



INSTALLATION INSTRUCTIONS

Product: Adjustable Upper Control Arms

Part Number: JKS7155

Applications: Wrangler JK, 2007+ (rear only)

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Welcome

CONGRATULATIONS on purchasing a set of new Adjustable Control Arms from JKS Manufacturing. We are committed to providing you with the best products available and your satisfaction is our first priority.

PLEASE READ these Installation Instructions carefully, and save them for future reference, as they contain important installation and maintenance information.

Important

CONTROL ARMS MUST BE INSTALLED WITH BUSHINGS "IN PHASE" or parallel with each other.

DRIVER AND PASSENGER SIDE CONTROL ARMS ARE PROVIDED and must be installed on correct side of vehicle.

SUSPENSION COMPONENTS THAT HAVE RUBBER BUSHINGS must be tightened with vehicle on level ground and at normal ride height. The springs must be supporting weight of vehicle when the hardware is torqued.

RUBBER BUSHINGS MUST NEVER BE LUBRICATED, as doing so will impair performance and longevity.

COMPATIBLE WITH original 4-link suspension configuration and vehicle ride height up to 6.0".

REFER TO FACTORY SERVICE MANUAL for information and procedures not covered in these instructions.

Tools Required

- Hydraulic Floor Jack and Jack Stands
- Metric/Standard Socket Wrench Set
- Torque Wrench
- Tape Measure
- Anti-Seize Lubricant
- Hand-Pump Grease Gun
- Moisture Resistant Marine Style Grease
- Heavy Duty Ratchet Strap *
- Factory Service Manual (recommended)

** Asterisk denotes tools that are not required for some applications. Thoroughly read instructions first to determine which tools will be required for your application.*



ATTENTION INSTALLER

Install Adjustable Control Arms ONE AT A TIME for easiest alignment of mounting hardware.

Installation

- 1. REMOVE ORIGINAL UPPER SUSPENSION ARM
 - Raise and support the vehicle chassis with jack stands positioned in front of the rear lower suspension arm brackets.
 - Raise the axle housing back into position and support with a hydraulic jack. **HINT:** The axle housing should be evenly supported and the suspension at normal ride height. Do not attempt removal or installation with the suspension extended, or the axle drooped, as this will place tension on suspension arm mounting hardware.

- Remove the upper suspension arm bolt and flag nut from the axle housing bracket. Retain the original mounting hardware.
- Remove the bolt and flag nut from the chassis rail bracket. Retain the original mounting hardware.
- Remove the original upper suspension arm from the vehicle.

2. SET CONTROL ARM LENGTH

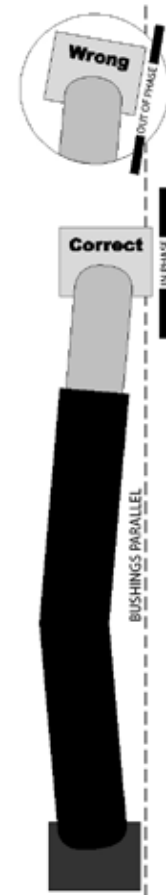
Adjustable Control Arms are fully collapsed when supplied from JKS and must be adjusted to the desired lengths before installation.

The working length of each upper Control Arm can be increased as little as 0.5" or as much as 2.5" longer than the OE suspension arm.

- Determine ideal Control Arm length for your application by considering factors such as:
 - Length of OE suspension arm
 - Tire Clearance
 - Pinion Angle
- Rotate adjustable end of Control Arm until the desired length is achieved.

HINT: Since no jam nut is used to allow for maximum articulation of the arm, the control arm is designed to have a strong joint between the male and female ends. A bench top vise to hold the bushing and screwdriver to spin the bushing in the shaft may be needed to help adjust the length of the arm.

- Verify that bushings at each end of Control Arm are "in phase" or parallel with each other as illustrated below. DO NOT install with bushings out of phase.



- Adjust corresponding Control Arm to exact same length.

3. INSTALL CONTROL ARM

This kit includes a driver-side and passenger-side Control Arm. Read the following section carefully to ensure correct placement on vehicle.

- Apply anti-seize lubricant to bolt threads of original mounting hardware.
- Mount the non-rotating (BLACK) end of Adjustable Control Arm to the chassis rail bracket.
- Install the original mounting bolt and flag nut. Finger tighten the bolt. DO NOT torque mounting hardware until instructed.
- Mount the rotating (GOLD) end of Adjustable Control Arm to the axle housing bracket with the greaseable fitting facing up. Bend in Control Arm must point INBOARD.

HINT: If greaseable fitting does NOT face up, confirm that bushings are "in phase" and bend is pointing inboard. If correct, you may be installing Control Arm on wrong side of vehicle.

- Install the original mounting bolt and flag nut. Finger tighten the bolt. DO NOT torque mounting hardware until instructed.

HINT: *If mounting bolt is difficult to install due to misalignment of Control Arm bushing with mounting bracket, first verify that bushings are “in phase” as illustrated in left column.*

If correct, use one of the following methods to align bushing with mounting holes: (1) adjust height of axle housing with hydraulic jack, (2) move axle housing into position with a heavy-duty ratchet strap, or (3) temporarily disconnect track bar until mounting holes align.

❑ 4. TIGHTEN MOUNTING HARDWARE

- Once both Adjustable Control Arms have been properly installed, lower the vehicle to the ground until coil springs are supporting the full weight of vehicle.
- Using a torque wrench, tighten all mounting hardware to 125 ft-lbs.
- Check for interference between the rear track bar and coil springs on passenger side of vehicle. On some applications, the installation of control arms that are longer than stock may rotate the rear axle housing enough to cause the coil springs to bow during compression. If this issue exists on your vehicle, JKS recommends the fitment of Adjustable Spring Mounts PN 2400.

❑ 5. POST-INSTALLATION INSTRUCTIONS

- Adjustable Control Arms are supplied pre-lubricated, although it will be necessary to add more grease after they have been adjusted and installed on the vehicle. Refer to Maintenance section for specific lubrication instructions.

Maintenance

Control Arms should be greased regularly as part of vehicle maintenance schedule. Lubricate using moisture resistant marine style grease and a hand-pump grease gun. DO NOT use a pneumatic grease gun. Add grease slowly until resistance is felt. The internal spring-loaded seal can be damaged by forcing too much grease into Control Arms.

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