

IRON ROCK OFF ROAD

JT 2" Spring Spacer Lift Kit Instructions

1-877-919-JEEP www.ironrockoffroad.com

Parts Checklist:

- Iron Rock Off Road Logo Decal 10001 (1)
- Ironrockoffroad.com decal (1)
- 2" Front Spacer 77003 (2)
- 2" Rear Spacer 77018 (2)
- Kit #14118 (Optional)**
 - JL/JT Front Shock Extension 77029 (2)
 - JT Rear Shock Extension 77028 (2)
- #238 – JL/JT Front Shock Extension Hardware (1)**
 - 12mm Spacer Tube 92035 (2)
 - 1/4" Spacer Washer 88001 (4)
 - M12 x 80 Hex Bolt cl10.9 (2)
 - M12 Nylock Nut (2)
 - 7/16 USS Washer (4)
 - 5/16 x 1" Hex Bolt gr 8 (2)
 - 5/16 USS washer (2)
 - 5/16 Serrated Flange Nut (2)
- #240 – JT Rear Shock Extension Hardware (1)**
 - 14mm Spacer Tube 80040 (2)
 - M14 x 80 Hex Bolt cl10.9 (2)
 - M14 Nylock Flange Nut (2)
 - 9/16 F436 Hard Washer (2)
 - 5/16 x 1" Hex Bolt gr 8 (2)
 - 5/16 USS washer (2)
 - 5/16 Serrated Flange Nut (2)

Shocks

- IRO Hydro #14190 (Optional)**
 - Front shock 79004 (2)
 - Rear shock 79005 (2)
- #232 – JL/JT Shock Hardware (1)**
 - Upper shock sleeve 79012 (4)
 - Upper shock mount spacer 79013 (8)
 - M12 x 70 Hex bolt cl 10.9 (2)
 - M12 Nylock nut (2)
 - 7/16 USS washer (4)
- Doetsch Upgrade #14191 (Optional)**
 - Front shock DT 8299 (2)
 - Rear shock DT 8371 (2)
- #232 – JL/JT Shock Hardware (1)**
 - Upper shock sleeve 79012 (4)
 - Upper shock mount spacer 79013 (8)
 - M12 x 70 Hex bolt cl 10.9 (2)
 - M12 Nylock nut (2)
 - 7/16 USS washer (4)
- Bilstein Upgrade #14192 (Optional)**
 - Front shock 33-185552 (2)
 - Rear shock 33-104652 (2)
- #231 – JL/JT Bilstein Shock Hardware (1)**
 - 12mm X 1.49" Shock Sleeve 79008 (4)
- #232 – JL/JT Shock Hardware (1)**
 - Upper shock sleeve 79012 (4)
 - Upper shock mount spacer 79013 (8)
 - M12 x 70 Hex bolt cl 10.9 (2)
 - M12 Nylock nut (2)
 - 7/16 USS washer (4)

Install video on



Before you begin:

- ***Ensure that all parts are present and in good condition using above shipping checklist. ***
- Read and understand all installation instructions.
- Tools required:
 - Floor jack
 - Jack stands
 - Basic hand tools
 - Torque wrench
 - Drill and 5/16" drill bit

Prepare the parts for installation:

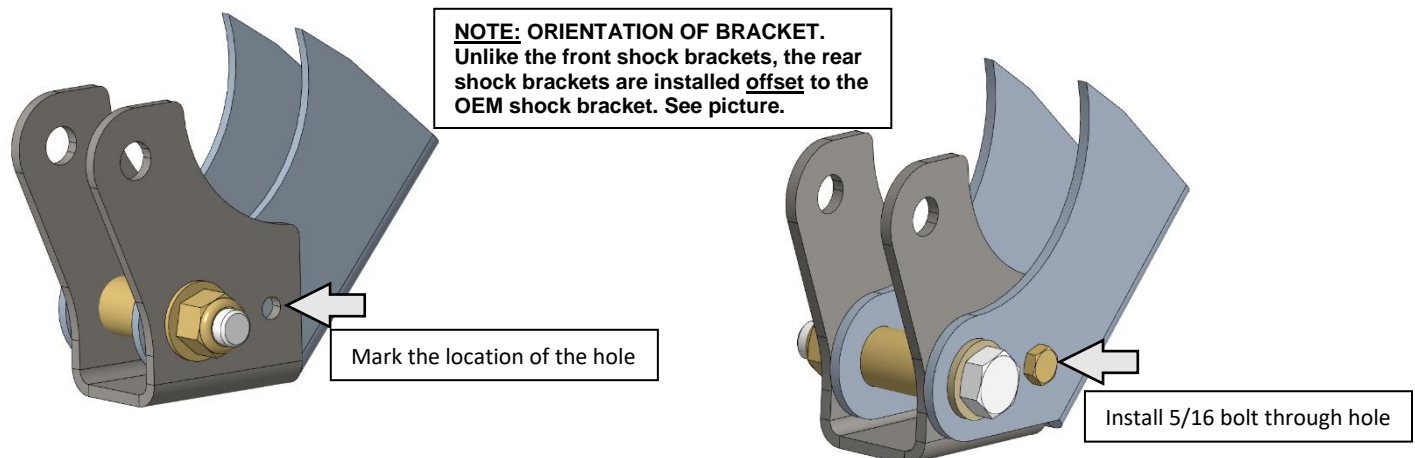
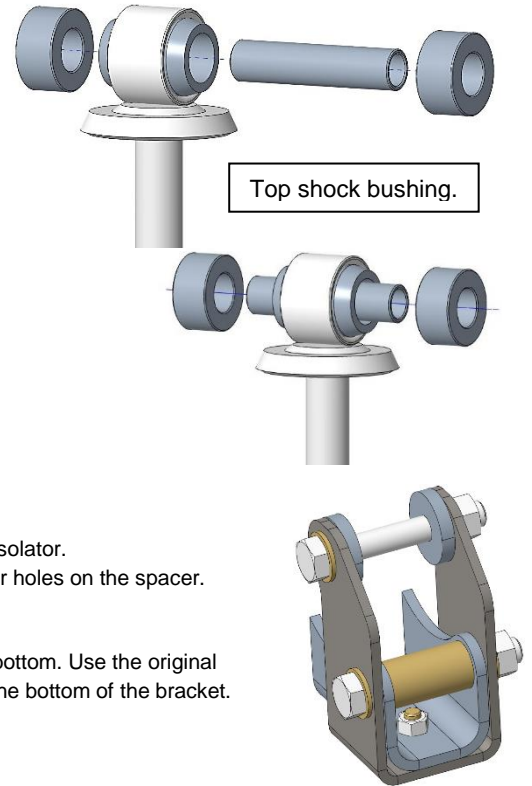
1. **Shocks:** Locate the front shocks and hardware kits.
2. Grease and install the long sleeve into the top bushing of the front and rear shocks. The long sleeve should be approximately in the center of the bushing.
3. Grease and install the short shock sleeves (included with shocks) into the bottom bushing.

Front installation:

4. Lift front of vehicle and support with jack stands under frame rails.
**Tip: break lug nuts loose before lifting vehicle.
5. Remove front wheels
6. Disconnect front sway bar links.
7. Disconnect the brake hose bracket from the lower control arm.
8. Support front axle with jack stands and disconnect shocks.
9. Loosen the upper and lower control arm bolts at the frame and the axle (do not remove).
10. Allow the axle to droop as much as possible then remove the coil springs and upper spring isolator.
11. Install the upper spring isolator onto the coil spacers by aligning the rubber pegs to the larger holes on the spacer.
12. Install the coil spacers onto the upper bump stop mount then reinstall the front springs.
13. **New Shocks:** Install new shocks with a new M12 x 70 bolt at the bottom. **HK #232**
14. **Shock Extensions:** Install extension on lower shock mount using the new M12 bolt on the bottom. Use the original shock bolt in the top with two thick spacer washers. Install the 5/16 bolt through the hole in the bottom of the bracket.
15. Reconnect front sway bar links.
16. Reconnect the brake hose bracket to the lower control arm.
17. Reinstall front wheels.
18. Lower vehicle onto ground.
19. Torque lug nuts to factory spec.
Typical specification is 85-115 ft-lbs., depending on your wheels
20. With the vehicle weight on the suspension, tighten all lower control arm bolts to 130 lb-ft. Tighten upper control arm bolts to 75 lb-ft.

Rear installation:

21. Lift rear of vehicle and support with jack stands under frame rails.
**Tip: break lug nuts loose before lifting vehicle.
22. Remove rear wheels.
23. Disconnect rear sway bar links.
24. Support the rear axle with jack stands and disconnect shocks.
25. Loosen the upper and lower control arm bolts at the frame and the axle (do not remove).
26. Allow the axle to droop as much as possible and remove coil springs.
27. Install coil spacers on the axle, below the rear springs, then reinstall the springs.
28. **New Shocks:** Install new shocks with original hardware.
29. **Shock Extensions:** Rear brackets are offset from the OEM shock mount, see images below.
 - a. Align the shock extension bracket on lower shock mount using the new M14 bolt on the bottom.
 - b. Use the bracket to mark the location of the 5/16" hole. Remove bracket and drill the hole.
 - c. Install the extension inboard of OEM mount (closer to center of Jeep) using the new M14 bolt and sleeve in the bottom.
 - d. Install the 5/16 bolt through the drilled hole in the side of the bracket.
 - e. Install the shocks into the extension brackets. Use the original shock bolt and nut at the top.



30. Reinstall rear wheels.
31. Lower vehicle onto ground.
32. Torque lug nuts to factory spec.
Typical specification is 85-115 ft-lbs., depending on your wheels
33. With the vehicle weight on the suspension, tighten all upper and lower control arm bolts to 130 lb-ft.

Adjustments:

34. The draglink **must** be adjusted to center the steering wheel before driving the vehicle. Failure to do so will cause an error with the factory traction control system and will result in odd handling and decreased performance.
35. Check all components for clearance for suspension to fully cycle up and down and wheels to turn lock to lock. Pay special attention to brake lines, axle vent hoses, and ABS wires. Reposition as needed by bending the brackets, relocating, or extending hoses and wiring.

Final Safety Warning:

36. * Re-torque all fasteners after 100 miles, and frequently inspect all safety critical suspension components. It is the responsibility of the installer to be sure all fasteners are properly tightened after installation and to ensure the owner knows his/her ongoing responsibility. It is the responsibility of the owner of the vehicle to be sure all safety critical components are inspected frequently, especially after off road or other demanding use.

