

HANSON OFFROAD

Installation Instructions JK Rear Bumper W/Tire Carrier 2007-Current Jeep Wrangler

Remove stock bumper.



Retain the stock bolts that attached the bumper to the sides of the frame.



There are four holes in the back of the frame. You will need to enlarge the far right hole using a drill with a 9/16" metal bit.



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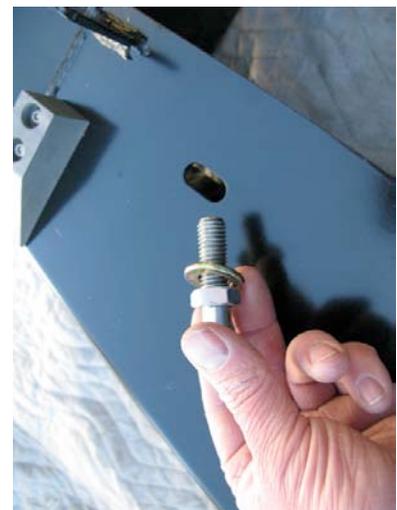
Paint the freshly drilled holes and touch up any bare metal on the rear or side of the frames.



Install the scuff block using 2 @ 1/4" x 1 1/4" stainless button head bolts. Use an Allen wrench to tighten.



Insert the latch pin into the bumper. Install with nut and washer on top of the bumper and flat washer, lock washer and nut from under the bumper. Only hand tighten at this time.



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Install the threaded rubber bump stop into the vertical bracket coming off the top of the bumper.



Lift rear bumper into place and set over onto the frame horns.



Install the 4 bolts you retained from your stock bumper 2 into each side of the frame. Hand tighten.



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Insert the 4 @ 4 ½" x 9/16" bolts. Use flat washer on the bumper side and a flat washer, lock washer and nut on frame side. Hand tighten.



Adjust bumper making sure the top is running parallel with the ground. Stand back and make sure it is aligned with the back of the vehicle.



Tighten the bolts into the side of frame using a 16mm socket.

Tighten the 4 - 9/16" bolts in the rear of the bumper using two ¾" wrench's. Torque to 100 pounds-foot.



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Mount the latching mechanism to the tire carrier using 2 @ $\frac{1}{4}$ " x $1\frac{1}{4}$ ". Make sure the latch handle is facing the same direction as the tire carrier mount.



Install the detent stud with the supplied spring on it. Lube the detent before installing.



Thread on the $\frac{7}{16}$ " nut and the tee handle. Tighten the nut against the tee handle to lock the tee handle in place.



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Spread the clamp sleeve using a wedge or a large screw driver.



Lube the spindle with automotive grease.

With the wedge in place slide the tire carrier over the spindle.



Work the tire carrier back and forth until the tire carrier is all the way down onto the spindle.



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Close the tire carrier. Lift the tire carrier onto the scuff block being careful not to scuff the bumper.



With the tire carrier in the closed position insert the 2@ 5/16" x 1 1/4" bolts thread on the c-nuts(self locking). Tighten the nuts until snug. Do not over tighten, the clamp sleeve should not touch it self. Test tightness by opening the tire carrier carefully. The tire carrier should not droop to hit the bumper. Work tire carrier back and forth and readjust if necessary.



With the tire carrier closed, check for latch alignment.



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Tighten the pin using two $\frac{3}{4}$ " wrench's. Check alignment and adjust as necessary.



Insert the 2 @ $\frac{1}{2}$ " x $1\frac{1}{2}$ " bolts with a flat washer and nut locking into position. Hand tighten.



Place spare tire on flat surface and measure from the back of rim to the bottom flat surface below.



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Measure from the back of the wheel hub to center of the 1 3/4" tube. Insert the 2 @ 5/16" x 1" with flat washer through the top of the wheel hub. Use a flat washer and 5/16" nylock nuts from bottom. Tighten using a 1/2" wrench and socket.



Insert two 5/16"x3/4" carriage bolts, use flat washer and 5/16" nylock nuts. Tighten with 1/2" wrench.



Insert grease fitting and thread in using a 5/16" wrench.
Install snap ring.



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Mount spare tire using your factory lug nuts.
Install Hi Lift Jack. Place over the 1/2" bolts once they are aligned tighten the previously installed nut with a 3/4" wrench. Put the jack back in place, place washer on and thread on 1/2" wing nut. We suggest tightening with pliers so some one can't remove without tools.



Check all bolts after 500 miles and at every 6000 miles.



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