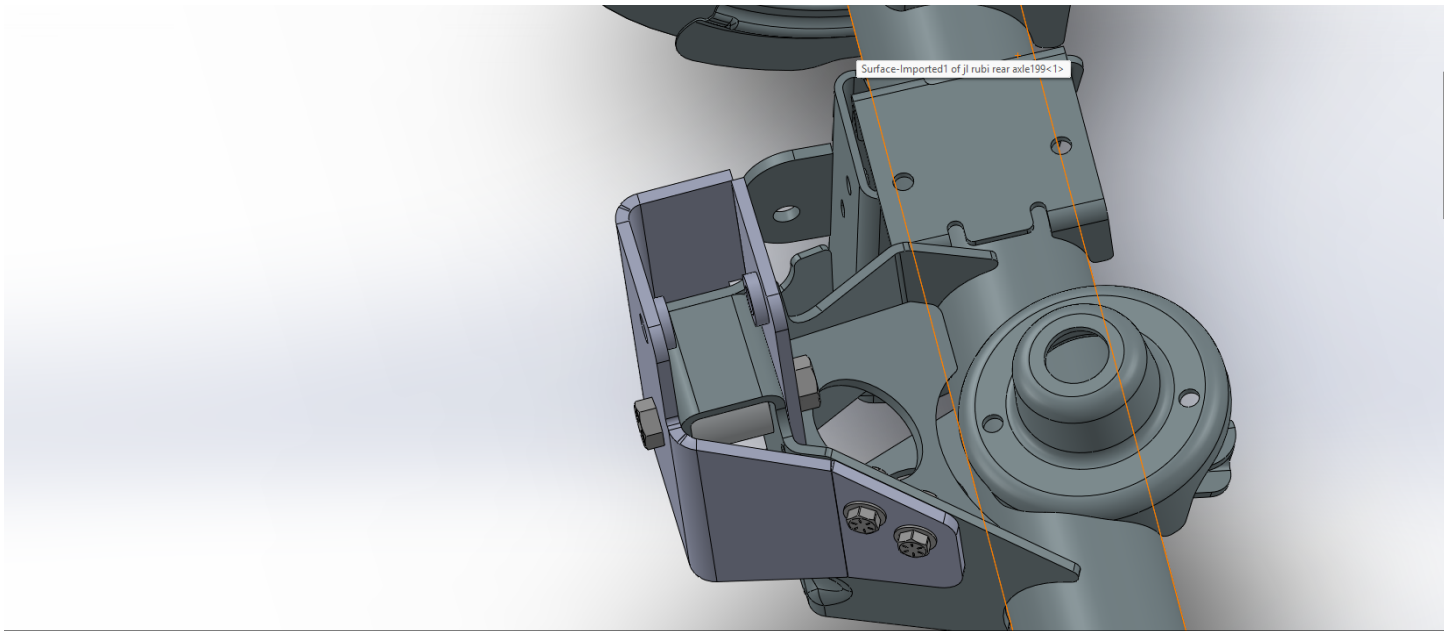


Drivers lower with offset.

- 24) Reinstall drive shaft
- 25) Tighten all connection points (except for the upper axle side control arms
- 26) Reinstall wheels/ tires
- 27) Safely remove floor jacks and lower vehicle to the ground
- 28) Tighten upper control arms at the axle side
- 29) For further fine tuning you may use a plumb bob or a nut hanging on a string and measure your axle center using a reference point on both side. If the axle is shifted to one side lengthen or shorten the track bar as needed. We provide a start length which fits a lot of application however the can easily change as aftermarket bumpers/ winches/ lighting/ accessories are installed weighing down the front end. It is up to the end user to fine tune the axle centering.

Rear Suspension

- 1) On a level flat surface with the vehicle off and in Park, apply the parking brake and add blocks behind the wheels.
- 2) Using a floor jack raise the rear end and place jack stands under the frame.
- 3) Lower the rear axle onto jack stands
- 4) Mark the driveshaft bolt holes for same alignment during reassembly and disconnect the front axle side to avoid over extension
- 5) Remove front wheels/ tires
- 6) With the wheels/ tires removed lower the front axle until the shocks are fully extended.
- 7) Support the axle with jack stands. You can keep the floor jack under the pumpkin to support the pinion and assist with the disassembly steps
- 8) Disconnect the E locker cable on the axle for additional slack while working (Rubicon Models)
- 9) Remove sway bar links
- 10) Remove the shocks
- 11) Remove the track bar
- 12) Remove the springs and the isolators
- 13) Remove the lower control arms
- 14) Remove the upper control arms
- 15) Disconnect the emergency brake cables and remove the bracket holding them to the underside of the tub. Discard the bracket.
- 16) Re route the e brake cables so they pass under the frame crossmember instead of over. This will allow additional slack for full droop with the lifted application.
- 17) If you have purchased pump stops install them now
- 18) Install the Rear Track bar bracket. See the image below. Use a 3/8 Drill bit to drill the 4 holes for the 3/8 inch bolts. Use the factory track bar bolt on the lower hole and insert the spacer between the bracket to prevent the bracket from crushing in. Use the provided 9/16 bolt for the top hole when connecting the track bar in step 24



- 19) Install the lower control arms with the joints fully collapsed and the jamb nuts loose. Once installed you can turn the aluminum to lengthen the arms to size. Use the chart for starting lengths based on your lift height. Alternatively you can preset the length of the arms off the vehicle before hand but be sure to turn the joints out equally. If you have an extra pair of hands simply hold the joints from spinning and turn the aluminum only. This will ensure the joints are equally threaded in. You may proceed to tighten the jams nuts with the joints canted in the same direction.
- 20) Install the rear upper control arms following the same procedure to set the appropriate lengths.
- 21) Install the spring seats on the axle. The thick part of the spring seats goes toward the rear of the vehicle. There is a specific driver and passenger side marked by a D and P on the bottom of the spring seats. The passenger side is thicker than the driver side on the 3.6L and 2.0 Turbo as well as the Diesel. They key in on the OEM spring pad hole for proper orientation.
 - 4XE Models use both of the Rock Krawler provided thick seats. The thin one is not used.
 - 392 Models use only a Thick Spring Seat on the passenger side rear. The Driver Side just uses the OEM spring seat.
- 22) Install the Rock Krawler rear coil springs. Make sure to put the closer wound coils going up and the end coil winding is sitting in the top spring seat properly. Please note: the top spring seats are indexed as well with a pin to set their orientation. This too must be correct.
- 23) Install the rear shocks
- 24) Install the rear track bar, use the measurements in the chart to start. You may use the floor jack to compress the suspension at this point to line up the bolt hole. In some cases a ratchet strap can be helpful to pull the axle over as needed.
- 25) Reinstall the e brake cables
- 26) Reinstall the locker plug
- 27) Install rear sway links. Set length using chart for your lift size. See image below for hardware orientation



- 28) Tighten all connection points
- 29) Reinstall wheels/ tires
- 30) Safely remove floor jacks and lower vehicle to the ground
- 31) For further fine tuning you may use a plumb bob or a nut hanging on a string and measure your axle center using a reference point on both side. If the axle is shifted to one side lengthen or shorten the track bar as needed. We provide a start length which fits a lot of application however the can easily change as aftermarket bumpers/ lighting/ accessories are installed weighing down the rear end. It is up to the end user to fine tune the axle centering.