HAZARD SKY
FABRICATION

# KL CHEROKEE 2.0 LIFT KIT

## IMPORTANT:

Before beginning, check to make sure all required parts and tools are gathered. Read this guide completely and familiarize yourself with the install process.

Included Parts:

- 2x Aluminum rear lower spacers
- 2x UHMW rear upper spacers
- 4x Aluminum Strut Collars
- 2x OEM knuckle bolt w/ nut
- 2x Spring perch extension
- 1x Snack

Tools Required:

- Jack and Jack Stands
- Torque wrench
- E14 External Torx socket
- 18mm wrench and socket
- 6mm or 1/4" allen key
- General shop supplies

## FRONT INSTALLATION

* Before starting, it is recommended to place your packet of gummies in a safe place for enjoyment later. Unattended bears have a habit of dissapearing.

**1.** Lift vehicle and remove wheels. Always use jack stands when lifting the vehicle. Lift both sides of the front of the vehicle and place on jack stands. This reduces twisting of the struts allowing for easier positioning.

**2.** Using E14 socket and a 18mm wrench, remove the OEM bolt and nut from the knuckle. - Gently remove brake line and ABS sensor from their mounts on the strut

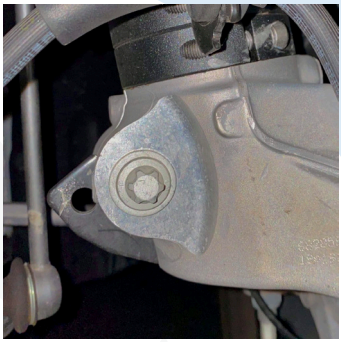
**3.** Push down on the knuckle to open the strut. Use a rubber mallet (gently) or use a sturdy screwdriver to gently pry it open if it does not easily open and insert one strut collar.

When assembling strut collars, a small application of anti-sieze compound is recommended. Hand tighten collar screws.

**4.** Press downward on the knuckle again and insert the second collar.

For some 2019+ vehicles, due to a control arm design change, control arm downtravel may be limited, making opening the strut to the appropriate size difficult. Instal one collar, and using that to gain more leverage to pry, or attach a set of strut compressors to the strut spring to relieve some pressure. A second set of hands helps, as one can pry the strut while the other inserts the collar. Use caution and watch your fingers.

**5.** Using plyers, pull flange plate towards center of vehicle and wiggle until it is sufficiently bent out of the way, or releases entirely. It is only held on by a small tack weld on the bottom fo the strut.The flange plate is not structurally necessary. - Optionally, using a 12mm drill bit, slide the bit through the knuckle bolt opening and drill a hole in the flange plate to pass the bolt through. The knuckle itself should not be modified.



**6.** Insert new bolt and nut and hand tighten.
**7.** Tighten knuckle pinch bolt using a torque wrench to 84 ft-lbs using E14 socket, and 18mm wrench. Tighten strut collar bolts firmly snug, no more than 30 ft-lbs.

**8.** Slide brake lines through mounting grommets to ensure excess tension is not applied. A soap/water solution helps here. Reattach brake line and ABS grommets securely to strut bracket.
**9.** Repeat for other side of vehicle.
**10.** Reattach wheels and lower vehicle. Torque wheel studs/nuts appropriately.

**A note on adjustability**: Each strut collar provides 1 inch of lift at the wheel. If desired based on your individual setup, a collar can be left out to privde 1" of lift, or both can be installed for the full 2"

This concludes the front installation. Now is a great time for some clean up and a beverage and snack of your choice. (We recommend saving the bears for the end)

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## REAR INSTALLATION

Tools Required:

- 15mm socket - 18mm socket and wrench

**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.

**2.** 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.

**3.** 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.

**4.** 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.

**5.** Gently lower the jack, supporting the lower control arm until spring can be removed, and do so carefully.

**6.** Position bottom spacer on to control arm. The socket head will fall in to the alignment hole

**7.** Insert the spring perch extension in to the factory spring perch. Gently tap in with a rubber mallet if fitment is tight.

**8.** Set spring in position on lower perch, making sure spring is clocked correctly against the lower isolator. Lower isolator should seat firmly in to the alignment hole on the lower spacer.
**9.** Insert upper spacer in between upper isolator and upper body, and fully position spring in place.
**10.** 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 bushings properly while control arm is raised. Torque to 59 ft-lbs + 90 degrees
**11.** Reconnect sway bar link. Torque to 46 ft-lbs
**12.** Safely lower jack and attach rear wheel. Lower vehicle. Torque to spec via manual.
**13.** 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 strut flange plate is missing or damaged. What should I do?**

The strut flange plate is not structural, and is just to aid in assembly at the factory. Bending the plate out of the way to accomodate the new bolt position is ideal, but in some cases the plate will break off on it's own during normal driving of the vehicle. Just make sure to take care positioning the struts before tightening the knuckle pinch bolt.

**The lift components don't add up to 2"**

Unlike a solid axle vehicle suspension, the spacers used in lifting a vehicle will actually be smaller than the advertised lift height. Due to the geomtery of the suspension, the spacers are designed to provide the 2" of lift measured at the wheel, not where the spacers are installed. Manufacturing tolerances and vehicle gear can influence final height.

**Do I need an alignment?**

A full alignment is highly recommended any time suspension components are changed or adjusted, and this is no exception.

## NOTE:

-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.