



XJ Rear Bumper Install Guide
by Haleyes

Preparing Your bumper: The most important step is to put a good coat of primer on it. Self-etching primer is the best choice, however be sure to take caution and apply in a very well ventilated area. Follow up the primer coat with your choice of a top coat. I used Rustolum satin black. Other finish types and processes are available, be sure to choose what's right for you!

Special Note from JCR: *All of our steel comes from the supplier with a liberal coating of oil used to keep the metal from rusting while it's on the shelf. You should wipe off your product with paint thinner or mineral spirits to make sure that this oil has been thoroughly removed from the bumper. Failure to do so, can cause flaws in your final finish.*

Bumper Installation

1. If you have a 97-newer XJ, you will need to cut the bumper end caps straight down along the body with a razor knife to remove the rear bumper. This will leave the plastic cover on the bottom of the quarter panel, but allow you to remove the bumper. (See Figure 1). An alternative to leaving your factory plastic are JCR's ¼ panel guards.
2. Body modifications are not necessary on 96 and older XJ's.
3. There is a plastic trim piece that is attached to the top side of the bumper. This trim piece does nothing but fill the space between the bulkhead and the bumper. I simply tore it off to gain easy access to the bolts that attach the bumper to the brackets. There are a total of 4 bolts that attach the bumper to the bumper brackets, 2 on each side. A Gear Wrench is extremely handy to access the top bolts. (See Figure 2)
4. Once you have the bumper unbolted from the bracket, you can remove the bumper.
5. Now you will see 4 bolts on each side holding the brackets on, remove these bolts. Be sure to save these bolts, as they are needed for install. (See Figure 3) These bolts will need to be retained for use on installation of the new JCR rear bumper.



Figure 1



Figure 2



Figure 3

6. On bumpers with a receiver, remove the factory hitch from the vehicle (if equipped). If your Jeep did not come with a factory hitch you won't have the nut strips inside the frame rail, now is the time to bolt the uni-frame tie-in brackets on. (offset plate facing up) If you don't have the nut strips, use the supplied bolts, nuts and lock washers. Just snug the front most two bolts. This will allow enough adjustment to line up the bumper tabs, but will allow the lock washers to hold the nuts inside the frame for final torque. This is important because once the bumper is on you won't have access to the nuts inside the frame rail.

7. If your bumper does not have a receiver (and you are keeping or installing a factory receiver.) Remove the rear two receiver bolts, place the uni-frame tie-in upside down (offset plate facing down) and re-install the two rear receiver bolts, don't tighten completely just yet.

8. Reuse the 8 bumper bolts that were retained earlier to bolt the bumper to the rear bulkhead. It is extremely helpful if you have someone to help with this. Just place the bumper up to the 8 holes in the bulkhead and get them snug, not tight.

- a. If you would like to use new, larger hardware, now would be the time to do it. Use a drill, or a punch to remove the factory weld nuts from the crossmember. Then install your new larger hardware in its place. It's tight, but there is enough room to get a box end wrench behind the cross member to hold the nuts. Be sure and use some large fender washers behind the nuts as well.

9. Now bolt the tabs on the bottom of the bumper to the uni-frame tie-ins with the supplied hardware. (Figure 4)

10. Once all the bolts are started, tighten the bumper down snugly. Check for tailgate closing clearance, if need be, loosen bumper and move it down to clear tail gate closing.

11. Do a final check on clearances and alignment, then tighten all bulkhead, uni-frame tie-in, and receiver bolts.



Figure 4



Lower Tie-in bracket installed.



Check bumper clearances and adjust.

Tire Carrier Installation (If equipped)

1. Once everything is tight, you can install the swing arm assembly.
2. The first step is to pack both bearings with grease. With gloves (or without) grab a glob of grease in the palm of one hand. With the other hand slap and edge of the large end of the bearing cage through the grease quickly, turning repeatedly until you see grease in the perimeter of small end of the bearing. If this is unclear, consult Youtube "bearing packing."
3. Now turn the carrier upside down and set one of the bearings into the race. Apply a thin film of grease on the inside of the seal and install it into the bottom side of the carrier hub, thus holding the lower bearing in.
4. Now it's as simple as setting the swing arm over the spindle, and pushing the remaining bearing over the spindle and down on the race. Once this is done, there is a washer that goes on and then the castle nut screws onto the spindle. Tighten this snugly, but don't overtighten. A cotter pin is shown, but is optional. (Figure 5)
5. Now it's time to install the latch. There are four pre drilled holes where the latch is to be mounted. Put the latch in place and use the 4 self tapers that are provided. Some adjustment of the latch will be necessary. Adjust it so it gets tight at about $\frac{3}{4}$ travel, but loosens up a bit once it's totally closed. If the latch is adjusted properly, there is no problem with it coming loose. (Figure 6)

Special note from JCR: *We use to have to use a clip to hold the latch closed, but we now modify the latch to have a positive latching action.*



Figure 5



Figure 6

Your bumper installation is now complete. Happy wheeling!

Finished install:



