

3" 2 Arm Lift Kit (07-18JK)

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

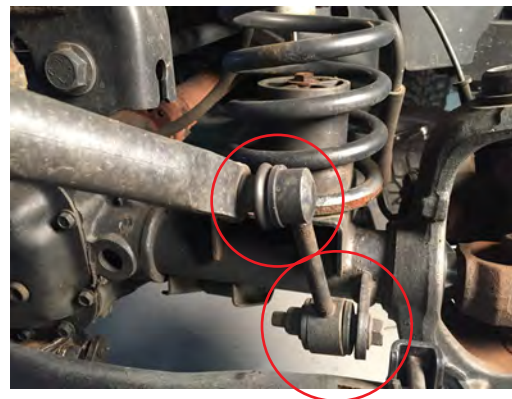
Front

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.



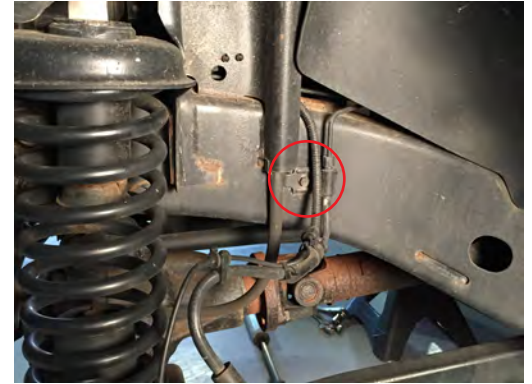
Remove the sway bar end links from the axle and the sway bar. The link will not be reused, but the hardware will be.



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.

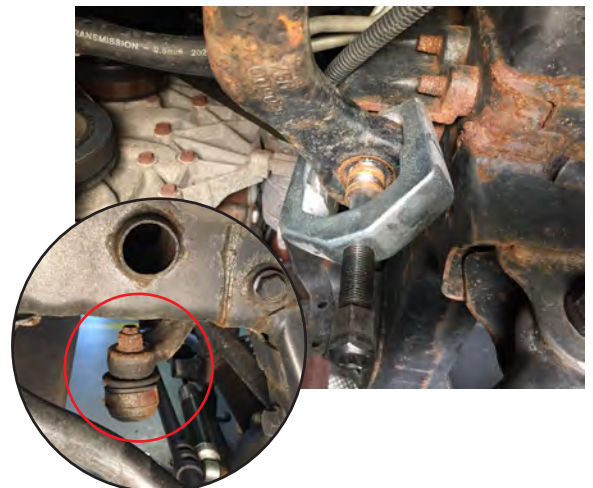


Remove the lower control arm bolts that hold the lower control arms to the axle. The Mounting tabs on the axle will need to be notched to accept the new eccentric lower control around bolts. Using a rotary tool cut along the pre-existing marks on the mount. Install the supplied camber bolts and washer.



Remove the tie rod bar from the pitman arm, using a 33mm socket remove the nut holding the pitman arm to the steering box.

Then using a pitman arm puller, remove the factory pitman arm. **Note: Take note of the arms orientation when you remove it. The new pitman arm's orientation needs to match the orientation of the factory arm.



Re-install the supplied pitman arm reusing the factory lock washer and nut. Re-install the tie rod bar.



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 stabilizer and bracket from the axle mount.



Install the track bar relocation bracket. **Note: If reusing the stabilizer shock install the stabilizer shock relocation bracket with the track bar relocation bracket. See picture.



Start by placing the track bar relocation bracket on the factory mount. Install the factory track bar bolt, install the supplied crush sleeve on the factory bolt.



Install the supplied U-bolt, washers, and nuts around the axle and through the track bracket.



Using the supplied 3/8" x 1 1/4" bolts, washers, and nuts, mount the stabilizer shock relocation bracket through factory pre drilled holes.

Using the track bar relocation bracket as a guide, drill the upper mounting hole using a 3/8" drill bit. Secure using the supplied 3/8" x 1 1/4" bolt, washer, and locknut.



Adjust and rotate the stabilizer shock bracket on the tie rod bar.

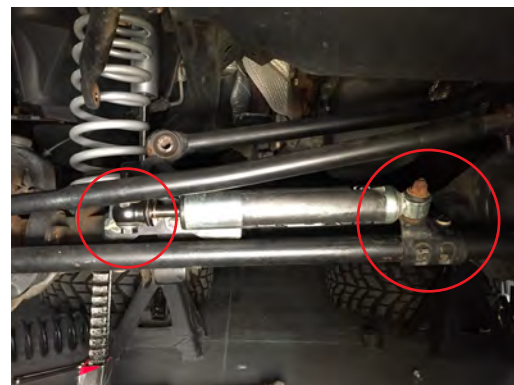
07-10 Mark the location the tie rod bracket, loosen and move the bracket 1 1/4" to the driver side.

2011+ Mark the location the tie rod bracket, loosen and move the bracket 1 1/2" to the driver side.



Reinstall the stabilizer shock on the axle mount using the factory hardware.

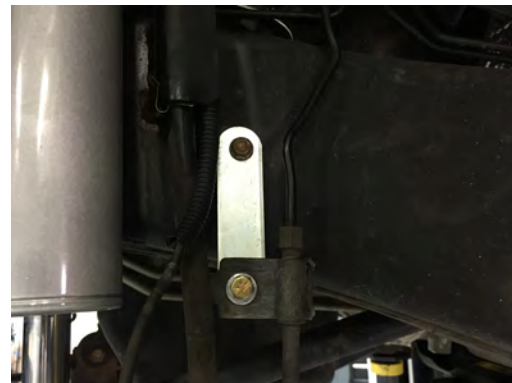
Reinstall the track bar to the relocation bracket using the supplied 14mm x 80mm bolt, washer, and lock nut.



Remove the factory rear sway-bar 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.



Using the supplied brake line relocation brackets and 1/4" x 1" bolts, washers, and nuts, relocate the factory brake lines. **Note: Gently massage the factory brake line ensuring they do not get kinked. It is important to make sure the brake lines don't make contact with anything, this can cause the brake lines to rub through causing you to lose your brakes.



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.



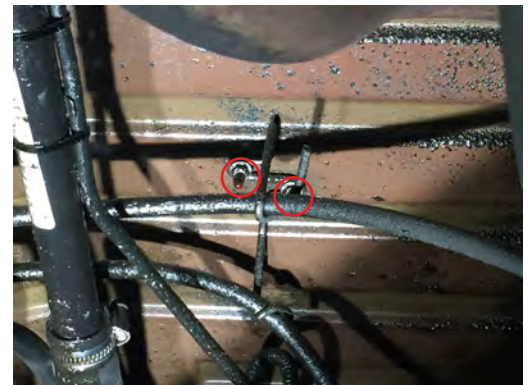
Remove the factory shocks from the axle and the upper mount. The factory hardware will be reused.



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 spring perch spacers on the factory spring perch.



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 brake line relocation brackets using the 1/4" x 1" bolt, washer, and lock nut.

****Note:** Gently massage the factory brake line ensuring they do not get kinked. It is important to make sure the brake lines don't make contact with anything, this can cause the brake lines to rub through causing you to lose your brakes.



Install the supplied bump stops using the supplied 5/16x1.25" bolts.



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 14mm bolt and spacer into the factory bolt location. Use the factory bolt and flange nut to mount the track bar in the lowest hole.



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 Needed

- Jack and Jack Stands
- 1/4, 3/8, and 1/2" Ratchets
- Sockets Deep and Shallow Metric and SAE from 1/4" to 21mm, and 33mm
- Various Extensions and Swivel Sockets
- Wrenches Metric and SAE from 1/4"-21mm
- Allen Wrench/Sockets 3/16", and 5mm
- Drill
- Drill Bits from 1/8" to 1/2"
- Hammer
- Pry Bar

JK Hardware List

Front

Front Track Bar Relocation

- (1) Track Bar Relocation Bracket
- (1) Track Bar Crush Sleeve
- (1) Stabilizer Shock Relocation Bracket
- (3) 3/8" x 1 1/4" Bolts
- (3) 3/8" Washers
- (3) 3/8" Lock Nuts
- (1) U-Bolt with washers and Nuts
- (1) 14mm x 80mm Bolt
- (1) 14mm Washer
- (1) 14mm Lock Nut

Pitman Arm

- (1) Pitman Arm

Spring

- (2) Front Springs

Lower Control Arm Eccentric Bolts

- (2) Eccentric Lower Control Arm Bolts with

Front Brake Line Relocation Brackets

- (2) Relocation Brackets
- (2) 1/4" x 1" Bolts
- (4) 1/4" Washers
- (2) 1/4" Lock Nuts

Control Arms

- (2) Front Lower Control Arms

Rear

Rear Track Bar Relocation

- (1) Track Bar Relocation Bracket
- (1) Track Bar Crush Sleeve
- (3) 3/8" x 1" Bolts
- (3) 3/8" Washers
- (3) 3/8" Lock Nuts
- (1) 14mm x 80mm Bolt
- (1) 14mm x 75mm Bolt
- (2) 14mm Washer
- (2) 14mm Lock Nut

Rear Coil Spring Seats

- (2) Coil Spring Seats

Spring

- (2) Rear Springs

Rear Sway Bar End Links

- (2) End Links
- (4) Sleeves

Rear Brake Line Relocation Brackets

- (2) Relocation Brackets
- (2) 1/4" x 1" Bolts
- (4) 1/4" Washers
- (2) 1/4" Lock Nuts

Adjustable Front Lower Control Arms (2) 07-18 JK Wrangler

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.

Contents:

(2) Front Lower Control Arms

Tools Required:

- Jack and Jack Stand
- 21mm Wrench
- 21mm Socket & Ratchet
- Breaker Bar
- Pry Bar



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.