Sku: J131288 / J131289

3” 8 Arm Lift Kit
(07-18JK)

****Note: 2012+ may require exhaust extension to clear stock front drive shaft. J106226****

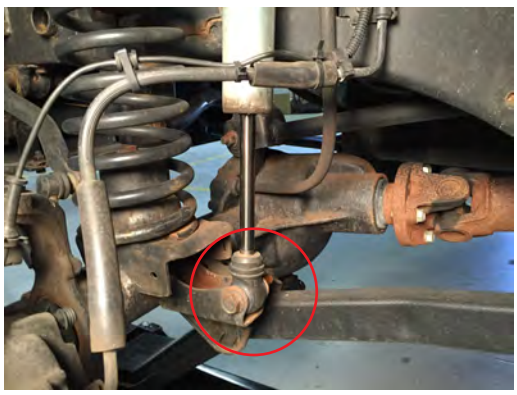
Front

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.

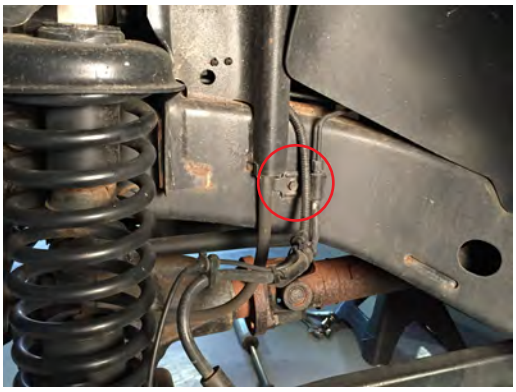
Remove the track bar from the axle. The factory hardware will be reused.

Remove the sway bar end links from the axle and the sway bar. The link will not reused, but the hardware will be.

Remove the lower shock mount, followed by the upper mount. Hardware will be reused.



Remove the brake line bracket, this will allow you to lower the axle to remove the factory spring.



Remove the factory spring by lowering the axle. **Note: A spring compressor may be required to remove spring.

Center the supplied bump stop extension on the spring perch. Using a marker, scribe the hole location. Remove the extension and drill the hole location to 3/8".

Place the bump stop extension loosely in the supplied front spring(Long Spring). Do not try to bolt the extension down prior to installing the spring. With the bump stop in the spring install the spring into the factory location using spring spacer and factory isolator. Position the bump stop over the pre-drilled hole and secure using the 3/8" x1.25" bolt, washers, lock washer, and nut. Ensure the

Remove the factory rear swaybar end links, reinstall them on the front using the factory hardware. The swivel end mounts to the way bar, the other end mounts to the axle using factory hardware.

Remove the factory brake lines from the chassis and brake caliper. Install the supplied brackets using the factory hardware and supplied retaining clip. Reconnect the brake line to the caliper using the supplied crush washers. Always bleed the brakes prior to lowering the vehicle from the jack stands.

Reinstall the shocks, and track bar. Double check all bolts are installed and torqued to factory specifications prior to reinstall the front wheels and lower the vehicle.

With the Vehicle under its own weight, adjust the steering wheel so that is "straight". Locate and loosen the 15mm nuts securing the factory adjuster sleeve on the drag link. Rotate the adjuster sleeve between and 1/2 and a full rotation counter clockwise to get the vehicle to drive straight. This may take several adjustment to get correct. Always tighten the 15mm nuts to 45 ft/lbs before driving the vehicle.

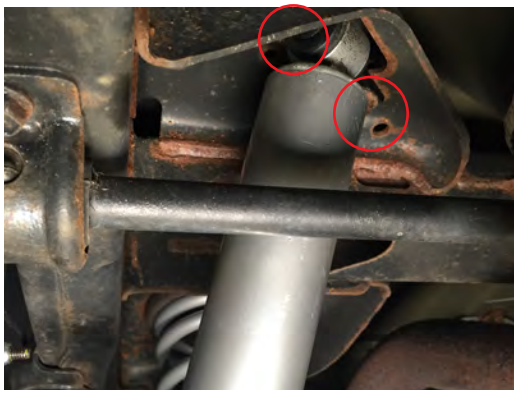
Rear

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. Support the rear axle with a jack.

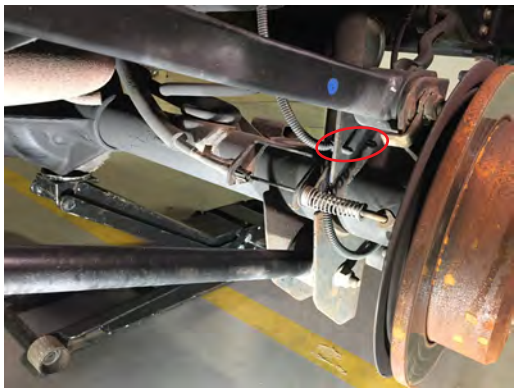
Loosen the track bar at the frame mount. Remove it from the axle mount bolt.

Remove the bolts holding the brake lines to the frame to allow for slack when lowering the axle.

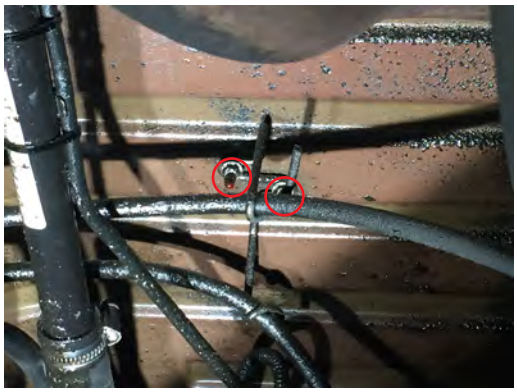
Remove the factory shocks from the axle and the upper mount. The factory hardware will be reused.



Remove the ABS wiring clip from the axle to allow more slack when lowering the axle.

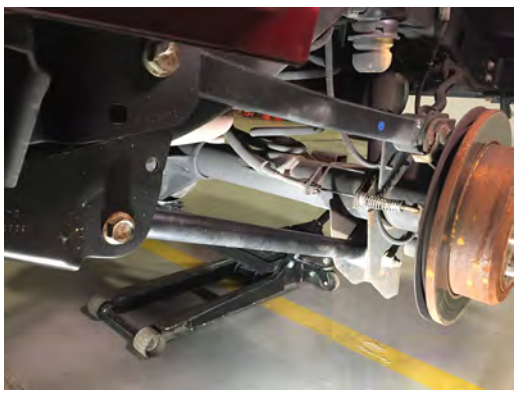


Remove the 10mm nuts holding the brake cables to the body of the vehicle.

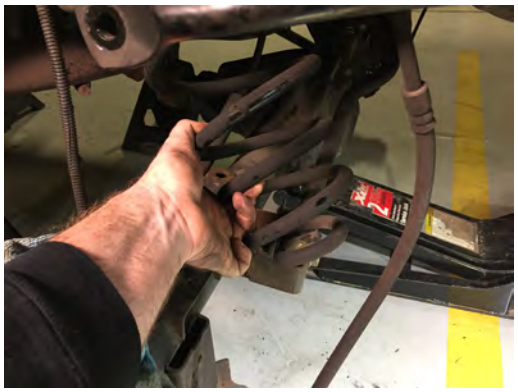


Remove the rear sway bar end link. This end link will be reused on the front sway bar.

Loosen the control arm bolts, but do not remove them.



Lower the rear axle slowly and remove the rear springs. Retain the upper rubber spring isolator for use with the new spring.



Install the supplied upper spring spacer. Use a silicone based lubricant and press the spacer into the factory location.

Install the supplied rear springs(short Spring), Be sure to reuse the upper rubber spring isolator. Install the rear spring retainers (Large Washers) using the supplied 3/8"x1" bolt with lock washer and flange nut.

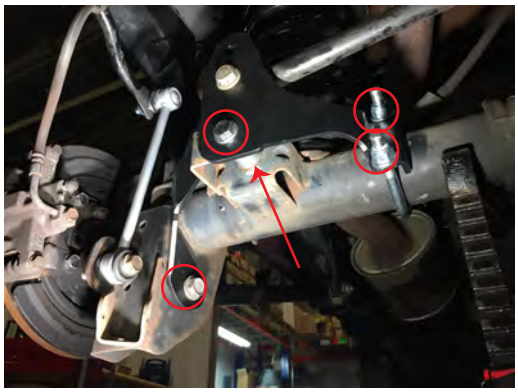
Install the supplied rear springs(short Spring), Be sure to reuse the upper rubber spring isolator. Install the rear spring retainers (Large Washers) using the supplied 3/8"x1" bolt with lock washer and flange nut.

Remove the factory brake lines from the chassis and brake caliper. Install the supplied brackets using the factory hardware and supplied retaining clip. Reconnect the brake line to the caliper using the supplied crush washers. Always bleed the brakes prior to lowering the vehicle from the jack stands.

Install the supplied bump stops using the supplied 5/16" x 1.5" bolts, lock washer, flat washer, and bolt.

Install the supplied sway bar end-link using the factory lower nut and bolt.

Install the track bar bracket by removing the lower control arm bolt. Slide the bracket over the factory bracket. Install the lower control arm bolt. Loosely install the U-bolt on the axle. Then install the supplied 1/2" bolt and spacer into the factory bolt location. Use the factory bolt and flange nut to mount the track bar in the lowest hole. Tighten the U-bolt before moving to the next step.



Reinstall the shocks. Double check all bolts are installed and torqued to factory specifications. **Prior to tightening the lower control arm bolts, reinstall the wheels and tires. Lower the vehicle off the jack stands. With the vehicle at ride height, torque the lower control arm bolts to 125 ft/lbs.

Prior to Driving
- Professional Alignment
- Adjust Headlights
- Ensure adequate brake line slack when sway bars are disconnected.
- With sway bars disconnected ensure proper factory front driveshaft clearance

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.

Tools Required:
- Jack
- Jack Stands
- 1/4, 3/8, 1/2" Ratchets
-1/4, 3/8, 1/2" Extensions
- Breaker Bar
- SAE and Metric Sockets (1/4" through 21mm)
- SAE and Metric Wrenches(1/4" through 21mm)

JK Hardware List

Front

Spring
(2) Front Springs (Long)

Coil Spring Spacers
(2) Coil Spring Spacers

Front Bump Stop Extensions
(2) Round Bump Stop Extensions
(2) 3/8-16 x1.25" Bolts
(2) 3/8" Flat Washers
(2) 3/8" Lock Washers
(2) 3/8" Nuts

Front Brake Lines (27")
(2) Stainless Brake Lines (27")
(2) Brackets
(4) Crush Washers
(2) Retaining Clips

Front Control Arms
(2) Lower Control Arms
(2) Upper Control Arms

Rear

Rear Track Bar Relocation
(1) Track Bar Relocation Bracket
(1) U-Clamp 1/2"-20
(1) 1/2"-20 x 3.8125 Bolt
(3) 1/2"-20 Lock Nuts
(4) 1/2"-20 Lock Washers
(1) Track Bar Crush Sleeve

Spring
(2) Rear Springs (Short)

Rear Spring Retainer
(2) Large Washers
(1) Spanner
(2) 3/8" x 1" Bolt
(2) 3/8" Lock Washers
(2) 3/8" Nuts

Rear Bump Stop Extensions
(2) Rectangular Bump Stop Extensions
(2) 5/16-18 x1.25" Bolts
(2) 5/16" Flat Washers
(2) 5/16" Lock Washers
(2) 5/16" Nuts

Rear Brake Lines(31")
(2) Stainless Brake Lines (31")
(2) Brackets
(4) Crush Washers
(2) Retaining Clips

Rear Sway Bar End Links
(2) End Links
(4) Sleeves

Rear Control Arms
(2) Lower Control Arms
(2) Upper Control Arms

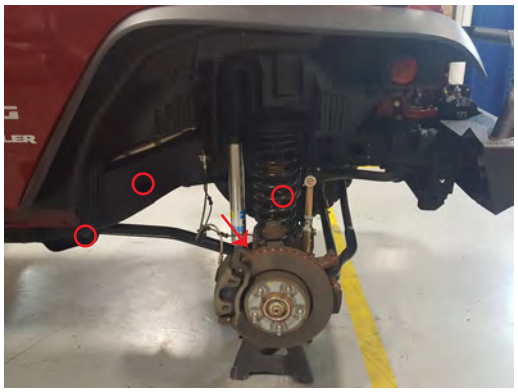
Adjustable Control Arms (8)
07-18 JK Wrangler

Contents:
(2) Front Lower Control Arms
(2) Front Upper Control Arms
(2) Rear Lower Control Arms
(2) Rear Upper Control Arms

Tools Required:
-Jack and Jack Stand
-18, 21mm Wrench
-10, 18, 21mm Socket & Ratchet
-Breaker Bar
-Pry Bar

Front Lower Control Arms:

Step 1:
Safely raise and support the vehicle on jack stands. Remove the wheels and tires. **Note: See the factory owner's manual for recommended support locations.



Step 2:
Spray the upper and lower control arm nuts and bolts with penetrating oil to aid in the removal of factory hardware.

Step 3:
Using a 21mm socket and breaker bar, remove the axle side bolt on the front lower control arm. If equipped with cam washers, these will be reused. Save hardware as it will be used for re-installation.

Step 4:
Using a 21mm socket and breaker bar, remove the frame side bolt, then remove the control arm.

Step 5:
Install the grease zerks fittings into the adjustable front lower control arms. Lengthen the new control arms to factory length. Then length or shorten the control to achieve the desired pinion angle for your application.

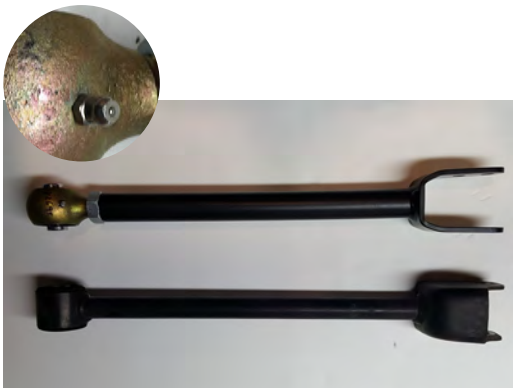
Step 6:
Using the factory hardware install the rubber bushing end of the control arm onto the frame bracket, ensure the bend of the control arm is to the inside for tire clearance. Do not fully tighten the hardware until Step 8.

Step 7:
Using the factory hardware. Install the heim joint end of the control arm onto the axle side bracket. **Note: The heim ends are angled and will only fit correctly on one side of the vehicle, pictured is the passenger side. Do not fully tighten the hardware until Step 8.

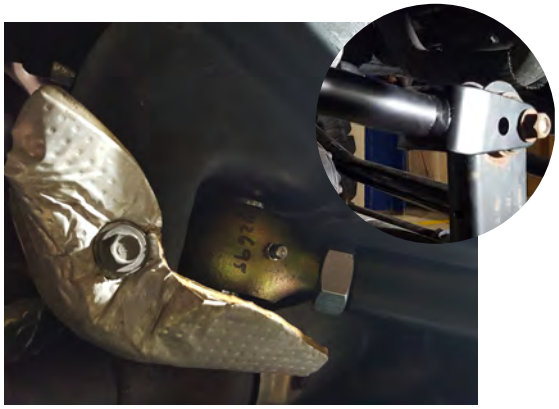
Step 8:
After the vehicle is on the ground at ride height, torque the axle side bolt to 117 ft-lbs, and the frame side bolt to 125 ft-lbs.

Front Upper Control Arms:

Step 1:
On the frame side, remove the 10mm bolt holding the heat shield to gain access to the upper mount bolt. Using a 18mm socket and breaker bar, remove the axle side and frame side upper control arm bolts. Remove the control arm from the vehicle. Factory hardware will be reused.



Step 2:
Install the grease zerks and plugs onto the adjustable front upper control arms. Lengthen the adjustable control arms to factory length. Then length or shorten the control to achieve the desired pinion angle for your application.

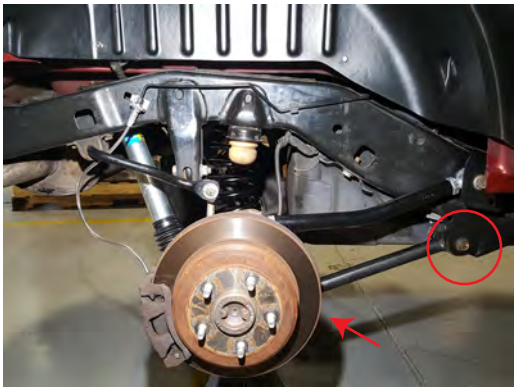


Step 3:
Using the factory hardware, install the heim joint side of the control arm into the frame bracket and the forked end, taper oriented as shown, onto the axle. Do not fully tighten the hardware until Step 4.

Step 4:
Once the vehicle is on the ground, torque all bolts to 75 ft-lbs.

Rear Lower Control Arms:

Step 1:
Using a 21mm socket and breaker bar, remove the axle size and frame side bolts of the rear lower control arm. Once the bolts are removed, remove the control arm.

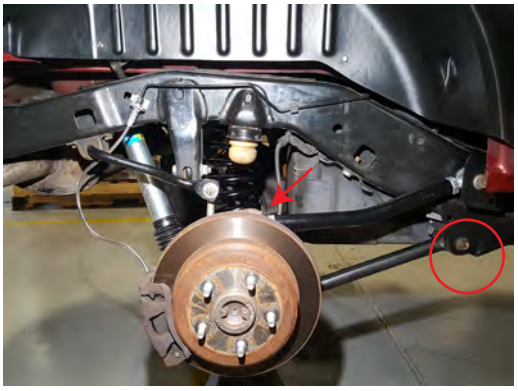


Step 2:
Install the grease zerks and plugs onto the adjustable front upper control arms. Lengthen the adjustable control arms to factory length. Then length or shorten the control to achieve the desired pinion angle for your application.

Step 3:
Using the factory hardware, install the rubber bushing side of the control arm to the frame bracket. Install the heim joint side of the control arm to the axle mount. Do not fully tighten the hardware until Step 4.

Step 4:
Once the vehicle is on the ground, torque all bolts to 125 ft-lbs.

Rear Upper Control Arms:



Step 1:
Using a 18mm socket and breaker bar, remove the axle side and frame side bolts on the rear upper control arm. Then remove the control arm.

Step 2:
Install the grease zerks and plugs onto the adjustable front upper control arms. Lengthen the adjustable control arms to factory length. Then length or shorten the control to achieve the desired pinion angle for your application.

Step 3:
Using the factory hardware, install the rubber bushing side of the control arm to the frame bracket. Install the heim joint side of the control arm into the axle mount. Do not fully tighten the hardware until Step 4.

Step 4:
Once the vehicle is on the ground, torque all bolts to 125 ft-lbs.

Prior to Driving
- Measure and adjust for proper pinion angle. Failure to do so can cause drivesahft / differential damage.
- Professional Alignment
- Adjust Headlights

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.