

IRON ROCK OFF ROAD

WJ 2" Foundation Series Lift Kit
Installation Instructions

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

Parts Checklist:

BOX 1 24x12x12

- WJ 2" Front Coil 96018 (2)
- WJ 2" Rear Coil 96019 (2)

BOX 2 24x6x6

- Instructions
- Invoice
- Iron Rock Off Road logo decal (1)
- Ironrockoffroad.com decal (1)
- #3 – Shock Hardware (1)**
 - 12mm shock bolt sleeve (2)
 - 7/16" washer (6)
 - 5/16 x 1 hex bolt (4)
 - 5/16-18 hex nut (4)
 - 5/16 washer (8)

Shocks

- IRO Hydro**
 - Front Shock 79000 (2)
 - Rear Shock 79003 (2)
- Doetsch Upgrade (Optional)**
 - Front shock DT 8282 (2)
 - Rear shock DT 8265 (2)
- #9 – Shock Hardware (1)**
 - Front Shock barpin 403827 (2)
- Bilstein Upgrade (Optional)**
 - Front shock 33-230337 (2)
 - Rear shock 33-186542 (2)
- #9 – Shock Hardware (1)**
 - Front Shock barpin 403827 (2)



Installation Instructions:

Safety Warning: *Important! Read before installation. *****

Installing a suspension lift kit raises the center of gravity of the vehicle. This increases the possibility of a rollover accident. Avoid sudden maneuvers at high speed and avoid all situations where a side rollover may occur. In addition larger tires decrease braking performance, please drive accordingly. We recommend a tire and wheel combination that make the vehicle's track width wider (wheels with less backspacing). This will lower the center of gravity and add stability. We also recommend that this system be installed by a qualified professional. Knowledge of suspension component function is necessary for safe installation and post installation inspections. Be sure to re-torque all suspension components after the first 100 miles of use, and frequently inspect all safety critical suspension components.

Before you begin:

- Read all safety warnings.
- Read and understand installation instructions.
- Check all steering and suspension components for wear and replace as needed.
- Contact Iron Rock Off Road with any questions before, during, or after installation.
- Ensure that all parts are present and in good condition using shipping checklist.**
- A coil spring compressor makes installation faster, but is not required. You may wish to borrow, rent, or buy one if you do not have one.

Front suspension:

1. Lift front of vehicle and support with tall jack stands under the unibody frame.
* Tip: break lug nuts loose before lifting vehicle.
2. Ensure that vehicle is safely supported.
3. Remove front tires.
4. Remove front shocks.
5. Loosen all upper and lower control arm bolts (do not remove).
6. Place a floor jack under the driver's side of front axle for support (do not lift vehicle).
7. Allow axle to droop completely.
8. Using coil spring compressor, remove one coil spring and lower spring isolator. If you do not have a coil spring compressor, unbolt lower control arm at unibody side, and sway bar links.
9. Snap the spring isolator into the new spring.
10. Install new spring in vehicle being careful to align lower isolator pin with the hole in the spring bucket.
11. If needed, re-install lower control arm, do not tighten bolt at this time.
12. Repeat for passenger side of vehicle.
13. Locate front shocks and hardware kit 3.
14. If equipped with Doetsch Tech 8000 shocks, locate hardware kit 9 and install barpins into lower shock bushings. Lubricate shock bushings and barpins with multi-purpose grease. Place barpin vertically in a bench vise. Push shock onto barpin rotating shock back and forth as you go.
15. Install new front shocks using provided bolts, washers, and nuts. Tighten upper stud mount nuts just enough to slightly compress the bushings. *Note: Over compressing these bushings will result in damage to the bushings and premature bushing failure.
16. If needed, reconnect sway bar links. Do not tighten at this time.
17. Any remaining loose bolts will be tightened after rear suspension.

Rear Suspension:

18. Lift rear of vehicle and support with tall jack stands under the unibody frame.
*Tip: break lug nuts loose before lifting vehicle.
19. Ensure that the vehicle is safely supported.
20. Remove rear tires.
21. Place a floor jack under the center of rear axle for support (do not lift vehicle).
22. Remove rear shocks.
23. Loosen lower control arm bolts (do not remove).
24. Allow suspension to droop as much as possible.
25. Remove coil springs.
26. Install new coil springs being careful to align the spring to the isolator.
27. Locate rear shocks and remainder of hardware kit 3.
28. Raise rear axle and install new shocks. Use provided 7/16" washers on the upper shock mounts, place one washer behind the shock bushing, and two washers in front of it (toward the outside of the vehicle).
29. Raise vehicle and support with jack stands under the front and rear axles. Rubber bushing bolts should be torqued to spec. with weight on the suspension.
30. Torque front upper control arm nuts to 60 foot pounds.
31. Torque front and rear lower control arm nuts to 120 foot pounds.
32. Torque any remaining loose bolts to spec.
33. Install front and rear tires.
34. Lower vehicle from jack stands.
35. Torque lug nuts to spec. (usually 85-115 foot pounds, verify using factory service manual)
36. 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 or re-routing.
37. Re-center steering wheel by adjusting the drag link (longer) until the steering wheel is centered.

* A professional front end alignment is required after installation.

We recommend the following alignment settings:

Caster: +3.5 to +6.0

Toe-in: +.20 degrees (+1/16" to +1/8" measured at the tire)

* Re-torque all fasteners, including lug nuts, after 100 miles, and frequently inspect all safety critical suspension components.

Steering Shimmy Elimination Checklist

Note: Steering Shimmy is also known as "death wobble" or speed wobble. It is a violent shaking of the vehicle caused by the front tires turning side to side repeatedly until you slow down. It usually occurs after hitting a bump or pothole at various speeds above 30MPH. If you experience this steering shimmy just **remain calm, you still have steering and braking control**. Just gently apply the brakes and slow down until the shimmy disappears.

Safety Warning: Some of these adjustments will reduce steering shimmy, but also reduce steering stability and steering responsiveness. Test drive carefully after every modification, if you feel any modification is unsafe do not proceed. Keeping your vehicle safe to drive is the responsibility of the person making the adjustments and the driver. The driver must notice any unsafe actions of the vehicle and correct the problem immediately (e.g. wandering or unresponsive steering). Iron Rock Off Road promotes these modifications for low speed off road use only, some of these modifications may not be safe for use on public or private roads, especially at highway speeds. We recommend working with an experienced alignment shop that has the ability, knowledge, and experience to keep your vehicle safe to drive at highway speeds.

- Check all tie rod ends for wear and replace as needed.
- Adjust toe-in to exactly zero. Note: a slight toe-in is preferred for stability, toe out will reduce steering shimmy. See safety warning at the top of this sheet.
- Adjust caster to 3.0 to 5.5 degrees (more caster will improve stability, less caster will reduce steering shimmy). See safety warning at the top of this sheet.
- Check steering stabilizer including bushings, replace if condition is less than perfect. We have researched extensively and found the best steering stabilizers available with the least amount of free play.
- Balance tires and put the best balanced tires in front. The front tires **MUST** be dynamically balanced, meaning they must have wheel weights on both the inner and outer rim flanges as directed by the balancing machine. If you don't like hammer-on weights on the outer flange either for appearance reasons or because of frequent rock damage, then use stick-on weights for the outer weights – in this case function must precede form...don't balance 'statically' with weights just on the inner rim edge. If a tire/wheel requires more than 6 ounces of total balance weights (inner and outer combined), do not use it on the front axle.
- Check all suspension bushings for wear and loose fasteners including control arms and track bar. Any rubber bushing with cracks, or where the rubber is separating from the steel should be replaced.
- Check steering gearbox for wear and adjust or replace as needed.
- Check wheel bearings for wear.
- Check ball joints for wear.
- Install dual steering stabilizer kit.
- Reduce tire air pressure (try 29psi for OEM size tires, less for larger tires). Note: Reducing air pressure too far can cause tires to overheat and blowout at highway speeds. See safety warning at the top of this page.
- Check vehicle stance. Hub to fender measurements should be minimum ¼" higher in the rear (like OEM stance) for maximum stability (this transfers weight to the front tires). Measure on a level surface with normal cargo and ½ tank of gas for maximum accuracy.