

LEVELING LIFT KITS

9K615

2011+ Jeep Grand Cherokee WK2 leveling lift kits installation instructions



The Actual Spacer Thickness not equal to The Actual Lift Height. This kit is not manufactured to be 1:1 ratio in terms of lift amount to spacer thickness, may be the thickness will less than the lift height.

Please note that it is recommended that all kits be installed by a professional shop.

FRONT

1. Park vehicle on a clean flat surface and block the rear wheels for safety. Open the hood and set on the prop rod. Jack the front of the vehicle up. Remove the front wheels.

2. Remove the front skid plate and the wheel speed sensor from the knuckle. Unplug the electric power steering.

3. Loosen the tie rod end nut. Do not completely remove.



4. Remove the caliper bracket from the knuckle. Ensure the caliper doesn't hang from the brake hose.

5. Remove the o-ring from between the brake rotor and hub assembly. Retain the o-ring for re-assembly. Remove the brake rotor.



6. Remove the axle shaft nut.



7. Disconnect the sway bar link from the sway bar.



8. Remove the tie rod end nut. Loosen the taper using a tie rod end removal tool. Hammering on the side of the knuckle to loosen the taper will also work if a tie rod end removal tool is not accessible.

9. Remove the upper ball joint nut. Loosen the taper and separate the upper control arm from the knuckle.

10. Remove the lower ball joint nut. Loosen the taper and separate the lower control arm from the knuckle. Remove the knuckle.



11. Remove the lower control arm to strut bolt.



12. Remove the 3 upper strut mounting nuts from inside the engine compartment. Remove the strut. Mount a Front Strut Spacer to the top of strut using the factory hardware. Torque to 21 ft. lbs.

NOTE: Pushing down on the lower control arm should help in removing the strut.



13. Separate the axle shaft from the front differential/axle tube using a pry bar. Remove the axle shaft.

14. Install the strut & spacer assembly into the Jeep. Mount the upper spacer to the Jeep using the included Flat Washers and Locking Nuts. Torque to 21 ft. lbs.

15. Install the axle shaft into the front differential/axle tube. Verify the axle shaft is fully engaged. Position the axle shaft into the clevis (fork section) of the front strut.

16. Install the strut to the lower control arm using the factory hardware. Do not torque at this time.

17. Slide the knuckle onto the lower ball joint and loosely affix using the factory hardware.

18. Slide the axle shaft into the hub assembly and loosely affix using the factory hardware.

19. Install the upper ball joint to the knuckle and loosely affix using the factory hardware.

20. Raise the Jeep by the lower control arm until it starts to lift the vehicle. This is to ensure the suspension bolts are torqued at ride height. **Torqueing the bolts with the suspension fully drooped will result in premature bushing failure.**

21. Torque the strut to lower control arm bolt to 125 ft. lbs. Torque the lower ball joint nut to 125 ft. lbs. Torque the upper ball joint nut to 95 ft. lbs.

22. Install the tie rod end to the knuckle using the factory hardware. Torque to 60 ft. lbs. Install the wheel speed sensor to the knuckle using the factory hardware. Torque to 8 ft. lbs.

23. Install the o-ring, rotor, and caliper with bracket using the factory hardware. Torque the caliper bracket to knuckle bolts to 100 ft. lbs.

24. Torque the axle shaft nut to 180 ft. lbs. Applying the brakes should help to prevent the axle shaft from spinning during this process. **DO NOT USE AN IMPACT WRENCH.** Proper axle shaft nut torque is imperative to ensure the bearings in the hub assembly are loaded properly. Failure to do so will cause the hub assembly to wear out or fail prematurely.

25. Repeat steps on the other side.

26. Install the sway bar link to knuckle on both sides using the factory hardware. Torque to 60 ft. lbs.

27. Install the wheels and tires and lower the vehicle to the ground. Torque all lug nuts to 120 ft. lbs.

REAR

1. Jack the rear of the vehicle up and place jack stands under the main lifting points indicated by the owners manual. Support the lower control arm with a suitable jack. Remove the rear wheels.

2. Loosen (do not remove) the 4 sway bar bracket mounting bolts .

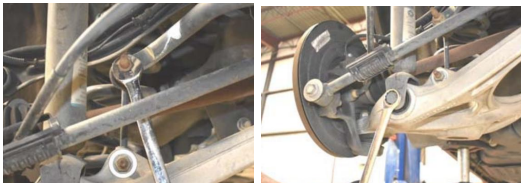


3. Remove the brake hose retaining clip and separate the brake line from the frame.

4. Remove the wheel speed sensor to knuckle mounting bolt . Let the ABS line hang from the upper control arm clip.

5. Disconnect the ride height sensor arm from the rear of the lower control arm (if necessary).

6. Disconnect sway bar link from the sway bar. Remove the bottom bolt from the shock absorber.



7. Remove the bolts holding the toe link, camber link, and tension link from the knuckle.

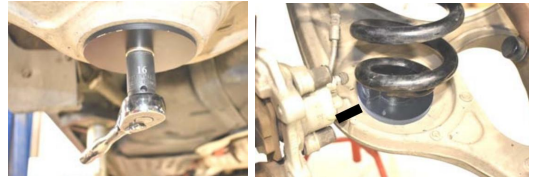
8. Remove 3 plastic push clips from the back side of the fender liner for easier access to upper shock mounting bolts.

9. Remove the upper shock mount bolts. Remove the shock and shock mount.

10. Remove the coil spring.

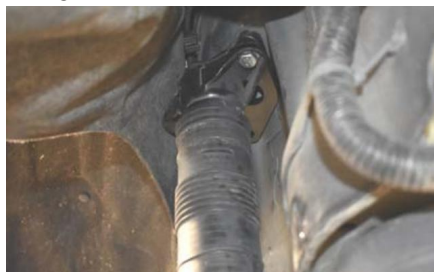
11. Remove the plastic coil spring retainer from the lower control arm. Separate the rubber section from the plastic coil spring retainer and save for later use.

12. Place a Rear Coil Spring Spacer on top of the coil spring mounting location on the lower control arm with the coil spring mount facing up. Put the Thick Washer under the lower control arm. Secure with the new Bolts and Nuts. Torque the bolt to 75 ft. lbs.



13. Mount the rubber portion of the coil spring retainer to the Rear Coil Spring Spacer. Index the coil spring into the tab of the Rear Coil Spring Spacer. Install the coil spring into the upper coil spring mount.

14. Place the Rear Shock Absorber Spacers on top of the shock mount. Install the upper shock mount to the vehicle using the Bolts and Flat Washers. Torque to 45 ft. lbs.



15. Loosely affix the shock absorber to lower control arm using the factory hardware. Install the 3 plastic push clips into the fender liner that was removed.

16. Loosely affix the Toe Link, Camber Link, and Tension Links to the knuckle using the factory hardware.

17. Raise the Jeep by the lower control arm until it starts to lift the vehicle.

18. Torque the shock absorber to lower control arm bolt to 125 ft. lbs. Torque the Toe Link, Camber Link, and Tension Link to knuckle hardware to 75 ft. lbs.

19. Connect the sway bar link to the sway bar using the factory hardware. Torque to 65 ft. lbs.

20. Connect the ride height sensor arm to the lower control arm (if necessary).

21. Connect the brake hose to the frame using the factory retaining clip.

22. Connect the wheel speed sensor to the knuckle using the factory hardware. Torque to 8 ft. lbs.

23. Repeat steps on the other side.

24. Torque the 4 sway bar bracket mounting bolts to 75 ft. lbs.

25. Install the wheels and tires and lower the vehicle to the ground. Torque all lug nuts to 120 ft. lbs.

In the end, check all hardware is mounted at correct torque settings. Recheck all work. Re-tighten Control Arm mounting bolts. Test drive, then have a trained technician perform an alignment.



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