Parts Checklist:

- ☐ Iron Rock Off Road Logo Decal 10001 (1)
- ☐ Ironrockoffroad.com decal (1)
- ☐ 2.5" Front Driver Spacer 76025 (1)
- ☐ 2.5" Front Passenger Spacer 76026 (1)
- ☐ 2.5" Rear Spacer 76000 (2)
- ☐ Shock Spacer 88001 (2)
- ☐ Rear sway bar link 11.25" center to center 92147 (2)

#201 - Sway Bar Link Hardware (1)
- ☐ 3/4" hourglass bushing M00393 (4)
- ☐ 12mm sway bar bolt sleeve 92038 (4)
- ☐ M12 x 65 Hex bolt cl 10.9 (2)
- ☐ M12 Nylock nut (2)
- ☐ 7/16 USS washer (4)

#264 – KJ/KK Front Spacer Hardware (1)
- ☐ M12 Hex Nut (2)
- ☐ M12 Nylock Nut (8)

Shocks
- ☐ **Trail Tamer HD Hydro**
  - ☐ Rear Shock 79004 (2)
- ☐ **Doetsch Upgrade (Optional)**
  - ☐ Rear shock DT 8299 (2)
- ☐ **Bilstein Upgrade (Optional)**
  - ☐ Rear shock 33-185552 (2)

Note:

***A professional alignment is <u>required</u> after installation of this lift kit. ***

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
  - ☐ Angle grinder with a cut-off wheel or Sawzall

Front installation:

1. **Under the hood:** Disconnect the air box clamps and the hose connected to the air box lid.
2. Remove the lower portion of the air box by pulling up and popping it out of its rubber mounts.

3. This will give you access to the nuts securing the strut assembly to the body. Do not loosen at this time.
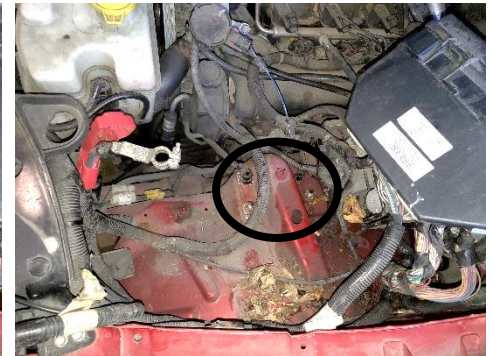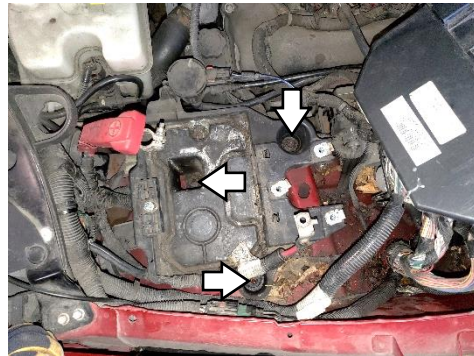
4. Disconnect the battery terminals and remove the battery.
5. Open the fuse box and disconnect the postive cable.
6. Release the retaining clips holding the fuse box and position the fuse box out of the way.

7. Remove the bolts holding the fuse box bracket, then remove the fuse box bracket.
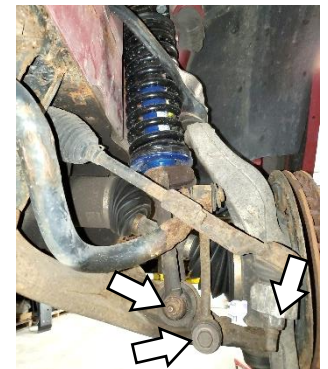8. Remove the nuts securing the battery tray then remove the battery tray.

9. This will give you access to the nuts securing the strut assembly to the body. Do not loosen at this time.
10. **Under the Jeep:** Lift front of vehicle and support with jack stands under frame rails.
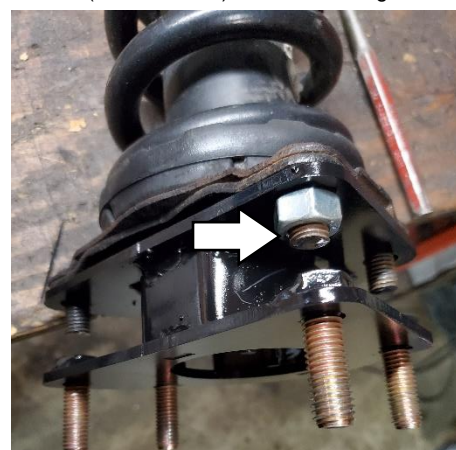   **Tip: loosen lug nuts before lifting vehicle.
11. Remove front wheels
12. Disconnect the sway bar links fom the lower control arms.
13. Disconnect the tie rod ends at the knuckle.
14. Disconnect the upper ball joint from the knuckle.
15. Loosen the bolt holding the strut clevis to the lower control arm.
16. Remove the clamping bolt from the strut clevis.
17. Support the lower control arm with a jack and remove the nuts securing the strut assembly to the body.
18. Lower the jack and allow the suspension to droop as much as possible.
19. Remove the bolt holding the strut clevis to the lower control arm.
20. Using a pry bar, remove the strut clevis from the strut and remove the strut from the vehicle.
21. **Prepare the struts:** With the strut on a workbench, thread the supplied M12 nut (not a lock nut) onto a mounting stud.
22. Measure from the bottom of the nut 3/4" and mark the stud for cutting.
23. With the nut threaded onto the stud, cut the stud at your mark.
24. Remove the nut and check the cut length with the spacer.
25. There should be a couple threads sticking out beyond the nut.
26. Repeat the steps to cut all the mounting studs.

27. **Spacer Installation and Reassembly:** With all the studs cut to length, install the spacer onto the strut using the M12 lock nuts.
28. Reinstall the strut into the Jeep using the original nuts.
29. Reinstall the clevis onto the bottom of the strut. Be careful to align the clevis with the mounting boss on the strut. Ensure the clevis is clamped onto the strut in the same location as it was before.
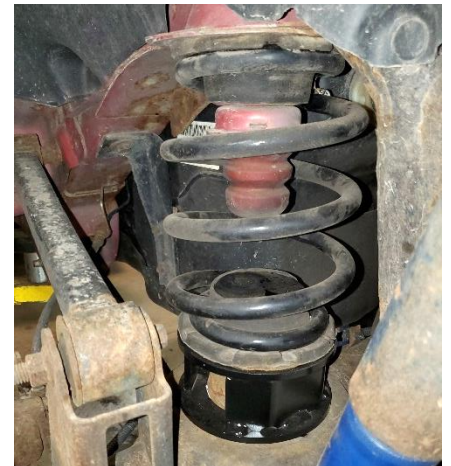30. Reinstall the lower clevis bolt through the control arm.

31. Use a jack to raise the knuckle and reinstall the upper ball joint in the knuckle.
32. Reinstall the tie rod onto the knuckle.
33. Reinstall the sway bar links onto the lower control arms.
34. Reinstall the air box, battery tray, fuse box, and battery. Reconnect the battery terminals.
35. Reinstall front wheels.
36. Lower vehicle onto ground.
37. Torque lug nuts to factory spec.

    Typical specification is 85-115 ft-lbs., depending on your wheels

    **Please note that the vehicle lift height may appear taller than advertised until the vehicle is driven.

Rear installation:

38. Lift rear of vehicle and support with jack stands under frame rails.

    **Tip: loosen lug nuts before lifting vehicle.

39. Remove rear wheels.
40. Disconnect rear sway bar from the axle and disconnect the sway bar links from the sway bar.
41. Lower the spare tire and disconnect the sway bar links from the chassis.
42. Support the rear axle with jack stands and disconnect shocks.
43. Loosen the upper and lower control arm bolts at the frame and the axle (do not remove).

44. Allow the axle to droop as much as possible and remove coil springs and lower isolators.
45. Bend the rear lower brake hose brackets slightly to allow more droop.
46. Install isolators onto the coil spacers, place the spacers on the axle, then reinstall the springs.
47. Install the new sway bar links onto the sway bar with the included hardware **HK# 201.**
48. Install the new shocks with the spacer at the top, on the outboard side (shocks closer to the frame).
49. Reconnect the sway bar to the chassis and axle with original hardware.
50. Raise the spare tire back up to it's highest position.
51. Reinstall rear wheels.
52. Lower vehicle onto ground.
53. Torque lug nuts to factory spec.

    Typical specification is 85-115 ft-lbs., depending on your wheels

54. With the vehicle weight on the suspension, tighten all upper and lower control arm bolts to 130 lb-ft.

Final Safety Warning:

55. * 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.