



## INSTALLATION INSTRUCTIONS FORMED ROCKER GUARDS PJ3002 - JK WRANGLER 4-DOOR

### HARDWARE LIST

- 4 - 1/4-20" x 1.25" stainless oval tapered bolts
- 4 - 1/4-20" x 3/4" grade 5 bolts
- 4 - 1/4" USS flat washers
- 4 - 1/4-20" metal lock nuts
  
- 4 - 1/4-20" x 4.5" stainless oval tapered bolts
- 4 - 1/4" flat washer (Note- O.D. = 1.25" / thickness = .080")
- 4 - 1/4-20" Nylock nuts
  
- 6 - 1/4-20" x 3.5" grade 5 bolts
- 6 - 1/4" flat washer (Note- O.D. = 1.25" / thickness = .080")
- 6 1/4-20" Nylock nuts
- 6 - PJSLE01 Crush Sleeves 2 23/32" Length
- 2 PJSLE02 Crush Sleeves 3 19/32" Length
- 2 PJSLE03 Crush Sleeves 4" Length
  
- 4 - 1/4-20" knurled large flange nut-zert
- 1 Nut-zert installation tool (2 pieces)
  
- 4 Extruded Body U-Nuts (8mm x 1.25)
- 4 8mm x 1.25 x 30mm bolt
- 4 5/16" Flat Washer
  
- 1 Drill Guide
- 2 1/4" x 8" alignment rods

### 4-DOOR HARDWARE IN ADDITION TO ABOVE !

- 4 1/4-20" x 3" grade 5 bolts
- 12 1/4" USS Flat Washers
- 2 1/4-20 x 3" stainless oval tapered bolts
- 2 - 8mm x 1.25 x 30mm bolt
- 2 - 5/16" Flat Washer

- 4 - PJSLE04 Crush Sleeve 2 5/16" Length
- 2 - PJSLE05 Crush Sleeve 2 1/4" Length

#### **Disclaimer**

PUREJEEP has made every effort to provide correct information. Each item has been fit checked for accuracy. PUREJEEP reserves the right to alter, make changes or replace part numbers and descriptions without notice. PUREJEEP will not be held responsible for changes or misprints or manufacturing changes made by the vehicle manufacturer. For questions regarding PUREJEEP components call our Technical Support Department at 661-398-9585



## BEGIN THE INSTALLATION

STEP 1. Unpack and inspect contents fully.



STEP 2. On Sahara & Rubicon models, remove stock step/rock rails.

Step 3. Locate the factory nut clip pockets in the underside floor areas.



Step 4. Begin to remove the doors from vehicle, one side at a time. Unplug wire loom and remove door straps from retainer hooks.





Step 5. Begin to remove interior trim panels to expose inner sill area.



Step 6. Install nut clips into pockets on floor area. Shown below are the 8mm x 1.25" bolts supplied in the hardware kit.





Step 7. Tape off fender flares to protect them from scratches during install.

Step 8. Use a floor jack with a wood block and a rag or towel to lift and keep the rail in position during installation.



Step 9. Tape the backside of the rail to protect the body of the JEEP, and lift into place.



Step 10. Align the holes and bolt the rail into place from the bottom side using the supplied bolts and nut-clips. Use the floor jack out at the end of the tube rail to “cam” or squeeze the rail tightly to body before transferring the hole centers before drilling the body.



Step 11. Use a scratch awl to scribe a mark through the mounting holes at all points along the side rail.



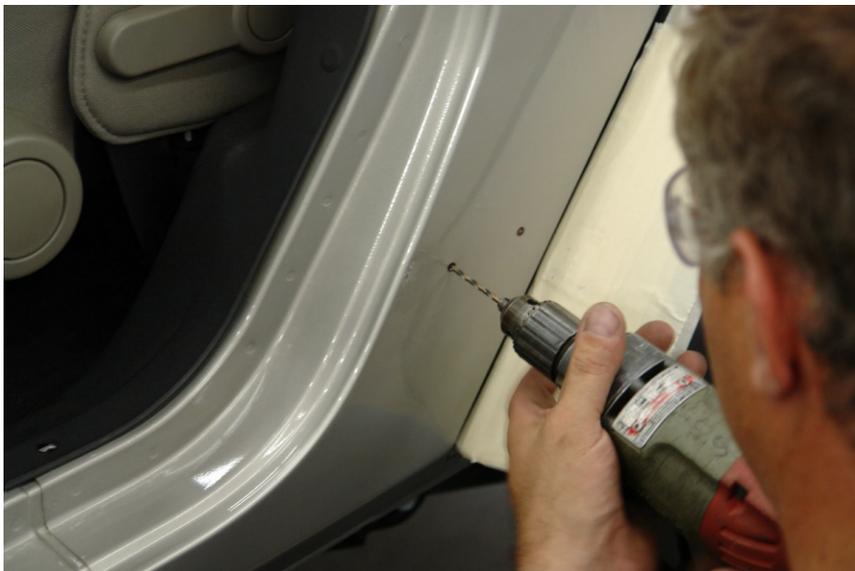


Step 12. Continue to transfer hole centers along all points of the rails. **NOTE: See addendum page for 4 door notes.**



Step 13. After center punching body, begin to drill 1/4" holes at all mounting points. There are multiple layers of sheet metal to drill through to reach the inside wall of the door sill area. Drill **only** the outer layer with the 1/4" drill bit at this time.

Step 14. When drilling the 3 holes in the sill area below the door, use the supplied drill guide to drill the inner 3 layers of sheet metal all the way through to the inner panel. It is critical to hold the unit tight to the body to drill the hole to exit inside of the sill at the correct point.



Step 15. Continue to drill 1/4" holes at all mounting points through all 4 layers of metal. The 2 upper rail mounts on the front fender, and the 2 upper between the door and rear flare are drilled straight through via freehand. **NOTE: See addendum for 4 door notes.**



Step 16. Note that the hole exits above the floor in the area on the back side of the sill. The drill guide places the hole at the correct angle to achieve this.

Step 17. After the 1/4" guide holes are drilled, use a 1/2" drill to open up the outer 3 layers to 1/2" to insert the DOM crush sleeves. This is done to the 2 holes at the front of the fender, and the 3 holes below the door sill. **IMPORTANT: The 2 rear upper rail mounts between the door and fender flare that use a nut-sert require only a 3/8" hole.**

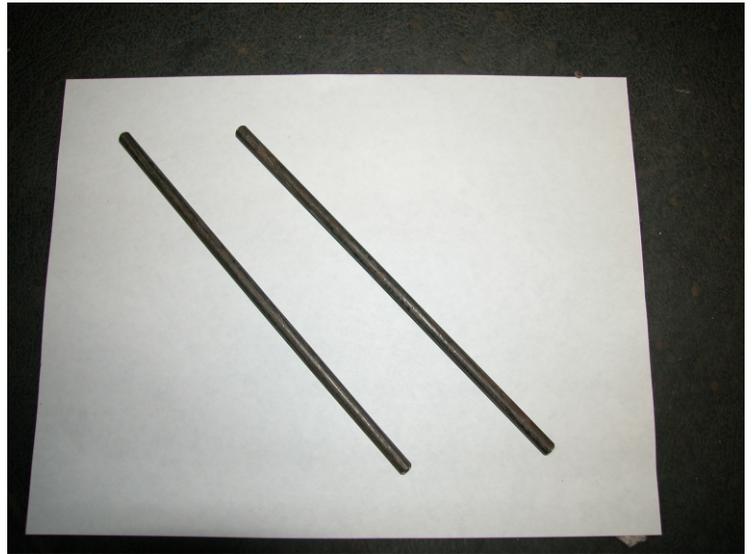


Step 18. Begin to remove inner fender liner clips for removal of inner fender liner



Step 19. Your hardware bag contains 10 DOM sleeves of different lengths. These are to be used as crush sleeves when inserting the 1/4" bolts through the sill plate. At this time, locate and separate all of these by length.

Step 20. The hardware bag contains 1/4" steel alignment dowels. These will be used to align the DOM sleeves through the 1/2" holes in the body below the sill plate.



Step 21. Coat the end of the DOM sleeve with a liberal coat of black RTV Silicone before installation.



Step 22. Slide the alignment rod into the DOM sleeve and insert all the way through to the hole on the other side of the door sill area as shown. These 3 holes under the door sill area are holes # 3,4,& 5. Use the 2 23/32" tubes in these holes.



Note: You may need to tap the end of the DOM sleeve to seat it against the inside wall of the door sill.





Step 23. Slide the alignment rod into the DOM sleeve and insert all the way through to the hole on the other side of the lower fender area as shown. Hole #1 uses the 3 19/32" length tube. Hole #2 uses the 4" tube.

Step 24. Shown is the inner crush sleeve that slides up in between the outer fender and body/inner kick panel.

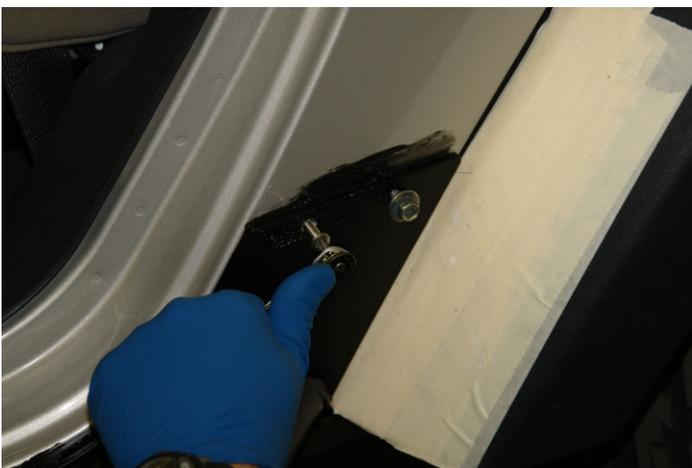


Step 25. Use the supplied tool to install the 1/4 -20 nut-sert at the rear upper edge of the rails. **NOTE: See addendum for 4 door notes.**



Step 26. Right before final installation of the rails, coat the entire upper contact area of the body with black RTV sealer to prevent leakage of water, sand and grit between the body and rail assembly.

Step 27. Before final installation, repeat the procedure of lifting the rail into place with floor jack and wood block, bolting the bottom mounts into place first, then squeezing the rail into place before trying to align the bolt holes before mounting. The crush sleeves are already in place, and you will use the alignment rods to line the holes in the rail and body/sleeve before sliding the fastener into place. The 2 bolts at either end of the rail mount from the outside in, and 3 middle bolts slide from the inside out.



Step 28. After every bolt has been inserted and nuts started on the end of the bolts, begin to torque all of the bolts from the middle mounting points out. Re-torque all bolts in sequence twice.



Step 29. After every bolt has been torqued, locate the mounting tabs on each end of the rails. Drill through the hole in the tab with a 1/4" drill bit, and install 1/4 -20 x 3/4" hardware



Step 30. All done. Re-install doors, inner fender liners, and inner trim panels. You're ready to go off-road.



A Division of Full-Traction Suspension  
6901 Unit C McDivitt Dr.  
Bakersfield CA 93313 U.S.A.

Hours of Operation  
Monday-Friday 8:00 A.M. - 4:30P.M. PST  
Closed Weekends & Holidays.

Order Desk-Customer Service 800-255-6464

Technical Support 661-398-9585

24 Hour Fax Order Line 661-847-0189

Sales [sales@full-traction.com](mailto:sales@full-traction.com)

# PJ 3002 4 DOOR ADDENDUM NOTES



Mounting holes 8,9, & 10 are configured and installed in the same manner using a crush sleeve as as holes 1 through 7.

**3 Additional holes at rear door.**



**3 Additional holes at rear door.**