



XJ Front Bumper Install Guide

by Haleyes

This guide is also the same for the installation of our winch bumpers.

Preparing Your bumper: The most important step is a good coat of primer. 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 to make sure that this oil has been thoroughly removed from the bumper. Failure to do so will cause flaws in your final finish.*

Getting rid of the stock bumper: Of course the first thing you will need to do is remove the stock bumper. The easiest way to accomplish this is to remove the stock bumper with the brackets still attached. There are three bolts in a triangle pattern on each side of the for a total of six bolts to remove. Remove and retain these six bolts. The pictures show an XJ that has factory tow hooks installed. If you have factory tow hooks, there should be one or two other bolts to remove from the tow hook brackets that go through the frame rail.

Stock bumper bolts:



With the bumper removed, you should end up with something like this:



(96 and earlier) You will also need to remove the lower fender supports. To accomplish this, remove two sheet metal screws on the ends of each bracket. One is pictured below. The other attaches the lower fender support to the inner fender triangle brace. In the picture, this screw has been previously removed for other modifications.

Drivers Side Lower Fender Support:



Vacuum Canister: On the passenger side of the jeep, mounted behind the bumper, is a vacuum canister. This canister will need to be removed for installation and re-installed. You can either use zip ties to fasten this to the fender brace or you can relocate it up into the engine compartment (ideal). Many have had luck removing this item and sealing the line off with no issues.

Time to cut the fenders: (only 96 and earlier require fender trimming.) I used a pneumatic cut off wheel. I made a straight cut starting at the headlight bezel and extending straight back to the fender flare. You can use whatever your preference is to cut sheet metal. It's best to use masking tape over the area to be cut to protect the finish and as a clean surface to mark the line.



Optional Tie-In Brackets

Fender Support bracket: The fender angle support will either need to be removed or trimmed to allow for proper installation of the front UNF brackets. The support can be removed and is held in by 4 10mm bolts. Many choose to remove this bracket all together and this works just fine. In the picture below, the bracket has been trimmed to clear the bracket.

Install the Tie-in Brackets: You will need to remove the three factory steering box bolts on the drivers side. Depending on rust and age this can be difficult. If you feel it's taking excessive force, try some heat on the threads of the bolts at the steering box. If that option is not available to you, a good penetrating oil applied liberally for a few days will help. Once you have the steering bolts removed, you can place the tie-in bracket against the frame and install the long 1/2" bolt loosely in the rearmost hole. After putting blue lock-tite on the replacement grade 8 - 7/16" steering box bolts, reinstall the steering box. Leave all bolts slightly loose.



- 1 - (2) 10mm bolts with Washers
- 2 - (4) 7/16" x 1.5" bolts with Washers and Nuts
- 3 - (3) 7/16" x 4" Grade 8 bolts with Washers
- 4 - (2) 1/2" x 3.5" bolts with Washers and Nuts

* - Bolts not supplied. Holes in frame partial blocked. If you want to use holes, you will need 3 more #3's and nuts and washers. Drilling required.

Driver Side pic:



Special Note from JCR: *Our tie-in brackets are perfect duplicates, however, we do not include 3 bolts for the passenger side steering box holes as these holes are often blocked or partially blocked inside of the uniframe. If you choose to install bolts in these locations, you may need to drill through the blocked holes. You will need to purchase 3 – 7/16" x 4" bolts, washers and nuts for these holes.*

Bumper Mounting

With tie-ins

On the front of the uni-frame rail there will be 4 factory nut clips, remove these with a screwdriver. Mounting the bumper is much easier if you have someone to help. The bumper brackets goes on the outside of the tie-in's. This will be a tight fit, a little persuasion may be necessary. Simply lift the bumper up and install the four 7/16 bolts, washers, and nuts in the front most four holes (the bolts are stamped with 3 notches on the head) be sure your going through the bumper brackets, tie-in brackets, and frame holes. The two bolts stamped 8.8 on the head go in the rearmost hole of the bumper mount on each side. Tighten up all of the bolts on each side; **taking special car to tighten the steering box bolts to 65 foot pounds.** It is always a good idea to recheck all bolts after a few days to verify nothing has came loose.

Without tie-ins

Mounting the bumper is much easier if you have someone to help. The bumper brackets goes on the outside of the frame rails. It may be a tight fit, a little persuasion could be necessary. Simply lift the bumper up and reinstall the 3 bolts per side you removed initially. Tighten up all of the bolts on each side. It is always a good idea to recheck all bolts after a few days to verify nothing has came loose.

Problems

Occasionally you will find a hole on your frame rail is slightly different than a hole in the bumper or tie-in brackets. Many times this is very minor and easily solved. Line up all holes that fit and temporarily install those bolts. Take a drill bit just bigger than the bolt size intended for the offending hole and run it through the tie-in and the uni-frame.

Finished product:

