

# JOHNNY JOINT<sup>®</sup>

## PERFORMANCE ROD ENDS

### CE-9102K JEEP TJ WRANGLER, LJ UNLIMITED, XJ & MJ FRONT AXLE HOUSING JOHNNY<sup>®</sup> JOINT KIT INSTALLATION INSTRUCTIONS & TECHNICAL MANUAL



#### General Information

The Johnny Joint<sup>®</sup> axle housing kit allows our 2" Johnny Joints to be installed on stock or most aftermarket front axle housings in place of the standard control arm bushings on Jeep TJ Wrangler, LJ Unlimited, XJ Cherokee and MJ Comanche Dana 30 or 44 axle housings. This allows you to eliminate the suspension bind caused by the stock style bushings and also eliminate the problem of the stock rubber bushings working their way out of the axle housing.

#### Fits

**Fits:** Front of 1997-2006 Jeep TJ Wrangler, LJ Unlimited, XJ Cherokee & MJ Comanche

#### Kit Includes

- 1) CE-9102KB2.....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-91122.....Johnny Joint center ball, 2" wide, 7/16" 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-91127.....7/16" greasable bolt
- 1) CE-9102KT.....Installation tool for machined Johnny Joint

#### Required Tools

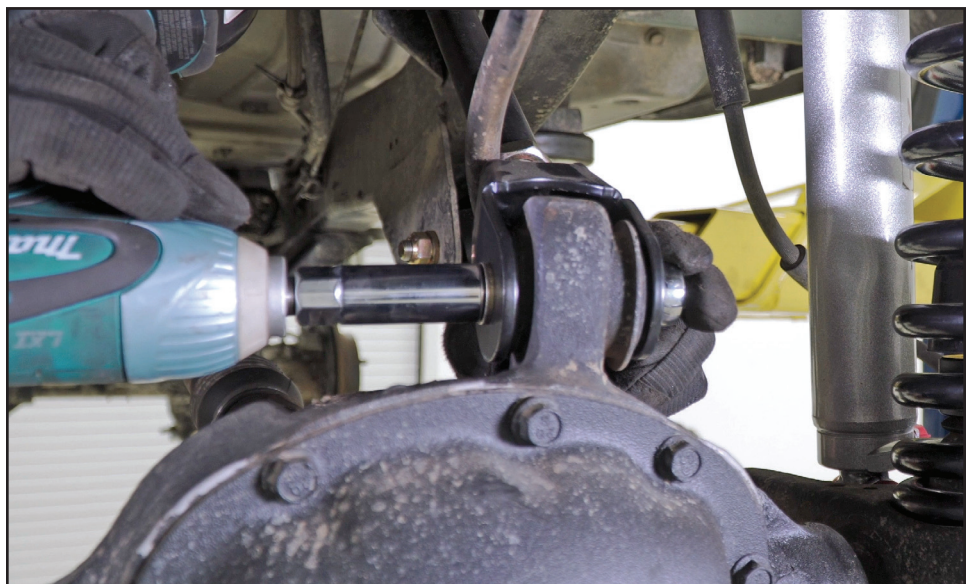
- Complete set of hand tools, metric and SAE
- Drill - 7/16" drill bit
- Big Hammer
- Grease Gun
- Floor Jack
- Jack Stands
- Red Loctite
- Welder
- Air Hammer



#### Instructions

##### Step 1

First and foremost - work safe! Please use jack stands and wear safety goggles! Depending on your build, you may or may not need to jack the vehicle up, put the chassis on jack stands and allow the front axle to drop down out of the chassis to gain access to the bushings that we will be replacing. Always be mindful of wires and lines when dropping the axle down so that nothing gets ripped off! We'll start the installation on the driver's side by removing the upper control arm fork from the differential housing bushing.



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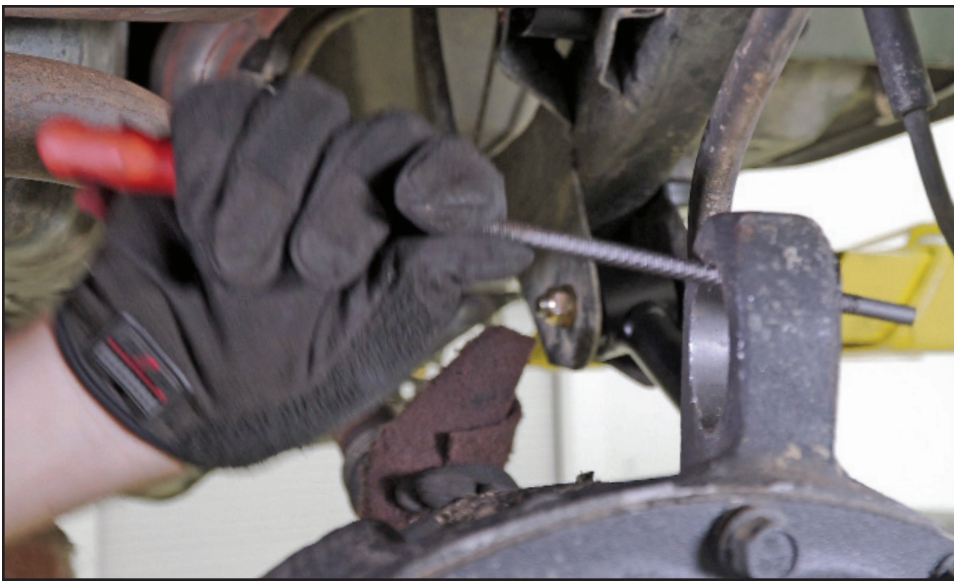
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## Step 2

Next, with a hammer, or preferably an air hammer, drive the factory bushing and its steel outer shell out of the cast iron loop on the top of the differential housing. It drives out toward the driver's side tire.



## Step 3


Once the factory bushing and outer shell are removed, clean and deburr the hole.

## Step 4

On the supplied tool in this kit, you will notice a machined bore on one side. This bore goes over the flange on the Johnny Joint pivot ball.



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### Step 5

Note that you'll be putting the tool against the side of the new joint with the flange on it, as shown.

Index and square the Johnny Joint into the cast iron loop, from the tire side of the loop (the same side of the loop that the old bushing came out of).



### Step 6


Now you may go ahead drive the new Johnny Joint into the loop with a shorty sledge hammer. The flange machined onto the Johnny Joint will stop at the loop - so keep hammering until it does!

### Step 7

Your finished installation should look like this.



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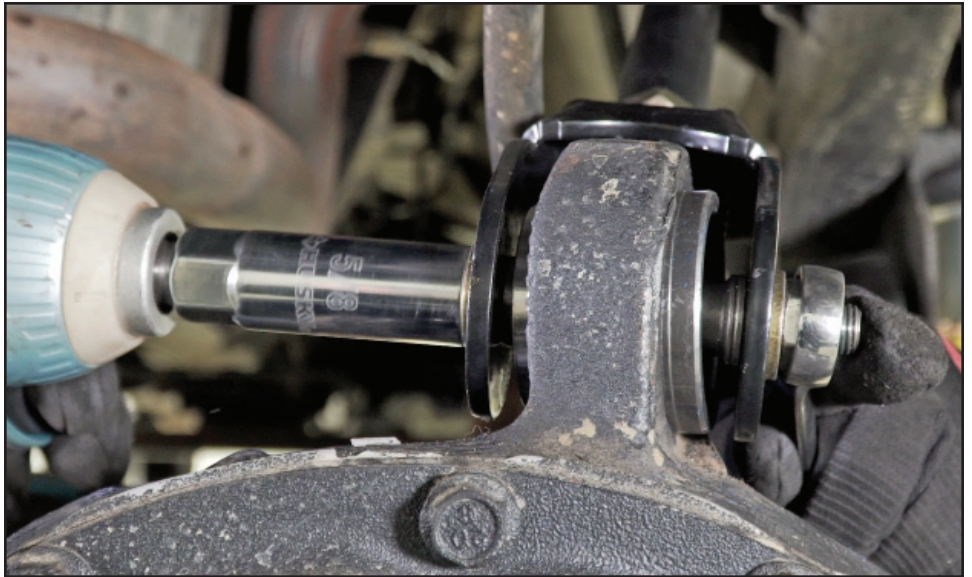
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## Step 8

Before reinstalling your control arm, test fit the new, supplied greasable bolt thru the bolt holes in the fork end of the control arm. If the bolt will not fit, you'll need to ream these holes out with a 7/16" drill bit.

Once bolt fitment is achieved, go ahead and install the control arm fork onto the new Johnny Joint. use a washer on each side and torque to 75 ft. lbs.



## Step 9


Moving to the passenger's side, go ahead and remove the bolt that attaches the control arm fork to the factory bushing.

## Step 10

With a tape measure, measure up from the top of the axle tube 2 1/2" and make a mark with a marker all the way around the factory control arm bracket as shown.



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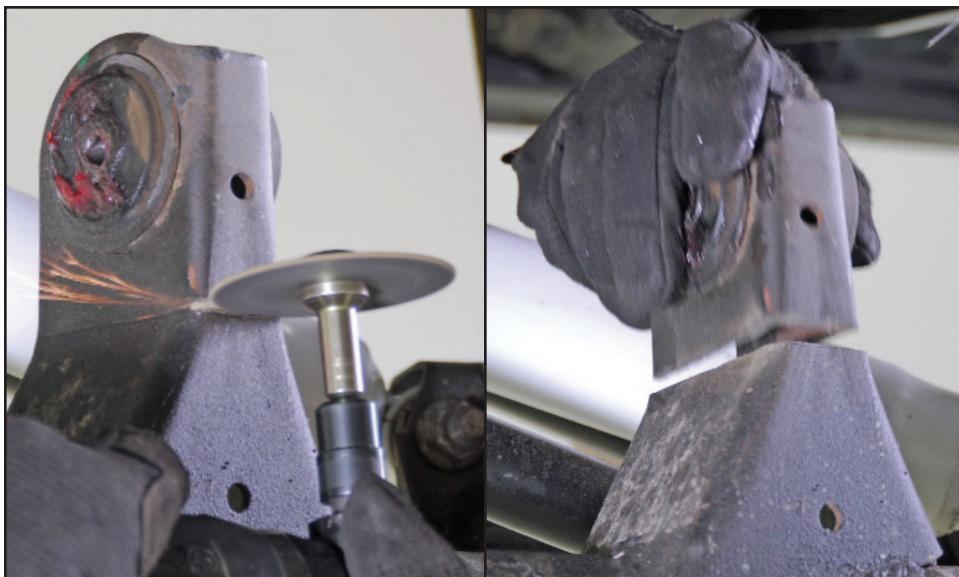
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### Step 11

Now with an air saw or a sawzall, cut the top of the factory bracket off, on the mark you made.




### Step 12

Debur the bracket inside and out with a sander or file. Also, while you are here, clean the top of the bracket down to bare metal from the top, down about 1/2", in preparation for welding.

### Step 13

Fit the new RockJock bracket, with Johnny Joint installed, into the factory bracket base, Johnny Joint snap ring facing outward (toward the tire). On some axle housings this may require a mallet as the factory brackets vary slightly. Additionally, you may notice that the arc in the bottom of the bracket may not sit down on the axle tube as it appears it should. This is due to variances in bracket location on factory Jeep axle housings. It really is of no functional concern, but, if you are concerned, you are welcome to grind down one of the outboard legs of the arc on the bottom of the bracket so it will seat down onto the tube.



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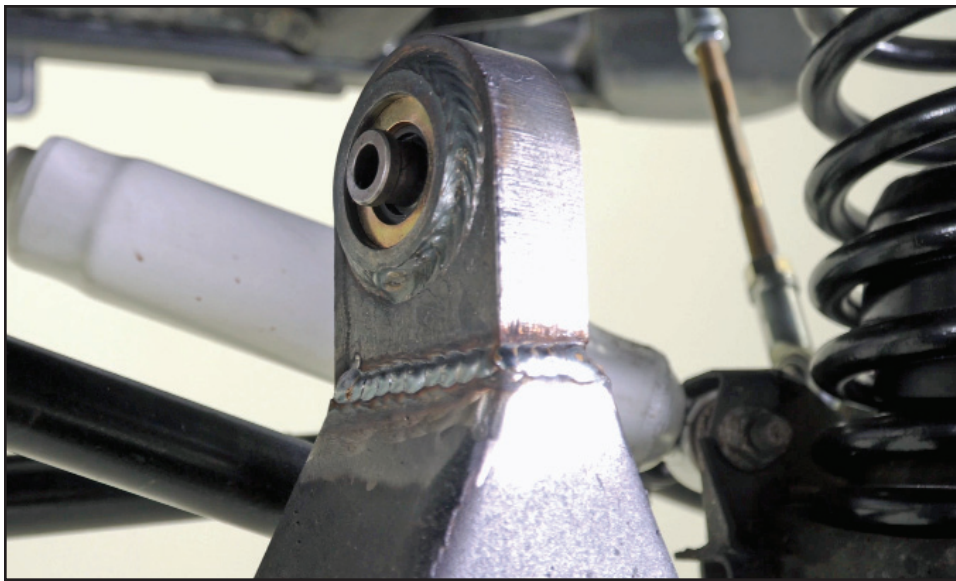
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## Step 14

Weld the top of the factory bracket base to the new RockJock bracket on all 3 sides. Take your time! If you overheat the new RockJock part, you could melt the Johnny Joint bushings! So, weld an inch at a time and let it cool.

We also will weld the back, bottom edge of the new bracket to the axle housing to anchor it. This would be the thickness of the bracket where it touches the axle tube. Again, weld a little at a time so as not to warp your axle housing. Outside of this, no other welding is required because you are essentially using the old bracket base so that you are not welding to your axle housing.



## Step 15

The finished, welded installation should look like this.

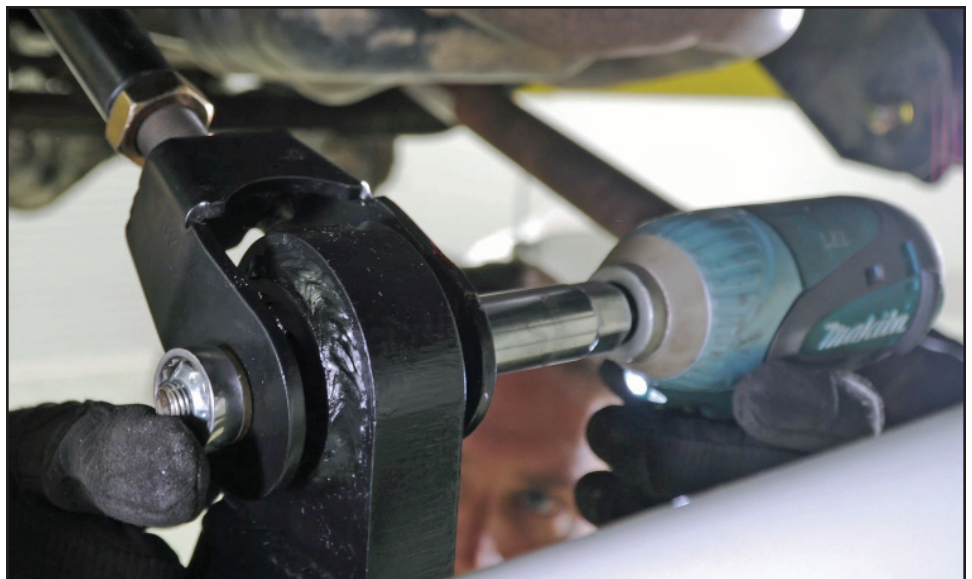
Before going any further, this is a good time to shoot some paint on this unit to prevent it from rusting.


## Step 16


Before reinstalling your control arm, test fit the new, supplied greasable bolt thru the bolt holes in the fork end of the control arm. If the bolt will not fit, you'll need to ream these holes out with a 7/16" drill bit.

Once bolt fitment is achieved, go ahead and install the control arm fork onto the new Johnny Joint. Use a washer on each side and torque to 75 ft. lbs.

Your installation is now complete! Let your vehicle safely back down onto the ground and you are ready to go wheeling!



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