INSTALLATION MANUAL FOR

ROCK KRAWLER SUSPENSION, INC.

2021- Present Ford Bronco

3.0” Systems Including Steering

2024 1st EDITION (02/24)

Dear customer: Thank you for purchasing the best system on the market for your Ford Bronco. We are sure you will be happy with this system after your installation is complete. Please take your time during the installation and be sure to do it correctly. Completely read the directions before starting your installation so you know what to expect. Remember, your personal safety depends on it. Should you have any questions during this installation feel free to give our tech line a call **(518-270-9822)** and we will be happy to help you.

Welcome to TEAM RK

Share your before & after pictures, install photos & wheeling images.

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Note: BE SURE TO CHECK ALL FASTENERS FOR PROPER TORQUE BEFORE TEST DRIVE. RECHECK AFTER 500 MILES AND BE SURE TO CHECK PERIODICALLY.

WARNING

- Properly block and secure vehicle prior to installation.
- Always wear safety glasses when using power tools.
- Rock Krawler Suspension recommends the use of Loctite on all hardware, unless noted otherwise.
- The use of limiting straps is recommended to avoid possible damage from overextending the suspension of your vehicle.
- Read and understand all instructions, warnings and safety precautions in these instructions and your owner's manual before attempting to install these components.
- Proper installation of Rock Krawler Suspension products requires knowledge of recommended procedures for disassembly/assembly of OE vehicles and components. Access to OE shop manuals and special tools are required. Attempting to install this kit without knowledge of these procedures may affect the safety of your vehicle and or the performance of these components. Rock Krawler Suspension, Inc. strongly recommends that this system be installed by a certified mechanic with off road experience.
- Rock Krawler Suspension does not recommend combined use of suspension lifts, body lifts or other lift devices. Combined use of lifts may result in unsafe and unexpected handling characteristics. Also, many states now have laws restricting Vehicle lift, bumper heights, and other alterations. Consult local laws to determine if your proposed alterations (including installation of this system) comply with your state laws.
- Rock Krawler Suspension does not condone or authorize the use of any other suspension components with its products. Should Rock Krawler Systems or components be installed in junction with other products or not per the provided instructions Rock Krawler Suspension warranty is void and is not to be held accountable for any resulting actions.

Driving and Handling Tips

- For Highway driving it is best to have the front and rear sway bar connected. This will give you the on-highway ride and handling characteristics you expect. **If you choose otherwise, you do so at your own risk.**
- The ride quality and handling that Rock Krawler is known for is based on using OEM sway bars front and rear with approved shocks. Using any components other than directed can result in adverse handling characteristics and poor ride quality.
- For Off-Road use it is best to have the front sway bar disconnected and the rear sway bar connected. This will allow your suspension to do its intended function. Our suspension will give your vehicle unmatched articulation which will provide traction and feedback to keep your vehicle moving in almost all conditions. Let the suspension do the work! Even if you are a Rubicon Owner for most situations, we recommend manually disconnecting the front sway bar.

IMPORTANCE OF JAM NUTS

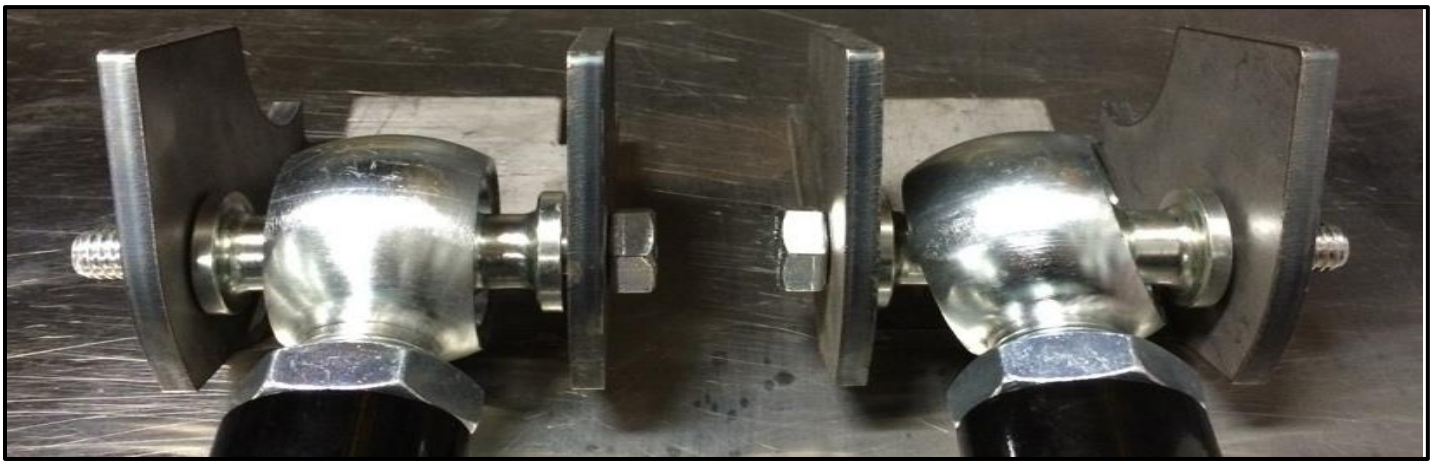
This is a note about jam nuts and the consumer's responsibility. The installer is the person or persons initially responsible for the proper setup of the suspension system and/or components and the initial tightening of the jam nuts. The jam nuts not only hold the orientation of the joint it is on, but it is the single component that puts the necessary pre-load on the joint's threads. The consumer or vehicle owner is the person or persons responsible for maintaining the jam nuts tightness. Failure to do so will result in the rapid deterioration of the threads in the control arm and will impose a "cause for concern" for the occupants of the vehicle. Failure to comply with the warnings heeded in the directions regarding the number of threads showing past the jam nut will also result in the same "cause for concern" for the occupants of the vehicle. All of the above items are the responsibility of the vehicle owner and or installer. If a threaded section of a component is bad it will show itself defective immediately. Threads that fail over time are due to improper maintenance of jam nuts and can be proven very easily. Thread sections and jam nuts not properly maintained or set up, are not covered under warranty. This is the end user and installer's responsibility.

TORQUE VALUES FOR HARDWARE AND JAM NUTS

- 5/16 bolts are torqued to 15-18 ft-lbs.
- All 10mm and 3/8 bolts are torqued to 30-35 ft-lbs.
- All 12mm and ½" bolts are torqued to 75-80 ft-lbs.
- All 14mm and 9/16" bolts are torqued to 90-100 ft-lbs.
- All 16mm and 5/8" bolts are torqued to 120-140 ft-lbs.
- All 7/8" Jam Nuts are to be torqued 200-220 ft-lbs. Up to 5/8" of threads showing past the jam nut is safe for final adjustment. These specifications are critical for the overall longevity of the threaded section.
- All 1" Jam Nuts are to be torqued to 250-300 ft-lbs. GET YOUR BIG BOY PANTS ON! Up to 3/4" of threads showing past the jam nut is safe for final adjustment. These specifications are critical for the overall longevity of the threaded section.
- All 1 1/4" Jam Nuts are to be torqued to 275-325 ft-lbs. GET YOUR BIG BOY PANTS ON! Up to 7/8" of threads showing past the jam nut is safe for final adjustment. These specifications are critical for the overall longevity of the threaded section.

ORIENTATION OF JOINTS

Orient the Joint for maximum amount of movement with the head of joint perpendicular to bolt / head of the joint vertical in the mounting bracket. This same rule for orientation needs to be followed for all heim joints. The photo below shows the right way (LEFT SIDE) and the wrong way (RIGHT SIDE) to orient a joint.



^RIGHT WAY^ **^WRONG WAY^**

MAINTAINING JOINTS

The Pro-X Series Krawler Joints require Mobilux EP1 Grade 1 grease or functional equivalent. They will not take a lot of grease, nor do they need a lot of grease. Approximately every 4 to 6 months under normal operating conditions they should be greased. This is condition and use dependent so please use common sense. Over lubrication or using the incorrect grade of grease can do damage to the joints and hydraulically displace the race way material causing a sloppy joint condition. Never ever use red and tacky.

If the joint is not loose, it is not bad. Only if the ball is sloppy in the joint housing is it a bad joint and should be rebuilt. Krawler Joint Raceways, Pro Flex Joint Raceway, or Anti-Wobble Joint Raceways are available through Rock Krawler Suspension or an authorized dealer.

Please note: If you are not using the full range of motion of the Pro-X Krawler Joint, the lubrication will not be moving inside the joint. In such cases we recommend spraying down the outside of the Joint with WD-40 or Liquid Fluid Film to ensure the race ways do not dry up. In highly corrosive environments it is also recommended to spray down the suspension components with WD-40 or Liquid Fluid Film. This will minimize corrosion of the components due to exposure to the elements.

Steering Joints and Upper A Arm Ball Joints can also use Mobilux EP1 Grade grease or functional equivalent. These joints in particular can also use Red and Tacky grease. The Steering Joints have Bronze Raceways and the Upper A Arms use Acetal Raceways.

FRONT SUSPENSION INSTRUCTIONS

1) Make sure vehicle is on a level, hard, working surface if you are using a floor jack and jack stands**.**

2) Block the rear wheels so the vehicle cannot move and make sure the emergency brake is applied.

3) Raise and support the front of vehicle with safety jack stands. Locate jack stands on the frame in front of the axle.

    a. If you are using a vehicle lift, place the lift arms according to the specific vehicles lifting procedures. Ensure that the lift arms will not interfere with the components that are being replaced.

4) Remove the front wheels and tires while the axle is supported by a floor jack.

5) If running 35” tall tires and large offset wheels, you will want to use your discretion to remove crash bars or not. (Shown below)

6) Remove the skid plated with a 15mm socket and unplug the rack and pinion.

7) Remove the tie rod end with a 21mm. (Shown on right)

8) Remove the ABS wire and brake line from the knuckle with a 10mm.

9) Remove upper ball joint with an 18mm.

10) Remove the upper sway bar link.

11) Remove the lower strut bolt with an 18mm. Discard hardware.

12) Remove the upper strut nuts with a 15mm.

13) Be careful when lowering the strut as to not pull the C.V. apart or out of the diff.

14) Remove the strut from the vehicle.

Shown with strut removed

Installing the Front Coil Over Shock Assemblies

1) Grab the front Ressy mounting bracket as shown below. Locating it as far forward as possible, mark the two holes and drill them using a 5/16 drill bit. Then secure the Ressy mounting bracket with the supplied 3/8 thread forming bolts and 3/8 washers.

Ressy Bracket Installed (Driver Side Shown)

2) Install the Coil Over Assembly. Make sure the preload is at zero to insert the coil over to make it as easy as possible. Having preload in the coil over makes it difficult to install. **Please note the reservoir goes to the front of the vehicle and there is a specific driver side and passenger side assembly.*

a) Tighten the ½" bolt securing the coil over to the new billet top mount before sliding the top of the coil over assembly into the OEM strut tower.
b) Secure the top billet mount with the supplied 10mm bolts, washers and nylok nuts.
c) Secure the lower coil over bar pin to the OEM lower A arm with the supplied ½" bolts, washers and nylok nuts.

3) If you purchased new upper A arms, now is the time to swap them before you complete a corner assembly.

a) Remove the OEM upper A arm. The driver side is a bit tricky to be able to remove the long bolt holding the upper A arm to the chassis. You will have to separate the steering shaft from the rack and move the steering column shaft out of the way to remove the bolt. The passenger side is straight forward.

b) **For Rock Krawler Fabbed Upper A Arms** (**<u>All others omit this step</u>**) simply install connect them to the chassis using the OEM washers and OEM bolt. Apply blue thread locker to the nut before tightening. Please note: the sleeves rotate freely in the bushings allowing as smooth a ride as possible so it is ok to completely torque the upper A arm mounting bolt at this time. It is a 14mm bolt so follow the torque spec from the table above.

c) **For Rock Krawler Billet Upper A Arms** (**<u>All others omit this step</u>**) set the adjustable joints as follows;

C1) Set the new A arms to match the lowers as shown below. Measure from the center of the ball joint to the center of the mounting bolt at the mounting surface on each side and make

them match.

Driver Side A Arm Mapping as Shown Above

Driver Side Billet Upper A Arm Set to Match the OEM Dimensions

C2) Insert the Upper A Arm into the Chassis. Use the OEM upper A arm mounting bolt at the chassis. Apply blue thread locker to the nut before tightening. Please note: the sleeves rotate freely in the bushings allowing as smooth a ride as possible so it is ok to completely torque the

upper A arm mounting bolt at this time. It is a 14mm bolt so follow the torque spec from the table above.

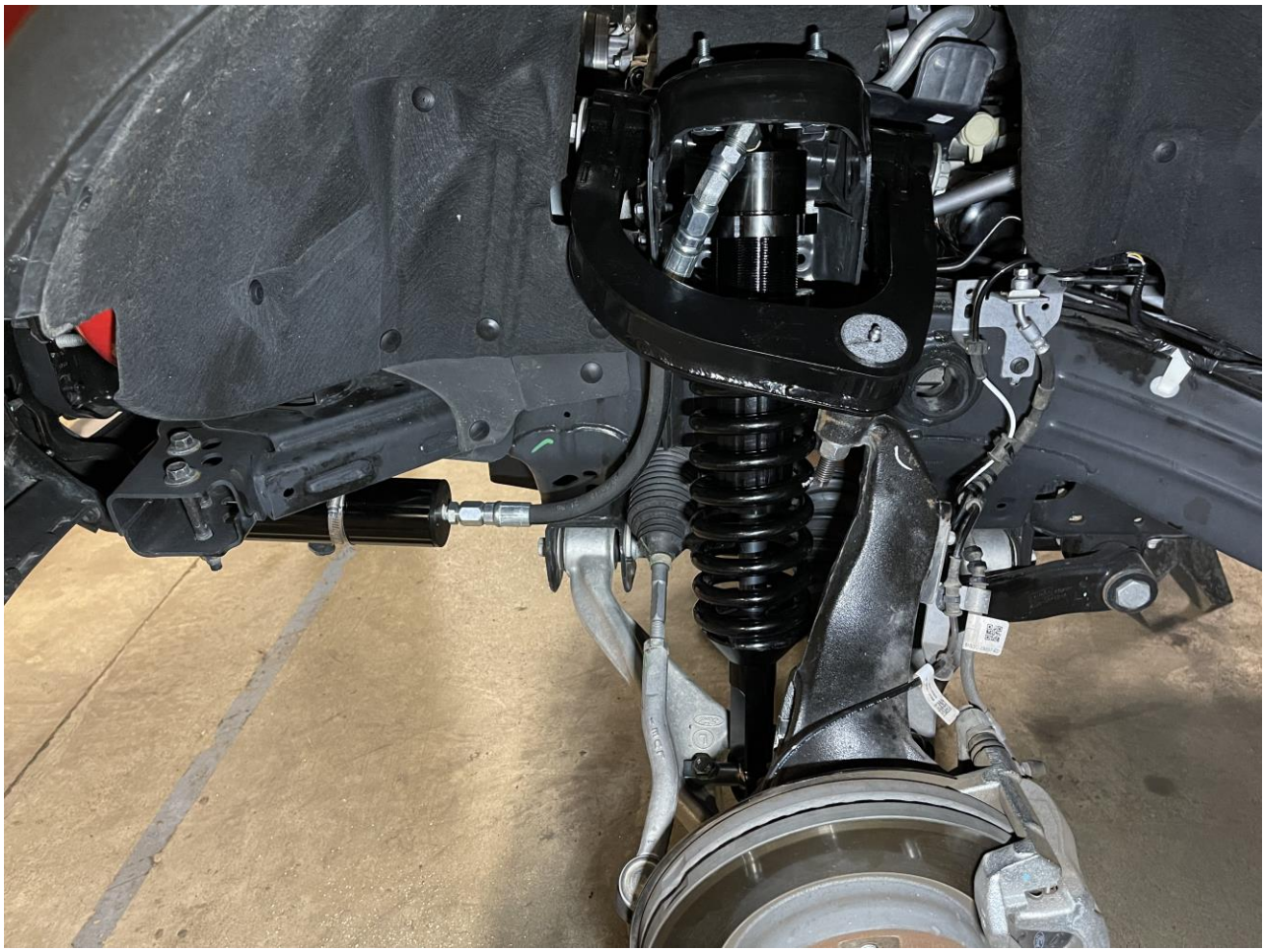
C3) Tighten the 5/16 pinch bolts and torque them to the spec from the table above. Please note: You will see the pinch slots clamp down, this is normal and what they are supposed to do.

C4) Back the jam nuts off, apply blue Loctite and torque the jam nuts with a crows foot. With the combination of the pinch bolts and jam nuts, they should never come loose. Torque the jam nut to the 1" jam nut spec in the table above.

4) Reconnect the upper A arm to the knuckle. You will need to jack up the lower A arm slowly which will be loading the coil over assembly. Be careful doing this procedure. Position a jack as close to the lower ball joint as close as possible to provide it enough leverage to do this procedure with ease. Jack up the spindle assembly to a point where you can reconnect the upper A arm at the spindle. If you purchased a Rock Krawler Fabbed or Billet Upper A Arm, we upsize the ball stud and fastener size at the spindle connection. Make sure to use the supplied extra thick washer under the nut for the RK upper A arms. Torque to 12mm spec for the OEM or 14mm spec for the RK upper A arms from the table above.

5) With the front suspension in full droop, apply preload to the coil over assembly. We recommend spraying the body with WD 40 to allow the preload collar and locking colar to rotate easier under the heavy spring rate. Apply enough preload to show approximately 1.5" of thread from the top locking colar to the bottom of the top cap. This will set the front lift height.

6) Attach the Ressy to the Ressy mounting bracket using the (2) supplied stainless steel hose clamps per reservoir as shown below.



Driver Side Assembly with Fabbed Upper Arm Attached (Yes, it is sexy, it is ok to stare at it)

7) Reattach the steering shaft if it is still not reconnected.

8) If you are reusing the OEM steering linkage reattach it to the spindle assembly at this time. Use the 12mm torque spec from the table above. If you are upgrading to the Rock Krawler Billet Steering Linkage do steps 8a through 8j.

   a) Remove the clamp holding the rack steering boot to the tie rod end and to the rack. The inner will be reused so use the proper tool to remove it. If you damage it, a simple hose clamp will do or you can purchase a new OEM style rack boot clamp from your local generic auto parts store.

Removing the Rack Boot

b) Remove the inner joint off the end of the rack. The wrench flats machined into the end are for you to unthread from the end of the rack. It is right hand threaded so just unthread it and remove it.

Inner Rack Joint Removal

c) Set the tie rod assembly to the approximate length of the OEM assembly as shown below. Measure from the mating flat face that goes to the rack to the center of the joint that attaches to the spindle assembly. Balance the threads past the jam nut and measure the exposed thread on the RK steering assembly on each joint. _____Exposed Thread Length.

Setting Initial Tie Rod Measurements

d) Remove the 16mm bolt out of the inner clevis and apply blue Loctite as shown below.

e) Install the clevis in the end of the rack with the supplied 16mm bolts. Make sure the Clevis is oriented perfectly up and down as shown below. Torque the 18mm bolt the 90-100 ft-lbs.

Inner Clevis Installed

f) Grab the 7/16 tooling bolt and apply blue Loctite.

Blue Loctite applied to the 7/16 tooling bolt

g) Install the inner tie rod joint as shown below with the 7/16 bolt. Please note this is a very tight and precise fit. Torque the 7/16 bolt to 48-50 ft-lbs.

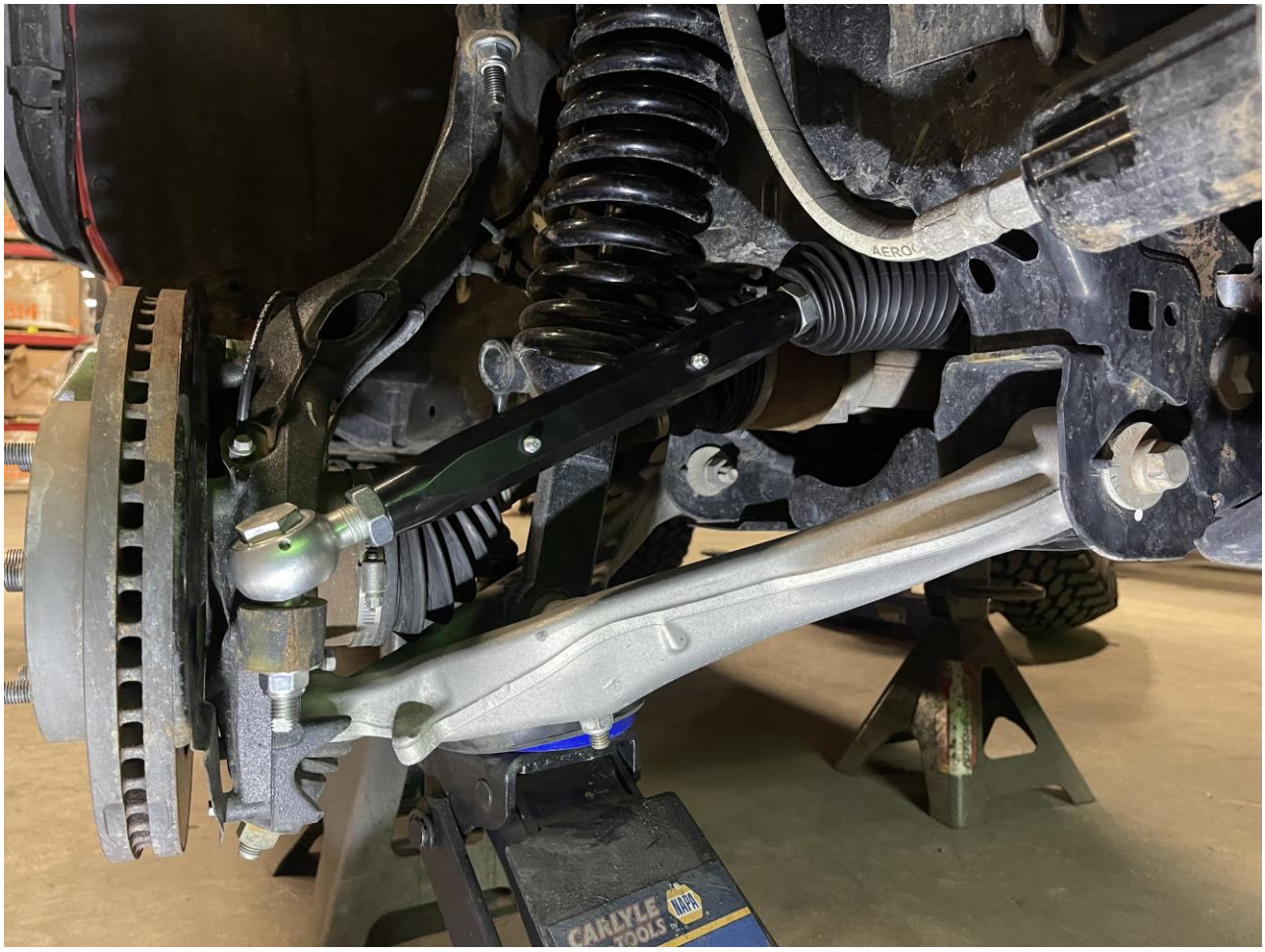
Inner Tie Rod End Installed into the Clevis Fork in the Rack

h) Install the boot over the end of the shank of the joint and over the rack housing. Thread the jam nut all the way the joint shank as shown below. Please note: on Haas 2.0 racks you will have to trim the end of the boot to allow it to be large enough to go over the end of the joint. Haas 3.0 rack boots are 18mm so they are large enough to go over the shank of the joints.

Boot and Jam Nut Installed

For Hoss 2.0 Trim the Small Lip of the Boot off as Shown above with a Rasor Blade

i) Reassemble the tie rod assembly. Use the measurement past the jam nut of exposed thread from above as your starting point. Since the inner joint is a blind assembly (hidden) under the boot, use the fact that it is a left hand/right hand threaded center link and thread the joints in equally and the outer jam nut and thread that you can easily see as your baseline. Then attach the outer tie rod end to your spindle assembly as shown below and tighten the outer tie rod end to the spindle assembly to 55-60 ft-lbs.



Full Tie Rod Assembly Installed (Yes, it is sexy, it is ok to stare at it)

j) Lightly snug the Jam Nuts at this time as this will be adjusted when your alignment is done. When the alignment is completed be sure to put some Loctite under the jam nuts, and tighten the ¾ jam nuts to the table above.

9) With the front suspension still unloaded, apply the preload using the supplied spanner wrench to have 1.5" of thread showing past the lock nut. Snug the locking nut to the preload nut so it does not back off.

10) Reinstall wheels and place vehicle on the ground. Double check all hardware is tightened to spec. Great job.

11) Make sure to get the vehicle aligned by a professional alignment facility as soon as possible. Recommended alignment specs are in the back of the instructions.

REAR SUSPENSION INSTRUCTIONS

1) Make sure vehicle is on a level, hard, working surface if you are using a floor jack and jack stands**.**

2) Block the front wheels so the vehicle cannot move.

3) Raise and support the rear of the vehicle with safety jack stands. Locate jack stands on the frame in front of the axle.

4) If you are using a vehicle lift, place the lift arms according to the specific vehicles lifting procedures. Ensure that the lift arms will not interfere with the components that are being replaced.

5) Remove the rear wheels and tires while the axle is supported by a floor jack.

6) Working on the rear of the Bronco to replace the control arms or coil overs is no fun since the fuel system hangs up the axle and a lot of the hardware is hidden by the gas tank. If you are doing just the track bar or track bar raised bracket skip step 6 and go to the rear track bar and or bracket section. Otherwise do all steps in procedure 6 below.

   a. Be sure to not have sparks or if you are a smoker, now is not the time for that either. Remove the hose clamp on the fuel filler neck as shown so you can lower the gas tank to gain access to the hidden hardware for the control arms.

Fuel Fill Connection Shown

   b. Support the gas tank and remove all the gas tank skid plate mounting bolts but the two most forward bolts in the gas tank skid assembly. Losen the front two bolts only, but

do not remove them. This will keep the skid system lined up and make it easier for you to realign and reconnect everything at a later time.

c. Lower the gas tank to gain access to the frame side hardware in the control arms and or allow enough droop to remove the OEM strut assembly with ease.

7) If you are swapping the struts to coil overs or swapping the rear track bar, or doing a Pro-X Upgrade remove the rear track bar now. Retain the OEM hardware if you are swapping the track bar or installing the track bar bracket at the axle, or installing coil overs. If you are just swapping control arms simply loosen the OEM track bar bolts so it rotates freely.

8) Swapping the control arms:

a. If you are swapping the upper control arms, remove the cover over the passenger side frame side bolts at the frame and axle with the proper Torx bits. Save them for they will be reused.

b. Remove the rear upper arms. Set the new rear upper control arms to match the OEM arm length. The acceptable range is 14 9/16 to 14 5/8 center of joint to center of joint. The fixed end goes at the frame. The adjustable end goes at the axle. The offset in the arm is to clear the gas tank and the driver side is the mirror of the passenger side. Secure the upper arm with the OEM hardware and torque the OEM hardware to the 16mm spec in the table above. Reattach the hardware guards with the OEM torx head fasteners. See the below example image.

Driver Side Rear Upper Installed (Customer Opted for a Pro-X Krawler Joint vs. Adv. Series Joint No Longer Offered)

c. If you are installing the rear lower arms remove the OEM rear lower arms and OEM mounting hardware. Save the OEM hardware for reuse. Set the arms to the OEM length (25 3/4 " joint center to joint center).

The fixed joint goes to the frame and the adjustable joint goes to the axle connection.

9) If you purchased a system with the Pro-X rear triangulated 4 Link do the following;

a) It makes it easier to remove the rear axle from your vehicle. Before you remove the rear calipers from the axle, disconnect the battery terminals from the battery (trust us – it is a hard lesson to learn).

b) Cut off the rear upper control arm mounts off the axle and smooth the axle as best as possible. You can also cut off the track bar mount for a nice clean look. The track bar frame side mount can also come off the frame again for a nice clean look.

c) Prep the axle and the truss welding surfaces. The truss lines up really easy both side to side and rotation front to back.

Notice the OEM holes on top of the axle as shown below. These will be used to line up the new truss.

Rear Truss Alignment Hole(s)

The Pro-X truss aligns with the holes shown above as shown below. This perfectly positions the truss as show below. Then weld all the mating surfaces with a 3/16 fillet weld technique.

Aligning the Pro-X Truss

d) Apply a durable finish of your choice before moving on and let it dry.

e) Set the rear upper arms to the assembled length of 18 ½” center to center as shown below.

Setting the Rear Upper Pro-X Arms to Length

f) Attach the rear upper control arms at the frame connection using the OEM hardware.

g) Attach the Pro-X Krawler Joint to the new Pro-X truss using the supplied 5/8 hardware.

h) Torque the bolts to the supplied specs in the table above.

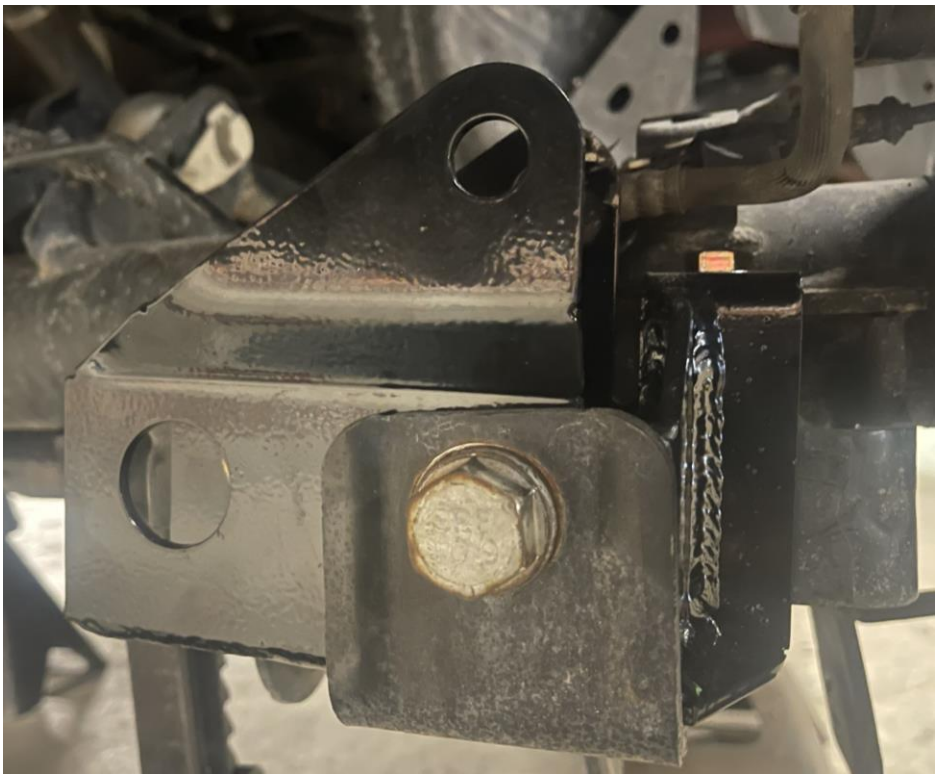
i) Orient the Pro-X Krawler joints to the neutral position and torque the jam nuts to the 1" spec in the table above.

j) Root the brake lines over the truss and secure with supplied ¼ - 20 thread forming bolts.

10) If you purchased the rear track bar and or track bar relocation bracket to raise the rear center do the following:

a) For the track bar bracket:

- Remove the brake lines from the axle to get them out of the way for now.
- Install the rear track bar bracket into the OEM track bar mount using the OEM bolt and nut as shown below.



Rear Track Bar Bracket Installed

- Use the supplied ½ x 1.25 Bolt, ½" Washer and Flag Nut as well as the supplied 7/16 x 1.5" Bolt, Washers and Nylok Nut to further secure the track bar bracket as shown below.

½" Bolt and Flag Nut

7/16 Bolt, Washers and Nylok Nut

- Tighten the hardware to the torque specs in the above table and reattach the brake lines.

b) Install the rear track bar (Do not fully connect the rear track bar if you are installing coil overs – wait until you start to raise the rear axle to do so or you will fight the connections).

- Set the rear track bar to the assembled length of 44 3/16 center to center. That should be a good number to start at for most 3" lift heights.

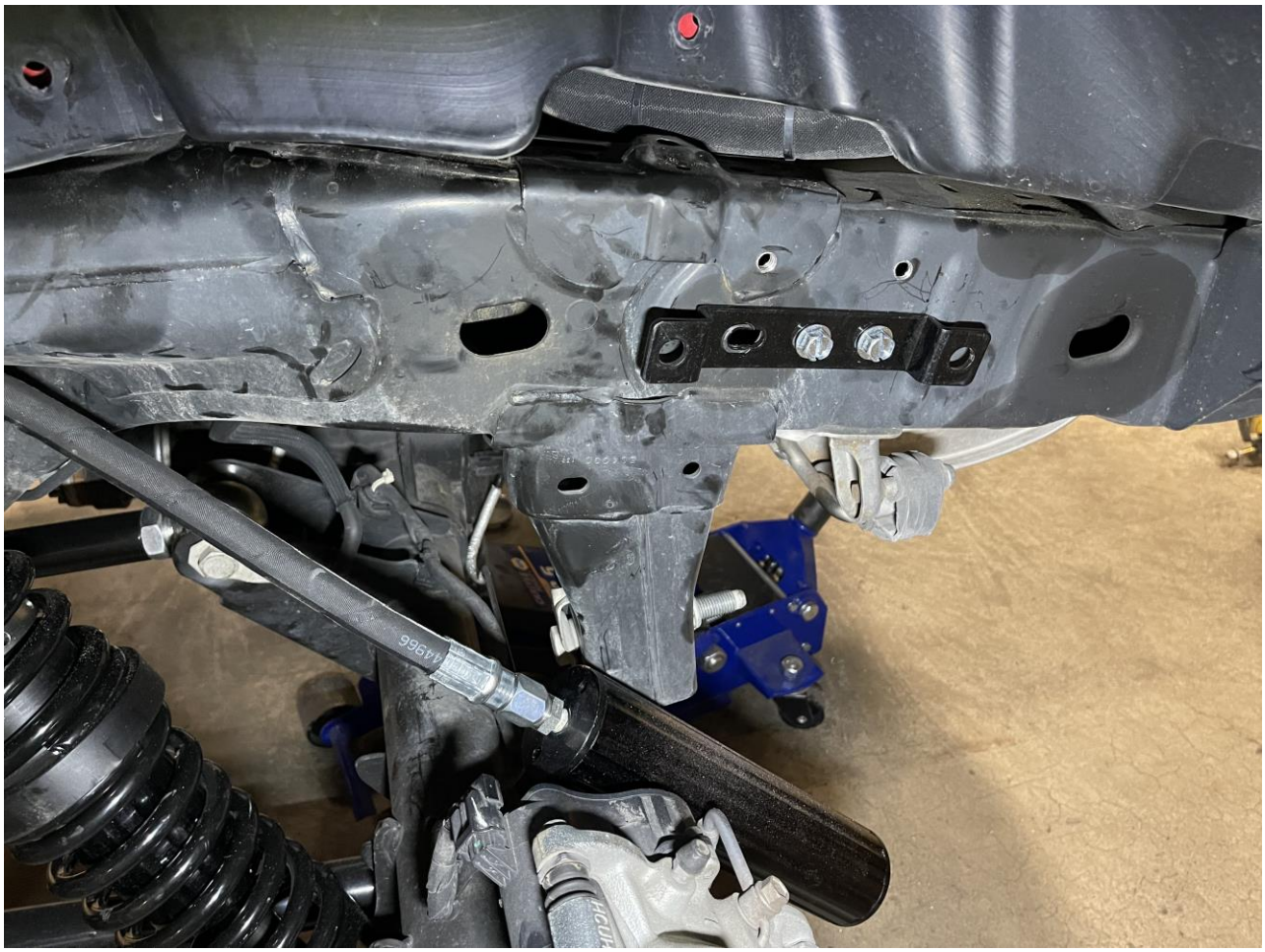
- Attach the Adventure Series Joint to the frame connection using the OEM hardware and the Pro-X Krawler Joint to the axle connection using the OEM hardware or if you installed the Track Bar Riser Bracket use the supplied 5/8 x 4" bolt, washers and nylok nut. Torque the hardware

Frame Side Track Bar Connection

Axle Side Track Bar Connection

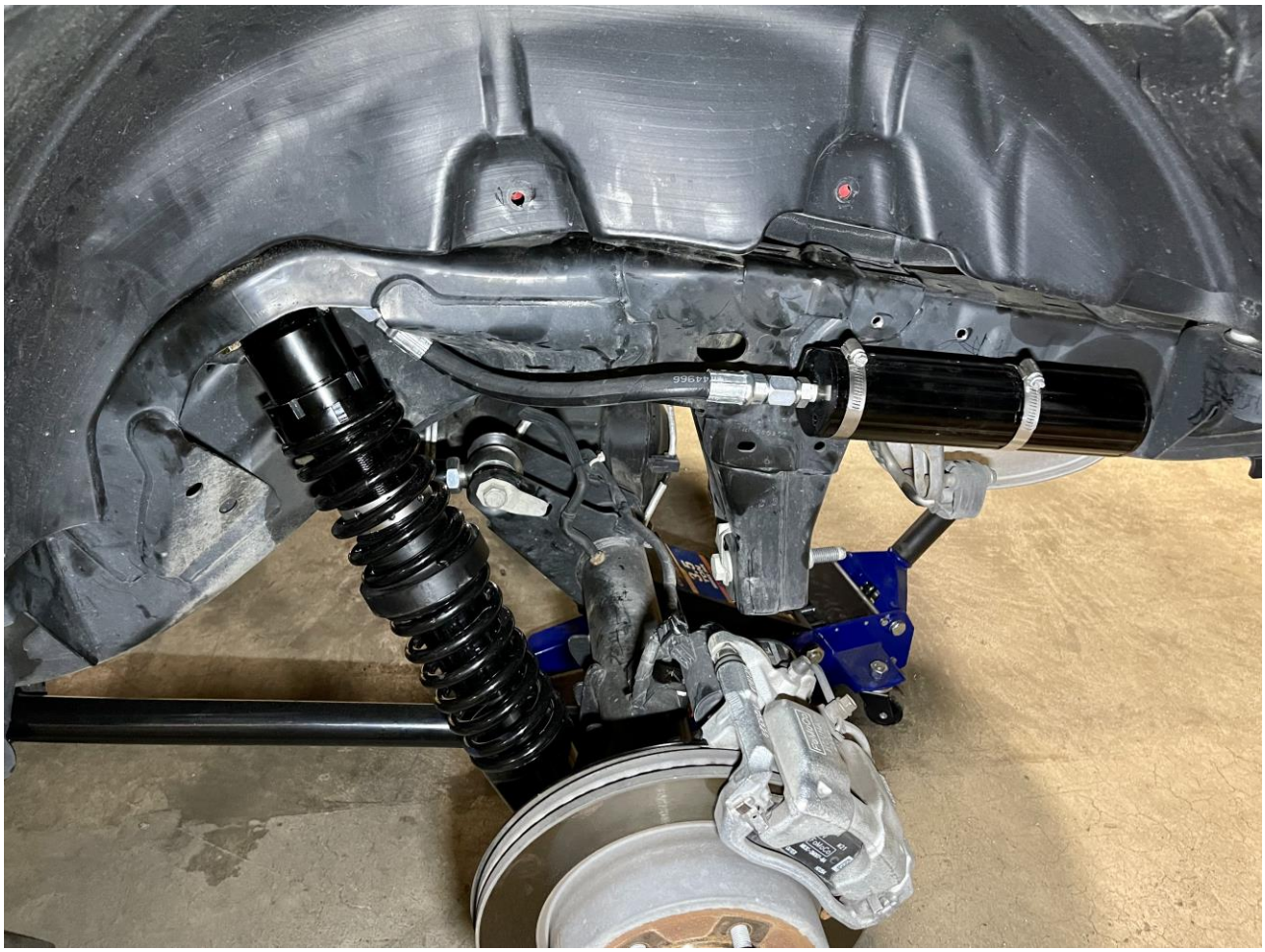
11) Install the rear coil overs if purchased.

a) Grab the Ressy Mount, mark the mounting holes in the approximate location as shown. Drill two 5/16 holes and secure the Ressy Mounting bracket to the frame.



Rear Ressy Mount Installed

b) Tighten the ½ bolt in the upper coil over mount and install the upper coil over mount into OEM strut mount using the supplied 10mm bolts, washers, and nylok nuts. The Ressy goes toward the rear of the vehicle as shown.



Rear Coil Over Assembly Installed

*Please note: the standard coil over assemblies come with a single dual rate coil, but all rear coil overs include the cross over rings or rear transition rings for overland guys to upgrade to true dual rate setups and accommodate very heavy loads. All you need to purchase from Rock Krawler is the plastic slider.

c) Secure the bottom of the coil overs to the axle using the OEM hardware. Make sure the bottom coil bucket is oriented as shown below so it does not make contact with the OEM mounting brackets on the axle.

Bottom Rear Coil Over Connection as Shown and Properly Oriented

d) Please note: with the Standard Rear Coil Over Coils from Rock Krawler you will not have to add any more preload. Thus zero threads showing past the lock nut unless you add a ton of weight. The preload occurs during the assembly process for standard Bronco builds.

12) Raise the Gas tank back up in place. Reattach all the fuel line connections. Tighten all the gas tank skid plate bolts.

Great Job – Your Installation is Complete. You have sexy ass Bronco. Thank you for purchasing Rock Krawler Products for your 6G Bronco.

Typical alignment specs for the Rock Krawler 3.0” Systems

Caster 3.0 to 3.5 degrees with .2 degrees caster on the passenger side than the driver’s side to account for road crown. Please note: some tire treads and steering stabilizers may cause a pull or push that needs to be accounting for. Camber 0 to ½ degree in. Set tow to zero

Suspension tuning, ride quality and handling were developed on 35 and 37-inch-tall tires on 17- or 18-inch diameter wheels. Tuning tire pressure to achieve what is optimum to you is up to you and your discretion.

Remember to retorque all hardware after 500 miles and check for proper alignments to ensure everything has settled in properly and is functioning correctly!

***Please Note:** If you do not have adjustable components, you will not be able to dial in the alignment or pinion angle settings so what you get is what you get.

A note about tires, wheels, tire pressure and how it effects ride quality:

Tire and Wheel combinations at a given tire pressure have their own spring and dampening rates associated with them. This plays a major part in ride quality and off-road performance. The stock tire pressure settings on your Wrangler are based on stock C rated light duty tires on 17” wheels. Larger aftermarket tires typically have a much firmer side wall than the stock ones, thus increasing the spring rate and decreasing the dampening rate associated with the tires themselves. Going from a C to a D or E rated tire also amplifies this effect. Increasing wheel diameters cuts down on the sidewall size of the tire; for example, going from a 17” wheel to a 20” to 22” wheels will increase the spring rate and decrease the dampening rate of the tire and wheel combination. As you increase tire strength and wheel size it is common to have to reduce the tire pressures in order to make your aftermarket tire and wheel combination feel like stock wheel combination. **Choose pressures wisely and safely! This is one part of your suspension tuning you can do on your own.**

Common Service Parts Listings:

****Recommend Grease**

Grade 1 Grease such as Mobil Grease – Mobilux EP1 [NLGI 1] or equivalent in all joints.

Red and Tacky can be used in the steering joints and the Upper A Arm Joints at the Spindle.

Front Upper A Arms

Fabbed Upper A Arms

Adventure Series Joint Center at the Frame – RK08524K

Ball Joint Rebuild Kit – RK08239

Billet Upper A Arms

Adventure Series Joint at the Frame – RK08386

Ball Joint Rebuild Kit – RK08239

Steering Joints

Bronze Raceways to Rebuild the Joints – RK08170K

Inner Tie Rod Joint Assembly - RK08174K

Outer Tie Rod Joint Assembly – RK08181K

Rear Track Bar

Adventure Series Frame Side Joint – RK08043K

Axle Side Pro-X Krawler Joint Rebuild Kit – RK04034K

Axle Side Pro-X Krawler Joint Full Replacement – RK08038

Rear Upper Control Arms (Not Pro-X)

Adventure Series Joint Center at the Frame – RK08030K

Adventure Series Joint Center at the Axle – RK08247K

Adventure Series Joint at the Axle (Full Replacement) – RK08034

Rear Lower Control Arms:

Adventure Series Joint Center at the Frame – RK08030K

Adventure Series Joint Center at the Axle – RK08247K

Adventure Series Joint at the Axle (Full Replacement) – RK08246K