

# JEEP XJ CHEROKEE REAR LOWER QUARTER PANEL ARMOR INSTALL INSTRUCTIONS



**Please read the mounting instructions below carefully before attempting to install.**

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# XJQL - REAR LOWER QUARTER PANEL ARMOR XJ CHEROKEE

USA

## Item Code Legend

EX: XJQL-97-Cut-PC

- 96 : Year 96 and down
- 97 : Year 97 and up
- Standard : Standard
- Cut : For cut flares
- Flare : For Factory Flares
- PC : Powdercoated
- BARE : Bare Metal



Lower Quarter Panel Armor (96 and down shown)  
Left and Right

## Bolt Pack:

XJQL-BP:

- 12 - 5/16 X 1 Flat Head
- 12 - 5/16 Flange Nut

## Tools Needed:

- 1/4 Allen Wrench
- 1/2 Wrench or socket

## Optional Tools:

- Heat gun (96 and down)
- Drill and drill bits (97 and up)
- RTV
- Cutting tools
- Automotive Paint

**1** **Preparing the Lower Quarter Panels:** Lots of times rust, trail damage and other issues will effect the install of your Lower Quarter Panel Armor. You may need some percussive maintenance and/or trimming of the lower panels depending on the condition of your XJ. Use the following to prepare your XJ depending on year.

**A 97-01':** The factory plastic covers are held on using metal clip brackets. You will need to remove these brackets and can easily be removed by simply drilling out the rivets that attach them to the Jeep. You should paint these new holes to reduce the risk of rust.

**B 84-96':** The factory rear LQP can possibly have a glued on piece of trim. You will need to remove this trim before installing the JCR LQG and you may need to use a Goo-gone type spray to remove the remaining glue.



- 2 Drivers side: You'll first need to remove the spare tire rest. Once that's out of the way, you'll need to remove the drivers side cargo area panel. This is held in place by several Phillips head screws and one push-in plastic retainer that you can drill out.**



- 3 Once the panel is removed, you may want to remove the spare tire carrier inner support bracket. This is the bracket that beefs up the unibody in this particular location in order to mount the spare. On 96 and downs there are four screws that will need a 10mm socket to remove them. On 97 and up XJ's this bracket is also spot welded in place. It is your choice, is not having to jam your arm in the tiny front hole worth drilling out those spot welds? Can I even reach the back bolt without the bracket removed? On a 96 and down you can also chose to remove the taillight. It made it much easier due to the fact that you can stick your hand in one of the two openings that are behind the taillight. It was a tight squeeze for my hand but it worked. Try a few different methods and choose what's best for you.**



- 4** You may want to place some masking tape around where you are mounting the armor to protect acedently scratching your paint. Hold up the LQG to the Jeep good and tight and mark the upper center hole. Set the LQG down and drill a 5/16" hole. Apply a small bead of RTV or silicon to the back of the guard being sure to make it around each bolt hole and the perimeter of the guard. Mount the LQG using the hole you just drilled. This will be enough to hold the weight of the LQG while you drill the rest of the holes.



- 5** We have found the best option is to do one hole at a time. I drilled and then installed the bolt/nut/washer before I moved on to the next one. This insured that it didn't move on me. I used a shop-vac to suck up the shavings while I was drilling so they didn't have the chance to fall back behind the LQG. I didn't do the holes in any particular order. Once you get all 6 holes filled up with bolts, insure that they're good and tight. Now, all you have to do is put the driver side interior all back together.

- \* **NOTE:** As for the push-in plastic retainer? I didn't bother with it and just left it alone. If you feel that you need one, they are sold at just about every auto parts store very reasonably, normally under the "Help" section.

**6** Repeat on the passenger side. This side will be easier due to the lack of the spare tire mount.

\* **NOTE:** You may come across a caulk like material used as a vibration absorber by the factory. You can remove or work around it, it's up to you.



\* **NOTE:** If you are running aftermarket flares, you may need to modify the flares or the lower armor. With most aftermarket flares, you can tuck the armor under the flare. If you have any questions about the compatibility of the JcrOffroad Lower Quarter Panel Armor and your flares, please contact us or the flare manufacturer.

