

# REBEL OFF ROAD

## REAR 12" COILOVER INSTRUCTIONS For Jeep Wrangler JK 07+

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# REBEL OFF ROAD REAR 12" COILOVER MOUNT INSTALLATION INSTRUCTIONS

**Part# ROE-RECON-BKT-REARCOMP-20-12-12**

## **Includes:**

- Rear upper and lower 12" coilover mounts
- Grade-8 hardware

Thank you for purchasing the Rebel Off Road bolt-on coilover kit. This system includes all necessary mounting brackets and hardware to convert the rear of a Jeep Wrangler JK from a coil spring and shock configuration to a long travel coilover design. (Coilovers sold separately / available from Rebel Off Road.) This system is engineered to achieve rock buggy caliber wheel travel when offroad plus superb street drivability when on pavement.

Support vehicle with a hoist. Vehicle should be lifted off the ground far enough to allow the suspension to completely droop out plus 6". Remember coilovers allow for more droop than OEM suspension.

## **Notes:**

- Exhaust relocation system required

## **Disassembly:**

- Droop out suspension
- Remove rear sway bar system including rod
- Remove wheels/tires (driver and passenger)
- Remove shocks (driver and passenger)
- Remove coil springs (driver and passenger)
- Make sure front brake lines and ABS lines have slack and lower the axle to allow droop fully
- Remove muffler and over-axle piping (cutting may be required)
- Remove exhaust shield
- Cut off 2 front muffler shield mount tabs flush with body (See figure 8)
- Remove bumper bolts that go through rear frame cross member and into rear bumper

## **Installation – Upper Coilover Mount:**

- Install upper coilover mounting cradle to rear crossmember using 3x 1/2 inch x 4.5 bolts. Rear of cradle has long flat plate welded to it with holes. (See figure 9)
- Secure using supplied hardware (1/2 inch x 11.5 inch bolts, nuts and washers).
- Tighten all hardware

### **Installation – Lower Coilover Mounts:**

- Being with Driver side lower mount on axle housing
- Using a sawzall or angle grinder, cut off the factory shock mounts flush with the control arm brackets
- Grind and sand smooth (See figure 10)
- Using a sawzall or angle grinder, cut off the factory sway bar mounts flush with control arm brackets (See figure 11)
- Paint all sanded areas to prevent rust
- Remove driver side lower control arm bolt
- Test fit lower coilover mounting bracket by sliding it over factory lower control arm mount.
  - NOTE: The factory lower control arm brackets on JK models vary on how the factory installed them. Some many require additional cutting or grinding.
- Once all holes line up correctly bolt coilover mount to factory lower control arm bracket with 7/16 bolt and lock nut and flat washers (See figure 13)
- Reinsert lower control arm, tighten hardware
- Follow same instructions for Passenger side

### **Coilover Shock Install:**

- Begin with Driver's side
- Insert and pinch (this can be tricky) 2x heim spacers on either side of upper coilover shock. Slide coilover shock into position in upper coilover mount. Insert 1/2 inch x 3 bolt from the rear.
- Insert and pinch (this can be tricky) 2x heim spacers on either side of lower coilover shock. Slide coilover shock into position in lower coilover mount. Insert 1/2 inch x 2.5 bolt with flat washer and stover nut. NOT nylock.
- Follow same instructions for Passenger side.
- Tighten all upper and lower coilover system hardware.
- Check ABS lines and brake lines for correct length and clearance.
  - Lines some have some slack at full droop.
  - If necessary install longer brake lines (not included but available from Rebel Off Road or your nearest Rebel Off Road dealer. Minimum 30")
- Ensure brake and ABS lines are routed away from tires.
- We suggest cable ties to secure ABS and brake lines together, then secured to coilover spring. This ensures they do not get pinched inside spring.

NOTE: Reservoir attachment is up to installer. We suggest either clamping reservoir to Upper coilover mount tub or weld on reservoir clamp mounts.

Figure 8



Figure 9



Figure 11



Figure 10



Figure 13

