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Y-Link Extreme Duty Long Arm Coil Conversion

Jeep Cherokee

Installation Instructions

Congratulations for purchasing a TNT, INC. Extreme Duty Y-Link Long Arm Upgrade for your Jeep Cherokee. Begin by unpacking your kit and comparing the contents of the box to the packing list provided as attachment A to this manual. Please observe proper shop safety procedures when performing this install. Use proper eye and hearing protection as required and use safe jack stands/supports, place appropriately for supporting the vehicle while you work on it.

The Inverted 4-Link rear suspension kit is designed to be as much of a bolt-on kit as possible; however, cutting and minor welding are required for the installation of this kit. TNT, Inc. suggests that these operations be performed only by a qualified shop or individual. Accurate measurements are also required for a successful installation; please use caution when performing these measurements. Exhaust modifications are also required for a complete installation. The exhaust system of your Jeep will need to be replaced from behind the catalytic converter. TNT, Inc. suggest also suggests installing an aftermarket catalytic converter at the time of installation to allow for better clearance with the XD Belly Pan. If you retain the factory converter, which is acceptable, the exhaust hanger forward of the factory converter mounted to the transmission mount may need to be moved and/or reshaped slightly to allow adequate clearance of the converter and modular belly pan system. TNT, Inc. suggests all exhaust system work be performed by a qualified exhaust system specialist only.

This suspension should only be installed on a Jeep that has a SYE and CV style rear driveshaft installed.

PHASE I Preliminary Measurements and Assumptions

Before beginning the install of your new suspension components, you must measure and record your rear pinion angle setting. It is assumed you have a properly installed rear CV style driveshaft that does not give vibration. Recording the rear pinion angle is crucial to a successful install of the rear truss assy. on the rear axle housing.

PHASE II: Front Suspension Install

STEP 1:

Begin by removing the factory or aftermarket transmission crossmember. Jack the transmission up until it is firmly against the body to give yourself the most room possible during the install of the XD Belly Pan, support the transmission with an appropriate support.

STEP 2:

Tap the forward nutsert in the Uni-body rail to M10 X 1.5 on both sides. This insert is drilled to the proper dimension but not tapped by the factory. This nutsert will now be used to help secure the XD belly pan to your Jeep.

STEP 3:

Carefully remove the fuel and brake line plastic support/mount clips along the inside of the driver s side uni-body rail. Gently pull the lines away from the body and tuck them up along the floorboard. Secure them to the transfer case linkage with a nylon zip tie to temporarily hold them out of the way during the install of the XD Belly Pan.

STEP 4:

Place the XD belly pan in position under the vehicle and temporarily secure it to the unibody with the 6 - M10-1.5 X 30mm bolts and washers. Do not tighten the bolts at this time; allow the XD belly pan to hang from the uni-body for positioning the XD Belly pan against the drivers side frame rail. The XD belly pan transfer case skid support must fit tightly to the inside of the driver s side uni-body rail for proper installation. Once in place tighten the 6 - M10 X 1.5 X 30mm mounting bolts hand tight. Using a suitable marking device mark the inside of the Driver s side uni-body rail through the bolt slots in the transfer case skid support where they intersect the body. Remove the XD Belly Pan from the vehicle.

STEP 5 - Transfer Case Skid support:

(Note: This step is not required when installing full coil conversion upgrade or system)

Mark the centerline of the bolt holes you marked on the body in the previous step.

Transfer this centerline down, under and up the outside of the body. Place a straight edge against the bottom of the body and measure up to find the center of the slots you marked in the previous step on the inside of the body. Transfer this measurement to the outside of the body and mark the intersection of the vertical line you just made. At these intersections you will drill two 13/16 holes in the outside of the uni-body rail as shown in the picture below. We suggest using a uni-bit or step drill to make the initial penetration through the outside of the uni-bdy rail.



Drill the inside of the uni-body rail in the center of the slots you marked earlier to $\frac{1}{4}$ also using the step drill. Using a $\frac{3}{4}$ hole saw drill/cut from the outside of the body inwards through the interior supports (some models do not have interior supports) until the centering drill bit of the hole saw arbor comes through the $\frac{1}{4}$ hole. DO NOT cut through the inside uni-body rail. Once both holes have been cut through the interior supports, drill the inside uni-body rail to $\frac{1}{2}$ as shown in the picture below.



The following procedure applies to the driver s and passenger s side of the vehicle. Careful and accurate measurements in the following steps will ensure a successful interior support brace installation.

STEP 6 - Upper interior Brace install:

Begin by marking the centerline of the center uni-body rail nutsert used to secure the XD Belly Pan. Mark the centerline of this nutsert both up the outside and inside of the unibody rail to the floorboard, use caution transferring the centerline around the pinch seam found on the inside of the body; from this centerline measure 4 ¼ towards the rear of the vehicle and place another centerline around the uni-body rail.

Place the appropriate interior brace against the inside of the uni-body rail with the brace resting on the pinch seam; center the horizontal slots on the marks you just made. Braces can be identified by the clearance notch; notch should face the front of the vehicle when installed correctly.

Using an appropriate marking device mark the horizontal slots on the body through the brace using a straight edge placed against the bottom of the body measure up to the center of the slots just marked. Transfer this measurement to the outside of the uni-body rail and mark the intersection of the vertical centerlines.

At these intersections you will drill two 13/16 holes in the outside of the uni-body rail. Drill the inside of the uni-body rail in the center of the holes you marked earlier to ¼ . Using a ¾ hole saw drill/cut through the interior supports (some models do not have interior supports) until the centering drill bit of the hole saw arbor comes through the ¼ hole. DO NOT cut through the inside uni-body rail. Once both holes have been cut through the interior supports, drill the inside uni-body rail to ½ .

Repeat this procedure for the opposite side of the vehicle. Final install of the driver s side upper interior brace is shown below.



STEP 7 - Install XD belly pan:

Begin by locating the following hardware from the hardware kit:

6 - anti-crush sleeves

6 - 7/16 X 5 bolts

6 - 7/16 top lock nuts

12 - 7/16 flat washers

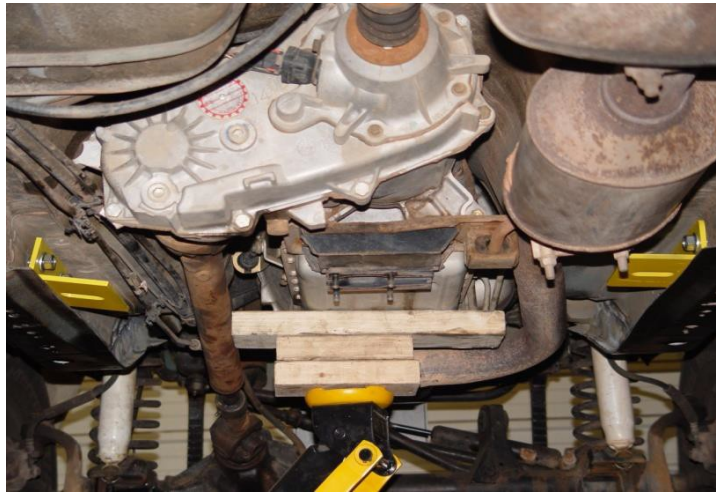
6 - M10-1.5 X 30mm bolts

6 - M10 flat washers

Select an outer support plate and the appropriate upper interior brace, braces can be distinguished by the notch - notch should face the front of the vehicle when installed properly.

NOTE: Anti-crush sleeves are supplied at 3.75 in length. This length is optimal for installing the T&T Customs, Inc. HD frame StiffnerZ and the XD Belly pan, if you are installing the XD Belly Pan only the anti-crush sleeves will need to be shortened 3/16 for proper fitment. Outer support are not needed if vehicle has 3/16" chassis stiffeners installed.

Place a flat washer and crush sleeve on a 7/16 X 5 bolt, insert the bolt and crush sleeve through the outer support plate and place assembly on the uni-body rail so that the 7/16 X 5 bolt protrudes through the inside of the body. Place the inner upper brace over the 7/16 X 5 bolt threads and secure with a flat washer and 7/16 top lock nut. Repeat process until both upper interior braces are installed, as shown below. Do not tighten fasteners at this time.



Begin the final installation of the XD Belly Pan by selecting the 6 - M10-1.5 X 30mm bolts and corresponding flat washers. Position and support the XD Belly Pan under your Jeep with the transfer case skid support against the Driver's side uni-rail.

Place the 6 - M10-1.5 X 30mm bolts with flat washer through the XD Belly Pan and thread them into the nutserts on your Jeep. Tighten the bolts only finger tight at this time so that the XD Belly Pan can be positioned as needed.

Place a flat washer and crush sleeve on a 7/16 X 5 bolt, insert the bolt and crush sleeve through the outer support plate and place assembly on the uni-body rail so that the 7/16 X 5 bolt protrudes through the inside of the body and the transfer case skid support flange of the XD Belly Pan, secure with a flat washer and 7/16 top lock nut. Do not tighten at this time.

From the hardware kit select the 2 - 5/8 X 1 bolt and top lock nuts with 2 flat washers per bolt. Insert the 5/8 X 1 bolt with flat washer up through the outer access hole, through the upper interior brace. Secure with flat washer and top lock nut. Repeat process for opposite side of your Jeep.

Begin the tightening sequence by first tightening the M10-1.5 X 30mm bolts to where they place the XD belly pan against the body. Do not over tighten as the XD Belly Pan will still need to move slightly. Follow the order given below to properly tighten down the XD Belly Pan.

Tighten and torque the 2 - 7/16 X 5 bolts in the transfer case support flange of the XD Belly Pan to 65 ft-lbs

Tighten and torque the 6 - M10-1.5 X 30mm bolts in the XD Belly Pan outer flange to 25 ft-lbs. We suggest using Loctite 242 on these bolts.

Tighten and torque the remaining 4 - 7/16 X 5 bolts for the upper interior support braces to 65 ft-lbs

Tighten and torque the 2 - 5/8 X 1 bolts securing the upper interior braces to the XD Belly Pan to 145 ft-lbs

STEP 8 - Control Arm removal:

Begin by properly supporting your Jeep to facilitate the removal of the factory or aftermarket control arms. T&T Customs Y-Link™ Extreme Duty Long Arm Upgrade will restore the correct wheel base dimension to your Jeep, in most cases the front axle will need to be moved forward to accomplish this.

Remove the upper and lower control arms observing all precautions to prevent the vehicle from falling.

STEP 9 - Lower Control Arm bracket removal:

To facilitate the installation of the Y-Link™ Long Arms both factory lower control arm brackets must be removed from your Jeep's chassis. Extreme caution must be observed during this procedure, take care not to cut or damage the uni-rail during removal. Care must also be taken when working on the driver's side as the fuel lines and rear brake lines run in close proximity to the lower control arm bracket. Remember to wear proper personal safety equipment while removing the lower control arm brackets. Completely remove both lower control arm brackets, once removed the remaining pinch seam must be trimmed slightly for maximum clearance during full compression of the suspension. Inspect the pinch seam, you will find that the upper portion of the pinch seam half extends approx. 1/8 past the lower portion of the pinch seam half. Mark the lower pinch seam approx. 1/8 for the length of where it was covered by the lower control arm brackets taking care not to cut past the spot welds that hold the upper and lower pinch seams together. Once all cutting and grinding operations are complete paint the areas with your choice of paint or undercoating.

STEP 10 - Y-Link™ Lower Control arm installation:

Begin by assembling the flex joints in the chassis end of the Y-Link™ Lower Control arms. Assemble the wide 2 poly bushings in the axle end of the Y-Link™ Lower Control arms.

Select the appropriate control arm for the side of the vehicle you are working on. From the hardware kit select a 9/16 X 4 bolt, 1 flat washer and a 9/16 top lock nut. Install the flex joint end of the Y-Link™ Lower Control arm into the mount of the XD belly pan. Insert the 9/16 bolt with flat washer into the control arm mount and through the flex joint just that the threads come through the outside of the control arm mount. Start the top lock nut, then tighten the bolt to 150 ft-lbs. Repeat the process for the opposite side of the vehicle.

Swing the axle end of the of the Y-Link™ Lower Control arm up into the lower control arm mount on the axle assembly. Axle repositioning may be required to get the bushing to insert squarely into its mount. Select a 9/16 X 4 bolt, 2 flat washers and a top lock nut from the hardware kit. Insert bolt and flat washer assembly into the mount and bushing securing it with a flat washer and top lock nut. Do not over tighten; tighten this fastener only until the slack in the threads of the bolt is taken up. Proper tightening of this fastener is reached when the head of the bolt can still be rotated with minimal effort. Over tightening of this bolt will deflect the lower control arm mount and bind the bushing assembly decreasing performance of the suspension. Repeat process for opposite side of vehicle.

STEP 11 - Y-Link™ Upper Control arm installation:

Begin by selecting a M10-1.5 X 80MM socket head bolt, 2 M10 flat washers and a M10 nylock nut; also select a 1/2 X 3 1/4 bolt, 2 1/2 flat washers and a 1/2 top lock nut from the hardware kit. Assemble the narrow 2 poly bushings in the lower control arm end of the upper control arm. Assemble the upper control arm, first we suggest using anti-seize compound on the adjustment threads and installing the jam nut all the way to the end of the threads closest the bushing end. Thread the threaded joint into the opposite half of the upper control arm to make a complete assembly. Before installing the upper control arm, caster and pinion angles should be checked. T&T Customs suggests setting the caster angle to 6.5 degrees using the following procedure:

Using the following formula, you can find the caster angle on the HP Dana 30, 9 -

differential cover angle = caster. For the low pinion Dana 30 used on the 2000-2001 XJ use this formula instead, 12 - differential cover angle = caster angle. Measure the differential cover angle using an angle finder placed on the side of the cover in a vertical position. To preposition the axle into the right caster angle use a floor jack under the pinion to decrease pinion angle or under the track bar bracket to increase caster angle. When the desired caster angle preset is achieved measure from the center of bushing in the axle housing bushing and the center of the hole in the mount on the lower control arm. Adjust the upper control arm length by threading the adjustable bushing assembly on the upper control arm as need to get the center to center measurement as close to the measurement you just made. When satisfied with the adjustment lock the jam nut down against the tube of the upper control arm securely.

Install the axle end of the Upper Control arm first by positioning the mount over the bushing in the axle mount. Install the M10-1.5 X 80mm socket head bolt and flat washer through the control arm and mount, secure with a flat washer and M10 nylock nut. Do not over tighten the fastener, when properly tightened the bolt should still spin. Finish the install by rotating the lower control arm end of the upper control arm into the mount on the lower control arm. Slight repositioning of the front axle may be necessary to get the 9/16 X 3 bolt to go through the mount and control arm bushing, install the bolt so that the head of the bolt is facing the inside of the vehicle and the ground. Secure the 9/16 X 3 bolt with a 9/16 flat washer and 9/16 top lock nut. Do not over tighten the fastener, when properly tightened the bolt should still spin. Repeat process for the remaining side of the vehicle.

PHASE III Rear Suspension Install

STEP 1: TRI-4 preparations

Begin your rear suspension installation by removing the rear leaf springs and axle assy. completely from the vehicle. It is much easier to perform the following operations in an unobstructed environment. You must remove the spring pads and shock mounts from your axle housing. Use caution to not damage the axle tube. Grind smooth as needed. Grind the entire length of the axle tube between the cast iron differential housing and brake assembly. This surface must be clean to weld on your truss assy.

CAUTION: *Welding operations should be performed by a qualified technician. T&T Customs, Inc. highly recommends that the truss assy. be stitch welded in place. You should only weld in 1" increments and the truss/axle tube should be cool to the touch before welding again.*

Position the axle assy. on jack stands, rotate the pinion up to the pinion angle measurement you recorded before you began this install.

STEP 1a: Test Fit Rear suspension truss

Place the supplied truss assy. over the axle housing. Your truss has been shipped to fit your axle differential housing; however, minor trimming and fitting may be required to get the truss to fit your particular axle properly. A properly fitted truss assy. should only touch the axle tubes, not the cast iron differential housing.

Once you are satisfied with the fit rotate the truss forward so that the top flat portion of the truss is level front to rear. The truss must be level on top to achieve the best results.

CAUTION: *Welding operations should be performed by a qualified technician. T&T*

Customs, Inc. highly recommends that the truss assy. be stitch welded in place. You should only weld in 1" increments and the truss/axle tube should be cool to the touch before welding again.

Begin welding the truss to the axle tubes. Care should be taken as to NOT warp the axle housing. Over welding and welding to quickly will result in a warped housing. Once the truss is completely welded to the axle tubes, you will place the supplied TRI-4 upper control arm mount assy. on the truss. This mount **MUST** be centered on the axle assy. to achieve proper suspension geometry. Measure, locate and mark the center of the axle on top of the truss. Position and locate the TRI-4 upper control arm mount on the top of the truss and weld in place. **DO NOT** weld where the upper control arm bushing will reside in the mount. Welding in this area will prevent you from properly installing the upper control arms.

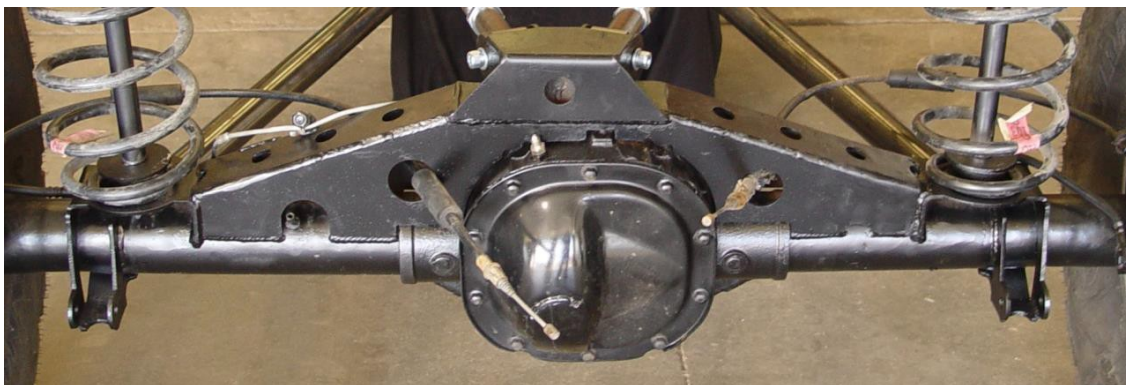
STEP 1b: Installation of Rear Coil Mount/Shock Mount

Locate the driver's side Lower Coil/Shock mount bracket supplied with your T&T Customs Rock-Tek Coil Conversion System. Driver's side mount has the shock located on the outside and to the rear. Install mount on axle and slide up against the rear truss assembly. Rotate coil mounting surface until it is level with the top surface of the truss and tack into place.

STEP 1c: Installation of HD LCA Mounts

The drivers side HD Lower Control Arm mount will angle towards the center of the vehicle when the smaller flat surface is facing upward. Locate this mount in your kit. Place mount on axle tube and slide up against notch in the support gusset located off the shock mount. Top of HD LCA mount should be parallel to the coil mounting surface. Tack into place. Verify all mounts are in the correct locations and finish welding the coil/shock mounts and LCA mounts into place. Repeat procedure for Passenger side mounts.

Depending on your particular axle, it should look like the following once completed. Notice, the Tri-hat mount is centered with the axle and not the differential housing.



STEP 2 – Installation Of Rear Suspension XD Crossmember

Locate the t-case belly skid provided with the coil conversion system. Attach belly skid to main bellypan using 3 – 3/8"X 1 1/4" bolts, 6 washers and 3 nylock nuts. Insert an additional 3/8" washer between skid and bellypan before tightening. This will allow enough clearance for belly skid to be easily removed to gain access to transfer case. Once belly skid bolts are tight locate rear suspension crossmember. Fasten rear suspension crossmember to belly skid using 2 – 3/8"X 1 1/4" bolts, 4 washers and 2 nylock nuts. Once tightened, use a suitable marking device and mark the four frame mounting holes in the XD Xmbr onto the frame. Transfer punch the center of the

mounting holes. Remove the XD Xmbr and center belly skid and set aside. Using a 1/8" drill bit, drill the transfer punches to create a pilot hole in the chassis stiffener. Drill the four holes to 3/4". We suggest using a hole saw for this operation. Drill a 1" hole through the chassis stiffener only using a 1" hole saw like in the figure below so that the weld in bung will sit flush with the stiffener. Check fitment of the weld in bungs supplied in the hardware kit.



CAUTION: *Do not over weld the bungs and distort the threads. We suggest installing a 1/2" bolt into the bung to protect the threads from weld splatter.*

Once satisfied with the fitment of the bungs weld the bungs to the frame. Remove any bolts installed and allow welded area to thoroughly cool before proceeding. Re-install the XD Xmbr Select the 4 – 1/2" X 1" bolts and flat washers, when satisfied with the positioning of the XD Xmbr, tighten the 4 – 1/2" X 1" bolts securely. Tighten bolts to 65 ft-lbs. Reinstall center belly skid using 6 – 3/8" X 1 1/4" bolts, 12 – 3/8" washers and 6 nylock nuts, leave out the 3/8" washers that were previously used between the main bellypan and center skid.



STEP 3: Installation of Rear upper Coil Mounts

STEP 3a. Remove the back seat of your XJ. Some early models will require removal of the lower rear seatbelt bolts and outer gussets shown below. If yours does not require this step then proceed to step 13b.



STEP 3b. Locate the drivers side Upper Coil Mount Bracket included with your T&T Customs rear coil conversion. Hold the mount in place using the provided 2 - 8mm X 1 ¼” bolts, 2 – 5/16” washers for the existing rear bumpstop mounting holes 2 – 10mm X 1 ½” bolts, 2 – 10mm washers for the rear swaybar mount holes. Once in place, use a suitable marking device and mark the mounting holes in the Upper Coil Mount Bracket onto the underside of the body as well as the forward hole that goes through the side of the unibody. Transfer punch the center of the mounting holes and remove the Upper Coil Mount Bracket. Drill all five underbody holes to ½” including the original seatbelt mounting hole when necessary. Drill the hole marked on the outside of the uni-body rail to 7/16” being sure to keep the drill level when drilling through the inner rail. Using a ¾” hole saw drill through the outer wall of the unibody only. DO NOT cut through the inside uni-body rail.



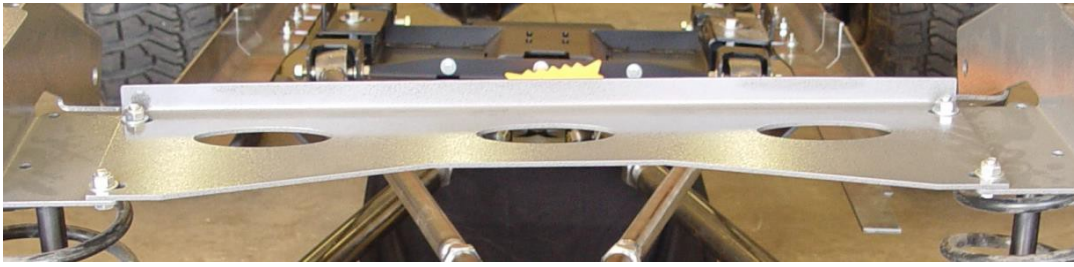
Once all holes have been drilled, locate the driver’s side inner brace that was included in the kit and line it up inside the cargo area with the previously drilled ½” holes. Reinstall bump stop bolts and swaybar mount bolts into bracket. Inserting the bolts from the bottom side; install upper coil mount in place using 5 – 1/2” X 1 ¼” bolts, 10 – ½” washers, and 5 - nylock nuts.

NOTE: Later models can now reinstall their rear seatbelt using the ½” bolt provided.

The 7/16” hole through the frame rail will be used in a later step for mounting the swaybar.

Repeat installation steps for Passengers side.

STEP 3c. Locate Upper Coil Mount Subframe Connector supplied with your TNT Rock-Tek Long Arm Coil Conversion. Install in between and on top of Upper Coil Mount Brackets using 4 – 7/16” X 1” bolts, 8 – 7/16” Washers and 4 – nylock nuts as shown in the picture below.



STEP 4: Position Rear Axle

Re-position the rear axle assy. under the Jeep so that the upper and lower coil buckets are in vertical alignment.

STEP 5: Upper Control Arm Install

Set both upper control arms to the same length. Select 1 – 10mm X 80mm socket head bolt, 2 flat washers and 10mm nylock nut. Install the axle end of the upper control arms into the upper control arm mounts on the axle assy. Secure with 10mm hardware, do not tighten at this time.

NOTE: *Upper control arms have an offset notch at the bushing end. They will only install correctly one way. If you have the bushing offset 180* out of phase the chassis end of the upper control arm will not go into the mount on the XD Xmbr.*

Rotate the pinion up so that the upper control arm chassis end will slide into its mount on the XD Xmbr. Secure with a 9/16” X 4” bolt, flat washers and toplock nut; do not tighten at this time. Repeat for opposite side of vehicle.

NOTE: *You may have to position the axle assy. side to side slightly to get the second upper control arm into its mount where the bolt can be inserted.*

STEP 6: Lower Control Arm Install

Set both lower control arms to the same length. Select 2 – 9/16” X 4” bolts, 4 flat washers and 2 – 9/16” nylock nuts. Install the chassis end of the lower control arms into the mount on the XD Xmbr. Secure with 9/16” hardware, do not tighten at this time.

NOTE: *Lower control arms have an offset notch at the bushing end. They will only install correctly one way. If you have the bushing offset 180* out of phase the chassis end of the upper control arm will not go into the mount on the XD Xmbr.*

Secure the axle end of the lower control arm with a 9/16” X 4” bolt, flat washers and toplock nut; do not tighten at this time. Repeat for opposite side of vehicle.

NOTE: *You may have to position the axle assy. side to side slightly to get the second lower control arm into its mount where the bolt can be inserted.*

STEP 7: Reinstall Suspension Components

Install all suspension components, i.e. springs, shocks, bump stops, brake lines.

PHASE IV Final Adjustments

STEP 1: Rear Suspension setup

With Jeep on wheels and tires sitting on a level surface check placement of the rear axle assy. and wheel/tire combination in the wheel well. Also check vertical alignment of the upper and lower coil spring mounts. The mounts should be centered vertically over each other to achieve the proper placement of the rear axle assy. front to back on the vehicle. Next, check for pinion angle. With a SYE and CV style driveshaft installed the pinion to driveshaft angle should be pinion 3-4 degrees down on the pinion. Adjust control arms to achieve desired axle placement and pinion angle.

NOTE: *One full revolution of our control arms nets ~ .083 of length change. 6 turns =*

.500”

CAUTION: *Always maintain 1.00” of thread engagement minimum when adjusting*

STEP 2 - Adjust Track Bar:

Double check that all fasteners are properly tightened and all parts are installed per this manual, when satisfied with results lower the vehicle to sit back on the suspension. Test drive vehicle for a short distance and finish the install by adjusting the track bar assembly as need to center the front axle under the body. TNT recommends setting the track bar biased to the driver s side of the vehicle. When center is found, rotate the adjustment one more turn to pull the front axle slightly to the driver s side. This bias is suggested to ensure proper clearance of the suspension during full compression of the passenger s side of the suspension.

STEP 3: Hardware Check

Ensure all fasteners supplied with this kit are installed and tightened to their specified values. After 500 miles of operation, please recheck all fasteners, tighten as needed.

PHASE VII Road Test

Once satisfied with the installation, pull the vehicle out into a safe environment and begin driving your Jeep in a safe manner. A lifted and modified Jeep will handle differently than stock. Use caution until you become familiar with the new feel of your Jeep. Once comfortable with the Jeep – GO GET IT DIRTY!

Appendix A

Parts List:

- 1- XD Belly Pan
- 1 - Left lower control arm
- 1 - Right lower control arm
- 2 - Interior braces
- 3 - Outer support plates
- 2 - Upper control arms
- 2 - Upper control arm threaded assemblies w/jam nuts
- 1 – T-case Skid
- 1 – XD Rear Suspension Crossmember
- 2 – Rear Upper Coil Mounts
- 2 – Rear Upper Control Arm Assemblies
- 2 – Rear Lower Control Arm Assemblies
- 1 – Upper Coil Mount Sub-frame Connector
- 2 – Lower Coil/Shock Mounts
- 2 – Lower Control Arm Mounts
- 1 – Rear Axle Truss
- 1 – Tri-4 mount

Bellypan Hardware Kit:

- 6 - M10 X 1.5 X 30mm bolts and flat washers
- 4 -7/16 X 5 bolts
- 8 -7/16 flat washers

4 -7/16 top lock nuts
2 – 5/8 X 1 bolts
2 – 5/8 nuts
4 – 5/8 washers
4 - Through frame crush sleeves
2 - Inner braces
2 – Outer support braces

T-Case Skid Hardware Kit:

6 – 3/8 X 1 ¼ bolts
12 – 3/8 washers
6– 3/8 nuts

XD Suspension XMBR

4 – ½” X 1 ¼” Bolts
4 – ½” Washers
4 – Weld-in bungs

Rear Upper Coil Mounts & XMBR

2 – M8 X 1-1/4” bolts, 2 – 5/16” washers
2 – M10 X 1.5” bolts, 2 - M10 washers
5 – ½” X 1-1/4” bolts, 10 washers, 5 – ½” nuts
4 – 7/16” X 1” bolts, 8 washers, 4 – 7/16” nuts

Front Control Arm Hardware:

4 - 9/16 X 4 bolts
8 - 9/16 flat washers
4 - 9/16 top lock nuts
2 – 1/2 X 3 ¼
4 – 1/2 washers
2 – 1/2 nuts
2 - M10 X 1.5 X 80mm socket head bolts, flat washers and nylock nuts

Rear Control Arm Hardware:

6 – 9/16” X 4” bolts, 12 – flat washers and 6 – 9/16” toplock nuts
2 – M10 X 1.5 X 80mm bolts, 4 – flat washers and 2 – M10 toplock nuts

Appendix B

Recommended Components for rear 5.5” Lift

Old Man Emu OME 2949 heavy rate LJ rear coil spring

Rear shocks – FOX 985-24-004 Fox 2.0 Performance Series IFP 8.1" Travel Universal Eyelet Shocks

**Note: Depending on aftermarket components, bumpers, tire carriers, etc. lift height may vary due to coil spring rates. Adjustments can be made to above components for taller lift heights if desired.