

97-06 Jeep TJ Wrangler 2.5" Suspension Lift

TJ 2.5" Lift Kit Hardware:

Springs

- (2) Front Springs (Long Pair)
- (2) Rear Springs (short Pair)

Shocks

- (2) Front (Stem Mount)
- (2) Rear (Flange mount)

With the vehicle in park (auto) or in gear (standard), chock the rear wheels and raise the front axle with a jack. Support with jack stands on the frame rails just behind the lower control arms. Remove the front tires.

Remove the sway bar end link from the axle using a T-55 Torx bit and wrench.

Place the floor jack under the front axle to provide support. Remove the factory shock. Retain the factory mounting hardware ((2) 13mm bolts) these will be reused with the Mammoth shock.

Remove the spring retaining clamp (13mm bolt) from the lower spring mount. Then slowly lower the axle to remove the factory coil spring. **Note: A spring compressor may be needed to remove the factory spring.



Install the new coil spring, making sure to seat the spring properly in the spring perch. See picture.
**Note: A spring compressor will be needed to install the new spring.



Re-install the factory spring clamp.

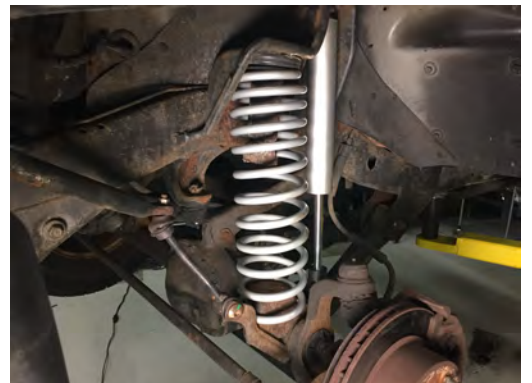


Install the supplied shock using the factory lower bolts. Use the supplied washers and bushings on the upper mount.



Stacking Order: large washer, rubber bushing, and then the strut will pass through the chassis mounting location. Followed by another rubber bushing, large washer, and the strut nut.

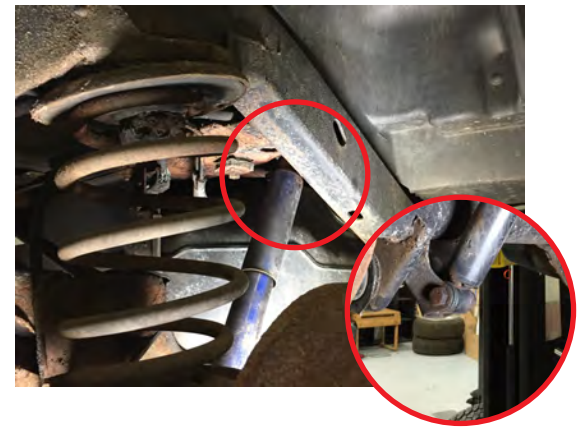
Re-install the wheels torquing the lugs nuts to the factory spec. Remove the jack stands and lower the vehicle. Reinstall the factory sway bar endlink using the T55 and a wrench.



Chock the front wheels and raise the rear of the vehicle. Support vehicle with jack stands just in front of the rear control arms. Remove the wheels.



Place the floor jack under the axle to provide support. Remove the factory shock. Factory hardware as it will be reused.



Remove the end link from the sway bar.



Slowly lower the rear axle to remove the factory springs. **Note: The differential vent tube may need to be unclipped to prevent strain when lowering the axle. A spring compressor may be needed to remove the factory spring.

Install the new coil spring.

****Note:** A spring compressor will be needed to install the new spring. Install the supplied shock using the factory hardware.



Install the supplied shock using the factory hardware. ****Note:** The lower mount may need to be spread open to accept the new shock. These brackets get pulled together with the factory hardware.



Re-Install the wheels, torque lug nuts to factory spec. Reattach the sway bar end links.

Check and adjust transfer case engagement as needed.

To adjust the transfer case linkage:

- Begin with putting the vehicle in 4L.
- Locate the linkage under the vehicle.
- Loosen the 13mm bolt, and push the rod all the way forward. Tighten bolt.



Prior to Driving

- Professional Alignment
- Adjust Headlights
- Ensure adequate brake line slack when sway bars are disconnected.

Maintenance:

- First 200 miles, re-torque all fasteners.
- Every 3000 miles, re-torque all fasteners, and 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.