

# 3" Jeep Coil Spring Lift Kit

The draglink must be adjusted to center the steering wheel BEFORE the vehicle is driven. Failure to do this will cause a computer error in the Jeep's traction control system.

On Automatic equipped vehicles; due to use of an oversize driveshaft from the factory and inadequate factory clearance it may be possible for the front driveshaft to come in contact with the automatic transmission pan tearing the factory boot and rubbing on the shaft. Generally, this occurs during heavy articulation when front sway bar links are disconnected, and longer shocks are installed. If this is found to occur, the proper procedure would be to replace the oversize factory shaft with an aftermarket smaller diameter shaft to increase clearance between the transmission and front driveshaft. does offer this driveshaft if needed.

## Kit Contents:

- 2– Front Coil Springs
- 2– Rear Coil Springs
- 2- Front Shock Absorbers
- 2– Rear Shock Absorbers

## Tools Needed:

- 10mm Wrench
- 16mm Wrench
- 16mm Socket
- 18mm Wrench
- 18mm Socket
- 19mm Deep Well Socket
- Jack Stands
- Jack

## Torque Specs:

- | Size  | Grade 5    | Grade 8    |
|-------|------------|------------|
| 3/8"  | 30 ft/lbs  | 35 ft/lbs  |
| 7/16" | 45 ft/lbs  | 60 ft/lbs  |
| 1/2"  | 65 ft/lbs  | 90 ft/lbs  |
| 9/16" | 95 ft/lbs  | 130 ft/lbs |
| 5/8"  | 135 ft/lbs | 175 ft/lbs |

- | Class 8.8     | Class 10.9 |
|---------------|------------|
| 8MM 18ft/lbs  | 23 ft/lbs  |
| 10MM 32ft/lbs | 45ft/lbs   |
| 12MM 55ft/lbs | 75ft/lbs   |
| 14MM 85ft/lbs | 120ft/lbs  |

## **FRONT INSTALLATION INSTRUCTIONS**

1. Chock the rear wheels and jack up the front of the vehicle and support the vehicle with jack stands so that the front wheels are off the ground.
2. Using a 19mm deep well socket remove the front tires/wheels,
3. Using a 18mm socket and wrench remove the bottom sway bar bolts. Retain hardware for later use.
4. Using a 18mm socket and wrench remove the lower shock bolt. Retain the lower hardware for reuse.
5. Push down on the axle to allow room for the coils to be removed. Remove coil springs, and factory spring isolator.
6. Install the new coil spring in the stock location with the factory isolator.
7. Install the new shocks in the factory location with the factory bolt in the lower shock mount and tighten using a 18mm socket and wrench.
8. Reinstall the front tires/wheels and tighten to factory specifications.
9. Remove the jack stands and lower the vehicle to the ground. Install the sway bar links on the sway bar using factory hardware using a 18mm wrench after the vehicle is on the ground. Do not install the sway bar link on the sway bar until the sway bar is on the ground.
10. The draglink must be adjusted to center the steering wheel BEFORE the vehicle is driven. Failure to do so will cause a computer error with the Jeep's traction control system and will result in odd handling and poor performance.

## **REAR INSTALLATION INSTRUCTIONS**

1. Chock front wheels and jack up the rear of the vehicle and support the vehicle with jack stands so that the rear wheels are off the ground.
2. Remove the rear tires/wheels, using a 19mm deep well socket.
3. Remove the upper shock bolt using a 16mm socket and wrench. Remove the lower shock bolt using a 18mm socket and wrench and remove the factory shock. Retain the lower shock hardware for reuse.
4. Using a 18mm socket and wrench remove the bottom sway bar bolts. Retain hardware for later use.
5. Using a 10mm wrench remove the bolt holding the brake line to the frame. Push down on the axle to allow enough room for stock coil spring to be removed. Remove the stock coil spring and isolator.
6. Install the stock isolator on the top of the new coil spring.
7. Install the new coil spring in the factory coil mount.
8. Install the rear shocks in the factory location using the factory hardware. Tighten the upper mount using a 16mm wrench and a 18mm wrench for the lower.