

Poison Spyder Consumer Terms & Conditions

Product Care & Maintenance

Raw Aluminum Finish – Clean using a mild soap-and-water solution, then dry thoroughly with a soft cloth to prevent water spots. To reduce oxidation, apply a high-quality aluminum protectant or clear sealant periodically. Avoid harsh chemicals, acidic cleaners, or abrasive pads that may scratch or discolor the surface. Raw aluminum may naturally develop a patina over time; regular cleaning and protectant application will help preserve its look.

Stainless Steel Finish – Use a non-abrasive aluminum polish to address minor scratches or scuffs. For routine cleaning, use mild soap with water or a non-abrasive glass cleaner. To protect the finish, apply a high-quality carnauba automotive wax regularly. Do not use abrasive cleaners, polishes, or non-carnauba waxes as they may cause damage.

Smooth Powdercoated Finishes – Clean using mild soap and water with a soft cloth or sponge. For added protection, apply a non-abrasive automotive wax formulated for painted finishes. Avoid abrasive cleaners, solvents, or high-pressure washing directly at edges and seams, as this can compromise the coating and lead to chipping or peeling.

Textured Coated Finishes – Clean with mild soap and a damp sponge. Do not use polishes or waxes requiring buffing, as these can damage the textured surface.

Chrome Finish – Clean with mild soap and water, or a non-abrasive glass cleaner. Protect the finish by applying pure carnauba automotive wax regularly. Avoid abrasive products.

Limited Warranty

Poison Spyder offers a **Limited Lifetime Warranty** on the materials and construction of its fabricated products. This warranty guarantees to the original retail purchaser that the product will remain free from structural defects in material and workmanship for as long as they own it, subject to the terms and exclusions below.

Powdercoat “Spydercoat” Finish Coverage

5-Year Warranty – Standard-use products with powdercoated finishes are covered against defects for **five (5) years**.

1-Year Warranty – Products specifically designed for heavy contact with terrain—such as frame-mounted rocker protection and skid plates—carry a **one (1) year** finish warranty.

Finish warranties do not cover scratches, chips, or damage caused during installation, impacts, or normal wear and tear.

Exclusions

This warranty does not cover: Misuse, improper installation, or inadequate maintenance On-road or off-road hazards, accidents, or impacts Unauthorized modifications Normal wear and tear Racing or competition damage Chemical exposure (including road salts, de-icing agents, cleaning chemicals, or corrosive substances) Extreme environmental conditions (including prolonged exposure to moisture, UV radiation, or highly corrosive climates such as coastal or winter road environments)

Terms

The warranty is **non-transferable** and applies only to the original purchaser with valid proof of purchase. Remedy under this warranty is limited, at Poison Spyder’s discretion, to repair or replacement of the defective product, provided it is returned at the customer’s expense. Coverage eligibility is determined solely by Poison Spyder. Product designs, specifications, and finishes are subject to change without notice.

Legal Rights

Some states/jurisdictions do not allow limitations on implied warranties or the exclusion of incidental/consequential damages. This warranty provides specific legal rights, and you may also have additional rights that vary by state or jurisdiction.

Safety Warning

Vehicle modifications, including the use of Poison Spyder products, can affect handling, stability, and performance, potentially increasing the risk of accidents or rollovers.

- Poison Spyder products are decorative and not intended to prevent injury or damage in an accident.
- Review applicable state and local laws before installation. Ensure products do not obstruct lights or interfere with vehicle safety systems, and comply with bumper mounting height rules & regulations.
- Always follow your vehicle owner’s manual and Poison Spyder installation instructions.
- Safe driving remains the sole responsibility of the driver. Always wear seat belts, obey traffic laws, avoid impaired driving, and adjust speed to road conditions.

Proposition 65 Warning (California Only):

This product can expose you to chemicals known to the State of California to cause cancer and reproductive harm.



JK Bruiser™ Front Bumpers

IMPORTANT: Thank you for purchasing this Poison Spyder product. Please read through this entire document before proceeding with installation. If you are not confident in your mechanical skills, please seek the help of a professional to perform the installation. Check your packages immediately upon arrival to ensure that everything listed is included, and to check for damage during shipping. If anything is missing or damaged, or if you need technical assistance with any aspect of this installation, call Poison Spyder as soon as possible. This document last updated September 2025.

APPLICATIONS

These installation instructions apply to the following Poison Spyder products:



17-55-010DBTP1 JK Bruiser MID Front Bumper

PARTS LIST

Please check your packages immediately upon arrival to ensure that everything listed is included, and to check for damage during shipping. If anything is missing or damaged, call Poison Spyder as soon as possible.

- (1) JK Bruiser™ Front Bumper
- (1) JK Bruiser™ Recessed Winch Cradle
- (2) JK Bruiser Frame Mount Spacer Plate
- (2) Nut Plate
- (1) JK Bruiser™ Front Bumper Hardware Kit
PN: HWKIT-17-57-010 Includes:
 - (10) 12 MM. Hardened Flat Washer
 - (8) -12 MM X 1.75 Lock Nut
 - (4) 5/16-18 clip-nut
 - (2) -12 MM. Gr8 Hex Head Cap Screw
 - (4) 5/16-18 X 1 SS Flat Head Cap Screw
- (1) Vac Pump Relocation Bracket
PN: 17-16-100P1
- (1) Sway Bar Spacer Passenger Side (Vac Pump Relocation)
- (1) Vac Pump Relocation Hardware Kit
PN: HWKIT-17-16-100P1 Includes:
 - (2) 6 MM. 18-8 STAINLESS STEEL NYLON INSERT LOCK NUT
 - (2) 6 MM. 18-8 STAINLESS STEEL BUTTON HEAD SOCKET CAP SCREW”
 - (4) 6 MM. HIGH STRENGTH SAE YELLOW ZINC FLAT WASHER

TOOLS NEEDED

- Mechanic’s tool set with assortment of metric and SAE hand tools
- Dead blow hammer or rubber mallet
- Protective tape, film or blankets

INSTALLATION PROCEDURE

- 1. Park vehicle on a level** surface and set the emergency brake. You will want to wear eye protection beyond this point.
- 2. Remove the plastic lower air dam.** Use a push-in retainer removal tool to pop out the plastic push-in retainers along the front edge and also underneath/behind the air dam where it attaches to the crash bar. If you do not have a push-in retainer tool, a flat-edge screwdriver or small pry-bar may be used.



- 3. If your Jeep is equipped** with factory fog lamps, reach behind the bumper and disconnect the wiring harness plugs from the sockets at the back of each lamp. A small flat head screwdriver may be useful to release the tangs on the plug
- 4. Use a ratchet and 19mm** deep socket to remove the eight (8) nuts that fasten the bumper to the frame. There are two of these nuts on the inner side, and two on the outer side, of each frame rail where it joins the bumper.



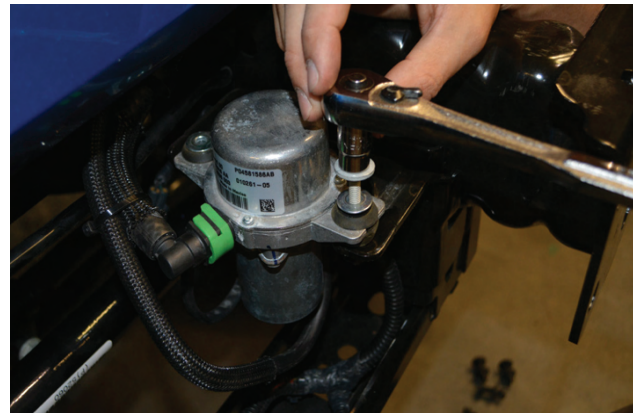
With these nuts removed, remove the bumper from the Jeep.



- 5. Remove the plastic top bumper cover.** You may be able to remove the two plastic screws with a Phillips screwdriver. But it is likely they're "frozen" in place and will have to be pried up with the push-in retainer removal tool.



- 6. Remove the two bolts that** hold the vacuum pump into the mount on the Jeep's frame.



- 7. Disconnect both hoses from the** vacuum pump.



- 8. Disconnect the vacuum pump's electrical** wire pigtail from the vehicle wiring harness by separating the connector.



- 9. There are two rubber bushings** in the mounting flanges on the vacuum pump, with steel sleeves inserted



- 34. The best strategy is to** first try to get one nut threaded on, on either side of the bumper, to start. Once there is at least one nut started on either side, it will be easier to coax the remaining threaded studs through their corresponding bolt holes.



- 35. Once the bumper has been** drawn into place by tightening the mounting nuts, make sure there is a flat washer installed under each of the mounting nuts, then fully tighten all 8 of them. A deep socket with an extension will be required to reach each nut from the back side of the bumper.

- 36. Final-tighten the two Nut Plate** bolts at either side of the Recessed Winch Cradle.

- 37. Use a spud bar to** get each of the previously-installed Clip Nuts aligned with the corresponding holes in the Bruiser bumper.



- 38. Insert a provided Stainless Steel** Flat Head Cap Screw into each of the four counter-sunk holes along the top

of the Bruiser bumper, into the corresponding previously-installed clip-nuts. It may be necessary to use the spud bar, in the adjacent hole, to help with alignment while installing these fasteners. Leave all of the flat head cap screws loose until all of them are started.



- 39. Use a wrench to final-tighten** the flat head cap screws. Note that stainless steel is a softer alloy than the hardened steel of the clip-nut, and it may gall or strip if cross-threaded or over-tightened. Do not over-tighten.



- 40. Installation of the Bruiser bumper** is now complete. Finish your installation by making your wiring connections for lights, and attaching winch thimble (or installing rope).



Congratulations, you have completed the installation of your Poison Spyder JK Brawler™ Front Bumper!



28. Note that the Spacer Plates are not symmetrical and must be oriented correctly, to match the four corresponding bolt holes in the Cradle and the frame. A spud bar or pry bar will be helpful in fine-tuning the placement of the spacer plate.



29. Pre-install a pair of LED cube lights (sold separately) into the light mounts of the Bruiser bumper. Use the mounting brackets that were supplied with the lights, to mount them to the light pedestals welded into the interior of the Bruiser bumper. Adjust the position of the light so that it is flush with the exterior surface of the bumper.



30. Install a winch fairlead (sold separately) to the front of the Bruiser bumper, using the provided mounting holes, and the hardware that was supplied with the winch fairlead.



31. With the help of a friend, move the bumper (and pre-installed skid, if desired) into position close to the front of the Jeep. A padded surface to set the bumper close to the Jeep is helpful. Thread the end of the winch rope (if present) through the fairlead. Also make sure the wiring pigtails for the LED lights are positioned out of the way, so they don't get caught between bumper mounting surfaces.



32. With the help of a friend, lift the bumper/skid assembly into position on the Jeep.



33. There are floating bolt plates pre-installed inside the Bruiser bumper. These bolts interface with the four large bolt holes on each of the two mounting flanges on the ends of the Jeep's frame rails. The bolt plates are "floating", that is, they can move around slightly, in order to accommodate slight variations in the Jeep manufacturing tolerances.

into these bushings. Remove the steel sleeves, then re-insert them into the rubber bushings from the opposite side of the mounting flange. This will move the flat washer surface of the steel sleeve to the other side of the rubber bushing.



10. Attach the vacuum pump into the relocation bracket, oriented as shown in the photo. Use the supplied M6 X 1.0 X 40 mm. Button Head Cap Screws, SS lock nuts and washers.



11. Loosen the two bolts that hold the sway bar bushing block to the underside of the driver side frame rail.



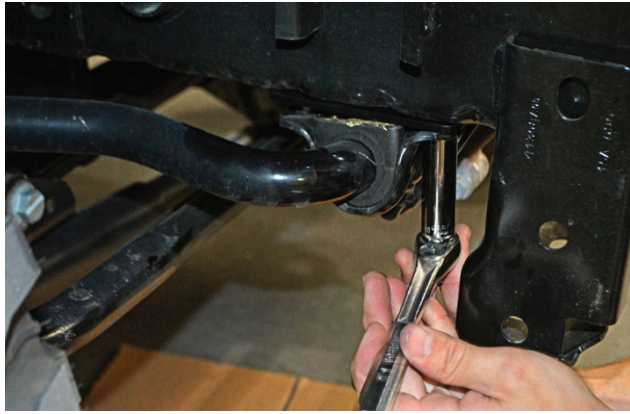
12. Insert the mount flange of the vacuum pump relocation bracket between the swaybar bushing block and the underside of the driver side frame rail. Reinstall and re-tighten the two swaybar bushing blocks.



13. Loosen the two bolts that hold the sway bar bushing block to the underside of the passenger side frame rail, and insert the swaybar spacer in between the swaybar bushing block and the frame rail.



14. Reinstall and re-tighten the two swaybar bushing blocks.



- 15. Re-attach the two vacuum hoses** to the canister. Re-attach the electrical pigtail to the wiring harness. Use zip-ties to secure any loose hoses or wiring.



- 16. Use a reciprocating saw or** cut-off wheel to remove the original vacuum pump mount bracket from the inside of the frame. If retaining the factory "crash bar", be careful to not cut through the crash bar upright mount. Use a grinder or flap wheel to smooth the cuts, then paint any resulting bare metal with touch-up paint to inhibit rust.



IMPORTANT: If installing the optional Skid Plate, refer at this point to the instructions that came with the Skid Plate, and proceed with those steps. Return to these instructions and proceed with the next step, below, once the Skid Plate installation instructions have been completed.

- 17. Drop the Recessed Winch Cradle** into place between the frame rails. The cradle will have to be dropped down

from above, to clear the bumper mounting flanges on the ends of the frame rail.



- 18. Temporarily "hang" the Cradle** by the resting the right-angle flanges on to the tops of the Jeep's bumper mounting flanges.



- 19. Insert a Nut Plate** into the "crash bar" vertical support. Make sure the flush side of the nut plate is facing toward the center of the Jeep.



- 20. Insert a 12 MM. Gr8 Hex Head Cap Screw** with 12 MM. Flat Washer through the corresponding hole in the side of the Recessed Winch Cradle, through the crash bar vertical support, into the Nut Plate. Leave this fastener loose.



- 21. Repeat the Nut Plate installation** for the other side of the Recessed Winch Cradle.

- 22. Install the supplied 5/16-18 clip-nuts** into the four nut flanges along the front of the Recessed Winch Cradle. Make sure that the extruded barrel of the clip-nut points downward through the hole in the flange.



- 23. A rubber mallet or soft** dead-blow hammer may be needed to properly seat and position the clip-nuts.



- 24. Place the winch into the** Recessed Winch Cradle. If the winch is new, install it without the cable or rope. If the cable or rope is already installed, it will need to have a removable hook or thimble. Otherwise the cable or rope will need to be un-spoiled prior to this step, and re-spoiled after the end of the bumper installation. It is also recommended to hook up your winch wiring at this time.



- 25. Install the four mounting bolts** that came with your winch, through the bottom of the Recessed Winch Cradle, into the mounting nuts in the winch.



- 26. Tighten the four winch bolts** to whatever specification is recommended by the winch manufacturer.



- 27. Pre-position the two Frame Mount** Spacer Plates, between the Recessed Winch Cradle and the bumper mounting flanges on the ends of the Jeep's frame rails. Slightly loosen the previously-installed Nut Plate bolts, if necessary, to allow necessary movement of the Cradle. But keep the Nut Plate bolts tight enough to hold the Spacer Plates in place, once positioned.