

JOHNNY JOINT PERFORMANCE ROD ENDS

CE-9102JK JEEP JK WRANGLER & UNLIMITED FRONT AXLE HOUSING JOHNNY® JOINT KIT

INSTALLATION INSTRUCTIONS & TECHNICAL MANUAL



Fits

Fits: Front of 2007-2018 Jeep JK Wrangler & Unlimited

Kit Includes

- 1) CE-9102JK1.....RH housing plate w/ Johnny Joint barrel welded in
- 1) CE-9112MS.....2" Johnny Joint barrel - machined o.d.
- 4) CE-91123.....Johnny Joint poly bushing half
- 2) CE-91122D.....Johnny Joint center ball, 2" wide, 1/2" hole, cross drilled
- 2) CE-91125.....2" Johnny Joint side retaining snap ring
- 2) CE-91126.....2" Johnny Joint side retaining washer (silver)
- 2) CE-91126G.....2" Johnny Joint side retaining washer (gold)
- 2) CE-91128.....1/2" x 3 1/2" greasable bolt
- 1) CE-9102KT.....Installation tool for machined Johnny Joint

Tools Required

- Complete set of hand tools, metric and SAE
- Drill
- 1/2" drill bit
- Big Hammer
- Grease Gun
- Floor Jack
- Jack Stands
- Red Loctite
- Welder






Instructions

- 1) Please read the complete instruction manual before beginning installation and use red Loc-Tite on all suspension hardware when assembling!
- 2) Park your vehicle on level ground, lift the front of the vehicle with a jack and set it on jack stands under the frame. As you jack the chassis up, the axle will drop down out of the chassis. Always be mindful of wires and lines and such as the axle drops. Do not rip anything off! Ensure the vehicle's stability on the jack stands before proceeding.
- 3) Remove front wheels and tires.
- 4) Jack the frontend housing up enough to get some jack stands under it as well, and then release and move the jack.
- 5) One at a time, you'll remove the upper control arms from the axle housing to install this kit on both sides. Upon removing the upper control arms from the axle, drill their thru-bolt holes out to 1/2" to allow them to work with the new, supplied hardware.

⚠ CALIFORNIA PROP 65 WARNING

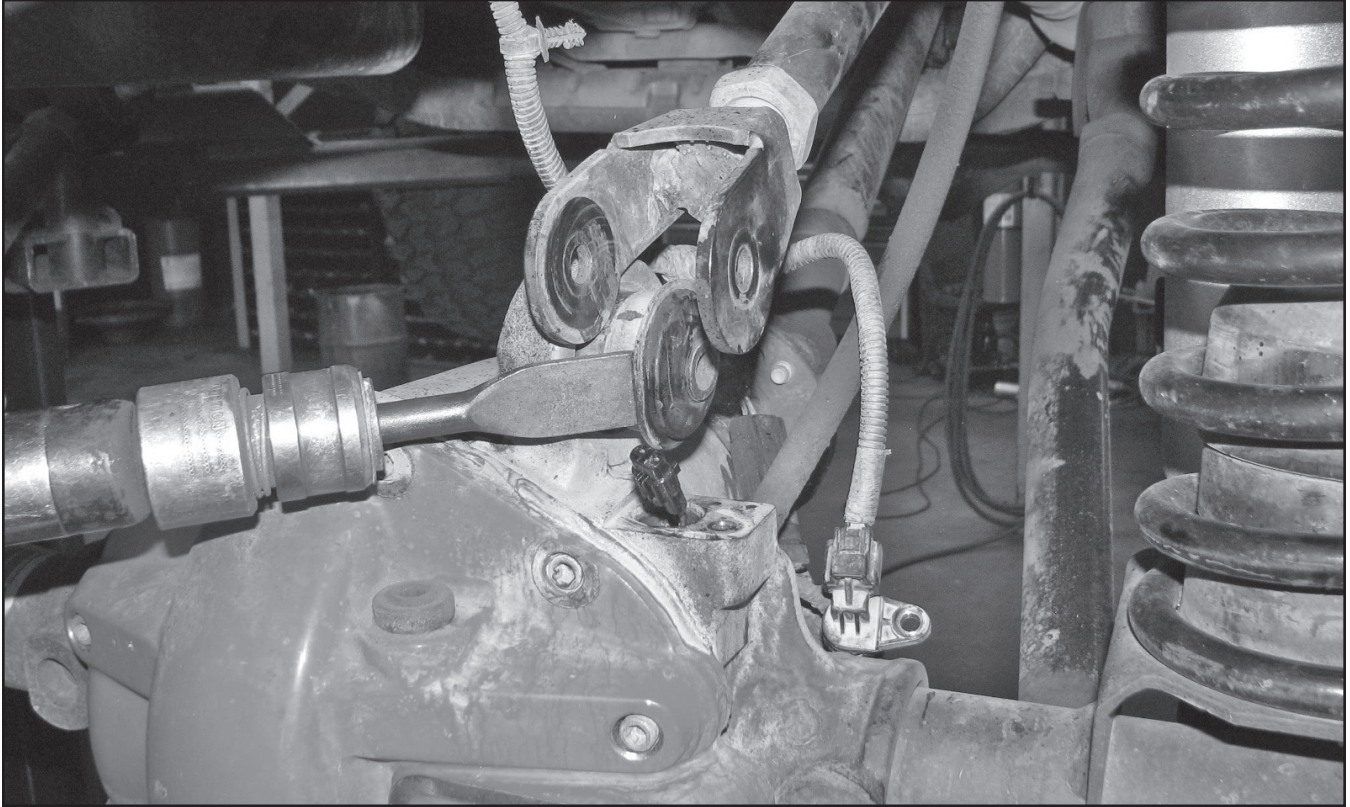
WARNING: These products can expose you to chemicals including Chromium, Lead, Lead Compounds, Nickel (Metallic), Nickel Compounds, Diisonyl and Di(2-ethylhexyl) Phthalates (DEHP)(DINP) which are known to the State of California to cause cancer or birth defects or other reproductive harm. **For more information, visit www.P65warnings.ca.gov**

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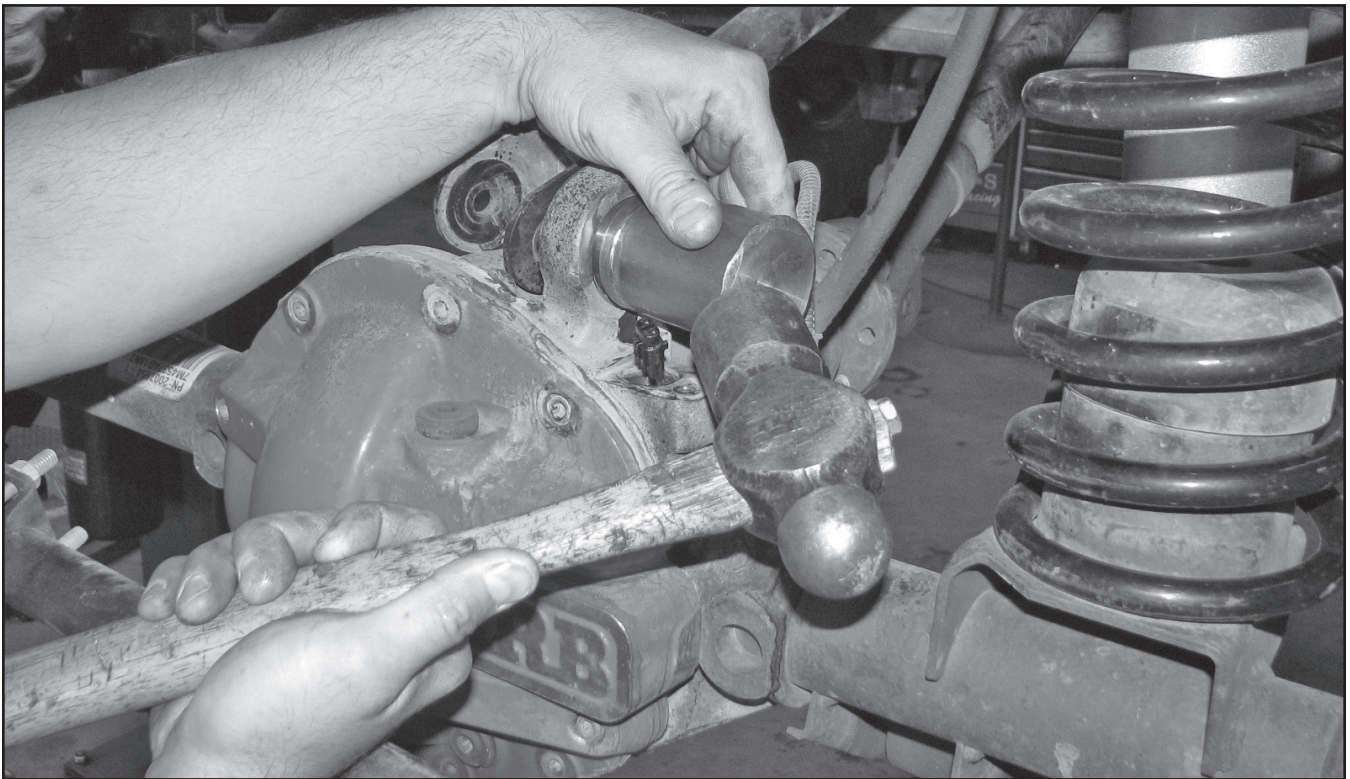


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- 6) On the driver's side, remove the factory rubber bushing and steel shell from the cast mount on top of the housing casting. The use of an air hammer makes this pretty easy. On Rubicon models, disconnect the electric locker wiring plug to prevent damage.

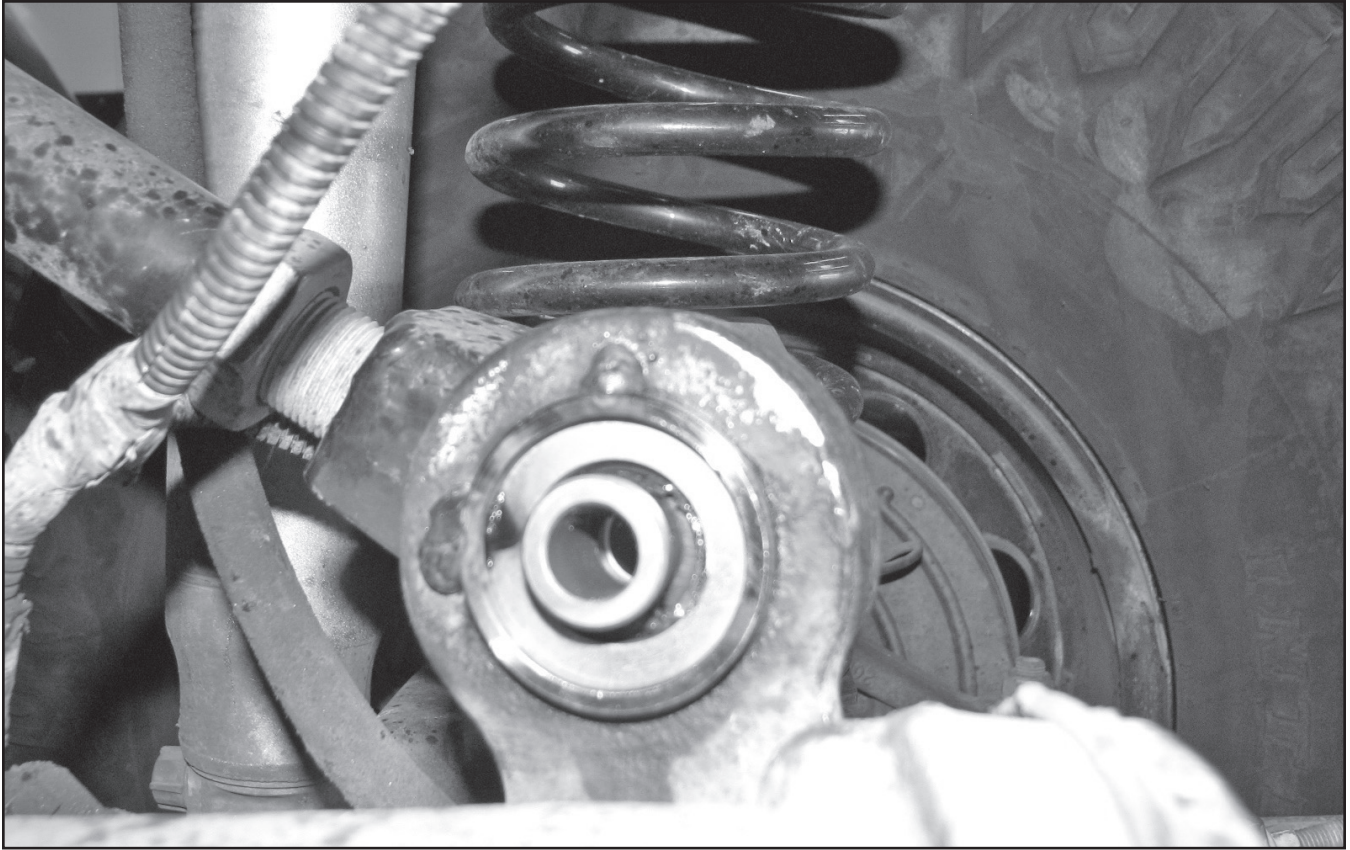


- 7) After removing the factory bushing, clean the bore and apply some grease to the bore before installing the new Johnny Joint®.

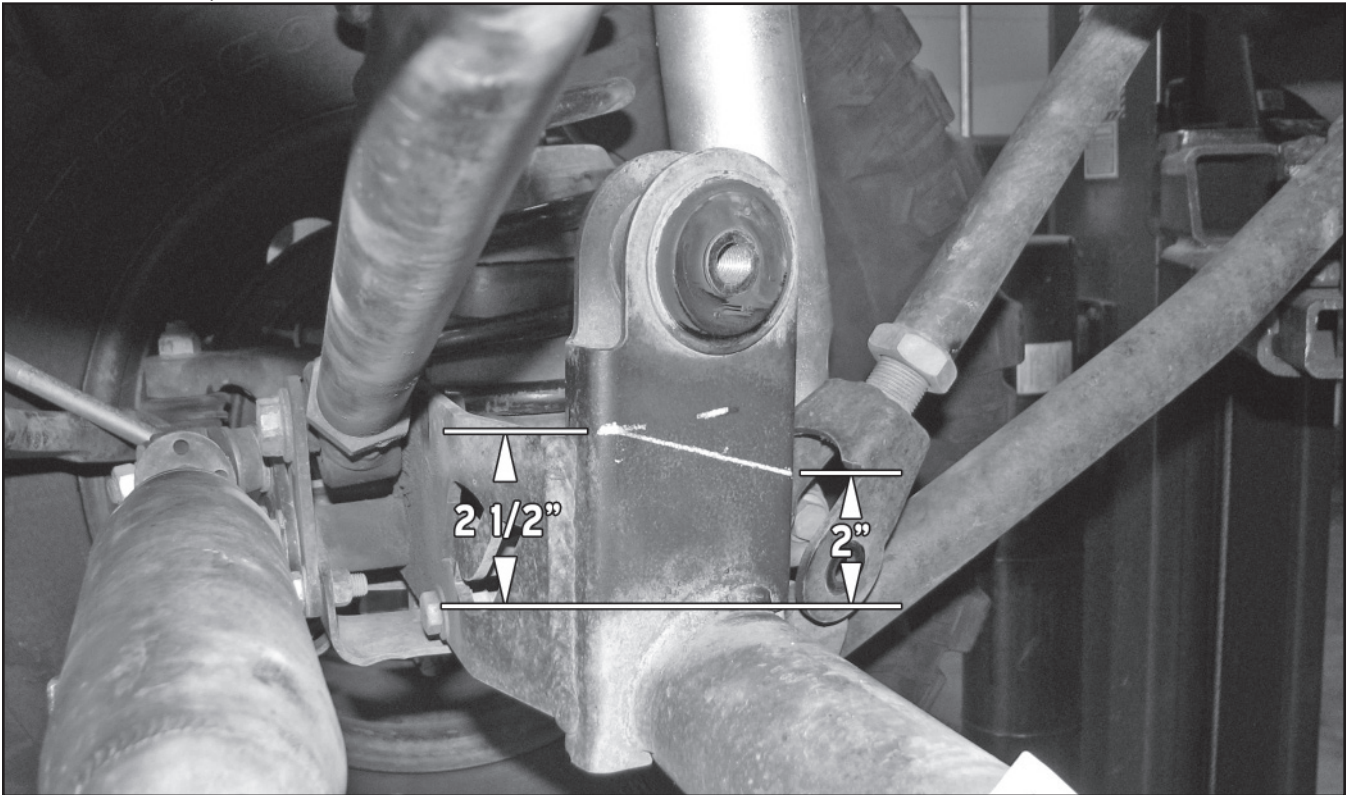



- 8) Install the supplied Johnny Joint®, as shown, by using the installation tool that is provided and a hammer. It may be necessary to remove the sway bar link to have enough room to swing the hammer. After the installation of the Johnny Joint® is completed, make sure to reconnect the locker wiring if equipped.

- 9) Place a couple of tack welds on the back side of the steel sleeve. Please note that it is not necessary to fully weld the Johnny Joint®. When welding, use minimum heat and allow cooling between tacks. Over heating of the Johnny Joint® will cause the inner bushing material to melt.




- 10) Moving to the passenger's side, measure and make a mark $2\frac{1}{2}$ " from the top of the axle tube on the front side of the passenger side bushing bracket, and 2" up on the back side of the bracket. Draw a line between your 2 marks.



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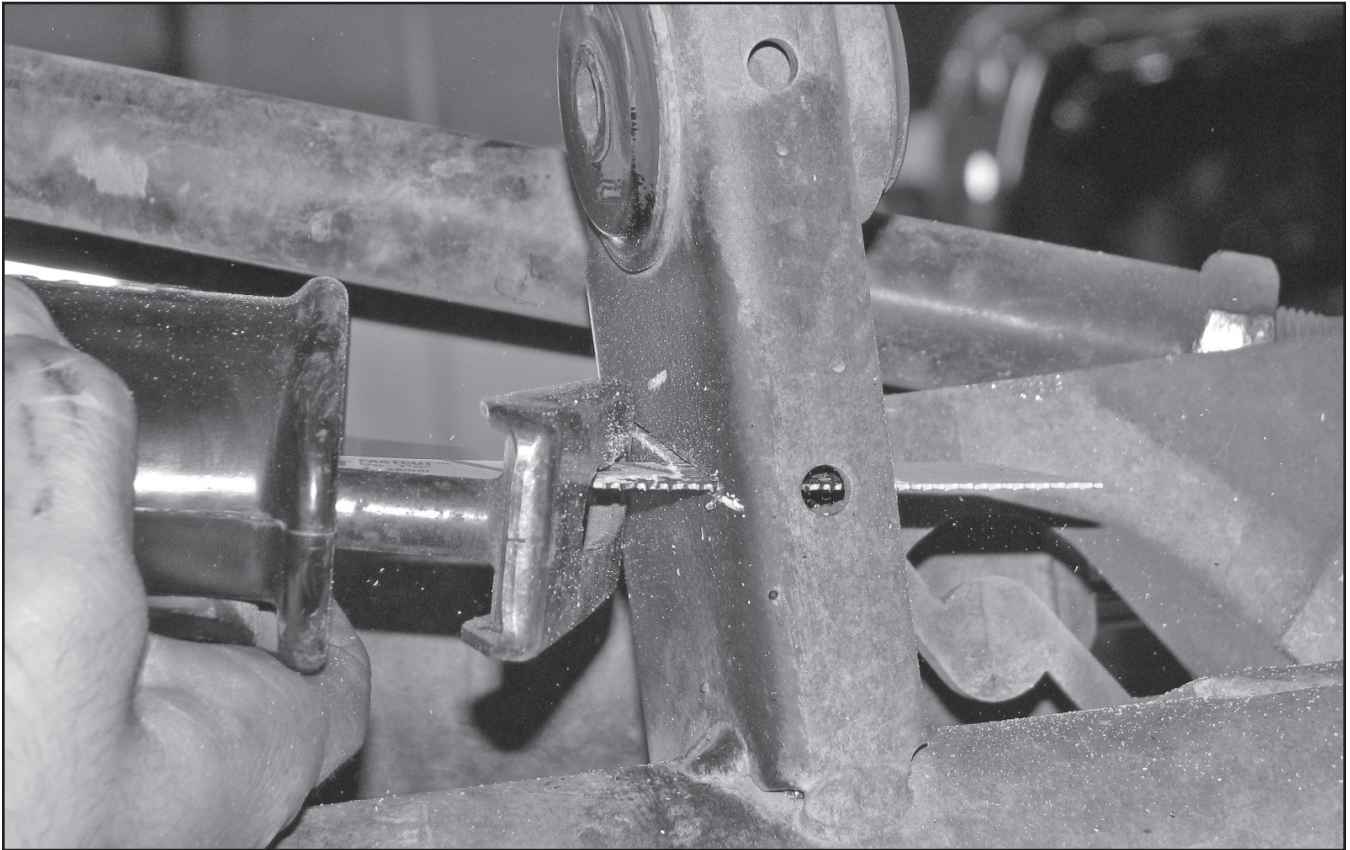
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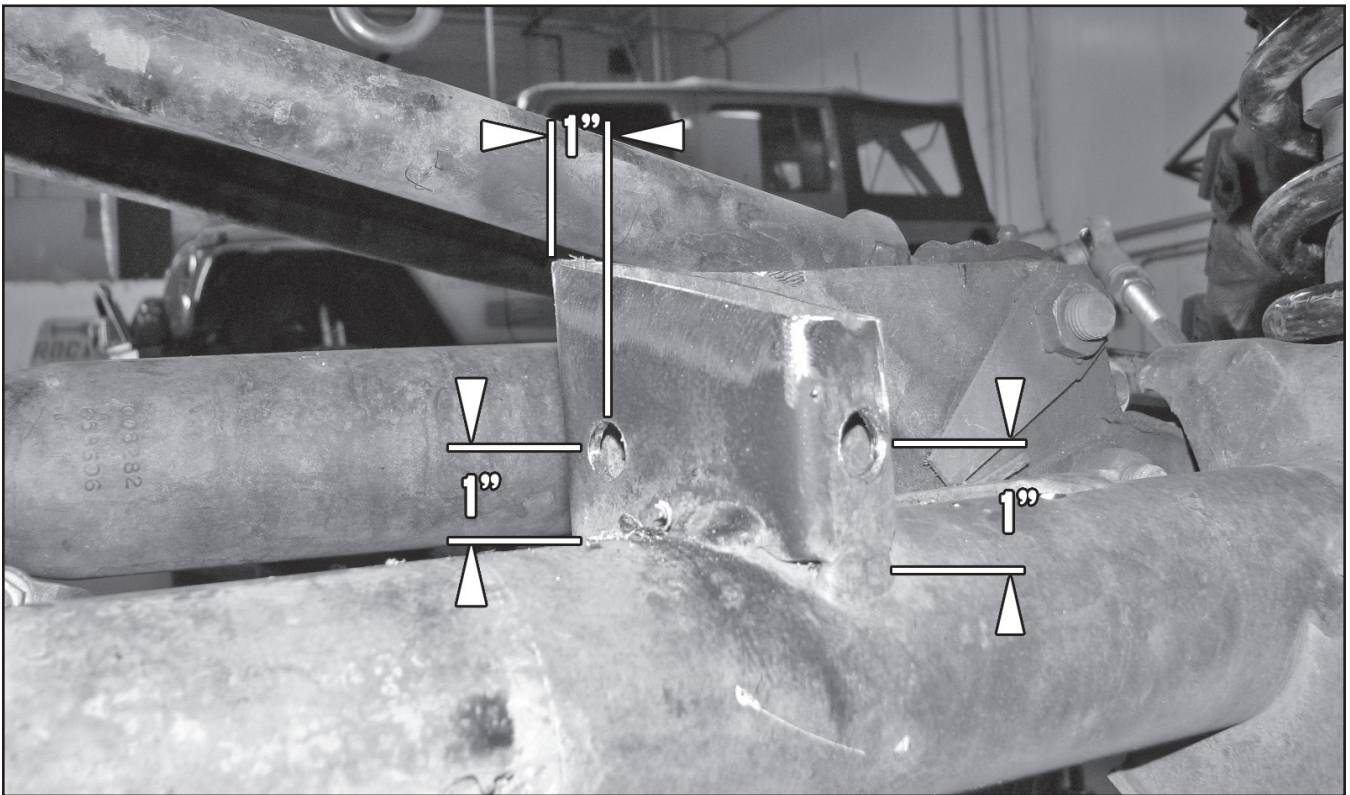
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11) Cut the top off of the passenger's side bushing bracket with a sawzall or an air saw along the line you have drawn.



12) After cutting the bracket, de-burr the edges and remove paint. Drill a 1/2" hole 1" from the front edge of the bracket, and 1" from the top of the tube. Drill this hole all the way through the bracket and out the other side. Drill another 1/2" hole on the back side of the bracket, 1" up from the bottom of the bracket. These will act as rosette weld holes for the new bracket.



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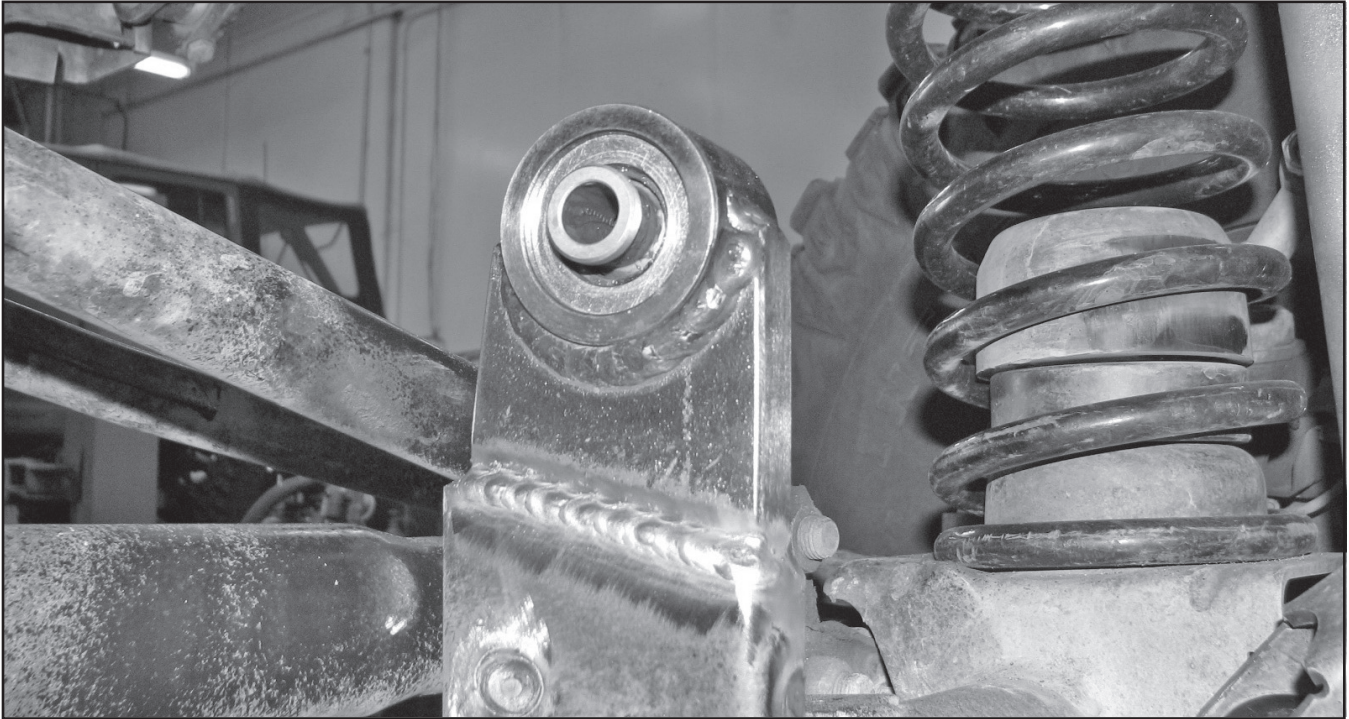
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- 13) Slide the new mount inside the old mount with the tapered side facing forward until it bottoms out against the tube. Weld all 3 rosettes, as well as all the way around the top of the bracket. Do not weld everything at once! Weld 1" at a time and wait for a complete cool down before starting again. Over heating will cause damage to the bushing!



- 14) Paint the new parts to prevent corrosion.

- 15) Reinstall your upper control arms with the supplied greasable hardware and torque to 70 ft. lbs. Grease the bolts, but do not over pressurize the joints! Joints are pre-greased in their assembly process.



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