

**Body Armor 4x4 by Tolar Mfg.**  
**258 Mariah Circle, Corona CA 92879**  
**Ph: 951-808-0750**  
**Customer service hours:**  
**8am to 4 PM Pacific Time**  
**[www.bodyarmor4x4.com](http://www.bodyarmor4x4.com)**

**Installation instructions for JK-2394, Rear bumper & 5294 Swing Arm**  
**Fits 2007- 2012 Jeep Wrangler JK, all models**

- \*\* Inspect bumper and swing arm prior to installation. Contact us at 951-808-0750 if missing parts
- \*\* Due to the weight of the bumper it is recommended at least two people for installation

**Hardware List:**

12 MM-35MM Hex Head Bolt Qty: 4	Swing Arm seal Qty: 1
16MM-50MM Hex Head Bolt Qty: 4	Large bearing Qty 1:
16MM Flat washer Qty: 4	Small bearing and sleeve Qty: 1
16MM Lock Washer Qty: 4	Large flat washer Qty: 1
8MM Button Head screws: 4	Castle nut Qty: 1
8MM Flat Washer Qty: 4	Swing arm cap Qty: 1
8MM Lock Washer Qty: 4	<b>5294 Includes:</b>
Nut plate insert Spacer Qty: 2	<i>Swing Arm Qty: 1</i>
Lug Nut Qty: 3	<i>Tire mount Qty 1</i>

**Removing Factory Bumper:**

- NOTE If not installing Body Armor new elevated CHSML light then proceed with steps 1 and 2  
 If installing JK-5120 then you will need to proceed to step 3 (removal of OE tire mount)
- 1 Remove the plastic vented panel from the inside of the tailgate to access the center brake light plug and unplug it.
  - 2 Remove the rubber grommet and wires from the outside of the tailgate and reinstall the plastic vented panel on the inside.
  - 3 Remove the factory spare tire mount from the tailgate. Use the upper bolts to attach the JK-5120 CSHML light, otherwise reinstall all 4 bolts back into their original locations.
  - 4 Remove the rubber bump stops from the tailgate. DO NOT discard. These will be reused
  - 5 Remove the factory rear bumper. DO NOT discard the four 10MM bolts that are used on the outside of the frame. The will be reused.

**Installing JK-2394:**

- 1 Insert the nut plates into the inside of the frame rails. They should be positioned to sit on the bottom of the frame with the nuts of the bracket aligning with the large holes on the outside of the frame.
- 2 Place the lower bumper section on the frame and loosely attach using the four 16MM bolts with a lock washer and flat washer. Also reinsert the four 10MM from step 5. Leave all hardware lose until all bolts are installed, fully tighten all of the bolts once all are installed.

NOTE: The 16MM bolt with lock washer and flat washer will insert through the bumper bracket, through the frame and into the nut plate brackets.

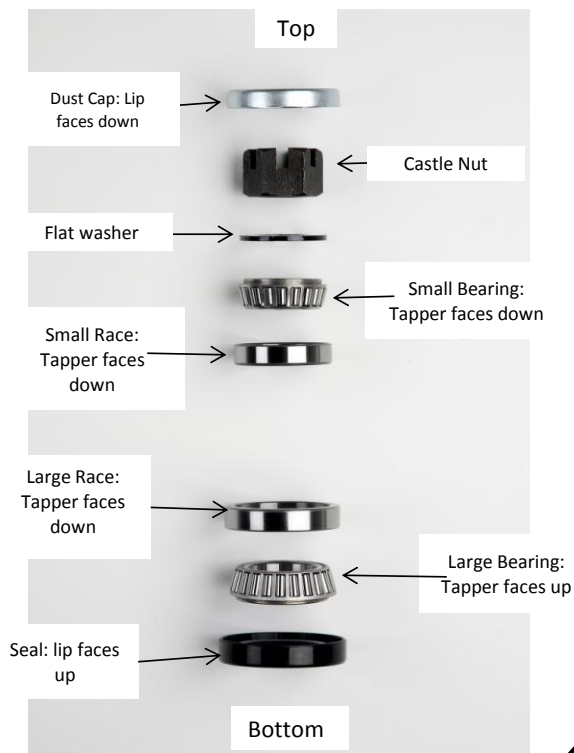


Frame  
Bracket  
Inserts



## Installing the 5294 Swing Arm

Bearing order of installation



Cutaway of swing arm with bearings installed



Note that the races are to be fully installed into their shelf. If they are not installed correctly it can lead to failure of the bearing and can lead to the arm leaning up or down.

**Pre-lube the bearings with a quality marine grade grease**

- 1 Take the swing arm and turn it over so that the bottom of the bearing barrel is facing up. Insert the large race with the taper facing up. You will need to force it in. Insert Large bearing with the taper to match the taper on the race.
- 2 Insert the seal, make sure that the lips of the seal are inside the bearing barrel. Gently tap in with a mallet the seal will be fully installed when it is flush with the bearing barrel.
- 3 Turn swing arm over and insert the small race. Confirm that it is fully installed.(refer to cutaway image)
- 4 Slide the swing arm over the pivot axle making sure that it sets all the way down.
- 5 Now insert the small bearing over the axle followed with the large flat washer and castle nut.
- 6 Tighten the castle nut using a 36MM socket. Confirm that the arm swings freeley and does not hit the landing pad
- 7 Once fitment is confirmed torque the castle nut to 100 ft lb. A cotter pin is not required.
- 8 Install the dust cap with the "cupped" side facing down.
- 9 Install the cam lock latch to the swing arm. Use the four button head screws with washers  
*NOTE: The properly adjusted cam lock will pull the carrier tight against the stop and can be latched using one hand with about 20 to 25 pounds of force. Make sure the ends of the u-bolt are equal*
- 10 With the swing arm latched against the bumper, push the upper assembly towards the tailgate leaving about 1.5" between the carrier and the frame and tailgate in the area from where the bump stops were removed.
- 11 Cut down the rubber bump stops that were removed earlier. They should be 2" in length
- 12 Locate tire mount. There are 2 bolt patterns on the tire mount.  
The JK will use one on the left and two on the right. Measure 4.5" on center to confirm which holes to use, thighten the wheel studs at this time.
- 13 Attach the tire mount to the swing arm by using the 1/2" bolts, washers, lock washers and nut.  
Keep all hardware lose. The vertical tab of the mount plate fits on the driverside of the veritcal tab on the swing arm.
- 14 Attach tire to the mount plate, tighten the wheel lugs. Now slide the tire and mount so that the tire is tight against the swing arm. Now tighten all of the moting hardware on the tire mount.

**NOTE** *Recheck all bolts and latch after the first couple of hundred miles. It is advised to inspect the bumper and hardware periodically*

**\*\* Body Armor provides a dual step paint process, a base E-coat with a textured power coat exterior paint. This is very durable and corrosion resistant process however rust can still occur. We warranty the finish for manufacturer defects for a period of 90 days from the date of purchase. Surface rust is not considered a manufacturer defect, rust from rock chips or trail scratches are also not considered a manufacturer defect. It is the responsibility of the owner to touch up any rock chips or scratches. Use of a flat black paint sprayed on a piece of foam can be used to touch up any scratches. Surface rust can be cleaned with spray lubricants such as WD-40.**



IF YOU ARE LOOKING FOR EXTRA FUEL CAPACITY CHECK OUT OUR GAS CAN CRADDLE SYSTEM, PN 5127. AND FOR THE HI-LIFT JACK USE PN 5128 BRACKET SYSTEM. BOTH EASILY ATTACH TO THE SWING ARM BY USING THE PRE-DRILLED HOLES