



**ROCK HARD 4X4 JEEP CHEROKEE XJ
1984-2001 REAR BUMPER WITH TIRE CARRIER
PART #: RH-1013 AND RH1013-B
Installation Manual**



(SHOWN WITH OPTIONAL CAN MOUNT)

PACKING LIST:

- 1 - REAR BUMPER**
- 1 - TIRE CARRIER**
- 8 - 3/8" STAINLESS FLAT WASHER**
- 8 - 7/16" FLAT WASHERS**
- 2 - 1/2" STD WING NUTS**
- 2 - 1/2" FLAT WASHERS**
- 2 - 1/4" STD X 1 1/4" WASHER HEAD BOLTS**
- 5 - 1 1/4" X .072 SHIMS**
- 2 - 1 1/4" X .4375 SPACERS**
- 1 - GREASE FITTING 1/4" X 28**
- 2 - 1/4" X 5/8" STD BUTTON HEAD**
- 4 - 1/4" STD NYLOCK**
- 3 - 5/16" STD 1 1/4" BOLTS**
- 1 - 5/16" X 1 1/2" BOLT**
- 4 - 5/16" STD NYLOCK NUTS**
- 2 - 1/2" COLLARS**
- 1 - LATCH**
- 1 - STRIKER BOLT**
- 1 - 7/16" STD NUT**
- 1 - 7/16" LOCK WASHER**
- 1 - RUBBER STOP**
- 1 - PLASTIC SLIDE**
- 3 - WHEEL STUDS (1/2" X 20)**
- 1 - LATCH HANDLE**
- 1 - ALUMINUM NUT**
- 1 - ALUMINUM SWING END CAP**
- 1 - 5/8" RECEIVER PIN W/ CLIP**
- 2 - 3/8" THUMB SCREWS**
- 1 - LH INSIDE FRAME BRACKET**
- 1 - RH INSIDE FRAME BRACKET**

Thank you for your purchase! Whether you bought this Rock Hard 4x4 product from one of our fantastic dealers or our factory direct team, we thank you for your business.

Rock Hard 4x4 is a family owned and operated business. We are headquartered in Saint Paul, Nebraska where we design, fabricate, and produce every single one of our products. Every single part we manufacture is 100% Made in the USA and exclusively in house by the Rock Hard 4x4 team.

We outsource zero processes.

To you, that means the product you are installing is the highest quality and longest lasting component on the market.

To us, that means you've selected a part we've spent years developing. Each Rock Hard 4x4 part has gone through more research and development and evolution than most people realize. While our parts may have the same striking look year after year, subtle revisions and refinements we implement maintain their status as the most durable and easy to install on the market.

We invite you to send us your feedback! Please email, call, write, or catch us on an off road trail near you to share your tales, share comments, and ask questions.

1. Remove factory bumper and side plastic on later models.
2. Remove factory trailer hitch. Remove the trailer hitch plate nuts from inside the frame.
3. Install supplied Rock Hard 4x4 plate nuts inside the unibody frame. Make sure the holes line up from the bottom.
4. Bring the bumper up so the angle bracket is the same level as the bottom of the unibody frame. On early models start sliding it forward until the side panel hits the fender molding and mark and trim the bottom of the molding off.
5. On early and late models start sliding it forward until it hits the lower lip at the back of the Jeep on each side.
6. Mark where the plate hits the lip.
7. Remove the bumper and cut a 3/8" wide slot in the sheet metal. This will allow the bumper to slide forward so you can install the 4 bolts that held on the factory bumper on each side. Do not tighten completely.
8. Install the six 7/16" x 1 1/4" bolts from the bottom up into the plate nuts. Tighten all these bolts.
9. Install the black plastic slide on the left side of the center on the plate where the two 1/4" holes match the plastic using 1/4" bolts and nylock nuts.
10. Install the latch striker in the slot with the 7/16" nut and lock washer. Do not tighten.

11. Install two 1 ¼" x .060 shims on the shaft.
12. Install one thick spacer.
13. Place the swing arm with the bearings on the shaft.
14. Install second thick spacer on top of the bearing inside the seal.
15. Install the large aluminum nut. Tighten up or down until no movement is felt in the swing arm.
16. Swing the arm to the plastic slide. It should just touch the slide. Swing wide to open.
17. Install black release handle on latch with two 1/4" x 5/8" button head bolts and nylock nuts.
18. Install latch in swing arm with release handle in slot. Use three 5/16" x 1 ¼" bolts and tapped plate for the nut.
19. Install plate inside tubing. Tighten Bolts.
20. Lift the lock tube and bring the swing arm to the latch. Close carefully. This should center the striker in the latch. Carefully release the latch and tighten the striker. Recheck for binding and readjust if needed. Make sure the latch is closing on the second catch. It is a 2-stage latch like a car door.
21. Install the grease fitting.
22. Install the round rubber bumper on the tab at the bottom of the swing arm using 5/16" x 1 ½" hex head bolt and

- 5/16" nylock nut. Again make sure the latch is on the second catch. Use 3/8" washer to space bumper as need to remove rattles.
23. Install wheel stud in the single hole at the top of the tire mount. Start stud with hammer and drive in with a punch. Install tire and wheel nut. Put the other two studs in the holes that match your bolt pattern.
 24. With tire installed check where the swing arm meets the plastic slide. It should be about 1/16" below the top of the plastic slide. You want the plastic to carry the weight not the bearings. Take shims out or add at the shaft to adjust.
 25. If latch rattles you can add a washer behind the round bumper.
 26. Fill the hub completely with grease. Fill with grease until it starts pushing seals out, stop and remove grease fitting and let the pressure out. Push seals back in with large screwdriver. This is a must to keep water out.
 27. Install aluminum end cap on swing tubing at the latch handle. Make sure latch handle is in the center of slot, bend if needed. Use plastic or rubber hammer to drive in end cap.
 28. Install 1/2" collars on the high lift jack mounds. Install your jack and adjust collars to keep jack away from your powder coating.
 29. Install 1/2" washers and wing nuts. A few jacks have different hole spacing. Move the 1/2" bolt in slots to match your jack hole spacing.

CONGRATULATIONS! Now go wheel your rig with a whole new level of confidence and capability.

Discover other off-road bumpers on our website.