



EVO Manufacturing

2021-> FORD BRONCO

Enforcer Kit Instruction Manual





Before starting installation procedure please read <http://evomfg.com/Returns-Warranties-Shipping>

**CAREFULLY READ AND FOLLOW ALL INSTRUCTIONS IN THIS MANUAL AND KEEP FOR FUTURE REFERENCE. IF YOU HAVE ANY QUESTIONS ABOUT THE PRODUCT CALL EVO MANUFACTURING. FAILURE TO FOLLOW GUIDELINES COULD RESULT IN MALFUNCTION OF PARTS OR INJURY. PLEASE HAVE A TRAINED PROFESSIONAL ASSIST WITH OR INSTALL ALL PRODUCTS. INSTALLING EVO MFG PRODUCTS OR KITS DEMANDS SPECIFIC KNOWLEDGE, TOOLS AND EXPERIENCE. GENERAL KNOWLEDGE OF HOW TO USE LATER SPECIFIED TOOLS AND/OR LIMITED EXPERIENCE WITH EVO MFG PRODUCTS MAY NOT BE ENOUGH TO PROPERLY COMPLETE THESE TASKS. SOME OF EVO MFG PRODUCTS MAY REQUIRE TWO OR MORE PEOPLE TO INSTALL SAFELY AND CORRECTLY. DO NOT ATTEMPT ALONE, ALWAYS ENLIST THE HELP OF TRAINED PROFESSIONAL WHEN NEEDED.**

### **Notes: Set Up Before installation**

After alignment is complete and no additional adjustments are to be made to control arms. Torque all 1" Jam Nuts to 250 ft/lbs and all 1-1/4" Jam Nuts torque to 300 ft/lbs. Regularly check all jam nuts and punch bolts on all control arms for proper torque/tightness. Failure to do so may cause premature wear of threads on arms.

Loosely install trackbar bolts. Only tighten/torque trackbar bolts after vehicle is at ride height under its own weight. Never tighten when suspension is extended.

### **READ BEFORE INSTALL:**

- SASQUATCH COMPATIBLE, NET GAIN LIFT WILL BE REDUCED, VEHICLE WILL STILL SIT A HEIGHT OF LIFT BASED ON SASQUATCH
- If installing EVO MFG Enforcer Control Arms: All Vehicles that spend time on salted roads. It is recommended that removal of control arm joint (threaded one) on all EVO control arms before installation of vehicle. Apply a small amount of Anti Seize on threads and reassemble.
- ALWAYS wear safety glasses and other approved safety gear when working on a vehicle.
- All factory bolts should be tightened to factory specifications.
- All supplied bolts torqued according to chart at end of instruction.
- It is recommended all installation be performed by a trained professional.
- Some modification may have to be done in order to fit preferred tire or tire brand.
- Minor grinding/clearance of oe frame upper link bracket may be needed.

**Recommended Tools:**

- Impact with socket set
  - Wrenches (English/metric)
  - Screwdriver
  - Vehicle jack
  - Jack stand
  - WD40
  - Rubber Mallet/Vice
  - Dremel/knife/shears
  - Thread lock
  - Vice grips
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**Safety Steps for installation**

- For installing EVO MFG products always use wheel chokes to block rear tires from rolling.
  - Always make sure you have everything necessary ready before install.
  - If you have to, carefully lift front of vehicle by front frame rails extending suspension until tires leave the ground, place frame on approved jack stands for vehicle. Verify all lines/wires are not over extended.
  - Remove tires if needed for easier install.
  - Make sure to wear safety equipment (eye protection, hand protection, foot protection etc.) at all times during installation.
  - Make sure all safety precautions have been taken.
  - Always check and replace any part of vehicle that is worn or broken before starting install.
  - Do not mix anything EVO with weaker alternatives.
  - It is generally a good idea to apply liquid threadlock to all bolts.
  - Tighten included hardware to torque specifications in bottom table unless it is otherwise specified, factory bolts should be torqued to factory Jeep specifications.
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## **FRONT INSTALL**

\*Properly/safely support front of vehicle.

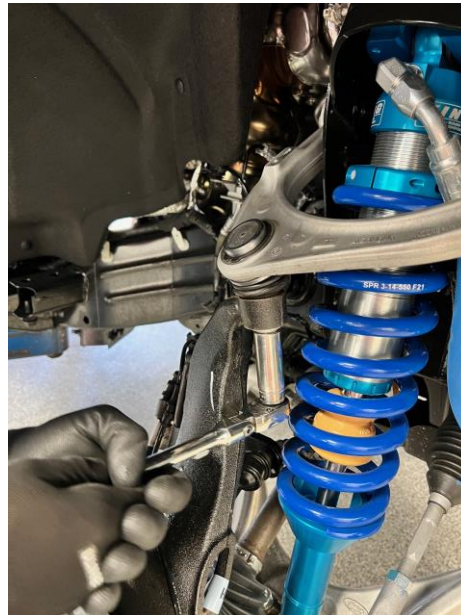
\*Support front lower control arms with weight approved jack stand

\*Remove front wheels

THIS PRODUCT IS COMMONLY REFERED TO AS AN R&R TYPE INSTALL. REMOVE AND REPLACE. EACH PART BEING REPLACED SHOULD TYPICALLY BE FIRST REMOVED AND REPLACED WITH THE AFTERMARKET ITEM. ONE BY ONE. ASSEMBLY BY ASSEMBLY.

SHOCK REPLACEMENT CAN BE DONE INDIVIDUALLY OR DURING THIS PROCESS USE SEPERATE SHOCK INSTRUCTION IN CONJUNCTION WITH ENFORCER

1. Remove line for upper arm and Remove front upper ball joint nut and separate ball joint from Upright/Spindle. Carefully support loose upright once disconnected
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2. Remove upper arm bolt from rear of upper arm.

DRIVESIDE may need steering joint temporarily removed for clearance to remove bolt.

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3. Assemble EVO Front Upper Control Arms as shown. (Nut/Washer at this time loose to keep assembly together before vehicle install).

Note Caster Bushing (metal sleeves) on each inside rubber bushings at frame mount.

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4. Install EVO Front Upper Arm Assemble to frame in factory location using factory bolt. (note cap on control arm bearing/spindle end should not be installed at this time).

**On driverside once arm is installed with factory bolt, you can reinstall steering shaft to steering box.**

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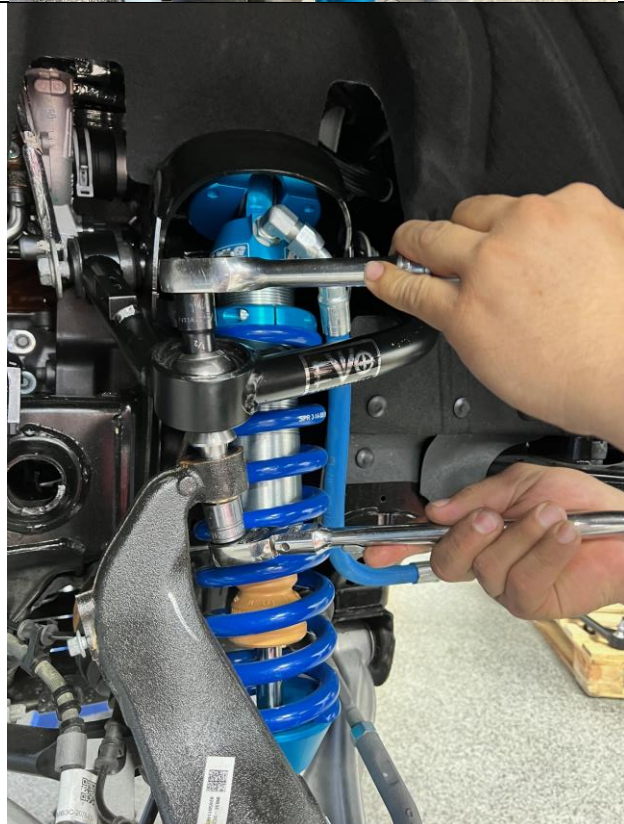




5. Bring EVO control arm assembly to spindle/upright.



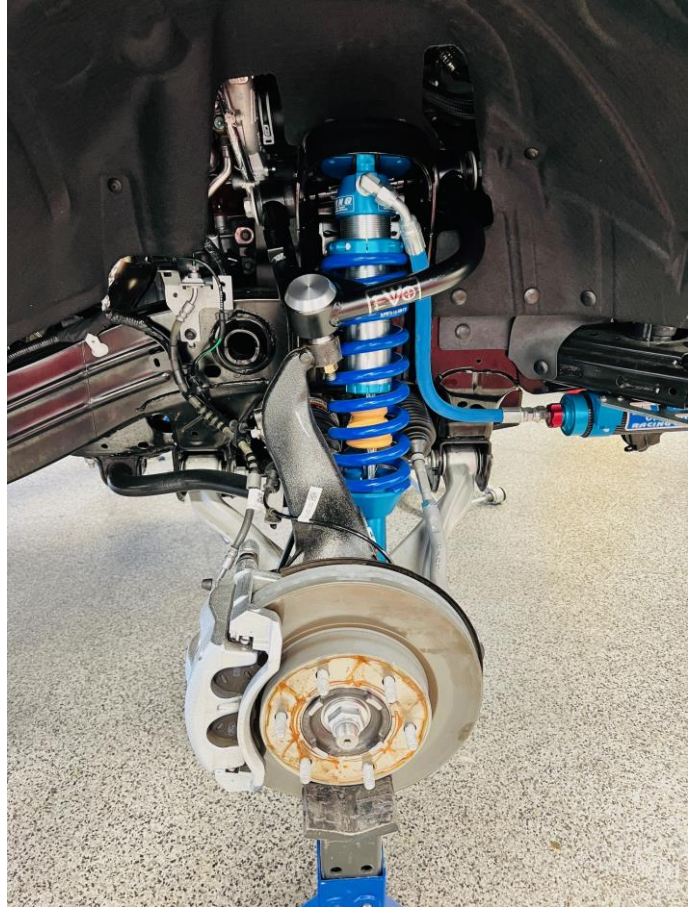
6. With EVO bearing assembly installed to upright. Torque bolt to 90 Lb/Ft







7. Install O-Ring onto Billet Bearing cap and install to EVO Control Arm. Small spray of lubricant like WD40 can help installed into arm groove.



Repeat on opposite side.





**REAR INSTALL: IF ORDERED.** Otherwise proceed to end of instruction.

- \*Properly/safely support front of vehicle.
- \*Support rear axle with weight approved jack stand
- \*Remove rear wheels
- \*Loosen, not remove, rear trackbar bolts.

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8. Remove and replace rear upper and lower arms. One arm at a time. One arm out, one arm in.

Adjust all arms to factory lengths, bolt center to bolt center.



## Passenger side arm procedure.

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9.  
Passenger side arm bolt at frame will require gas tank removal/lowering to access factory bolt.

Carefully support Gas tank from underneath.  
Likely with ability to move it lower once unbolted.

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10. Remove bolts supporting gas tank.

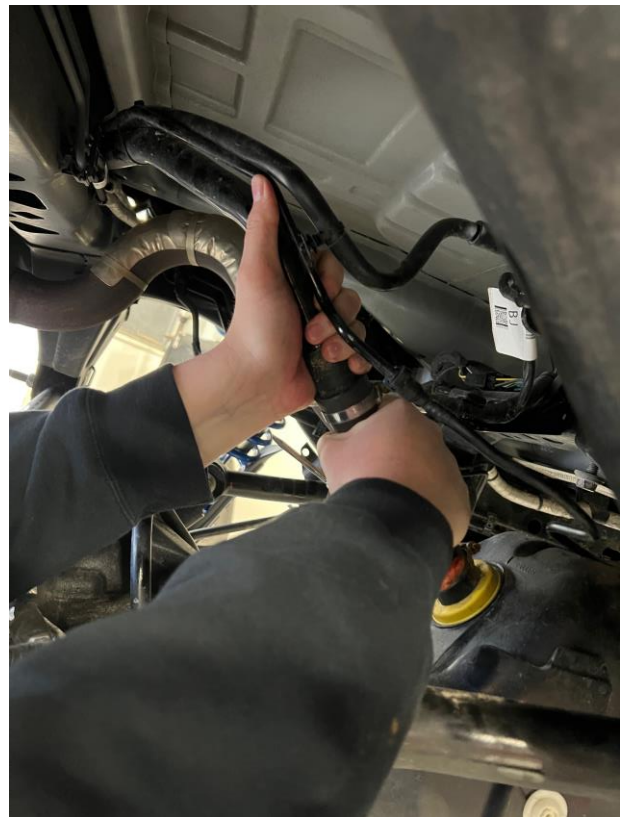
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11. Remove filler tube connection  
at tank and wiring with  
clips/clamps.

12. Carefully lower tank making  
care of wiring and filler tube.

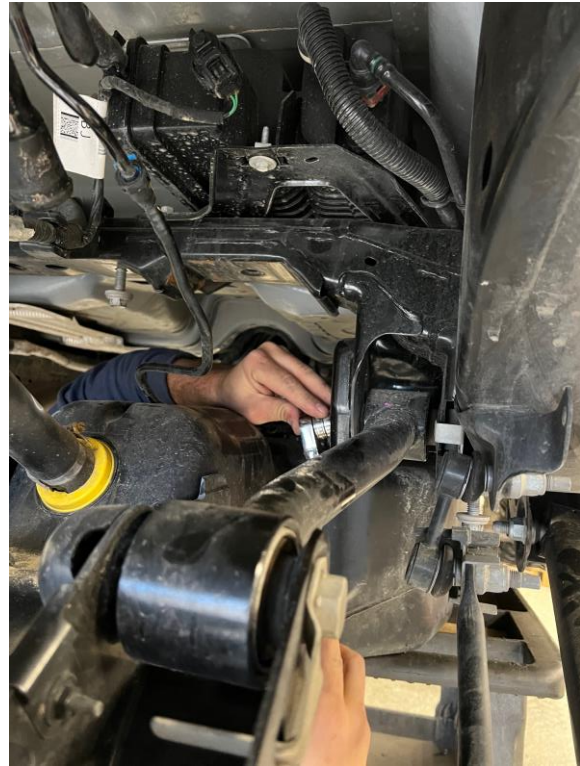
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13. With tank lower enough to access.  
Remove passenger side upper arm bolt at  
frame

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14. Remove and replace upper control arm  
on passenger side.  
Frame side grease fitting down, axle side up  
is suggested.

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\*\*\* ONCE ALL CONTROL ARMS ARE INSTALLED. TORQUE ALL CONTROL ARM BOLTS TO  
FACTORY SPECIFICATIONS





Reverse procedure and reinstall tank filler and any wiring and lift tank. Reinstall tank with all removed factory hardware

15. Unclip wiring/parking brake as needed to accommodate travel as needed.
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Reinstall/torque all 4 wheels to factory/manufacturing specifications.

Carefully remove jack stands and lower vehicle to ground.

**While on ground under Jeeps own weight at ride height, Torque front trackbar bolt. Check and torque all other bolts. Use chart below for supplied hardware. Use factory specifications for factory hardware.**

**After alignment is complete and no additional adjusts are to be made to control arms. Torque all 1" Jam Nuts to 250 ft/lbs and all 1-1/4" Jam Nuts torque to 300 ft/lbs. Regularly check all jam nuts and punch bolts on all Enforcer control arms for proper torque/tightness. Failure to do so may cause premature wear of threads on arms.**



#### After Install:

- Tighten all bolts securing purchased parts to specified locations.
- After completing installation using provided instructions, go through all steps again to make sure nothing was missed, not tightened or improperly assembled.
- Some components may need to be purchased separately.
- Check turn signals, headlights, fog lights (if applicable), taillights, blinkers and windshield wipers.
- Adjust mirrors, speedometer and headlights if needed.
- Make sure all gauges are fully operational.
- Drive the vehicle slowly for a couple minutes, looking and listening for abnormal noises while driving. After modification of a vehicle there will be differences in driving experiences and capabilities, be mindful of that.
- Inspect and Retorque all Bolts after 500 miles of completed installation and regularly thereafter.
- Some modification may be required.
- **Regularly check all jam nuts and punch bolts on all Enforcer control arms for proper torque/tightness. Failure to do so may cause premature wear of threads on arms.**

#### Recommended Torque:

Size	Grade 2		Grade 5		Grade 8		18-8 S/S	
	Coarse	Fine	Coarse	Fine	Coarse	Fine	Coarse	Fine
#4*	-	-	-	-	-	-	5.2	-
#6*	-	-	-	-	-	-	9.6	-
#8*	-	-	-	-	-	-	19.8	-
#10*	-	-	-	-	-	-	22.8	31.7
1/4	4	4.7	6.3	7.3	9	10	6.3	7.8
5/16	8	9	13	14	18	20	11	11.8
3/8	15	17	23	26	33	37	20	22
7/16	24	27	37	41	52	58	31	33
1/2	37	41	57	64	80	90	43	45
9/16	53	59	82	91	115	129	57	63
5/8	73	83	112	128	159	180	93	104
3/4	125	138	200	223	282	315	128	124
7/8	129	144	322	355	454	501	194	193
1†	188	210	483	541	682	764	287	289