

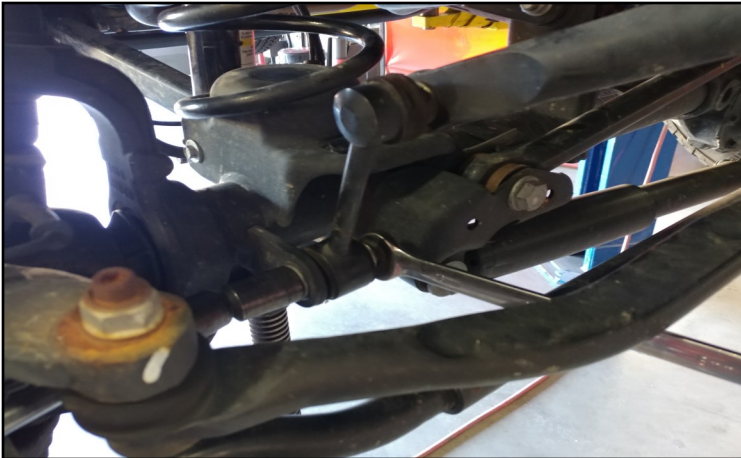
RUGGED OFF ROAD

Step by step instructions and checklist:

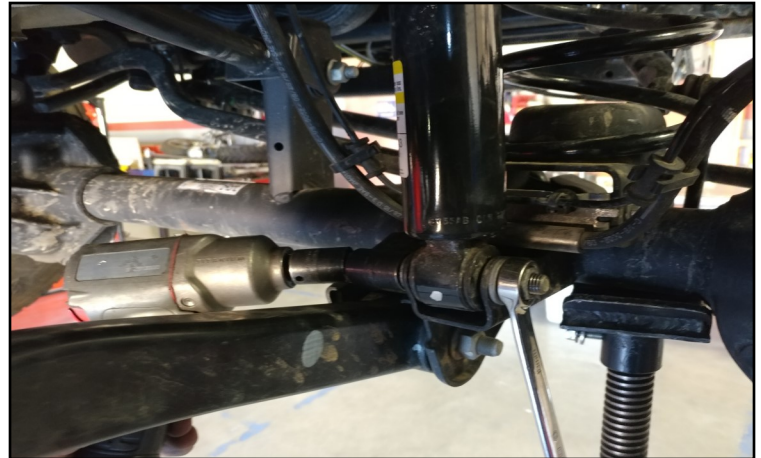
Use the proper tools and safety equipment to perform all work. Torque all fasteners to proper specifications and double check work. Align your vehicle after installation.



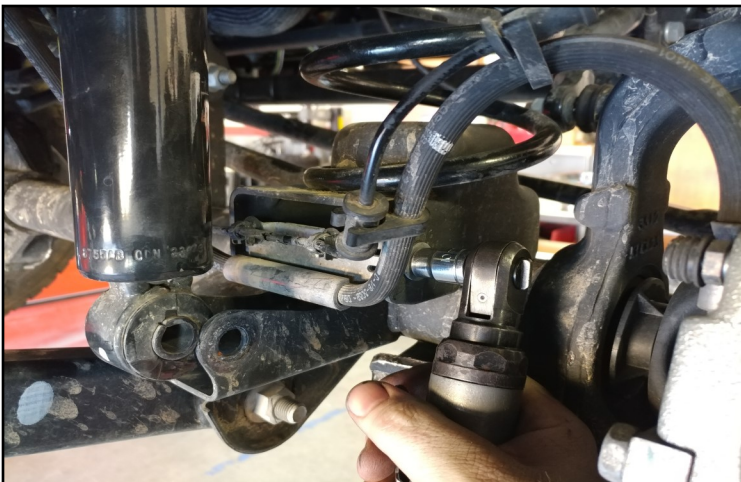
3-102
2007 to current
Jeep JK



Jack the vehicle up, place safety stands under the frame rails. Support the axle with a jack. Remove the sway bar end link.



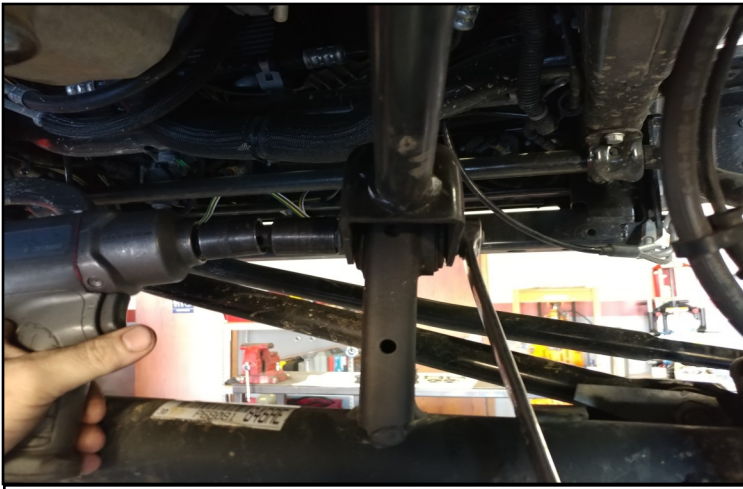
Remove the shock.



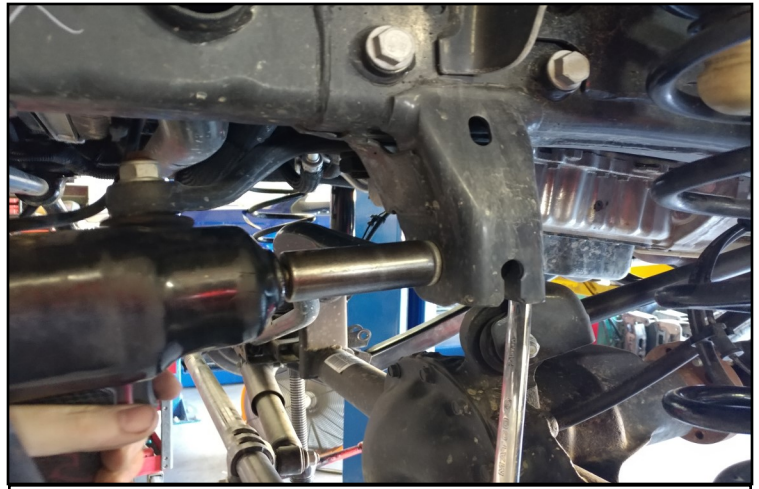
Remove the brake line bracket.



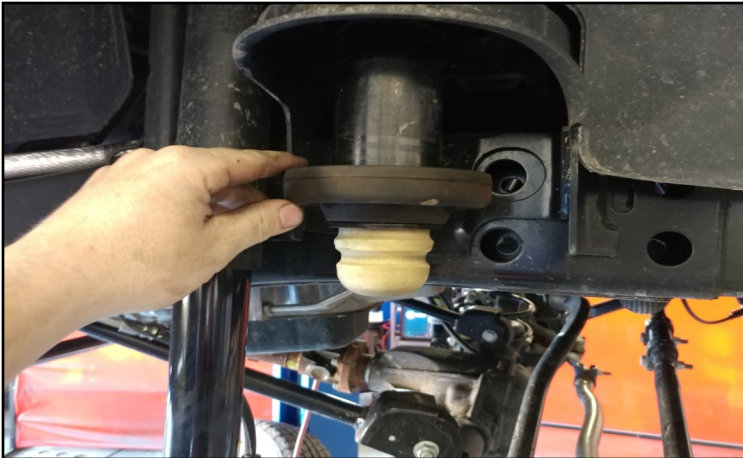
Loosen the lower control arms at the axle and frame.



Loosen the upper control arms at the axle and frame.



Loosen the track bar at the axle and frame.



Lower the axle with the jack until the springs can be removed. Remove the spring isolator from the frame.

Install the front spring spacer, then the rubber isolator. Install the springs and raise the axle. Install the removed parts in reverse order. DO NOT tighten the control arms and track bar until the next step.

Lower the vehicle to the ground, bounce it a few times to get it to settle to the new ride height. Tighten down the control arms and track bar.

Jack the rear of the vehicle up and place jack stands under the frame rail. Support the axle with the jack.



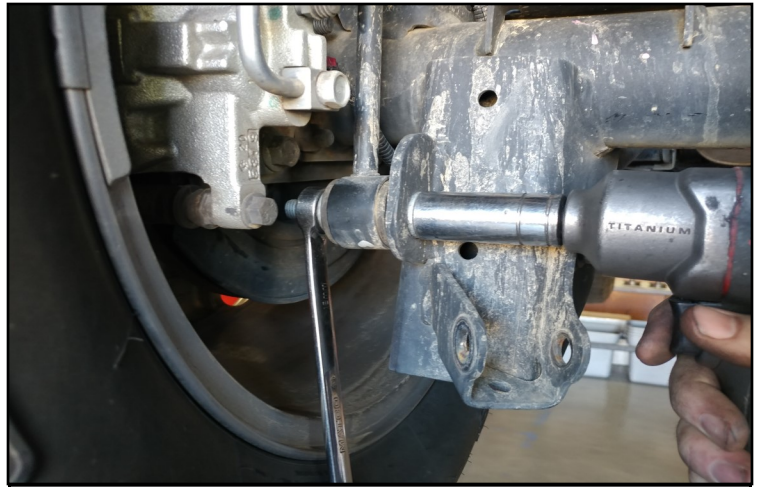
Remove the brake line brackets from the frame.



Remove the shock from the axle.



Remove the shock from the frame.



Remove the sway bar end link.



Loosen the track bar at the axle and frame.



Loosen the control arms at the axle and frame.



Remove the two ABS clips from the axle.



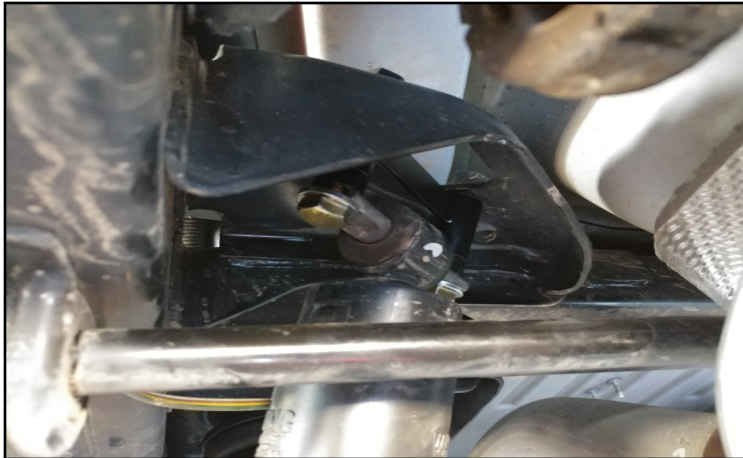
Remove the parking brake cable from the body.



Lower the axle down enough to remove the springs. Install the nut plate on top of the spring mount on the frame.



Install the rear spring spacer using provided hardware to the nut plate. Install the springs and rubber isolators just like they were removed.



Install the upper shock extension using the provided hardware.



Install the second most ABS clip into the front hole on the axle. Remove the first clip and discard from the wire harness.

Install the rest of the removed parts in reverse order. **DO NOT** tighten the control arms and track bar until the next step. Lower the vehicle to the ground, bounce it a few times to get it to settle to the new ride height. Tighten down the control arms and track bar.

Final Checks & Adjustments

Post Installation Warnings: Once the vehicle is lowered to the ground, check all parts which have rubber or urethane components to ensure proper torque. Torque wheels to the manufacturers specs. Move the vehicle backwards and forwards a short distance to allow suspension components to adjust. Turn the front wheels from lock to lock and verify adequate tire, wheel, brake line, and ABS wire clearances. Test and inspect steering, brake and suspension components for tightness and proper operation. Inspect brake hoses and ABS lines for adequate slack at full extension. Failure to perform the post inspection checks may result in vehicle component damage and/or personal injury or death to driver and/or passengers. Test drive vehicle and re-check the torque of all fasteners.

Wheel Alignment/Headlamp Adjustment

It is necessary to have a proper and professional wheel alignment performed by a certified alignment technician. Align the vehicle to factory or provided specifications. It is recommended that your vehicle alignment be checked after any off-road driving. In addition to your vehicle alignment, for your safety and others, it is necessary to check and adjust your vehicle headlamps for proper aim and alignment.

Vehicle Re-Torque and Safety Inspection

Upon completion of all services and adjustments performed on your vehicle, and within 50 miles of driving, check to ensure that all fasteners and hardware are properly torqued to specification as noted in the vehicles factory service manual.