

IRON ROCK OFF ROAD

1-877-919-JEEP www.ironrockoffroad.com

**WJ Front Upper
Spring Mount Kit**

Parts Checklist:

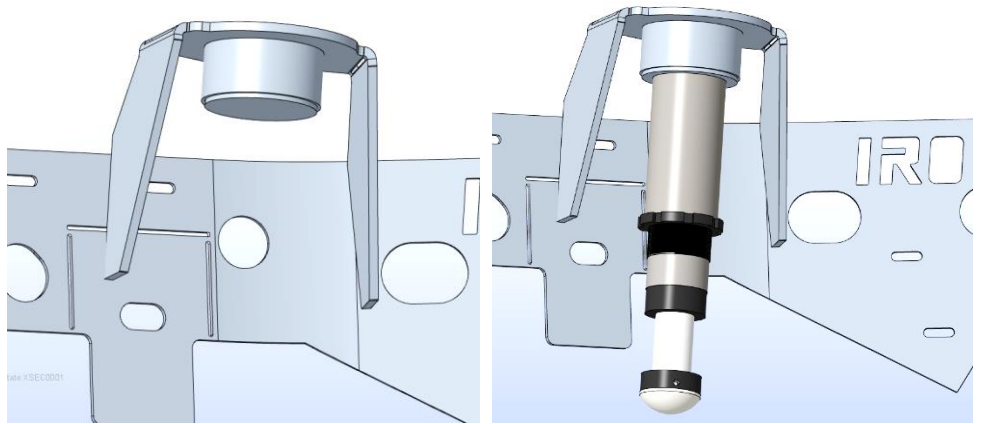
- Iron Rock logo decal (1)

~Standard Upper Spring Mount~

- Spring Pad Gusset 92408 (2)
- Spring Mount Tube 92243 (2)
- Spring Pad Plate 92054 (2)

~Optional Hydraulic Bump Stop Spring Mount~

- Spring Pad Gusset 92408 (2)
- Spring Mount Tube 92243 (2)
- Threaded Hydro Bump Tube 78057 (2)
- Spring Pad Plate, Hydro Bump 92409 (2)



Safety Warning: ***Important! Read Before Installation. ***

We recommend that this system be installed by a qualified professional. Knowledge of welding and suspension component function is necessary for safe installation and post installation inspections. We recommend that all welds be performed by a certified welder. A weld failure may result in serious injury or death, in addition to severe vehicle damage. Be sure to re-torque all suspension components after the first 100 miles of use, and frequently inspect all safety critical suspension components.

Before you begin:

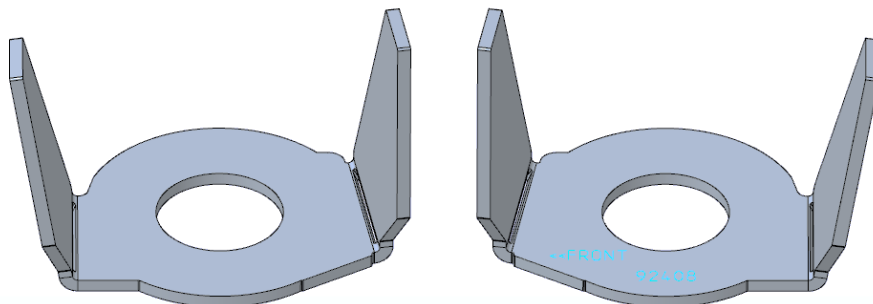
- Front frame stiffeners are recommended for best weldability and structural support.
- Read all safety warnings.
- Read and understand installation instructions.
- Check all suspension components for wear and replace as needed.
- Contact Iron Rock Off Road with any questions before, during, or after installation.
- Ensure that all parts are present and in good condition using the included shipping checklist.
- Be sure you have the following tools and supplies:
 - Floor jack and jack stands
 - Basic hand tools
 - Welder
 - Fabrication tools such as angle grinders and cut-off wheels

Prepare the Jeep:

1. Lift the front of the Jeep and support the chassis on jack stands.
2. Remove the front wheels/tires.
3. Support the front axle with a jack, disconnect the shocks and allow the front axle to fully droop.
4. Remove the front springs and sway bar links and pivot the sway bar up and out of the way.
5. Remove the upper spring isolator.
6. Cut the upper spring mount just below the flat section that is welded to the chassis. Leave the thick portion of the mount to weld onto later.
7. Remove any paint and rust from the spring mount. You should be left with a flat mount ready to weld.

Prepare the parts for installation:

8. Locate the spring pad gussets. They are marked with part number 92408 and "<<FRONT" etched into each bracket. They are a "bend it yourself" part with large bend relief cuts where the bends should be.
9. On one bracket, bend the FRONT leg to approximately 90 degrees. On the other bracket bend the FRONT leg the **opposite** direction to approximately 90 degrees. You should end up with two brackets that are mirror images of each other.
10. Bend the rear leg of each bracket a little less than 90 degrees (approx. 80°)



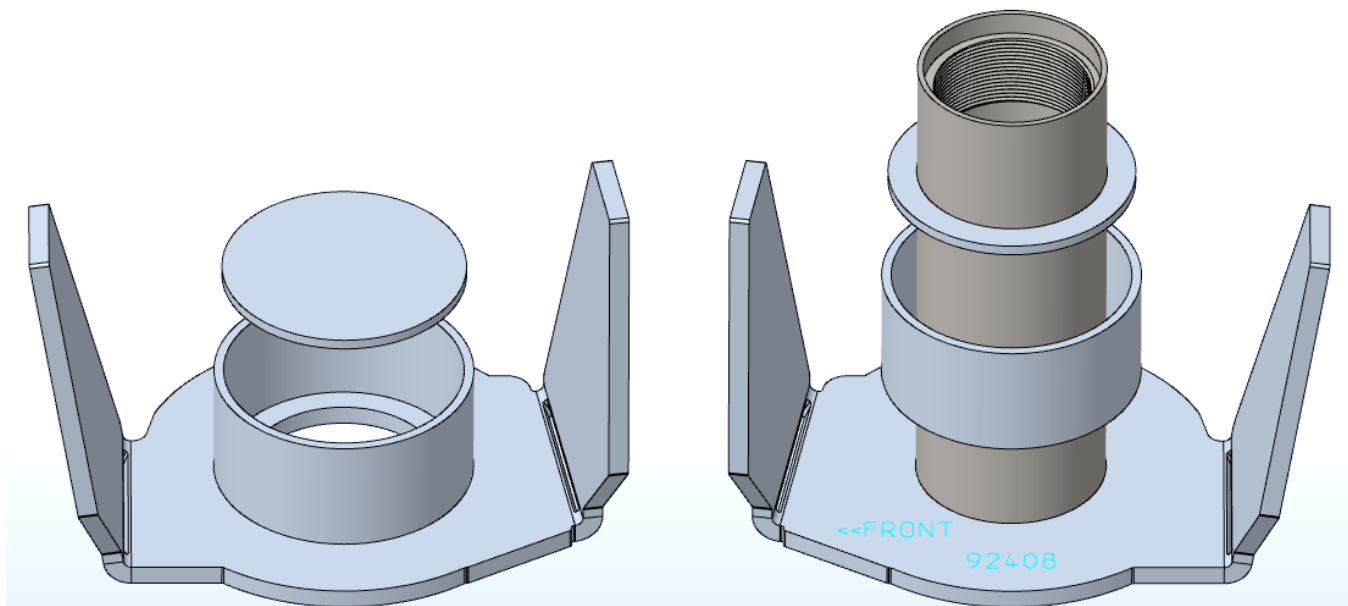
11. Test fit each spring mount on the Jeep. The "<<FRONT" should point toward the front of the Jeep on both mounts.
12. The top of the bracket should sit flush with the old spring mount plate and each leg should touch the uniframe. Adjust the bend angle of each leg to get the best fitment. Front frame stiffeners are recommended for best weldability and structural support.

Standard Upper Spring Mount Only:

13. Center the spring mount tube to the hole in the bracket and tack in place. *TIP: insert the tube into your upper spring isolator and center the isolator on the bracket, then tack weld the tube on the inside. Remove the isolator before fully welding.
14. Double check tube location with your upper spring isolator before fully welding.
15. Tack, then fully weld the spring mount cap to the spring mount tube.

Optional Hydraulic Bump Stop Mount:

16. Tack weld the threaded hydro bump tube to the spring mount bracket.
17. Tack weld the bracket assembly onto the uniframe of the Jeep.
18. Thread the hydro bump stop into the threaded mounting tube.
19. Reinstall shocks into their mounts.
20. Fully compress the front suspension until the original bump stops engage the axle OR your shocks fully compress.
21. Adjust the length of the hydro bumps so that they fully compress just before the shocks are completely compressed.
**The hydro bumps should bottom out before the shocks are fully compressed. This is done to protect your shocks from damaging impacts. **
22. Remove the shocks and hydro bumps from the Jeep.
23. Cut the tack welds holding the spring mount bracket then fully weld the hydro bump tube to the bracket.
24. Install the spring mount tube and spring mount cap onto the hydro bump tube and bracket.
25. Tack, then fully weld the spring mount tube and cap to the bracket.



Both Mounting Bracket Styles:

26. With the angle of each leg set, fully weld the bend zone on each bracket.
27. Recheck fitment of the spring mount assembly on the uniframe of your Jeep.
28. Make sure there is adequate clearance to the shock and good contact of the legs to the uniframe.
29. Tack, then fully weld each bracket to the uniframe and to the thick portion of the OEM spring mount.
30. Clean, prime, and paint all uncoated parts.
31. Reinstall the upper spring isolator.
32. Install hydro bump stop into threaded tube and tighten jam nuts very tight.
33. Reinstall springs, shocks and sway bar links.
34. Reinstall wheels/tires. Torque lug nuts (Typical specification is 85-115 ft-lbs., depending on your wheels)
35. Recheck all fasteners and torque any remaining loose nuts or bolts to spec.
36. Check all components for clearance of suspension to fully cycle up and down and wheels to turn lock to lock. Pay special attention to brake lines, axle vent hoses, and ABS wires. Reposition as needed by bending the brackets, relocating, or extending hoses and wiring.

Final Safety Warning:

* Re-torque all fasteners after 100 miles, and frequently inspect all safety critical suspension components. It is the responsibility of the installer to ensure all fasteners are properly tightened after installation and to ensure the owner knows his/her ongoing responsibility. It is the responsibility of the owner of the vehicle to be sure all safety critical components are inspected frequently, especially after off road or other demanding use.

