

# KL CHEROKEE LIFT KIT

## Tools Required:

- Jack and Jack Stands
- Torque wrench
- E14 External Torx socket
- 18mm wrench,
- Pliers

## FRONT INSTALLATION

1. Lift vehicle and remove wheels. Always use jack stands when lifting the vehicle.

2. For easiest installation, lift both sides of the front of the vehicle and place on jack stands. This reduces twisting of the struts allowing for easier positioning.



3. Using E14 socket and a 18mm wrench, remove the OEM bolt and nut from the knuckle.

4. Push down on the knuckle to open the strut. Use rubber mallet (gently) or use a screwdriver to pry it open if it does not easily open.

5. Open strut to ~26mm, using included spacer to gauge, and help keep in place.

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- Using pliers, pull flange plate towards center of vehicle and wiggle until it releases. The flange plate is not structurally necessary.
- Insert new bolt and nut and hand tighten.
- Tighten bolts to 84 ft-lbs.



### (Optional)

If installing the optional Lift Reinforcement Kit, now is the time to install the front strut collars. Place collar in place on strut, just above the knuckle. Hand tighten stainless screw until firmly snug. Do NOT use impact tools, or overtighten



- Slide brake lines through mounting grommets to ensure excess tension is not applied. A soap/water solution helps here
- Repeat for other side of vehicle.
- Reattach wheels and lower vehicle.

## KL CHEROKEE LIFT KIT REAR INSTALLATION

### Optional tools:

- 15mm socket (recommended)

**1.** Lift vehicle and remove rear wheels. Always use jack stands when lifting the vehicle. Make sure vehicle is secure and will not move. These steps can be done with only one wheel removed at a time if desired.

**(Optional)** Disconnect rear sway bar end link via the lower mount using a 15mm socket. On 2019+ models there is a retention bolt on the opposite side of the control arm that can be loosened as well for clearance.

**2.** Position a floor jack under the lower control arm, centered under the spring perch. Raise jack until it is supporting just a small bit of weight from the control arm.

**3.** Using 18mm socket and wrench, loosen and remove the bolt connecting the lower control arm to the knuckle. Use care to make sure the jack is appropriately supporting the weight.

**4.** Gently lower the jack supporting the lower control arm until spring can be removed.

**5.** Position bottom spacer (The one with the hole) on to control arm with mounting hole facing away from the wheel hub.

**6.** Install Set Screw

- Insert set screw in to hole in lower isolator.

- Use provided allen key to secure set screw, being careful not to puncture the isolator.

- Reinstall lower isolator as normal. Peg will extend through lower spacer in to alignment hole in lower control arm



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**7.** Set spring in position on lower perch, making sure spring is clocked correctly against the lower isolator.

**8.** Insert upper spacer in between upper isolator and upper body, and fully position spring in place.

**9.** Position jack under lower control arm, and begin to raise control arm back in to position. Make sure all the parts are keeping in position while raising. Bring lower control arm in to proper position and insert factory bolt and nut to secure the control arm to the knuckle. A second set of hands helps here to align the busings properly while control arm is raised.

Torque to 60 ft-lbs + 90 degrees.

**10.** Reconnect sway bar link if removed during previous steps.

Torque to 46 ft-lbs

**11.** Safely lower jack and attach rear wheel. Lower vehicle.

Torque to spec via manual.

**12.** Repeat steps for other side of vehicle.



**Make sure to re-check torque on all bolts after a short drive. A 4 wheel alignment is strongly recommended.**

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## **FREQUENTLY ASKED QUESTIONS**

### **MY FLANGE PLATE IS MISSING OR DAMAGED. WHAT TO DO?**

-No worries, but be careful positioning the strut, as it may try to twist. Simply skip the drilling step, and use the spacer to position the strut. Tighten bolts and you are good to go. The flange plate is just for positioning. If you are uncomfortable, check with dealership as a strut replacement may be possible under warranty

### **CAN I COMPLETE THE REAR PART OF THE LIFT WITHOUT USING SPRING COMPRESSORS?**

-Yes! Installing the rear lift is simply installing the spacers on both top and bottom of the spring. How the spring gets removed is entirely up to the installer, and some choose to remove the lower control arm to do this rather than use compressors

### **CAN THE LIFT BE UNDONE?**

-Yes! If needed, simply remove the spacers from the rear, and readjust the struts in the front. If using OEM hardware, replacing the bolts is recommended

### **CAN THE LIFT BE UNDONE?**

-An alignment should be done after any adjustments to the suspension. An alignment will ensure all values are within spec. Driving the vehicle without an alignment can be done, but will cause uneven tire wear and should be addressed ASAP.

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## NOTES

-Professional installation is recommended. While this kit can be installed by a mechanically inclined person at home, be certain the person(s) installing the product read, understand and follow all instructions and warnings pertaining to the application before installation.