



86-88 Suzuki Samurai Formed Rocker Side Armor Protection (SKU# SAR-LRR)

Revised 6-27-14

Installation Instructions



Click [HERE](#) (or scan below) to see a video on how to install Jack Nuts.



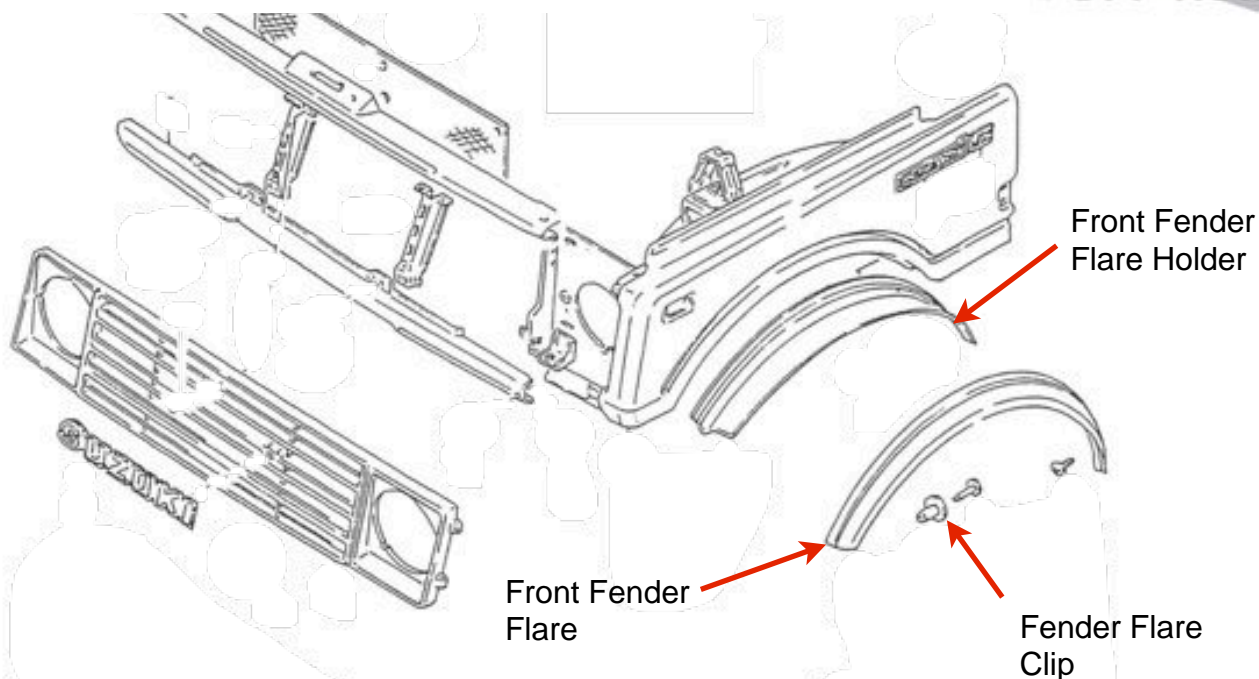
CAUTION: Safety glasses should be worn at all times when working with vehicles and related tools and equipment.



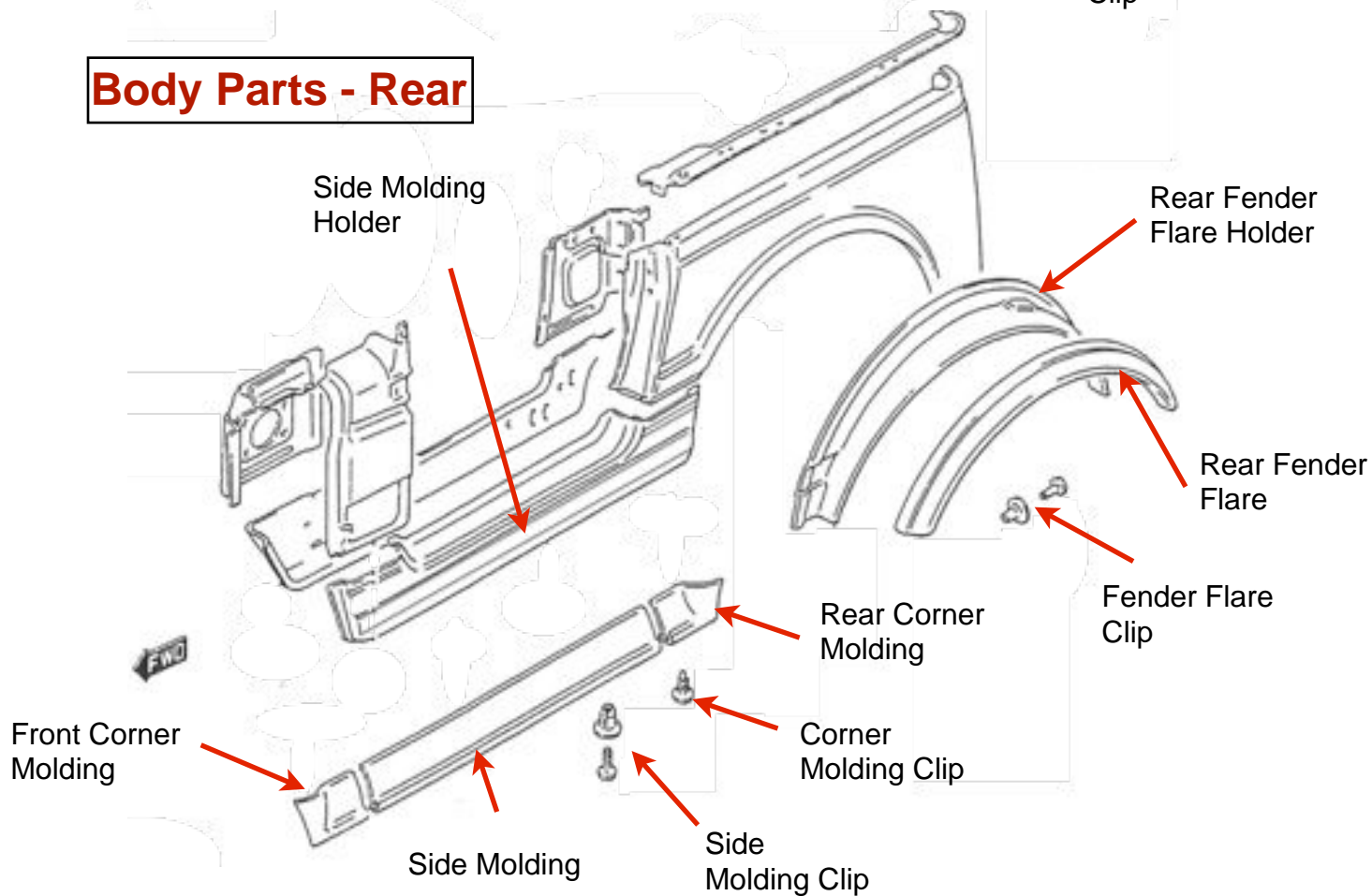
Suggested Tools:

- Door Trim Tool
- Phillips Screwdriver
- Center Punch
- Ball Peen Hammer
- Spot Weld Drill bit, 10 mm (Supplied)
- Electric Hand Drill
- Allen Socket, 4 mm
- Impact Drill
- Jack Nut Tool (Supplied)

Body Parts - Front



Body Parts - Rear



Note: We did this job on a twin post lift. However, it could easily be done on 4 jack stands or even with the vehicle right on the shop floor.



Passenger Side Rocker Guard



Step 1

Molding clips are designed to be reusable. To remove them, so they can be reused, unscrew the center screw and pry the clip out.

Note: However, rarely do the screws unscrew, and the clip is usually destroyed during removal. Therefore, we recommend you go ahead and remove the clips as shown in the next step. Then replace them with the clips that are supplied in the kit.



Step 2

Remove the rear corner molding clip using a door trim tool.



Step 3

Remove the rear corner molding.



Step 3 Continued

Be careful not to damage the fender flare if you plan to reuse it.





Step 4

Remove the front corner molding clip as shown.



Step 5

Remove the front corner molding.

Note: These corner moldings can be discarded. They will not be reused with this installation.



Step 5 Continued

Be careful not to damage the fender flare if you plan to reuse it.



Step 6

Start removing the side molding by removing the 4 remaining molding clips.





Step 6 Continued

This shows how to remove the side molding clips. These will not be reused, so don't worry about keeping them in good shape.



Step 6 Continued

Pull out on the bottom of the molding and then lift up to complete the side molding removal.

Removing the Side Molding Holder



Tech Tip:

The side molding holder is spot welded to the body. Removing it is best accomplished by using a specialized spot weld drill bit in a power hand drill. This 10 mm bit is supplied with the kit.



Step 7

Locate each of the spot welds. They will appear as small dimples in the metal.





Step 8

Center punch a mark in the center of each spot weld. This helps center the spot weld drill when drilling.



Step 9

Beginning at the rear of the side molding holder; center the spot weld drill bit in the spot weld. Drill through the side molding holder until the body panel below begins to appear in the bottom of the hole.

Note: You can usually tell when you have drilled deep enough when the metal chips begin to show paint or rust. **DO NOT OVER-DRILL.** It is best if you do not weaken the second layer (rocker panel) of body by over-drilling.



Tech Tip:

Notice the rust beginning to show in the left side of the hole.

Note: Again, **DO NOT DRILL TOO DEEP.**



Step 10

Once you have drilled far enough, pry out on the side molding holder with a screwdriver. If you have drilled deep enough, it should pop loose with moderate force. If it does not pop loose with moderate force, you will need to drill a little bit deeper.



Step 11

Continue Steps 9 and 10 on all the rest of the spot welds working from the rear of the vehicle forward.



Step 12

Once all the spot welds have been drilled and snapped loose with a screwdriver, remove the side molding holder.

Note: If your Samurai is showing rust we recommend you take this opportunity to sand and paint this area before installing the rock guards. If the body is rusted through, you may even want to cut and add some new metal here.



Step 13

Begin removing the rear fender flare by removing the (6) flare clips. Be careful not to damage the fender flare if you plan to reuse them.

Note: There are new body clips supplied in the kit. So don't worry about saving them.



Step 13 Continued

Remove the rear fender flare by lifting upward, and then out.





Step 14

Begin removing the front fender flare by removing the (6) flare clips.



Step 14 Continued

Remove the front fender flare by lifting upward, and them out.



Step 15

Position the LROR rock guard and support it with a floor jack, an OEM Samurai scissor jack or a transmission jack. The rock guard should fit exactly between the front and rear body fender flare.

Caution: The rock guards **ARE** side specific. The best way to tell if you have the correct side in place, is by checking the fit under the vehicle (See picture in **Step 16 Continued**). Also, the LROR Logo should be oriented toward the front.

Important: Be sure the rock guard is positioned exactly where you want it before going to the next step.



Step 16

Using the rock guard as a drill guide, mark each mounting hole by drilling a 1/4" hole in the body though the holes in the rock guard.





Step 16 Continued

Don't forget to drill the holes under the vehicle as well.



Step 17

After all the holes have been drilled with the 1/4" drill bit, remove the rock guard.

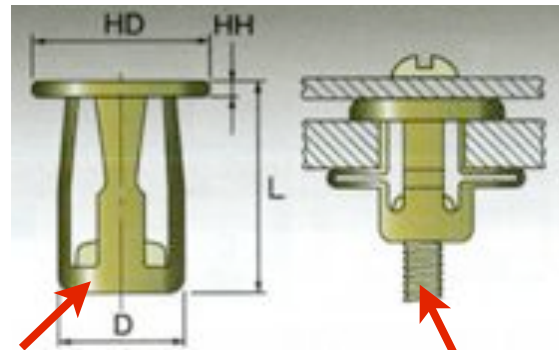


Step 18

Drill out each of the 1/4" holes made in the previous steps, with the supplied 7/16" drill bit.

Before

After



Jack
Nut

Jack Nut
Screw

Tech Tip

This picture shows a fastener called a Jack Nut. It is used to secure the rock guard to the body. This illustration shows the jack nut BEFORE and AFTER installation.

Click [HERE](#) (or scan to the right) to see a video on how to install Jack Nuts.



Step 19

Install the supplied jack nuts in each hole.



Step 20

Lightly tap each jack nut into the drilled 7/16" holes.



Tech Tip

This is a jack nut tool. It is supplied at no extra charge with the rock guard kit. It is designed and manufactured by Low Range Off-Road to assist you in installing jack nuts. The proper use of this tool will be explained in the next few steps.

Note: Don't throw this tool away after the job. It could be used in a real emergency, such as your best friend left the bottle cap opener on a 4 day trail ride. Yes, this little jewel has dual bottle cap openers. Just think of it, you could open two bottles at the same time:)



Step 21

Insert a jack nut screw in the supplied jack nut tool.





Step 22

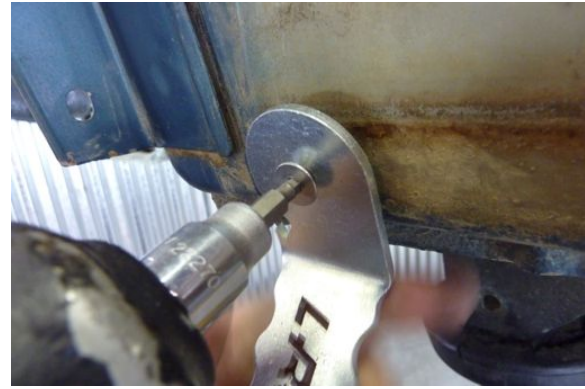
With the screw inserted through the jack nut tool, insert the 4 mm allen socket as shown.



Step 24

Once the jack nut is tight, remove the jack nut screw and set the screw aside. You will need this jack nut screw later. Then, continue installing the rest of the jack nuts following Steps 21 through 23.

Note: If the threads on the jack nut screw become damaged, replace it with a good screw. Damaged threads can cause the jack nut to spin in the 7/16" hole and never get tight.

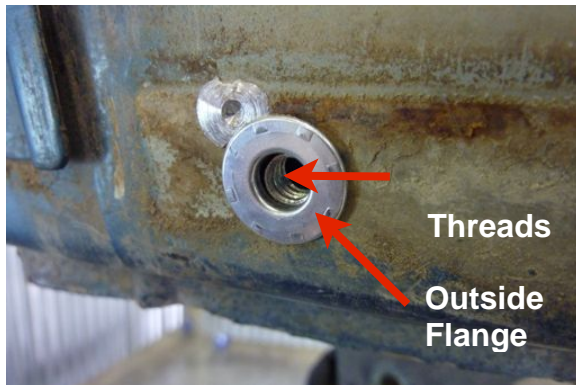


Step 23

While pressing hard against the jack nut with the jack nut tool, tighten the jack nut screw until the jack nut becomes tight in the 7/16" hole. We recommend a cordless impact drill for tightening the jack nut screw. Once the jack nut begins to get tight in the 7/16" hole, stop tightening and finish tightening the jack nut with a torque wrench. The torque required to tighten the jack nut screw is 7 to 9 ft. lbs. (Never exceed 10 ft. lbs.) Then remove the jack nut screw.

Installing Jack Nuts without a torque wrench:

Start by putting a small amount of torque on the jack nut screw until it becomes tight in the 7/16" hole. Back the screw out and check to see how tight the jack nut actually is. If more torque is need, reinstall the screw and tighten some more. The threads of the jack nut should be drawn up close to the flange (see picture in **Tech Tip** on next page). You may need to experiment with the first couple of jack nut installations to get a feel for how they work and how much estimated torque to apply. We have included some extra jack nuts in case they are needed. If you over-tighten the jack nut, the threads of the jack nut will pull through the hole and the jack nut will need to be replaced.



Tech Tip

This picture shows a jack nut properly installed.

Note: Notice how close the threads of the jack nut are to the outside flange of the jack nut.



Step 25

Once all the jack nuts are installed, position the Rocker Guard so that all the holes align.



Step 26

Install all the jack nut screws, but do not tighten them yet.



Step 27

Once all the screws are installed, tighten them to 7 to 9 ft. lbs. (Never exceed 10 ft. lbs.)

Note: If a torque wrench is not available tighten the jack nut screws to about the same torque used to install them.



Step 28

Mark the front of the rear fender flare as shown. This part of the fender flare will need to be trimmed away to accommodate the newly installed rock guard.



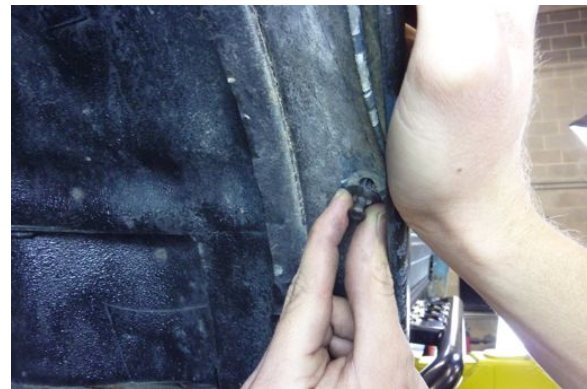
Step 29

Trim the rear fender flare using a pocket or utility knife as shown.



Step 30

Reinstall the rear fender flare by sliding it over the fender flare holder, from the top.



Step 31

Install all the fender flare clips securing the rear fender flare.

Note: You may use the old clips if they are reusable or you can use the new ones supplied with the kit . . . your choice.





Step 32

Mark and trim the front fender flare in the area where it contacts the newly installed rock guard.



Step 33

Reinstall the front fender flare.



Step 34

Install the (6) fender flare clips.



Step 35

Install the supplied (Larger) clips in the front and rear fender flares as shown.

Note: These are the holes where the two corner moldings were attached.



Step 36

Repeat Steps **1** and **35** on the driver side rock guard.

Congratulations!

You have successfully installed your LROR Rock Guards. Good Luck on the trail!



As always, If you experience any difficulty during the installation of this product please contact Low Range Off-Road Technical Support at 801-805-6644 M-F 8am-5pm MST. Thank you for purchasing from Low Range Off-Road.



These instructions are designed as a general installation guide. Installation of many Low Range Off-Road products require specialized skills such as metal fabrication, welding and mechanical trouble shooting. If you have any questions or are unsure about how to proceed, please contact our shop at 801-805-6644 or seek help from a competent fabricator. Using fabrication tools such as welders, torches and grinders can cause serious bodily harm and death. Please operate equipment carefully and observe proper safety procedures.

Rock crawling and off-road driving are inherently dangerous activities. Some modifications will adversely affect the on-road handling characteristics of your vehicle. All products sold by Low Range Off-Road are sold for off road use only. Any other use or application is the responsibility of the purchaser and/or user. Some modifications and installation of certain aftermarket parts may under certain circumstances void your original dealer warranty. Modification of your vehicle may create dangerous conditions, which could cause roll-overs resulting in serious bodily injury or death. Buyers and users of these products hereby expressly assume all risks associated with any such modifications and use.

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