2.5” SUSPENSION LIFT KIT

(1997-2006 WRANGLER TJ)

INSTALLATION INSTRUCTIONS

CONTENTS

(2) Front Springs
(2) Rear Springs
(2) Front Shocks
(2) Rear Shocks

TOOLS REQUIRED

10, 13, 15, 16, 17, 18, 19, 21 Wrenches
10, 13, 15, 16, 17, 18, 19, 21 Sockets
T-55 Torx Socket
Socket Wrench
Pry Bars
Spring Compressor
Hammer
Spray Lubricant
Torque Wrench
Breaker Bar
Jack and Jack Stands
Adjustable Wrench

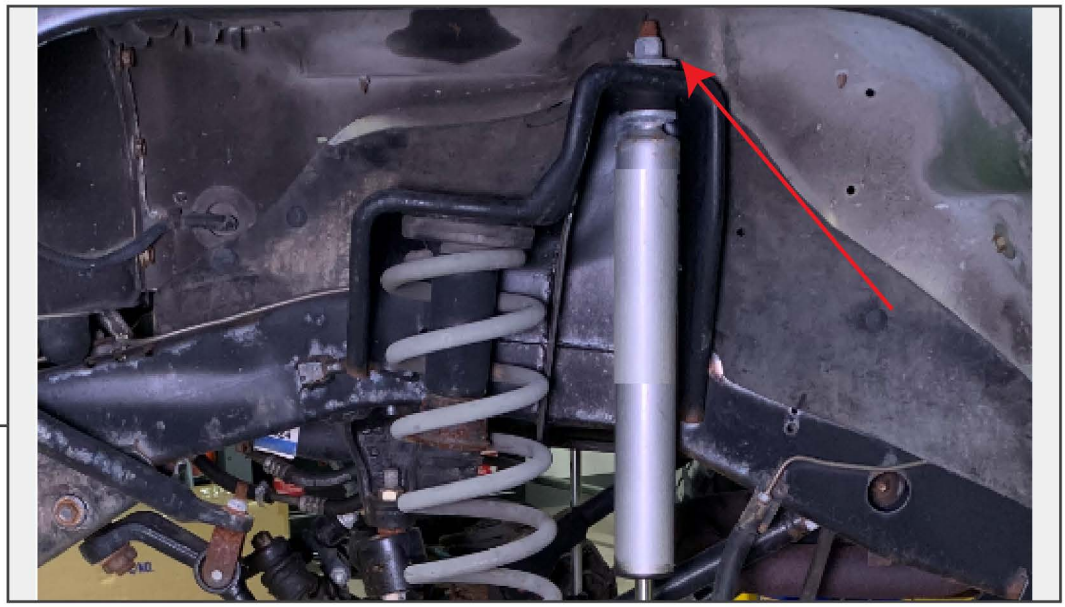
SKU: 167426

Jeep

STEP 1 (FRONT)

Lift and support the vehicle using a jack and jack stands under the vehicle frame. Remove all wheels from vehicle. Lightly apply pressure to the front axle by lightly jacking under the differential.

Remove the 18mm bolt to remove the track bar from the axle mount. Using a pry bar, separate the track bar from the axle mount. Leave the track bar connected to the vehicle frame.

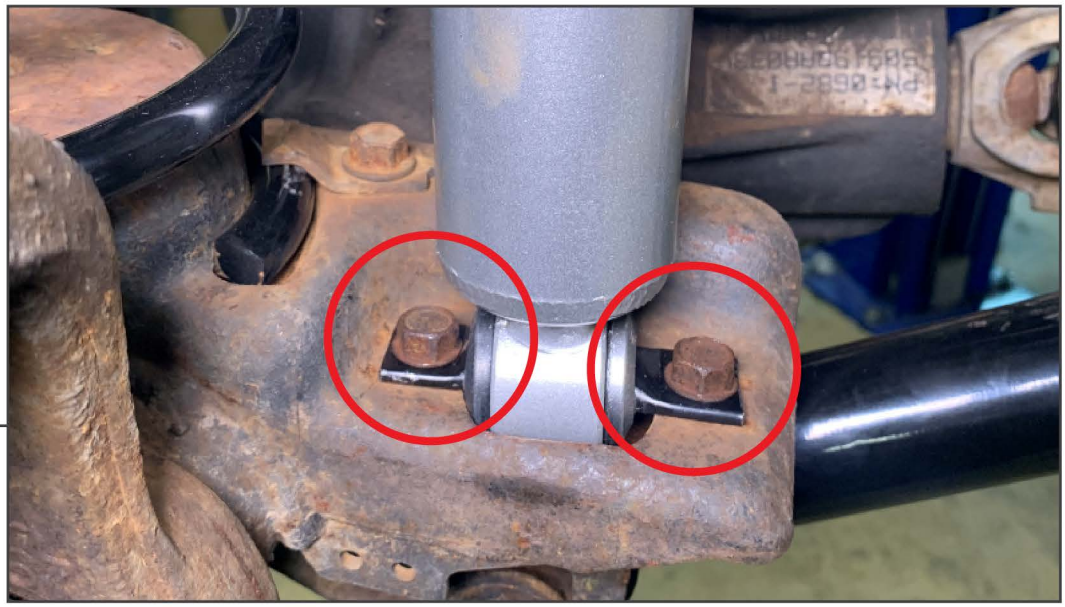


STEP 2

Remove the 15mm nut from the top of the shock absorber.

STEP 3

Remove the sway bar link bolt from the axle mount using a T-55 Torx socket and a 18mm socket. Move the sway bar link aside.

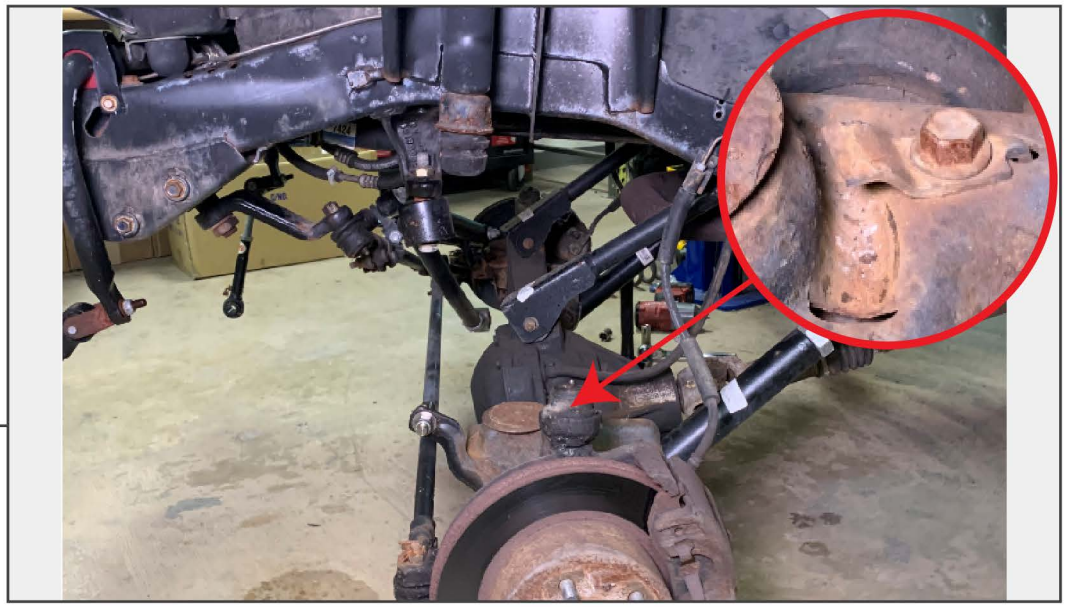


STEP 4

Remove (2) 13mm nuts and bolts from the bottom of the shock absorber. Hardware will be reused. Remove shock absorber from vehicle.

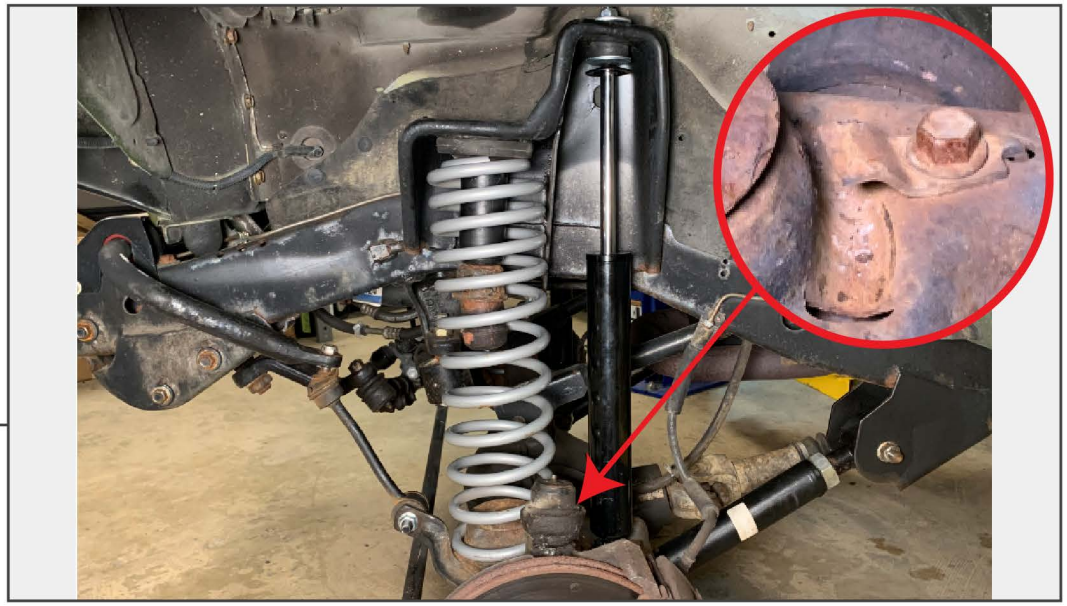
STEP 5

Mark the cam on the lower control arm bolt with the axle housing using a permanent marker, then loosen the (2) 21mm control arm bolts.



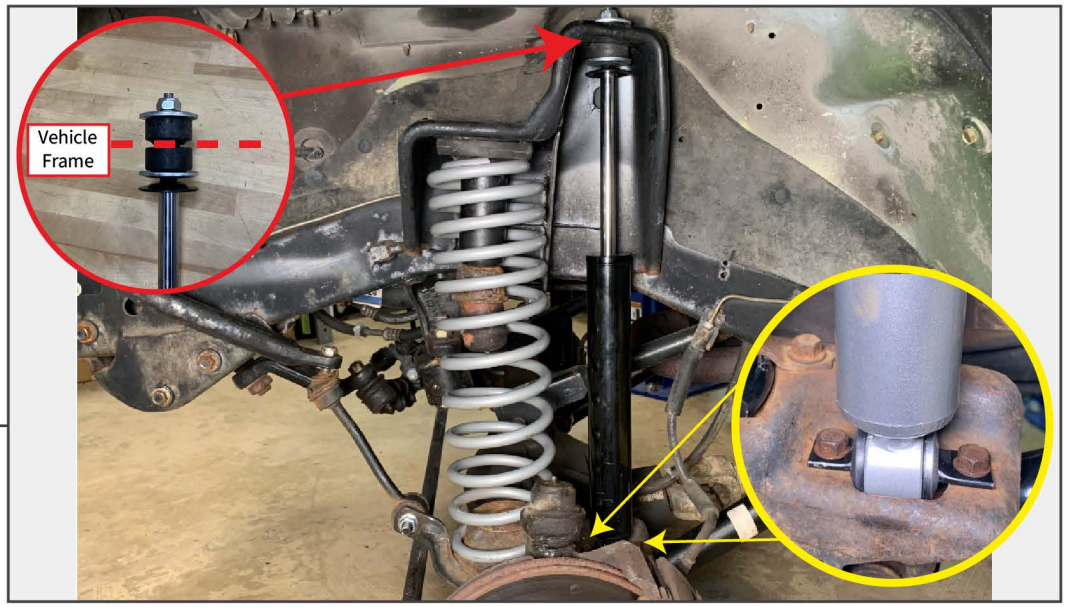
STEP 6

Remove (1) 15mm bolt to remove the spring retainer clip from the axle. Remove the coil spring from the vehicle. A spring compressor may be necessary.



STEP 7

Install the new coil spring into the vehicle. Align the bottom of the spring into the cutout in the axle housing, then reinstall the spring clip to secure the spring into place.



STEP 8

Install the provided shock absorber into the vehicle. Place the top of the shock into the frame, and loosely install the provided 19mm nut. Align the shock to the axle mount and secure the bottom of the shock to the axle using the original 13mm bolts.

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

STEP 9

Reinstall the wheels onto the vehicle. Set the vehicle onto the ground, and reinstall the sway bar link onto the axle using original hardware.

STEP 10

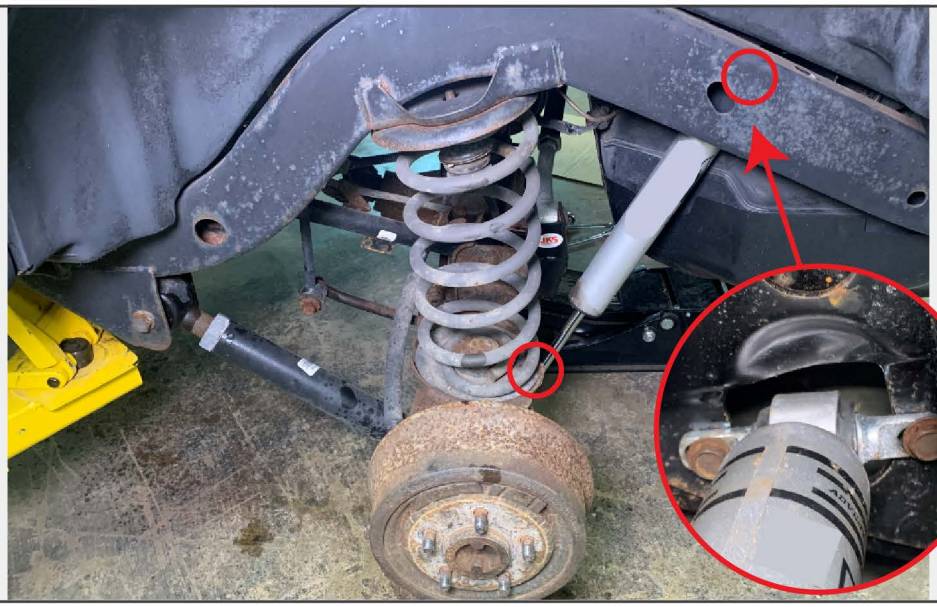
Secure the track bar to the axle using the provided the original hardware. While the tires are on the ground, turn the steering wheel to move the body with the track bar. Once aligned, insert the bolt.

Front installation is now complete.

STEP 11 (REAR)

Lightly apply pressure to the rear suspension by putting a jack under the rear differential. Remove the sway bar link from the sway bar attached to the axle.

STEP 12



Remove the shock absorber from the vehicle by removing the (2) 13mm bolts from the frame, then (1) 18mm bolt from the axle.

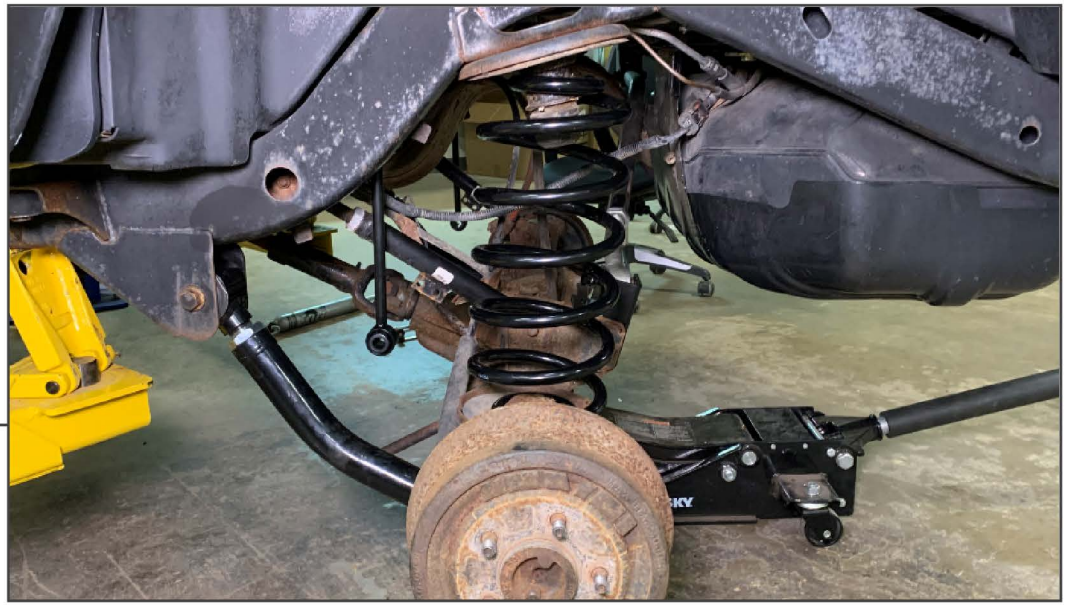
STEP 13

Slowly lower the axle down with the floor jack to provide enough space to remove the T-55 Torx bolt securing the track bar to the axle housing. Use a pry bar to separate the track bar from the axle.

STEP 14

Slowly lower the axle down with the floor jack to remove the coil springs.

Note: Be sure to watch the axle vent tube while lowering. The tube may have to be re-routed to provide enough length with lift installed.

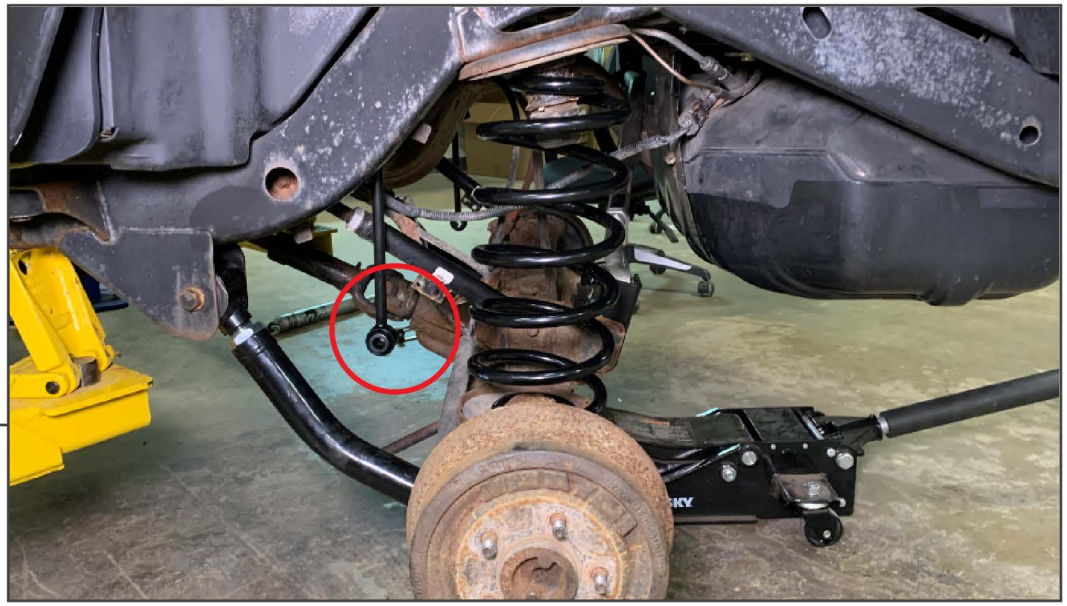


STEP 15

With the axle lowered, install the coil springs onto the axle mount. While ensuring the springs are aligned within the axle and the frame, lift the rear axle up with the floor jack to hold the springs in place.

STEP 16

Bolt the shock absorber to the axle using original hardware. Reinstall the wheels onto the vehicle. Set the vehicle onto the ground, and install the shock absorber to the frame of the vehicle.



STEP 17

With the vehicle on the ground, reinstall the sway bar link to the axle using original hardware.

STEP 18

With the vehicle on the ground, reinstall the track bar onto the axle reusing original hardware.

Note: Pushing the vehicle body side to side can aid track bar alignment.

STEP 19

Test four wheel drive functionality. Adjust the linkage at the tail end of the transfer case linkage by loosening the screw using a 13mm socket and moving the adjuster where necessary to give the shifter more travel.

Rear installation is now complete.

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NOTICE

FRONT TORQUE SPECS.

- Front Sway Bar Link Bracket Upper Nut: 45 ft. lbs.
- Front Sway Bar Link Upper Bolt: 70 ft. lbs.
- Front Sway Bar Link Lower Bolt: 70 ft. lbs.
- Shock Absorber Upper Nut: 17 ft. lbs.
- Shock Absorber Lower Bolts: 21 ft. lbs.
- Track Bar Bracket Bolt to Axle: 55 ft. lbs.
- Lower Control Arm Bolts to Frame: 130 ft. lbs.
- Lower Control Arm Bolts to Axle: 85 ft. lbs.
- Wheel Lug Nuts: 95 ft. lbs.

REAR TORQUE SPECS.

- Rear Sway Bar Link Upper Bolt: 40 ft. lbs.
- Rear Sway Bar Link Lower Bolt: 40 ft. lbs.
- Shock Absorber Upper Bolts: 23 ft. lbs.
- Shock Absorber Lower Bolt: 74 ft. lbs.
- Track Bar Bracket Bolt to Axle: 74 ft. lbs.
- Lower Control Arm Bolts to Frame: 130 ft. lbs.
- Lower Control Arm Bolts to Axle: 130 ft. lbs.
- Wheel Lug Nuts: 95 ft. lbs.

Prior to Driving

- 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.