

RB2004L

**Jeep® YJ Wrangler
Front Shackle Mount Section - Driver**



REQUIRED TOOLS

Jack Stands or Lift
Mig Welder
Paint/Primer
Locking Pliers
Body Clip Remover
Hand Grinder
Cutting Wheel or Torch
Welding Gloves
Welding Hood/Shield
Ear & Eye Protection
Sockets & Ratchet
Car Jack & Blocks
Spirit Level
Pitman Arm Puller
Fire Extinguisher & Water
Front Shackle Mount Bushing
(REQUIRED)

KIT CONTAINS

Front Shackle Mount Section
- Driver

QTY

1



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1) **PREPARING YOUR VEHICLE**

Begin by disconnecting your battery prior to starting your installation.

Inspect your vehicle for leaking fuel lines, fuel tank and engine components. If you have fuel leaks repair all leaks prior to starting your installation. If your fuel tank is near your welding area **remove your tank prior to welding.**

Remove all combustible items above the work area such as seats, carpets, padding, etc.

Keep all flammable materials away from the vehicle work area.

2) **PREPARING YOUR WORKSTATION**

Keep a fire extinguisher and water close by in the case of fire and make sure you always have a designated "Fire Watch" to assist during the cutting or welding phases.

Abide by all apprenticed welding safety standards and practices.

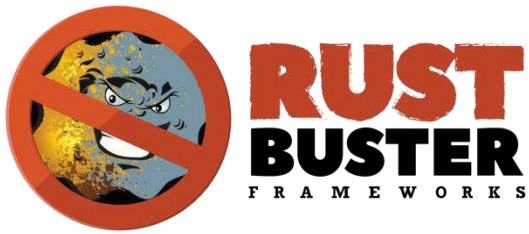
Always use appropriate welding eye protection, ear protection, and work and fire safety gloves during the installation and within the work area.



WARNING!

If you are unsure on how to perform the installation or how to operate any of the required tools listed above, it is **HIGHLY** advised that you enlist the work of a certified welder/installer.

Failure to follow proper safety precautions and instructions may result in serious injury. **The user assumes all liability when installing the product.**



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3) PREPARING FOR YOUR INSTALL

Lift your vehicle.

Remove the driver side wheel and set it out of the way.

Support your front axle using two jack stands for the driver and passenger sides.

NOTE: The following steps assume that the end-user wants to retain the **front cross member**.



Using a T55 Torx, remove the front bumper, frame cover, and with a 10mm socket remove the cover support bracket.

Remove any wheel well liner with a body clip tool to provide ease of access as well as prevent a fire hazard.





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Using two 19mm sockets, remove the upper leaf spring shackle bolt and loosen the lower bolt enough to rotate the shackle down and away from the mount section.

Using a 14mm socket and wrench, disconnect and drop the sway bar bracket from the driver and passenger side.

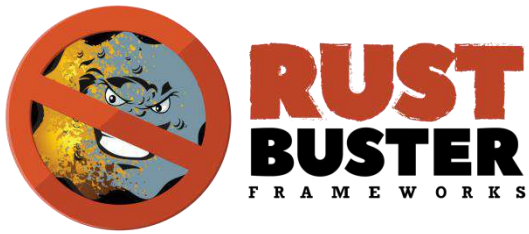


From the front edge of the OEM mount, measure 12.5" inches and draw a guide line around the frame rail. This line will be your cut line which avoids damage to the track bar bracket. If you intend on replacing this bracket, extra steps not listed will be required.



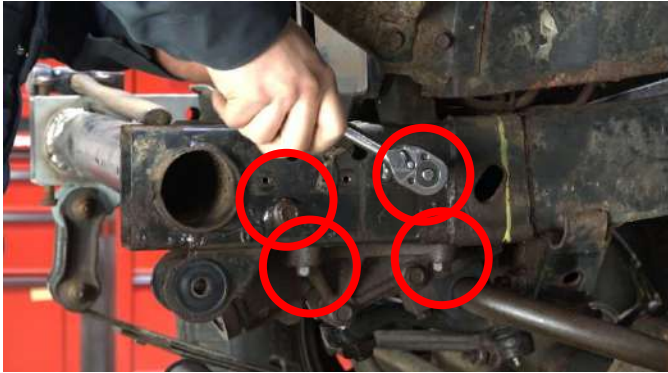
NOTE: The following steps require accurate measurements in order to allow correct amounts of weld-able frame.

Begin disconnecting and removing the steering box. We recommend loosening each bolt enough to grant access to other bolts until it is ready to be dropped. Using a 5/8" socket, remove the 4 bolts attaching it to the frame.



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Using a 1-5/16" inch socket, remove the steering arm retaining bolt.



Using an 18mm wrench, disconnect the power steering tubes.



Remove the power steering box.



Using a Pitman arm puller, drop the Pitman arm and drop the steering box.

Depending on how you intend to cut, clean the cut zones free of rust and down to bare metal.

4) **CUT**

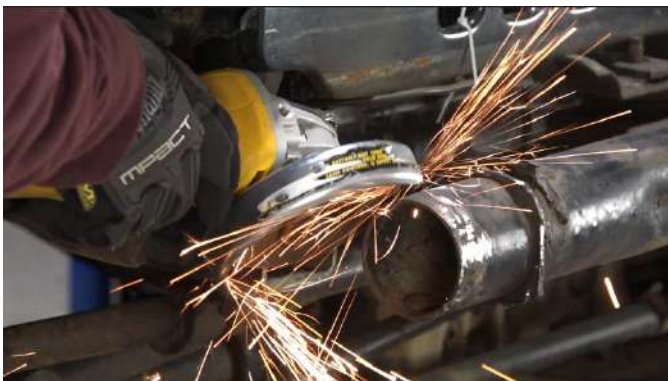
Begin cutting away the material around the front cross member so that you can gain full access to it. We recommend cutting and removing as much of the mount as possible and then grinding the pipe down until it is flush with bare metal.



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Take note of any difficulties and cut away any obstructions. The part may fit snugly and require force. If you have to bend the front cross member to fit the part into place, you may need to remove very small increments of material from the frame rail until it is flush. **NOTE: Removing too much metal will make the gap size too large to fill with weld! Our part provides more material than what is needed for the install, per these instructions.**



The extra is provided should you wish to replace your track bar bracket.



5) TEST FIT PART

Attempt to push the part into place and over the front cross member. With the part in place, measure 28.25" inches from the inner passenger side section wall to the inside wall of the part. Make a mark onto the cross member as this is where the part needs to be installed at.



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You must measure and trim our part in order for it to fit into the frame.



Place the spirit level onto the front cross member. Place the car jack with blocks under it and slowly raise the cross member until the spirit level equalizes.



Replace the part to your measurements and C-clamp and tack weld it into place to prevent it from moving later.



6) WELDING PREP

Once the part has been fitted, prepare your weld zones by clearing away any rust or debris, revealing bare metal, on both the frame rail and front cross member.

(OPTIONAL): Coat the part and sway bar bracket with a weld-able primer or other rust inhibitor to help prevent or reduce the risk of rust formation.

7) WELD

Remove any remaining potential fire hazards on both the vehicle and surrounding area. Following

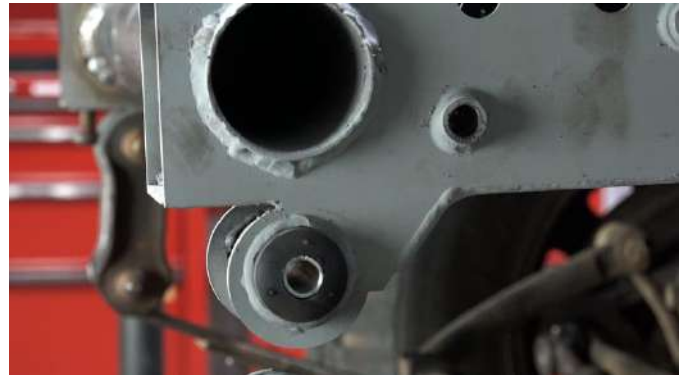


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proper welding procedures begin welding the part onto the frame rails.

100% weld around all frame rail and front cross member edges.



Reinstall your steering box, Pitman arm, and sway bar bracket.



Resecure your upper and lower leaf spring shackle and bolt.

Do not tighten until the vehicle is on the ground.



Reinstall your bumper and frame cover.

Reinstall your wheel well liners and wheels.

Reconnect your battery.

8) PAINT AND PROTECT

If you chose not to protect your support in (Step 6), coat the part and work area with a primer or other rust inhibitor to help prevent or reduce the risk of rust formation.



9) REASSEMBLE VEHICLE

Begin reassembling your vehicle starting with installing a new Front Shackle Mount bushing into the part according to the manufacturer's instructions.