

4-5 In. Lift Kit, Wrangler (JK)

Congratulations on your purchase of a Rugged Ridge™ suspension kit. To fully enjoy and understand this product we ask that you take a few moments to read through these instructions. Before beginning the installation, read these instructions and the enclosed driver's "WARNING NOTICE" thoroughly and completely. Also affix the "WARNING" decal in passenger compartment in clear view of all occupants. If any of these items are missing from this instruction packet, do not proceed with installation, but call Omix-Ada to obtain needed items. If you have any questions or reservations about installing this lift kit, call Omix-Ada at 770-614-6101 for Technical Assistance or Customer Service departments.

A FEW WORDS ABOUT SAFETY:

Your safety and the safety of other motorists is very important. As the owner of a modified suspension vehicle you are the person choosing the combination of suspension, wheels, tires and drive train that best fit your intended use. Likewise, you are the person responsible for the safety and legality of the vehicle you modify. In modifying your vehicle's suspension, balance your off-road capabilities against how the vehicle may actually be used off-road and on-road.

It is not practical or possible to warn about all hazards associated with modifying your suspension for improved off road capabilities. To help you make informed decisions about safety, we have provided certain information in the form of "Notices", "Cautions", and "Warnings". This information alerts you to potential hazards that could hurt you or others.

Notice: This is a caution against anything which may cause damage to the vehicle or its equipment if the caution is ignored. The Notice includes information about how you can avoid or reduce those risks.

Caution: This is a signal telling you that you or others CAN BE HURT if you don't follow the instructions. The Caution includes information about how you can avoid those risks

Warning: This is a signal telling you that you CAN be KILLED or SERIOUSLY HURT if you don't follow the Warning. The Warning includes information about what you must or must not do in order to reduce the risk of injury to yourself and others.

The following Warning label is included with your Rugged Ridge™ suspension kit and should be placed on the vehicle visor or other conspicuous location after installation:



PRE-INSTALLATION NOTES:

Notice: This kit should only be installed by a professional mechanic or individual with significant automotive experience.

- Refer to parts list and inventory your kit to insure all parts and hardware pieces are available before beginning installation. Contact your independent dealer immediately if parts are missing.

- Installed lift will vary depending on vehicle options and configuration. As a reference and important guide should technical assistance be required, establish base ride-height measurements before beginning installation. Park vehicle on hard, level surface. Carefully measure the four corners of the vehicle (front and rear –both sides) from the ground up to the center of the fender opening above the axle. Record below and save.

Driver Side Front: _____ Passenger Side Front: _____

Driver Side Rear: _____ Passenger Side Rear: _____

! Warning: Improper use of air and power tools can cause serious injury. Familiarize yourself with tool manufacturers warnings and instructions before use. Always wear approved safety glasses.

OMIX-ADA® TECHNICAL SUPPORT

PHONE: M-F 8 am - 5 pm EST 1-800-449-6649 | EMAIL: techsupport@omix-ada.com

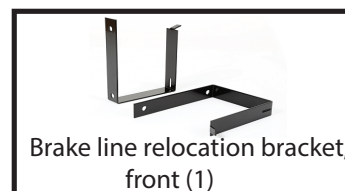
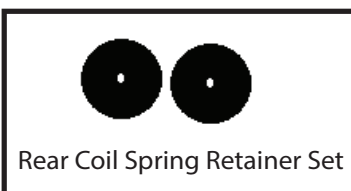
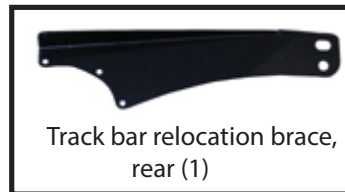
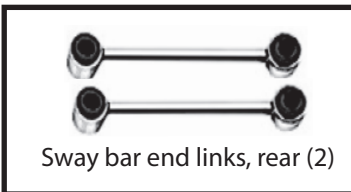
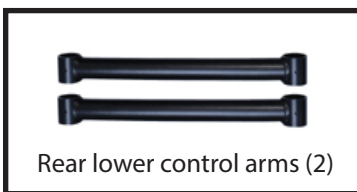
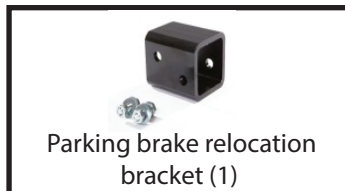
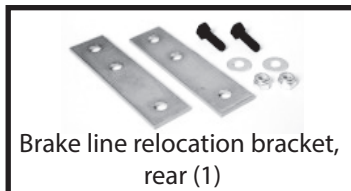
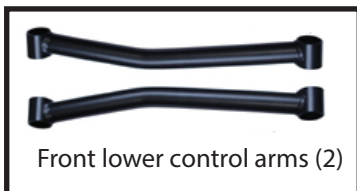
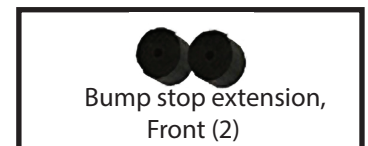
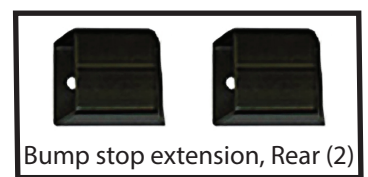
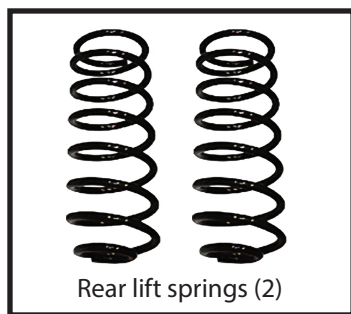
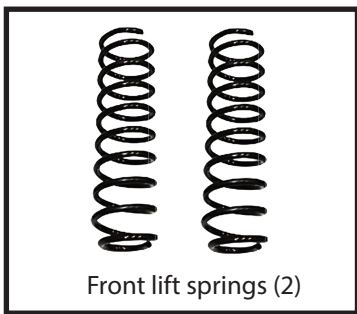
FOR WARRANTY INFORMATION VISIT: www.Omix-Ada.com

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IMPORTANT LIFT KIT UPDATES

The new improved Rugged Ridge/ORV lift kits now include additional items for a more complete kit. Please refer to the additional installation sheets included for the new items. Cam bolts have been added into this kit for added accuracy if needed during alignment. Cam bolts must be installed by a qualified Alignment shop. DO NOT pre-install cam bolts before alignment as they may not be needed to achieve an accurate alignment.

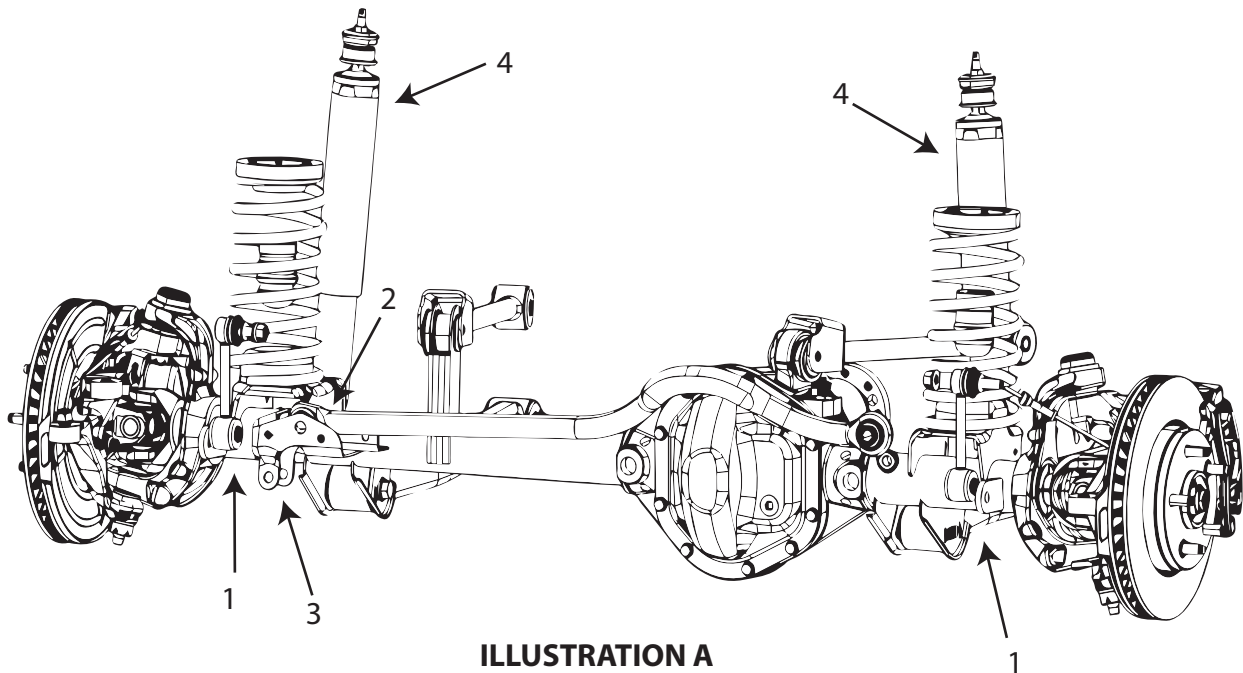
COMPONENT LISTING



WARNING: An alignment must be performed after installing this kit. Failure to do so will cause dangerous driving conditions and premature tire wear.

CAUTION: It is suggested that a thread penetrating spray is used on all bolts and nuts to aid in removal. Always use protective eye wear and gloves when working on suspension components. Torque all fasteners to recommended factory settings. Do not over torque fasteners, premature failure may occur. Re-Torque all fasteners after 100 miles of driving.

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Front Installation

1. Park vehicle on flat, level ground and set emergency brake. Use of wheel chocks is recommended.
2. Raise the front of the vehicle and support frame rails using jack stands. Do not lower the axle at this time. Remove both front wheels. Mark the location of which side the wheels were removed from.

NOTICE: It is recommended to disconnect the front drive shaft to avoid damage. Make sure to mark both sides of the connection so you can properly align when you reconnect it. Tie loose end of the drive shaft up so it will not hang down. Failure to do so may result in damage to your drive shaft.

3. Remove and discard the front sway bar end links using a 18mm socket and 19mm open end wrench. (see 1A) Disconnect the front track bar from the axle using a 21mm socket. (see 2A)
4. If installing Rugged Ridge Steering Stabilizer, remove factory steering stabilizer using 18mm socket. (see 3A)
5. Remove front shocks from vehicle using an 18mm socket and open end wrench on the lower bolts and two 5/8" open end wrenches on the upper bolts. (see 4A) Unbolt the front brake lines from the frame using a 10mm socket.

NOTE: Newer model vehicles equipped with a lower brake line bracket by the lower control arm will need to be loosened also.

6. Gently lower the front axle and remove both front coil springs.

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NOTICE: Inspect coil spring isolators, and mounting areas for any cracks, broken or worn parts. Replace or repair any affected areas before you continue.

NOTE: Use of A thread locking liquid is recommended during reassemble of vehicle.

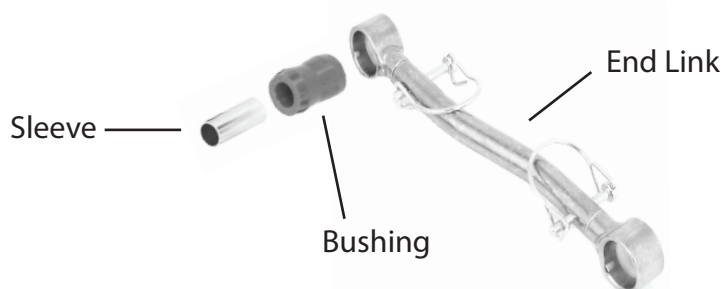
7. Remove the lower controls arms from the vehicle one side at a time and install the new lower control arms. Pre-grease each bushing half and install in each of the control arm eyes. Install one bushing sleeve into each end of the control arms.

NOTE: The rear of the control arm for the front suspension has two grease fittings. Install with the bend towards the center of the vehicle. Torque mounting bolts to 125 ft lbs.

8. To locate new front bump stop, place bump stop on the center of bump stop pad located on front axle. Mark and drill using a 25/64" drill bit. Do not install at this time. Place bump stop in coil spring and install lift coil spring. Attach bump stop to axle using the 3/8 x 2 3/4" socket head bolts with one washer under the 3/8" nut.
9. Let the weight of the frame down on to the new coils.
10. Locate the factory front track bar mount. Place the new relocation bracket inside the factory mount. Drill out the outer factory holes all the way through the rearward plate using a 7/16" drill bit.

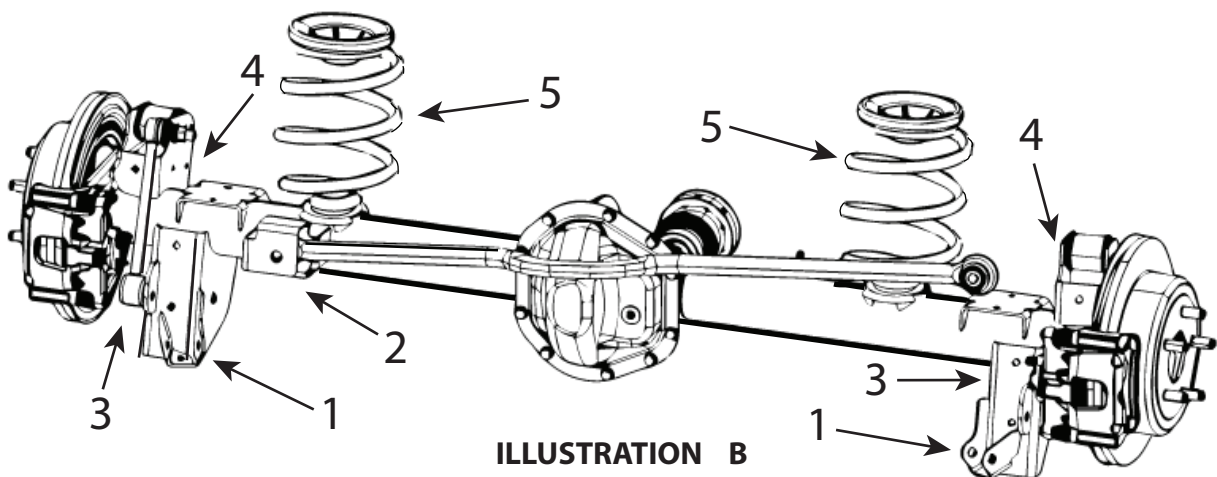
NOTE: it is recommended at this time to put a re-enforced weld on the factory track bar bracket

11. Attach the bracket at the outer two locations using the 7/16 x 2 1/2" fine thread bolts, washers, and nuts. Attach bracket at the factory location using the factory bolt. Attach track bar to the new bracket using the m14 x 80mm supplied bolt, washer, and nut.
12. Re-attach front drive shaft. Line up the marks made previously to ensure proper alignment. Torque to 81 ft-lbs.
13. Assemble the new sway bar end links, using the supplied hourglass bushings and steel sleeves. (A small amount of grease helps with installation). See illustration below.



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15. Using the supplied hardware install the links onto the vehicle. Note the direction of the upper bolts, the nut must face outward towards the tire.
16. Install shocks, steering stabilizer. Install tires/wheels.
17. Add grease to the lower control arms at both grease fittings on each arm.
18. Torque all nuts and bolts to factory specifications. Re-check after 100 miles.



Installation: Rear Suspension

1. Raise the rear of the vehicle and properly support frame rails using jack stands. While supporting the rear axle remove both rear wheels. Disconnect both rear shocks using 18mm socket on the lower bolt and 16mm on the upper bolt. (See #1B)
2. Disconnect rear track bar from the axle using 21mm socket. (See #2B). Remove both rear sway bar end links using 18mm socket. (See #3B).
3. Disconnect ABS sensor wire fasteners from frame and upper control arm bracket on both sides (See #4B) and disconnect the brake line bracket from frame. Unbolt the emergency brake line retainer from the bottom of the tub above the axle. Lower the axle down and remove factory rear coils. (See #5B)

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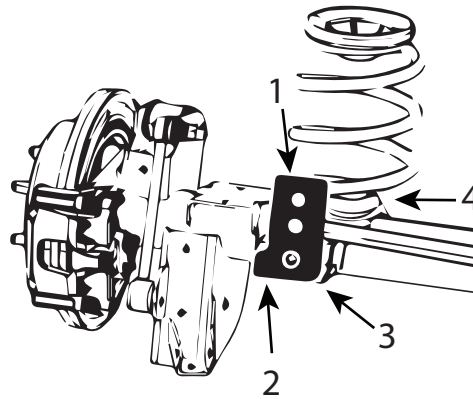


ILLUSTRATION C

4. Place the supplied rear Track Bar relocation bracket over factory bracket on the rear axle. Install the factory bolt and nut at the bottom hole location being sure to use the supplied crush sleeve. With bracket seated flush, mark and drill the new top center mounting hole using a 15/32" drill bit. (See 1C)
5. Install the supplied 7/16 x 1" fine thread bolt and fine thread nyloc nut. Use one 7/16" washer under the nut. Tighten nut.
6. It will be necessary to drill through the driver side bottom of the OEM bracket and through the track bar relocation bracket. Place a mark in the center of the tab on the bracket. Drill using a 17/32" drill bit. (See 2C) Once drilled, install the supplied 1/2" x 1 1/4" fine thread bolt and nyloc nut. Use one washer under the bolt. (See 3C) Tighten all track bar bracket hardware at this time.
7. Remove the lower control arms from the vehicle one side at a time and install the new lower control arms. Pre-grease each bushing half and install in each of the control arm eyes. Install one bushing sleeve into each end of the control arms. Install new lower control arms. Torque mounting bolts to 125 ft lbs.
8. Install new rear coils. Be sure to re-use the upper OE Rubber isolator pad.
9. Install the coil spring retainers. The retainer sits on top of the lower coil in the center of the spring. Bolt the retainer with the supplied bolt thru the top and use the supplied wrench to hold the nut inside the spring mount. (See 4C)
10. Install the brake line extension brackets. Using the factory hardware attach one end of the bracket to the factory mounting hole. With the supplied hardware attach the brake line to the new bracket.
11. Install the emergency brake cable relocation bracket. Bolt the bracket to the body using the two factory nuts previously removed. Using the supplied hardware attach the brake cables to the bottom of the new bracket.

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12. Attach new rear bump stop extensions to the factory location on the axle using the 5/16 x 1" fine thread bolts, washers and nuts supplied. Be sure to install the bump stop so that the angled end is towards the rear of the vehicle.
13. Let weight on coil springs and re-attach sway bar end links, ABS lines.
14. Install new track bar bracket brace at axle with supplied diff cover bolts. Attach factory track bar to the new bracket in the lower mounting hole in the new bracket using 9/16 x 3" fine thread bolt, washer and nut. One washer will be used under the head of the bolt. Be sure to install the bolt from the front side of the vehicle toward rear of the vehicle.

NOTE: It is recommended to put a re-enforcement weld on the factory track bar bracket at this time.

15. Install the new longer sway bar end links supplied. Using the supplied hardware attach links.
16. Install rear shocks.
17. Install tires/wheels and lower vehicle to the ground.

Post Installation Checks/Alignment:

- After installation is complete, double check that all nuts and bolts are tight. (Do not re-tighten nuts and bolts where Loctite was used). Check to ensure there is adequate clearance between all rotating, mobile and fixed members.
- A transfer case lowering kit is available if a drive shaft vibration is present.
- Rotate driveshafts and check for interference at differential yoke and cardan joint. If necessary, lightly dress casting(s) and/or U-joint tabs in order to eliminate binding.
- Check clearance between inner side wall of tires and links. It may be necessary to adjust steering stops.

NOTICE: Adjust drag link so that steering wheel remains centered and wheel sweep from side to side remains equal. Failure to do so may cause computer errors, odd handling characteristics and poor performance. Have a qualified alignment center check and realign to factory specifications.

NOTICE: With vehicle securely elevated, carefully inspect and adjust to assure adequate clearance between tires (inner side wall), body and suspension components throughout range of steering and suspension travel. Additionally, carefully inspect and adjust to maintain clearance between suspension components, wiring harnesses, exhaust, brake and fuel lines, fuel tank, floorboards and body panels. Complete by properly torquing all fasteners.

NOTICE: With vehicle now on floor, again check clearances, cycle steering lock to lock and test proper brake operation. Raised vehicle height requires realigning headlights. Consult your state's lighting regulations. Wheels must be realigned by qualified service center to factory specifications.



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NOTICE: Re-torque fasteners after 500 miles. Thereafter, regularly inspect and re-torque as needed. Follow vehicle manufacturer's recommended maintenance procedures and routinely inspect your vehicle components for unusual wear or off-road damage.

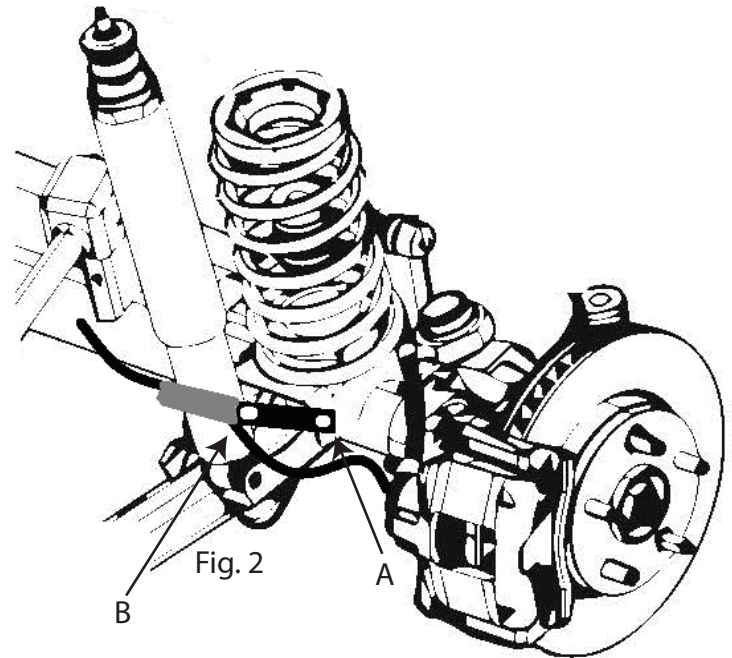
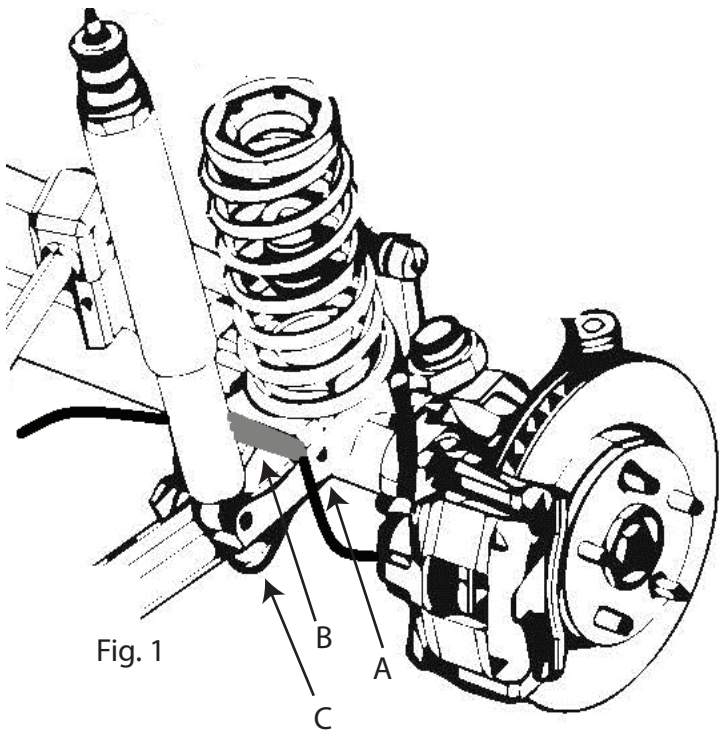
WARNING: Avoid compromising vehicle handling and safety (including roll over risk) by NOT adding, combining or fabricating additional lift devices (ex. body lifts) with this product. Also be aware that most states have restrictions on height modifications for vehicles used on-road. Consult your vehicle owners manual, the instructions and warnings accompanying this product and state law before undertaking these modifications or using your modified suspension vehicle on-road. A summary of current regulations affecting modified suspension vehicles is available from www.SEMA.org.

For technical Assistance:

Contact Rugged Ridge™ at 770/614-6101 if you have remaining questions about this product or its installation.

Lift Kit, Wrangler (JK)

UPDATE NOTICE: For JK wrangler with center fixed mount bracket brake lines



- Step 1. Remove the factory bolt holding the brake line bracket to the spring mount . (See fig. 1A)
- Step 2. Remove the brake line brake bracket from the coil spring mount. (See fig. 1B)
- Step 3. Remove the lower shock mount bolt. (See fig. 1C)
- Step 4. Compress the lower shock and move the brake line to the outside of the shock.
- Step 5. Reattach shock and tighten.
- Step 5. Using the supplied brake line relocation bracket, mount to the existing hole in the coil spring mount in the same orientation as the brake line previously removed. (See fig. 2A)
- Step 6. Attach the factory brake line to the relocation bracket using the factory bolt. (See fig. 2B)

Frame Drop Bracket, Front Control Arm, 07-15 JK

KIT CONTENTS

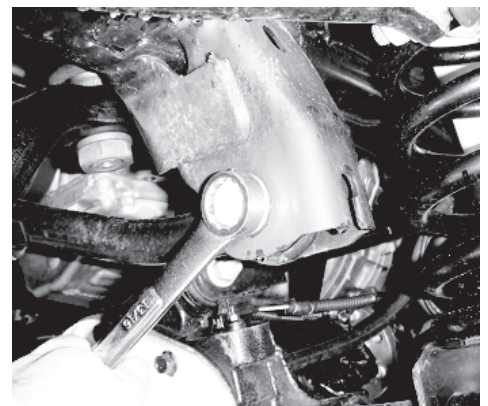
1. Frame Drop Bracket (1)
2. 9/16" x 3 1/2" Hex Bolt (1)
3. 9/16" Flat Washers (2)
4. 9/16" Nyloc Nut (1)
5. 1/2" x 1" Button Head (1)
6. 1/2" Lock Nut (1)



PLEASE READ AND UNDERSTAND ALL INSTRUCTIONS BEFORE YOU BEGIN.

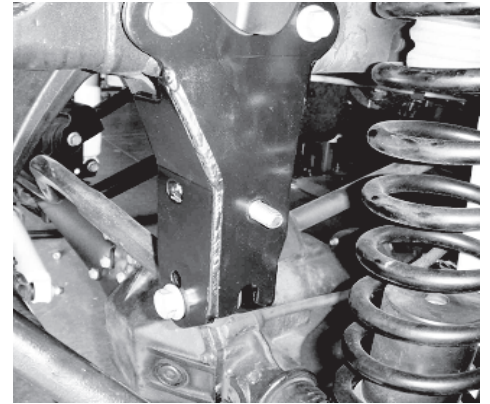
Caution: Always park vehicle on level ground when working under vehicle. Always use jack stands when removing tires from vehicle. Eye protection is required when working under vehicle. Penetrating oil may be necessary to remove track bar.

Step 1. Raise the vehicle and support with jack stands. Remove both front wheels. Remove the track bar from the driver side of the vehicle. A penetrant spray may be needed to loosen the bolts. Use caution when removing the bolt from the track bar as it may have some tension on it. Remove the lower two bolts that hold the steering gear box to the frame. Do not discard hardware it will be reused.



Frame Drop Bracket, Front Control Arm, 07-15 JK

Step 2. Attach the new frame brace bracket onto the drive side of the frame using the two bolts removed from the lower section of the steering gear box. Do not tighten at this time. Place the supplied button head bolt in the hole located in the center of the bracket. The button head should be on the inside of the brackets with the threads extending outward towards the coil spring. Use the supplied lock nut to mate the brackets together.



Step 3. Reinstall the track bar using the factory hardware in one of the two lower mounting holes which is suitable for the height of lift. Install the supplied 9/16 bolt with a washer on each side in the original track bar hole using the supplied spacer in the original trackbar mount location.



Step 4. Torque the bolts to the following specifications:

- Frame Brace Bar End Bolts- 85 ft lbs.
- Steering Bear Box Bolts- 65 ft lbs.
- Track Bar Bolt- 125 ft lbs.

Note: The extra threads sticking out on the button head bolt may have to be trimmed for clearance of the sway bar ends.

