

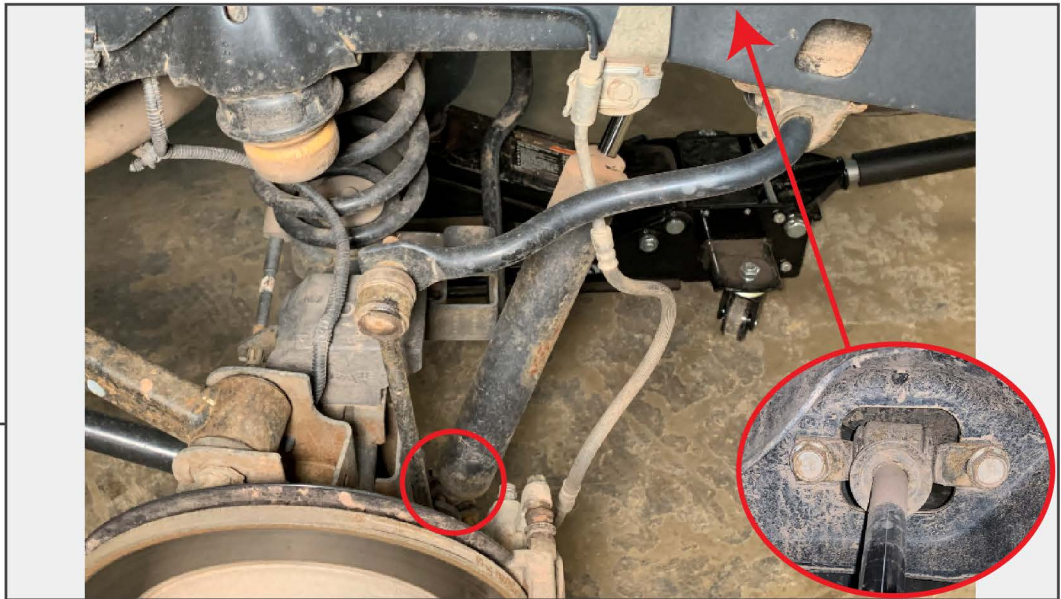
**STEP 1
(REAR)**

Using a jack and jack-stands, support the vehicle off the ground. Place the jack-stands under the frame rails of the vehicle. Remove the rear wheels. Support the rear axle using the floor jack. Remove the 21mm Track Bar bolt going through the axle. Loosen, but do not remove the 21mm Track Bar bolt through the vehicle's frame.

STEP 2

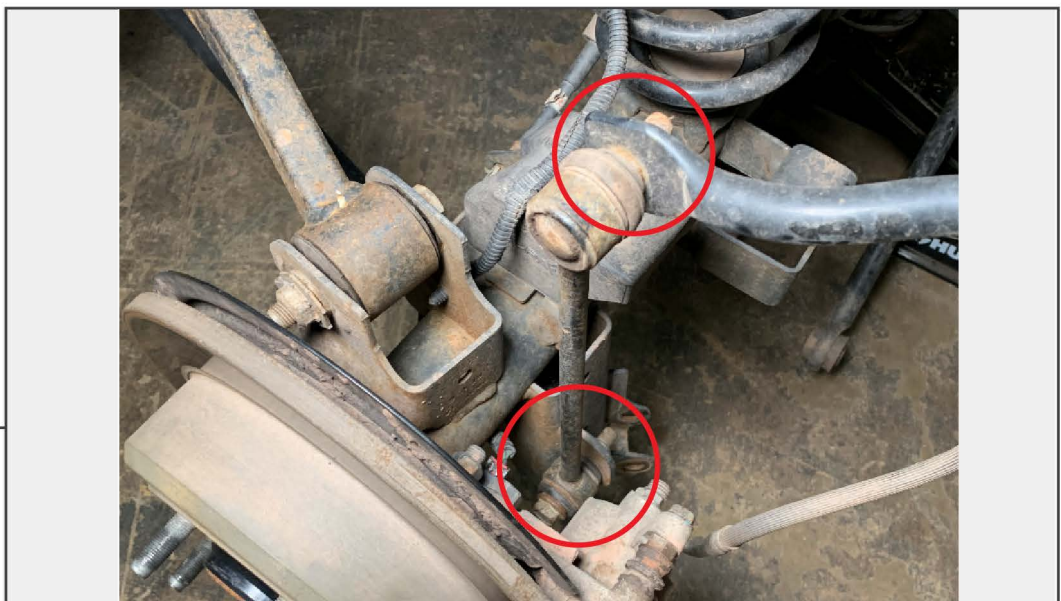
Remove (1) 10mm bolt to remove the brake line from the frame. This will allow additional clearance when lowering the axle. Repeat on both sides of the vehicle.

STEP 3



With the axle supported, remove (1) 18mm Nut and Bolt from the lower shock mount, then remove (2) 16mm Bolts securing the upper mount to the frame. Remove shock from the vehicle. Hardware will be reused. Repeat on both sides of vehicle.

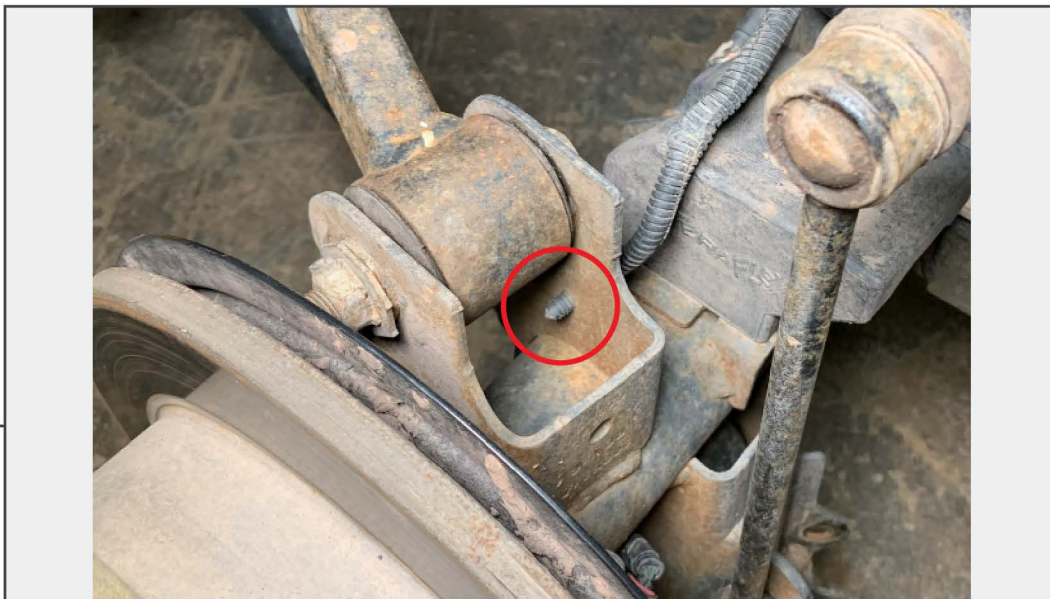
STEP 4



Remove (1) 18mm nut and bolt from the lower sway bar link mount, then (1) 18mm nut from the top of the sway bar link. Remove the sway bar link from the vehicle. Hardware will be reused.

The sway bar links will be reused at the front of the vehicle. Repeat on both sides of vehicle.

STEP 5



Remove the wiring harness from the control arm mount using a panel removal tool.

Repeat on both sides of vehicle.

STEP 6



Remove (2) 10mm nuts to release the emergency brake cables from the body of the vehicle. This will allow additional clearance while lowering the axle.

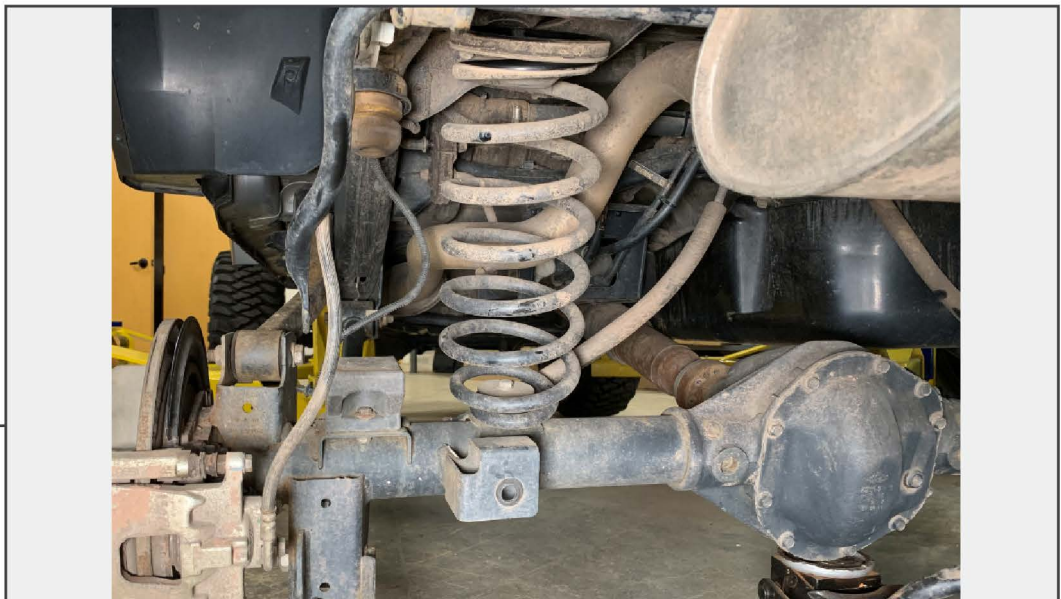
STEP 7



Loosen, but do not remove, the (2) 21mm control arm bolts from the frame.

Repeat on both sides of vehicle.

STEP 8



Lower the axle using the floor jack. Lower the axle until the springs are loose, then pull them out of the vehicle. The upper spring isolator will be reused.

STEP 9



Install the bump stop to the rear axle using (2) 5/16 bolts, nuts, and washers. Make note of the direction of the bump stop.

Repeat on both sides of vehicle.

STEP 10



Remove the spring isolator from the old spring, and place it on top of the new spring in the same orientation. Install the rear spring (shorter spring) into the vehicle.

STEP 11



Install new sway bar links into the vehicle, use the provided lock nut to secure the sway bar link to the sway bar, then use the original hardware for fastening to the axle.

STEP 12



Install the rear shocks into the vehicle. Reuse the original hardware.

STEP 13

Gently massage the brake line to reach the bracket extension. Install the brake line extension to the brake line bracket. Bolt the extension to the frame using original hardware. Be sure the brake line is not touching anything.

Repeat on both sides of vehicle.

STEP 14

Loosely install the track bar relocation bracket to the axle. Install (2) 3/8-16 bolts, locking nuts, and washers through the control arm mount bracket. Install (1) 9/16-18 bolt, nut, washers, and spacer sleeve through the original track bar mounting location. Secure the relocation bracket to the vehicle by tightening all bolts. Install the track bar to the bracket using (1) 9/16-18 bolt, flat washers, and locking nut. Torque track bar mounting bolts with the suspension loaded.

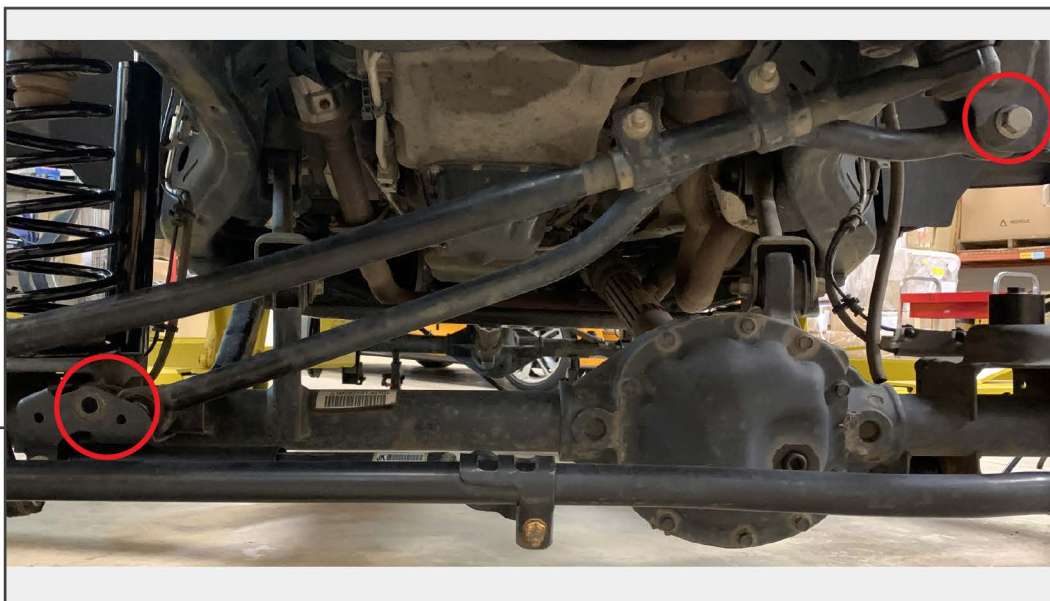
STEP 15



Reinstall wheels onto the vehicle. While the suspension is loaded, tighten the control arm bolts attached to the frame to 125 ft-lbs.

Rear installation is now complete.

**STEP 16
(FRONT)**



Using a jack and jack-stands, support the vehicle off the ground. Place the jack-stands under the frame rails of the vehicle. Remove the front wheels. Support the front axle with the floor jack. Remove the (2) 21mm track bar bolts from the vehicle. Remove the track bar from the vehicle.

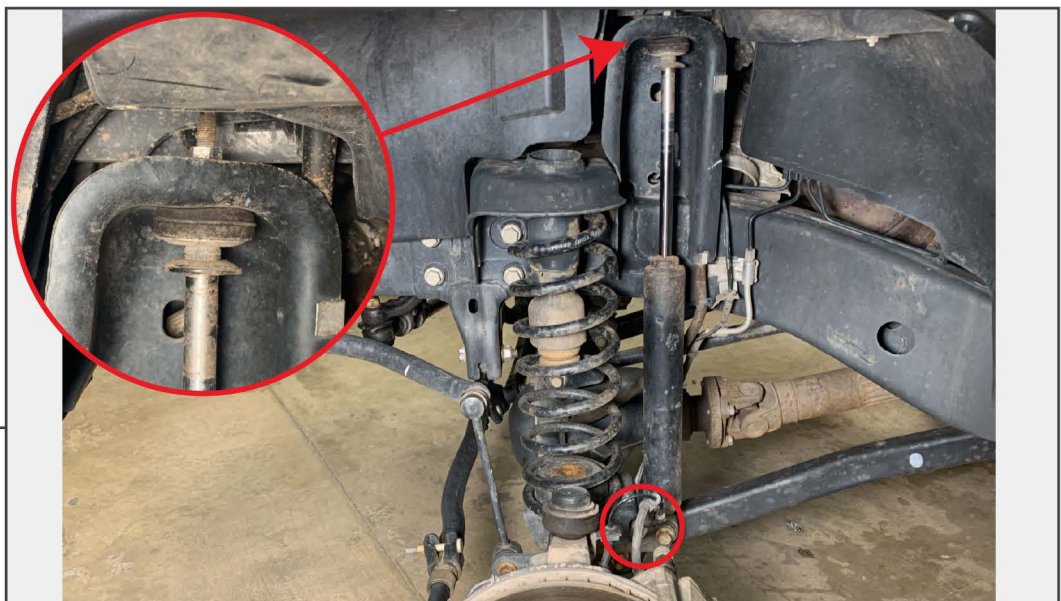
STEP 17



Remove the sway bar links from the vehicle. Remove the top 19mm nut, then the 18mm bolt from the bottom of the sway bar links.

Repeat on both sides of vehicle.

STEP 18



With the axle supported, remove the shock absorber from the vehicle. Remove the (1) 17mm nut at the top of the shock, then the 18mm bottom bolt.

Repeat on both sides of vehicle.

STEP 19



Remove the (2) 10mm bolts to release the brake line brackets from the vehicle. This will allow additional slack when lowering the axle.

Repeat on both sides of vehicle.

STEP 20



Lower the axle down with the floor jack enough to relieve tension from the spring. Remove the spring from the vehicle. Reuse the upper spring isolator on the new spring.

Repeat on both sides of vehicle.

STEP 21



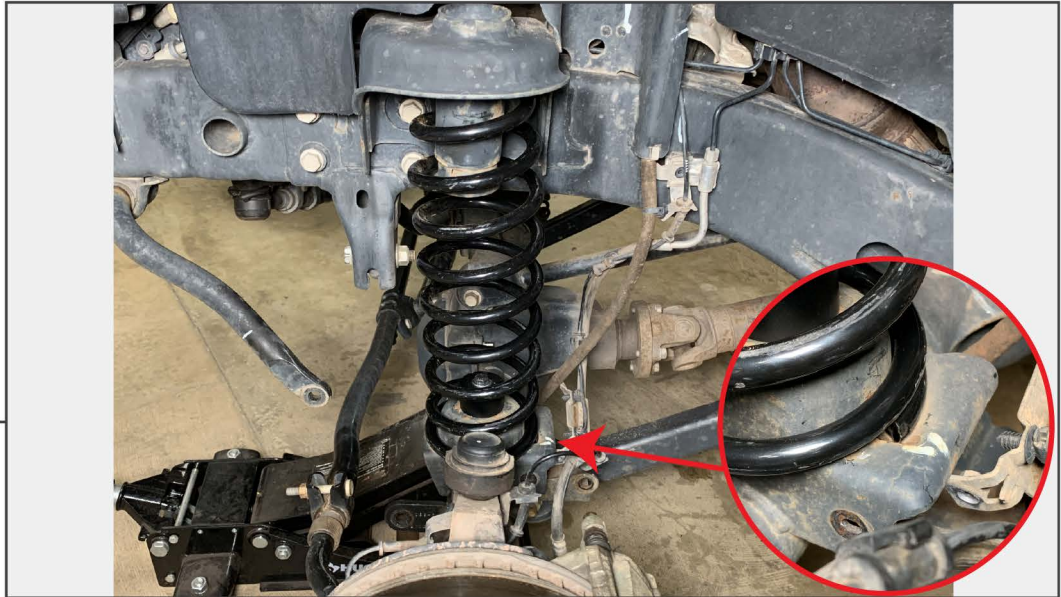
Using a permanent marker and the provided bump stop, make a mark onto the center of the spring perch for drilling. Drill this hole using a 3/8" drill bit.

STEP 22



Using (1) 3/8-16 bolt, flat washer, and locking nut, loosely install the bump stop into the vehicle. Leave loose until the coil spring is installed.

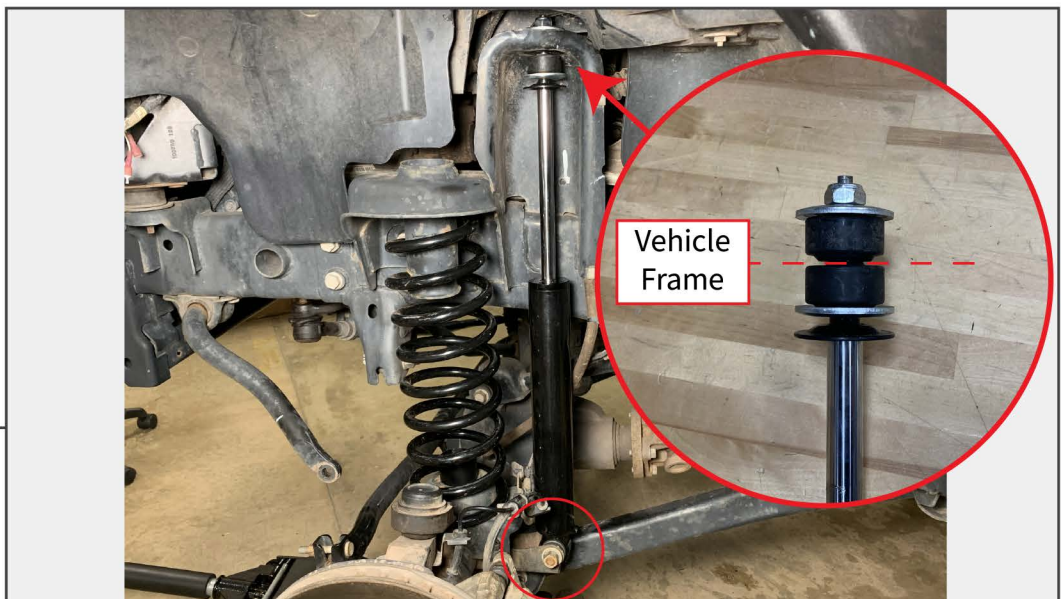
STEP 23



Install the new front spring (taller spring) onto the vehicle. Be sure to align the bottom of the spring with the cutout in the axle. Tighten the bump stop to the axle.

Repeat on both sides of vehicle.

STEP 24



Reinstall the lower brake line bracket, then install the provided shock absorber into the vehicle. Reuse original hardware for the lower mount. Use provided 19mm lock nut to fasten the top of the shock into the frame.

Note: Be sure to install the shock bushings on both sides of the frame for the top mount.

STEP 25



Remove the drag link from the pitman arm using a 13/16 wrench and a 7mm Allen socket. Tap on the pitman arm with a hammer to release the drag link.

STEP 26



Mark the pitman arm to the steering box with a permanent marker. Remove the (1) 33mm nut from the steering box.

STEP 29



Install the sway bar links previously on the rear to the front sway bar using original hardware.

STEP 30

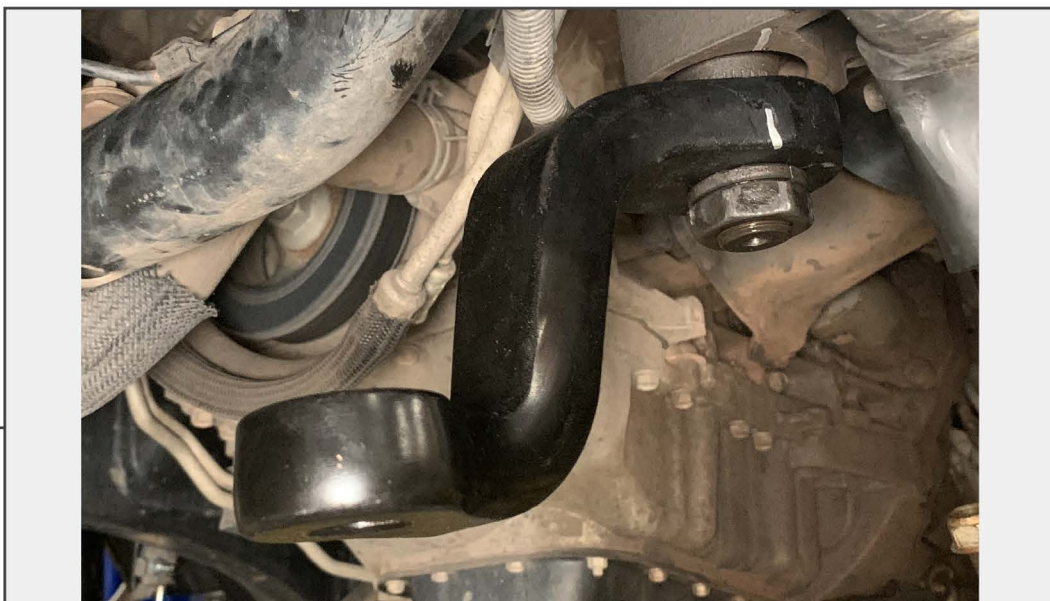


Release the ABS wiring from the clip in the frame by pushing in the two tabs. Then, carefully massage the brake line to bring the line down. Install the brake line extension to the brake hose bracket using (1) 1/4-20 bolt, (2) flat washers, and (1) locking nut. Install the extension to the frame in the original location using original hardware.

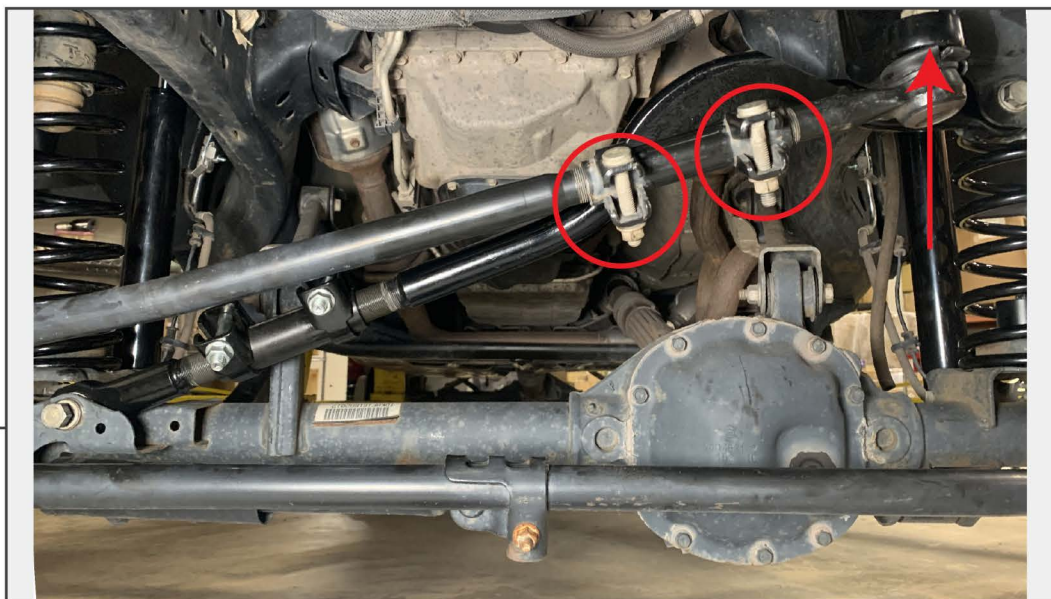
Repeat on both sides of vehicle.

STEP 27

Using a pitman arm puller, align the puller claws around the pitman arm. Tighten the puller by hand until the screw aligns with the stud on the steering box. Tighten the puller until the pitman arm is removed from the steering box.

STEP 28

Align the drop pitman arm to the same orientation as the original pitman arm. Install the pitman arm to the vehicle reusing original hardware. Torque to 185 ft-lbs.

STEP 33

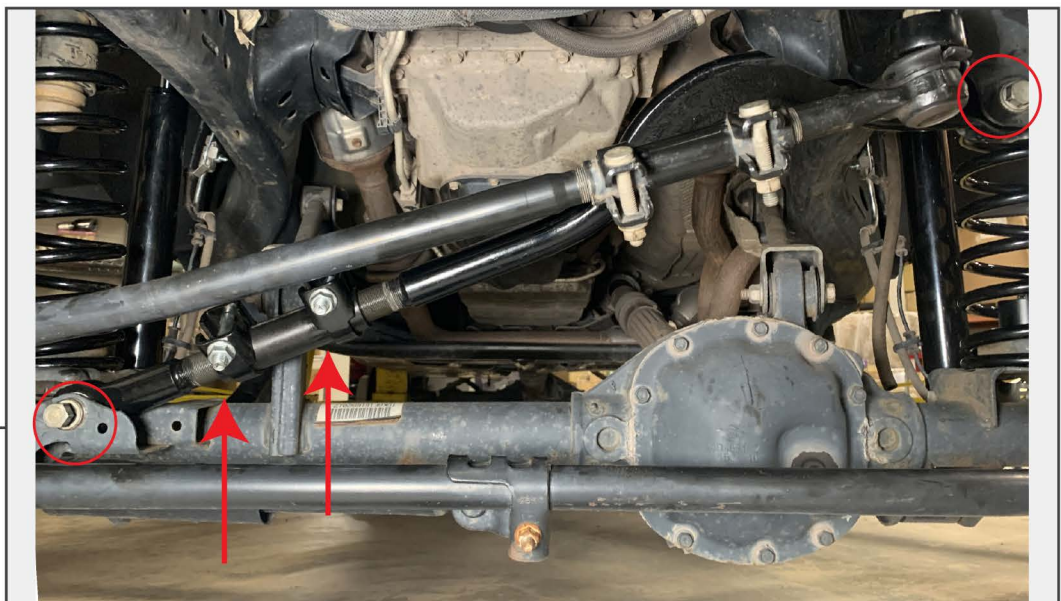
Loosen the (2) 15mm nuts on the drag link. Turn the steering wheel to point straight. Turn the adjustment sleeve until the ball-joint end of the drag link reaches the pitman arm. Reinstall the drag link to the pitman arm using original 21mm nut, and torque to 77ft-lbs.

STEP 34

Installation is now complete.

STEP 31

Reinstall the wheels and lower the vehicle to the ground. While the suspension is loaded, loosely install the track bar to the frame using the original hardware. Loosen the (2) adjustment clamps to adjust the track bar ends using a 15mm socket and a 18mm wrench.

STEP 32

Measure the distance from the fender flare to the tires sidewall on both sides. With a helper, center the axle inside the chassis by turning the steering wheel until both sides measure an equal distance. While a helper is holding the steering wheel, turn the adjustment sleeve to allow the track bar end to reach the axle mounting location. Tighten the adjustment sleeve. Tighten the (2) 21mm track bar bolts to 125 ft-lbs.

TORQUE SPECIFICATIONS

- Sway Bar Link Upper Nut: 66 ft-lbs.
- Sway Bar Link Lower Bolt: 75 ft-lbs.
- Control Arm Bolts: 125 ft-lbs.

Drop Pitman Arm to Steering Box: 185 ft-lbs

Drag Link Nut to Pitman Arm: 77 ft-lbs.

- Track Bar Frame Bolt: 125 ft-lbs.
- Track Bar Axle Bolt: 125 ft-lbs.
- Wheel Lug Nuts: 95 ft-lbs.

Prior to Driving

- Double check all bolts are tightened.
- Professional Steering Alignment.
- Headlight Adjustment.
- Ensure brake line slack when sway bars are disconnected.
- Ensure OE front driveshaft clearance with sway bars disconnected.

Maintenance

- First 200 miles, re-torque all fasteners.
- Every 3000 miles, re-torque all fasteners & visually inspect suspension bushings for premature wear.

Special Consideration:

With any change to the factory suspension geometry there will be increased wear and tear, things such as suspension bushings etc. Ensure vehicle safety by frequently inspecting wear and tear components.



3.5" LIFT KIT WITH SHOCKS

(2007-2018 WRANGLER JK)

INSTALLATION INSTRUCTIONS

CONTENTS

- (2) Front Coil Springs
- (2) Front Shocks
- (2) Rear Coil Springs
- (2) Rear Shocks
- (2) Front Bump Stops
- (2) Rear Bump Stops
- (2) Rear Sway Bar Links
- (4) Brake Line Extensions
- (1) Drop Pitman Arm
- (1) Adjustable Front Track Bar
- (1) Rear Track Bar Relocation Bracket
- (1) Bolt Sleeve
- (2) 9/16-18 x 3" Bolts
- (4) 9/16 Flat Washers
- (2) 9/16 Lock Nuts
- (2) 3/8-16 x 2.5" Bolts
- (5) 3/8 Flat Washers
- (5) 3/8 Lock Nuts
- (1) 3/8-16 x 1.25" Bolt
- (2) 3/8-16 x 1.00" Bolts
- (4) 5/16-18 Bolts
- (8) 5/16 Flat Washers
- (4) 5/16 Nuts
- (4) 1/4-20 Bolts
- (8) 1/4 Flat Washers
- (4) 1/4 Lock Nuts

TOOLS REQUIRED

- 13/16, 10mm, 11mm, 14mm, 15mm, 16mm, 18mm, 19mm, 21mm, 22mm, 32mm Sockets
- 13/16, 13mm, 14mm, 15mm, 17mm, 18mm, 19mm, 21mm, 22mm Wrenches
- 7mm Allen Socket
- Panel Removal Tool
- Power Drill
- 3/8" Drill Bit
- Vice Grips
- Impact Gun
- Socket Extensions
- Socket Wrench
- Pitman Arm Puller
- Hammer

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