JL Ultimate Rear Triangulated 4 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) Rear Tunnel Crossmember

(1 Mirrored Set) Weld On Upper Control Arm Mounts

(1) Skid Plate

(1 Pair) Axle Side Lower Control Arm Mounts

(1) Axle Side Upper Control Arm Mount

(2) 2” Aluminum control arms w/ Rock Jock narrow joints (2.25’’ Links available with upgrade)

(2) 1.75” Upper control arm w/Rock Jock narrow joint and offset clasp

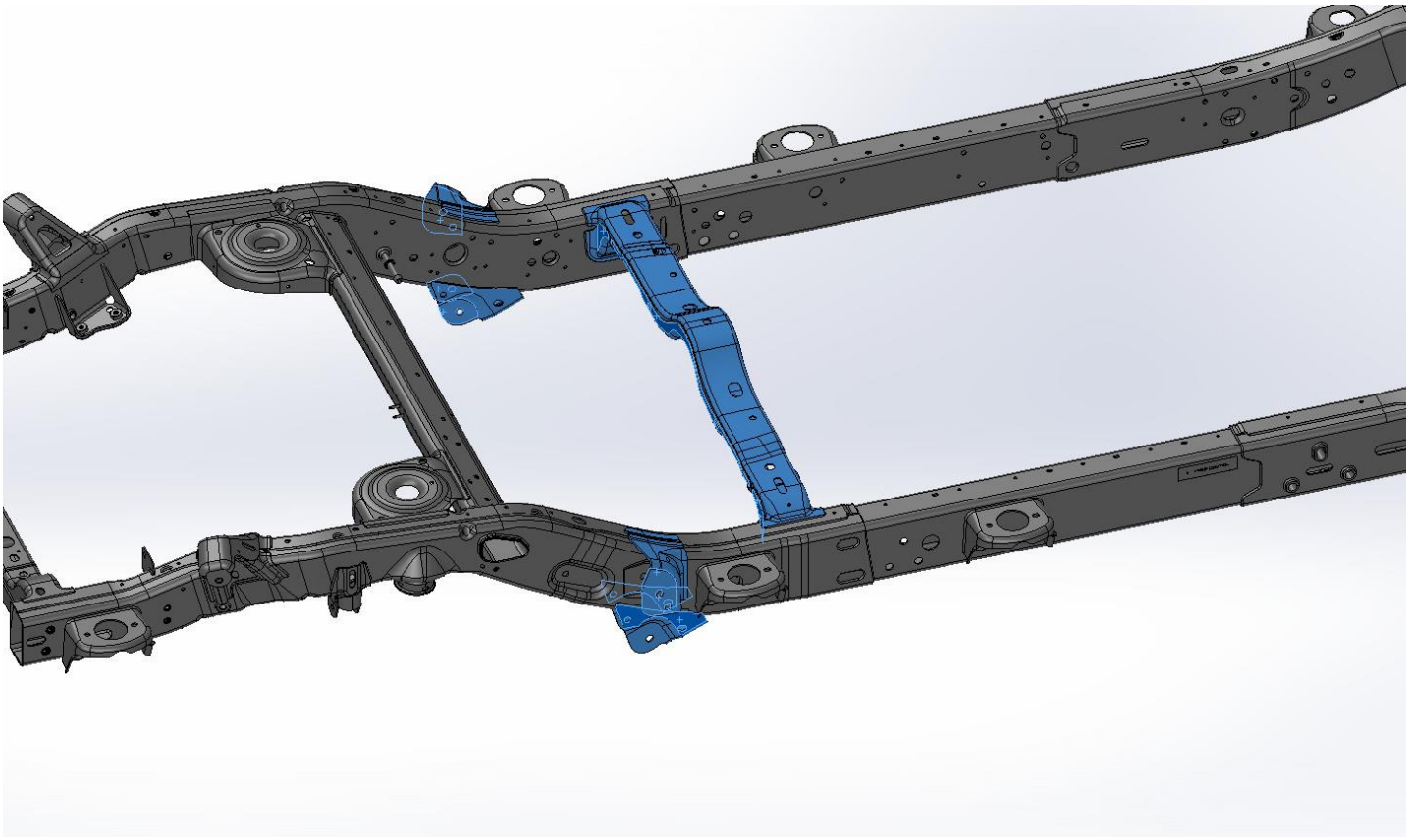
(1) Hardware Pack

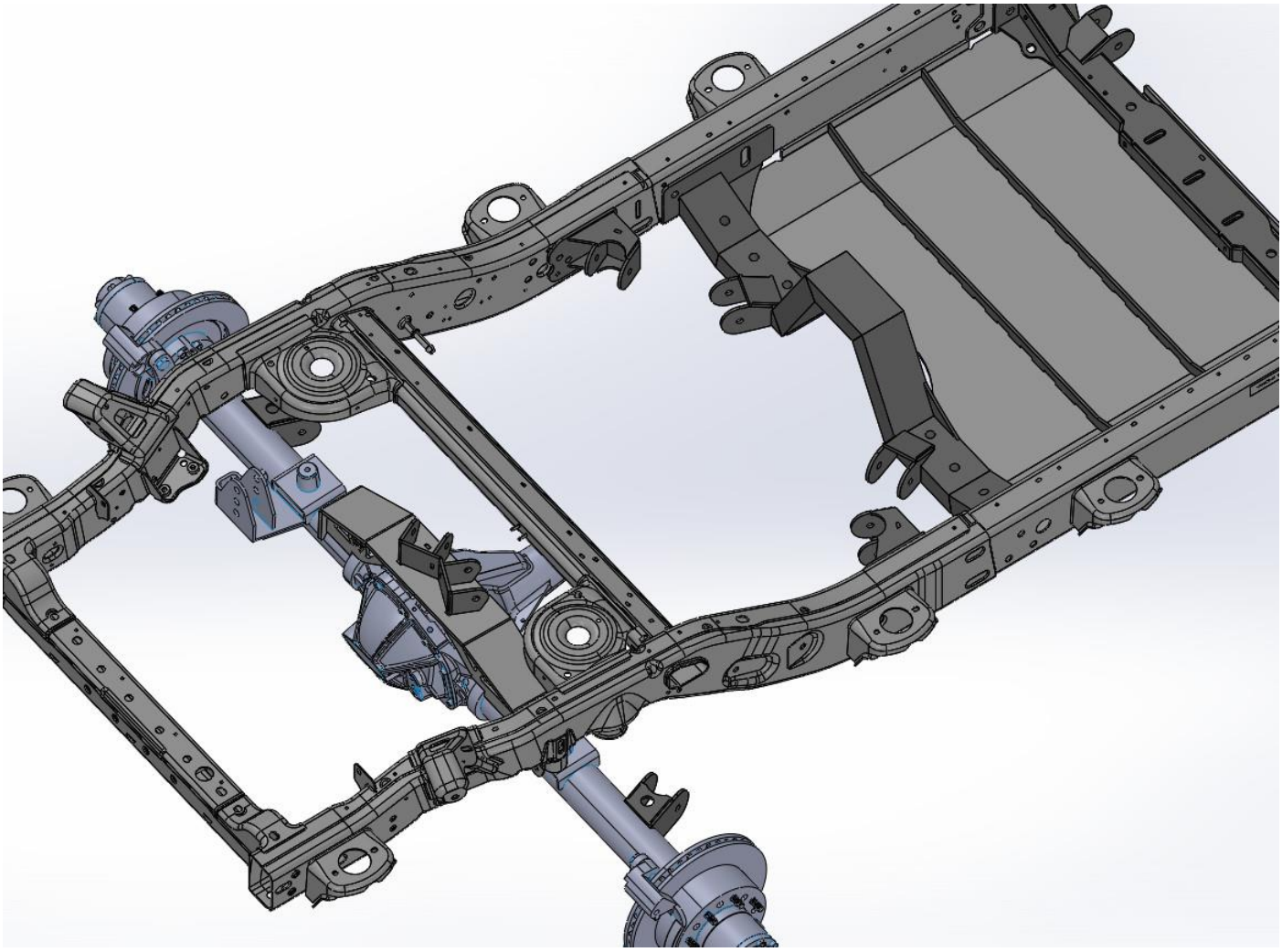
Warranty:

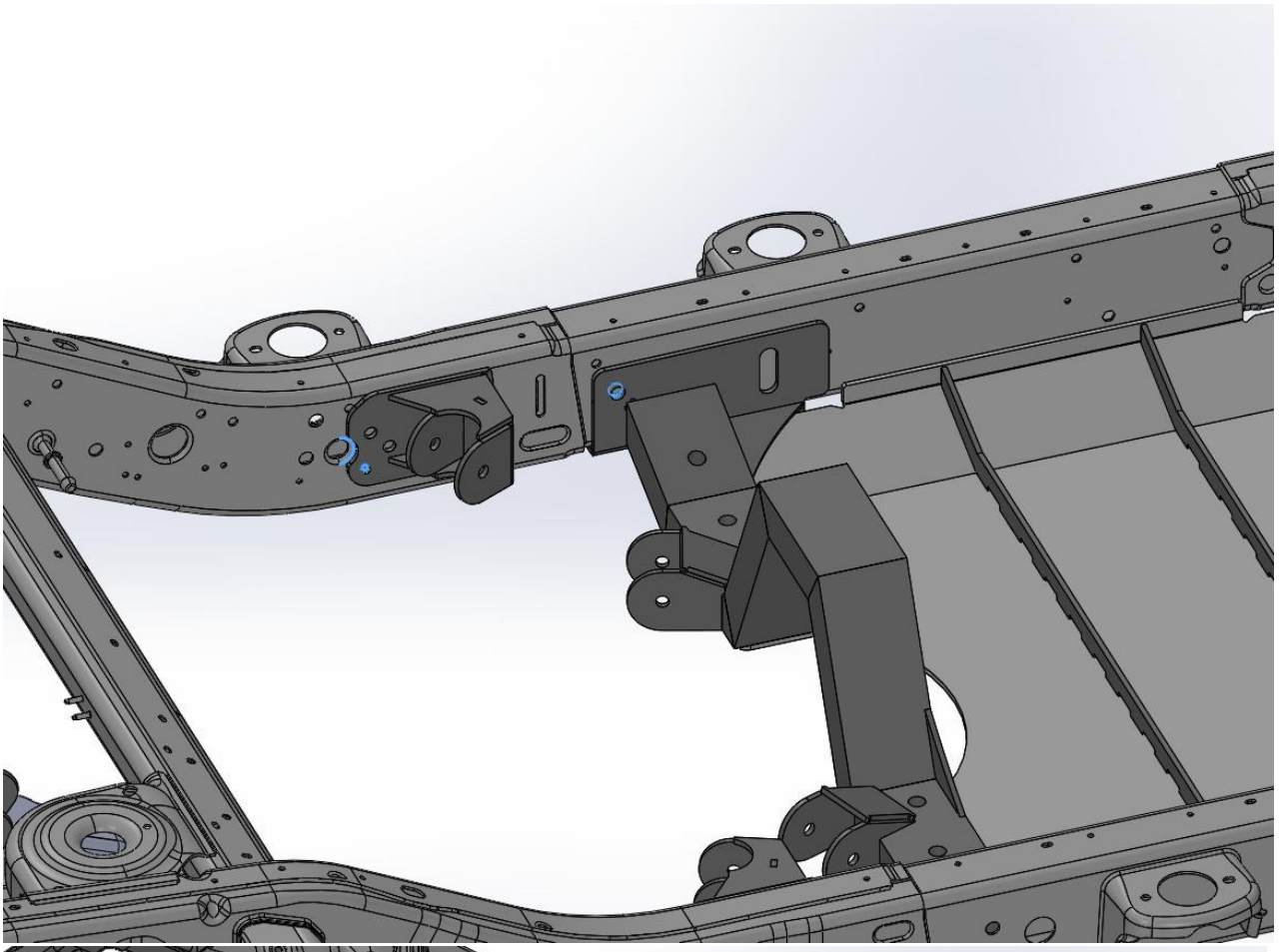
Center aluminum section is lifetime warrantied for failure, including bending, cracking, or breaking. Should any of these failures occur please send the center section to RPMSTEERING for replacement. (Shipping and handling additional).

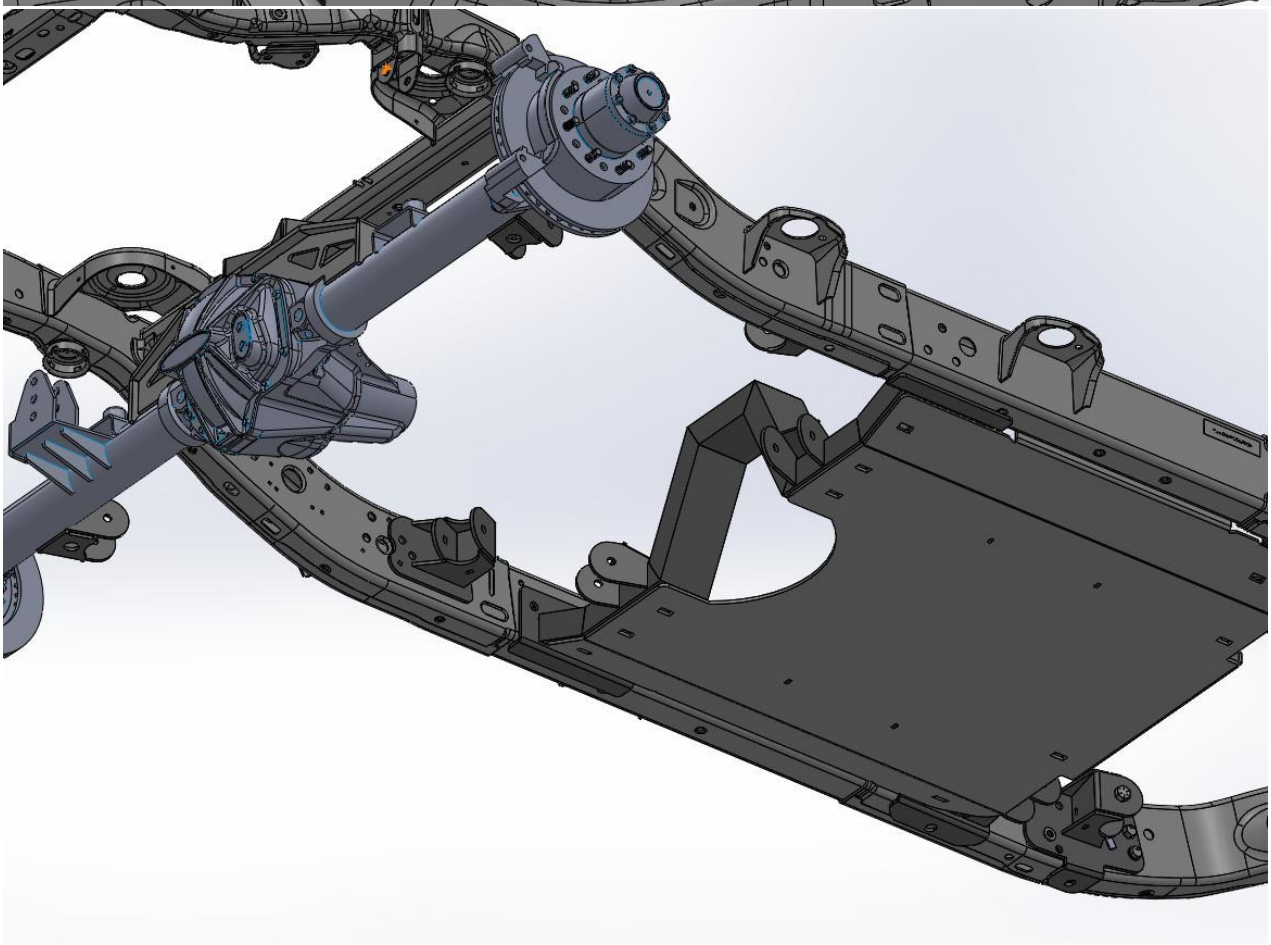
Disclaimer:

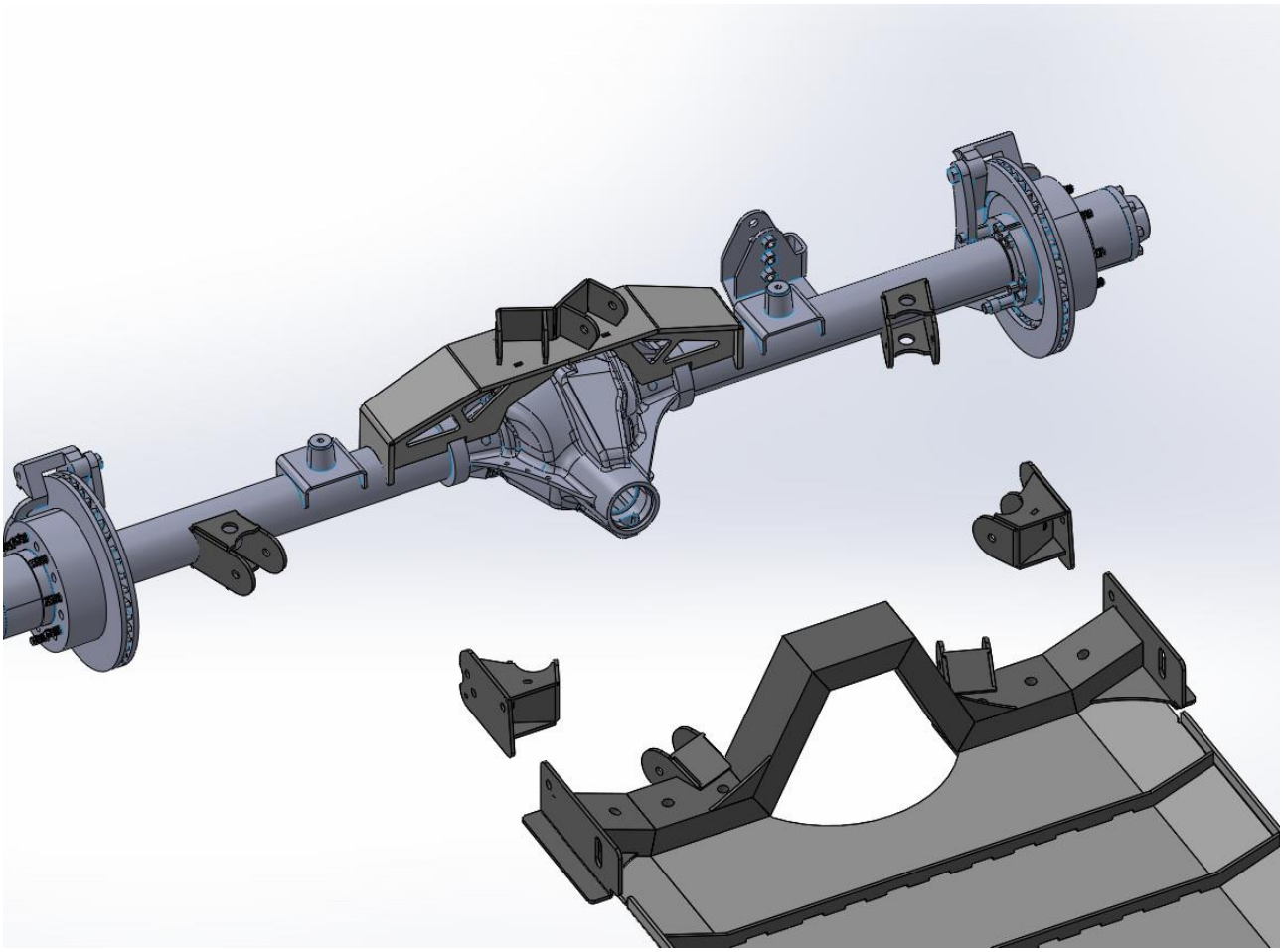
Customer assumes full responsibility for use, installation and routine maintenance. RPM Steering is not responsible for damage as a result of improper installation, use or maintenance.











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APPLICATION		DO NOT SCALE DRAWING			

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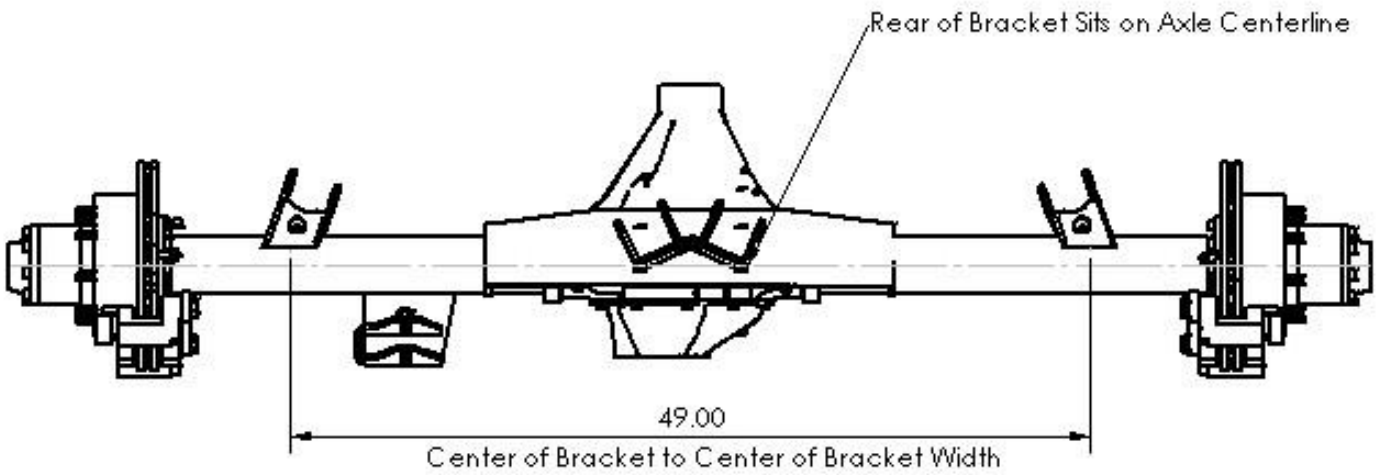
TITLE:

SIZE	DWG. NO.	REV
A	Rear Axle	
SCALE: 1:24	WEIGHT:	SHEET 1 OF 1



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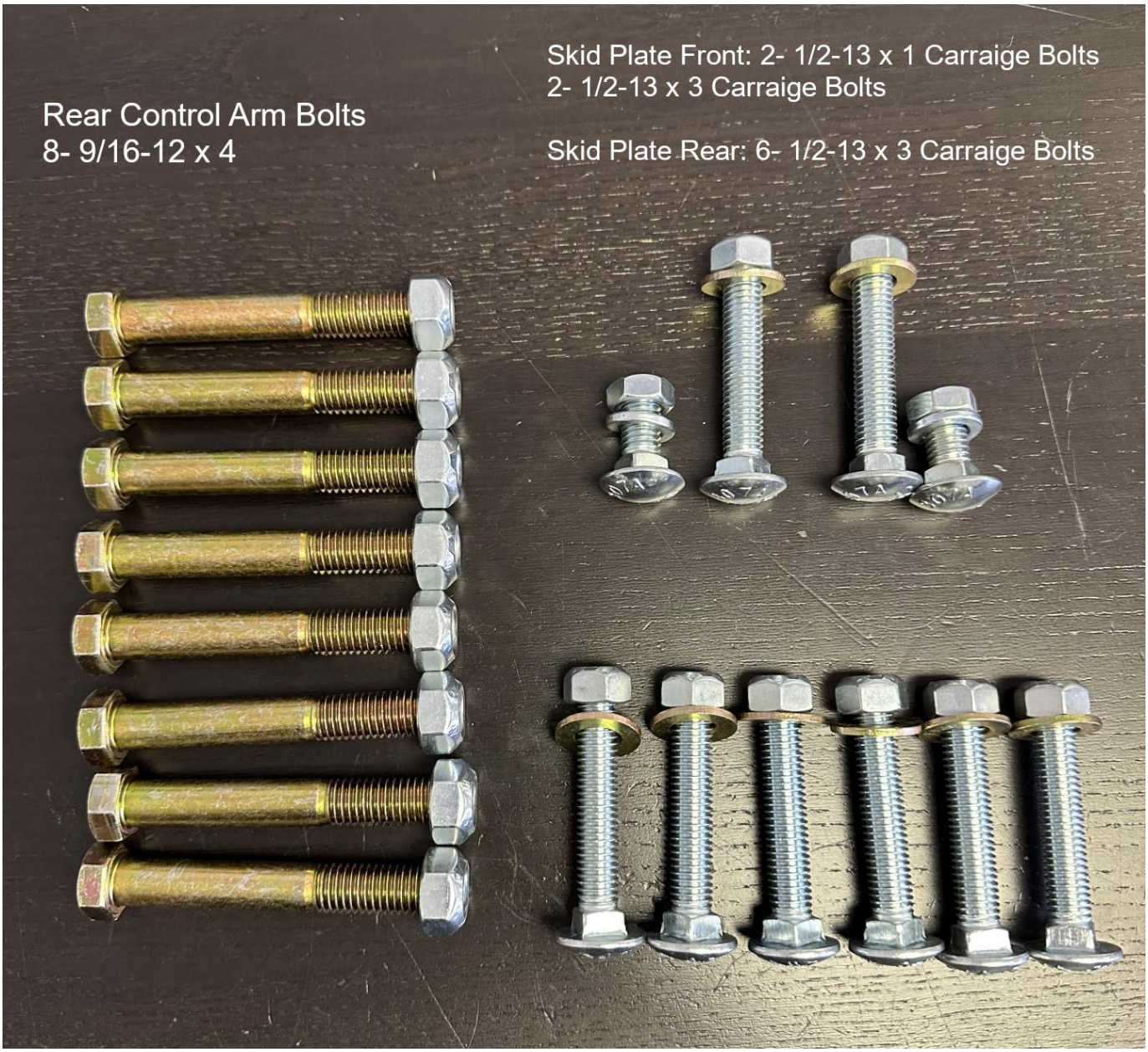
Rear Control Arm Bolts
8- 9/16-12 x 4
Skid Plate Front: 2- 1/2-13 x 1 Carraige Bolts
2- 1/2-13 x 3 Carraige Bolts
Skid Plate Rear: 6- 1/2-13 x 3 Carraige Bolts

Rear Crossmember Install:

1) With the vehicle on a level surface support the rear with large jack stands under the frame and chock the front tires.
2) Remove all suspension components and axle (Control arms, Springs, Shocks, Sway Links, Track Bar, Drive shaft, Axle. Brake Calipers can be hung out of the way with some wire or a hook on a frame hole.)
3) Relocate gas tank per the instructions provided by the manufacturer of the tank you selected.
4) Unbolt the charcoal canister and hang out of the way until installation of the suspension kit is complete. You will then need to relocate and mount the canister to an area of your choosing based on clearance from the shocks/ bump stops/exhaust routing you selected.
5) With the rear end cleared, begin by cutting off the factory control arm mounts on the frame, any spot that overlaps with the new crossmember frame plates or the upper control arm frame plates will need to be ground down flush to the frame. There is a factory crossbar that will need to be removed in order to install the upper control arm plates. (See image 1 attached highlighting all brackets to be cut off.)
6) With the brackets removed and the frame smooth use a flap disk to remove any paint where you will be welding.
7) Refer to the pictures above for placement of the crossmember. Note the holes in the side plates will line up with holes in the frame itself (Image 3). This ensures you are mounting the crossmember in the proper location.
8) Once in position, clamp the crossmember side plate to the frame and tack weld in a few spots.
9) Once satisfied with the placement and alignment of the holes begin to weld around the frame plates in stitches being sure to bounce from one side to the other between each stitch and allowing some time for cooling. Be cautious not to overheat the frame and weaken the metal.
10) With the crossmember in place line up the upper control arm mounts next referencing the images above for placement. Again, the plates will have holes that line up to factory holes to ensure proper alignment.
11) Again, with the mounts clamped into plate, tack weld and ensure you are happy with alignment. Weld in stitches bouncing between each side just like the cross member. Butt weld holes are provided for additional strength.
12) Once cooled paint any unfinished areas to avoid rust.
13) Moving to the axle next cut and remove the lower control arm mounts.
14) Following the images below set your axle near ride height on a pair of jack stands under the vehicle and set your desired pinion angle and support the pinion with another jack stand at that angle.
15) Following the images below tack weld the lower control arm mounts 49” apart center to center and relatively parallel to the ground.
16) At this stage it is best to set all your control arm starting lengths as provided below. Bolt the arms in place but no need to install a nut just yet.
17) With the lowers installed on the crossmember go ahead and carefully bolt them into the tacked in lowers. Strong tacks help here.
18) Bolt the uppers in place on the frame side but again no nut needed just yet for test fitting.
19) You may lightly tack weld the upper control arm mount onto the truss top following the images below as a starting point. Once you have done this you can put the upper arms into the mount and recheck your pinion angle at ride height. If you find it needs small adjustments, you may extend or collapse the arms a few turns to achieve the desired pinion angle. If the adjustments need to be larger, we recommend removing the tack weld on the upper mount and moving the mount back or forward as needed to retain the desired pinion angle. Take your time on this step to avoid any issues down the line. DO NOT make large adjustments using the control arms. We designed the lengths to provide optimal thread engagement with some small adjustments longer or shorter.
20) Once satisfied with mount locations you may remove the control arms from the axle sides and let them hang to allow room to finish welding the mounts to the axle. Complete welding of the lower and upper control arm mounts on the axle side. Finish with paint to avoid rusting.
21) Following the hardware pack image above you may now fully install the control arms.

22) The skid plate can now be installed using the provided carriage bolts. The rear section has a cutout to allow clearance of the driveshaft at full extension.
23) Loosely install all bolts before tightening down.
24) Finish any other suspension work as needed such as coil overs, ORIs, bump stops, etc.
25) Find a mounting mount for the charcoal canister we left hanging before.
26) Reinstall brakes and tires.
27) Square the rear end with an alignment.
28) Enjoy having the coolest rig on the trail!

Link Starting Measurements Eye to Eye:

Rear Upper Control Arms: 31-9/16’’

Rear Lower Control Arms: 35-1/8’’