

JEEP XJ CHEROKEE FRONT BUMPER INSTALL INSTRUCTIONS



Please read the mounting instructions below carefully before attempting to install.

XJFV / XJFD /XJFC – VANGUARD / DEFENDER / CRUSADER FRONT BUMPER – XJ CHEROKEE

Made in USA

Item Code Legend

EX: XJFV-T-PC

- T : Tubework/Hoop
- 0 : No Tubework/Hoop
- PC : Powdercoated
- BARE : Bare Metal



Bumper (Vanguard Shown)



Uniframe Tie-in Kit w/ Steering Spacer (Purchase separately and Vanguard Only)



Adjustable Fairlead (Vanguard Only)



Frame Spacers (Defender and Crusader Only)

Bolt Pack:

(Vanguard Only or Purchased Separately) XJUNF-BP:

- o 4 – 1/2 SAE Washer
- o 25 – 3/8 USS Washers
- o 2 – 1/2 Nut
- o 8 - 7/16 Nuts
- o 6 - 10mm x 1.5 30z Hex Bolt
- o 2 - 1/2 x 3 1/2 Hex Bolt
- o 3 - 7/16 x 4 Hex Bolt
- o 4 - 7/16 x 1 1/2 Zinc

FFWM-BP (Vanguard only)

- o 3 – 3/8 x 1 Button Bolt
- o 3 – 3/8 Flanged Nut

Bolt Pack:

(Crusader and Defender)

XJFB-BP:

- o 4 – 7/16 x 1.5 Hex Bolt
- o 2 – 10mm x 1.5 Hex Bolt
- o 4 – 7/16 Flange Nut
- o 10 - 3/8 Washers

Tools Needed:

- o 10mm Socket or wrench x2
- o 5/8 Socket or wrench x2
- o T50 Torx Socket

Vanguard only

- o 3/4 Socket or wrench x2
- o 5/16 Allen/Hex Wrench
- o 13mm Socket

- 1** Of course the first thing you will need to do is remove the stock bumper. Start by disconnecting the wiring to any fog lights that you may have on the bumper. Then using a T50 Torx remove the two bolts on underside of the passenger side of the bumper that hold the vacuum ball to the bumper.



- 2** The easiest way to remove the bumper is to remove the stock bumper with the brackets still attached. There are three 10mm bolts in a triangle pattern on each side of the for a total of six bolts to remove. Remove and retain these six bolts using the 10mm socket or wrench. The pictures show an XJ that has factory tow hooks installed. If you have factory tow hooks, there should be one or two other bolts to remove from the tow hook brackets that go through the frame rail.



3 You will also need to disconnect the vacuum ball located on the passenger side and relocate it.

We recommend up inside the engine bay somewhere.



4 (96 and earlier) You will also need to remove the lower fender supports. To accomplish this, remove two sheet metal screws on the ends of each bracket. One is pictured below. The other attaches the lower fender support to the inner fender triangle brace. In the picture, this screw has been previously removed for other modifications.



- 5** Time to cut the fenders: (**only 96 and earlier require fender trimming.**) I used a pneumatic cut off wheel. I made a straight cut starting at the headlight bezel and extending straight back to the fender flare. You can use whatever your preference is to cut sheet metal. It's best to use masking tape over the area to be cut to protect the finish and as a clean surface to mark the line. Make sure and paint the cut metal when your done to cut down on the chance of rust.



- 6** You are going to have to trim the fender liner, how much is up to you. Here we trimmed it up to the fender support bracket. You will also have to use a 10mm socket to remove the lower trim on 96 and earlier models.



7 Bend and push the horn bracket in and back as it is out of the way.



8 **Uni-Frame Tie Ins:** The following are only if you purchased the Uni-Frame Tie ins or are installing the Vanguard bumper.

- A The fender angle support will either need to be removed or trimmed to allow for proper installation of the front UNF brackets. The support can be removed and is held in by 4 10mm bolts. Many choose to remove this bracket all together and this works just fine. In the picture below, we show where to trim the bracket has been trimmed to clear the bracket. Either way you will have to remove the 10mm bolts holding the bracket to the frame.



B You will need to remove the three factory steering box bolts on the drivers side.

Depending on rust and age this can be difficult. If you feel it's taking excessive force, try some heat on the threads of the bolts at the steering box. If that option is not available to you, a good penetrating oil applied liberally for a few days will help.

C Remove the sway bar bolts using a 13mm socket or wrench.



D Using a flat head screw driver or similar tool, remove the clip nuts found at the end of the frame.



E Once you have those bolts removed, you can place the tie-in bracket against the frame and install the long 1/2" bolts (#5 below) loosely in the rearmost hole and the 10mm bolt (#1 below) to hold it in place. Slide the old steering spacer out and place the new spacer into place. After putting blue LocTite on the replacement steering box bolts (#4 below), reinstall the steering box. Leave all bolts slightly loose.



F Install the bulkhead brackets with the supplied hardware through the bulkhead at this time (#3 on the above photo). Leave all bolts loose to help with bumper installation.



9 Install of the bumper.

- A **With tie-ins:** Mounting the bumper is much easier if you have someone to help. The bumper brackets goes on the outside of the tie-in's. This will be a tight fit, a little percussive persuasion may be necessary. Simply lift the bumper up and test install a few bolts to verify fit. Be sure your going through the bumper brackets, tie-in brackets, and frame holes.
- B **Without tie-ins:** Two spacers will be supplied to mount between the new bumper mounting brackets and you frame rails. The bumper brackets goes on the outside of the frame rails. It may be a tight fit, a little persuasion could be necessary. Simply lift the bumper up and test install a few bolts to verify fit.



- * Occasionally you will find a hole on your frame rail is slightly different than a hole in the bumper or tie-in brackets. (Especially on 96 XJ's) Many times this is very minor and easily solved. Line up all holes that fit and temporarily install those bolts. Take a drill bit just bigger than the bolt size intended for the offending hole and run it through the tie-in and the uni-frame.

10 Go over all the hardware and tighten down. Enjoy your new bumper!