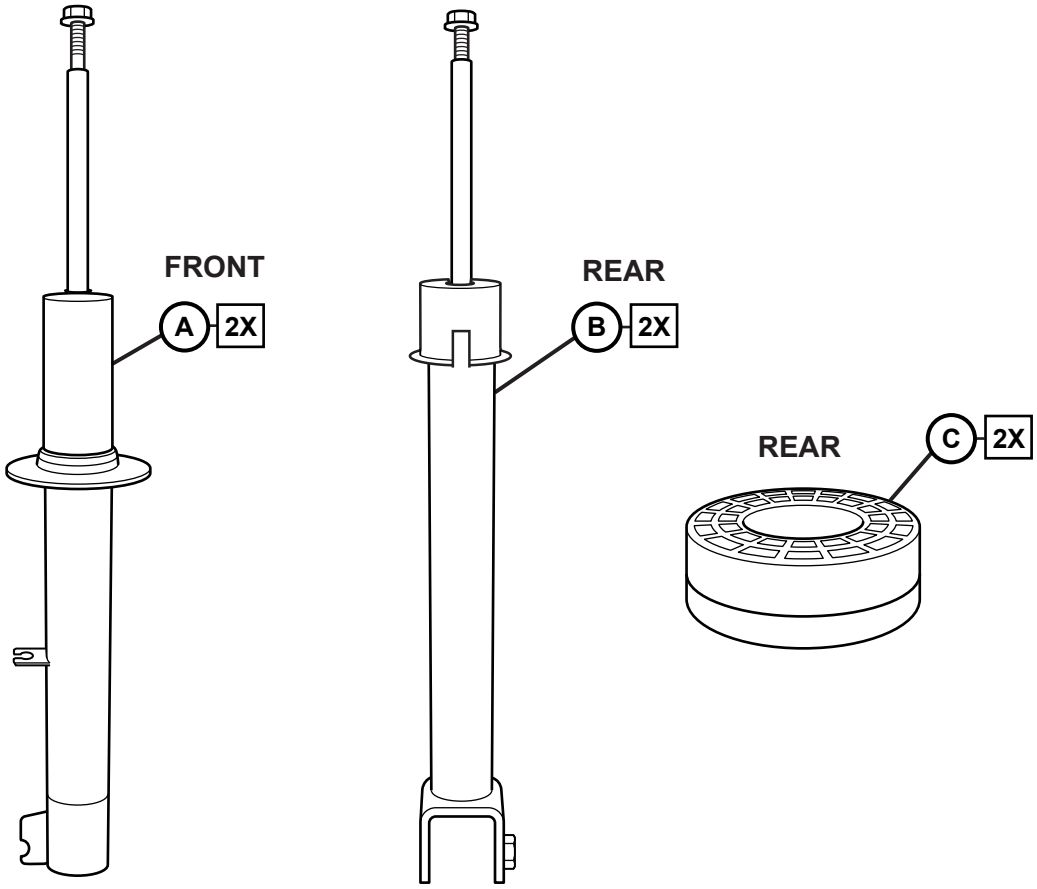
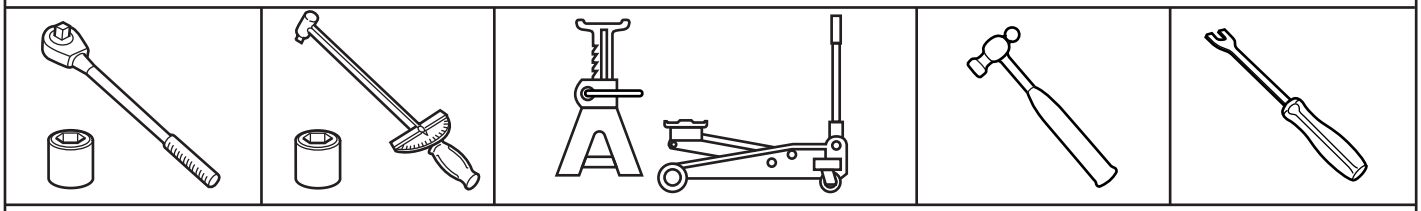
LIFT KIT

MY26 JEEP RECON

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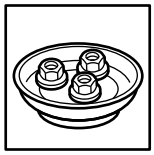


IMPORTANT:

Before starting, inspect the vehicle steering and suspension components to be sure overall vehicle is in good working condition. Repair or replace any worn parts.

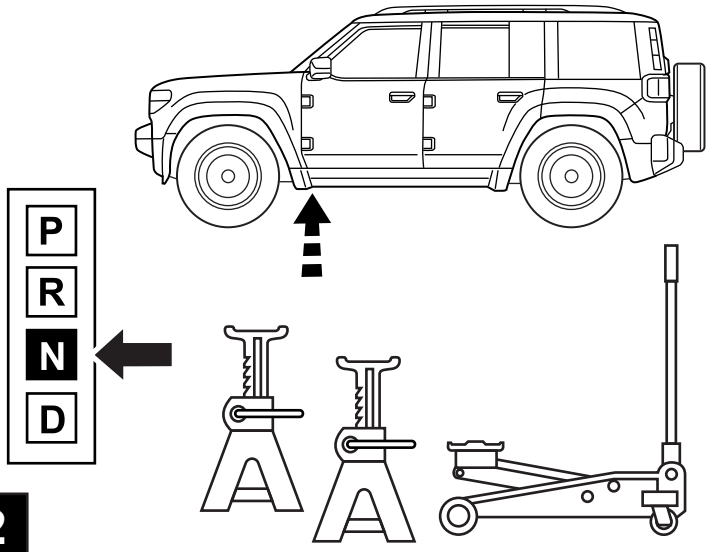
Read these instruction through completely before starting.

Retain fasteners for later reinstallation.

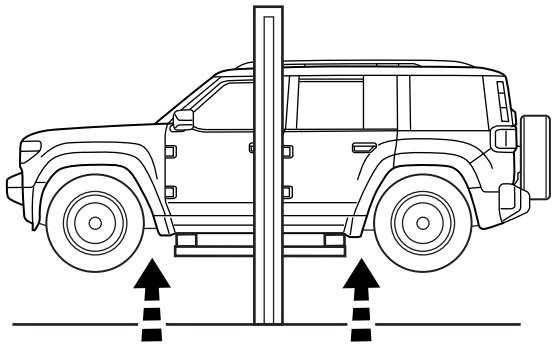


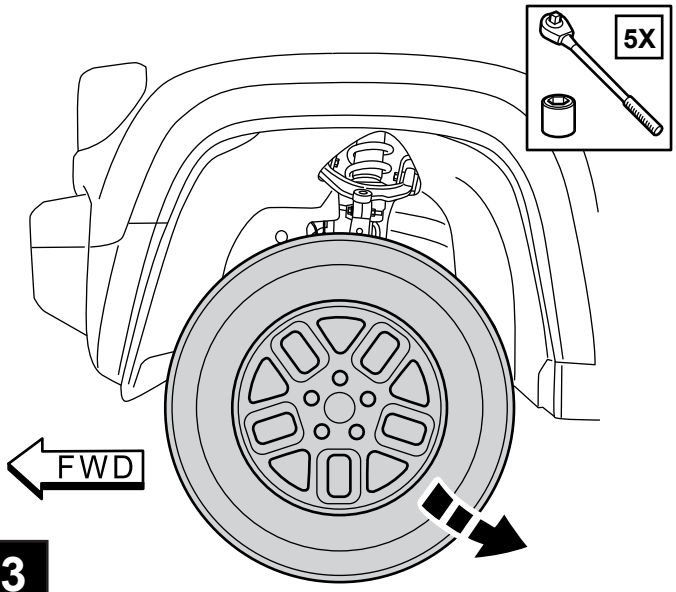
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FRONT PROCEDURE

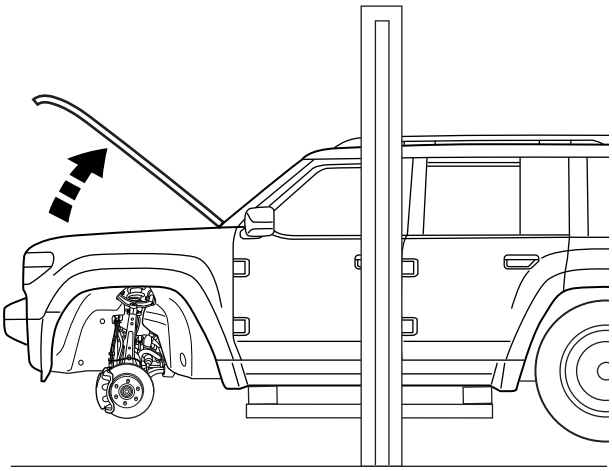


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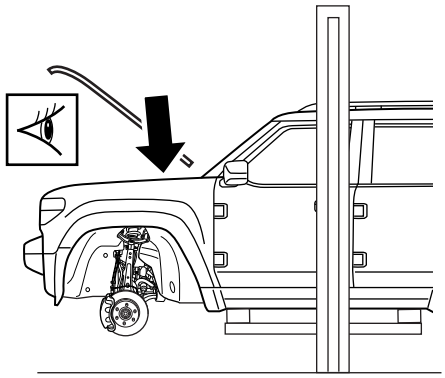


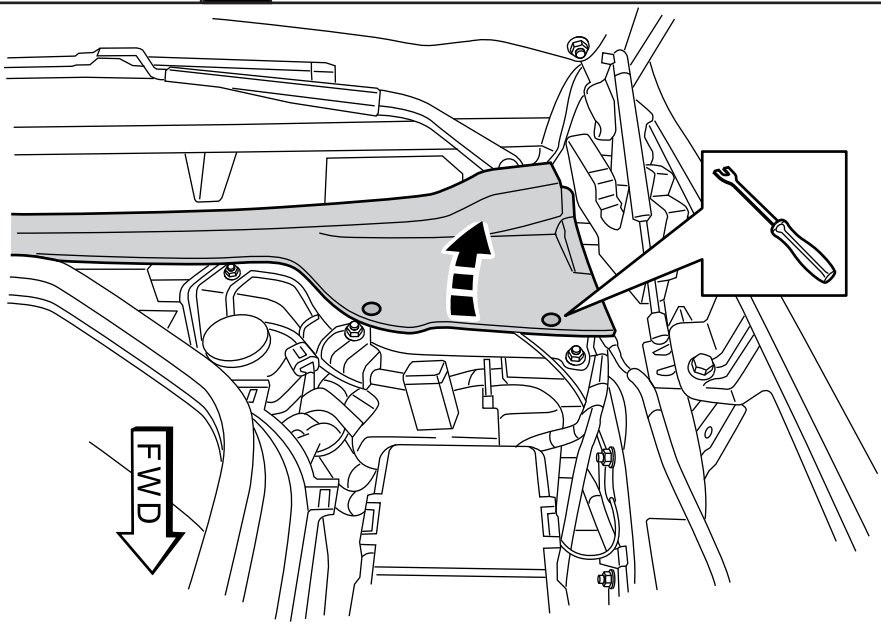


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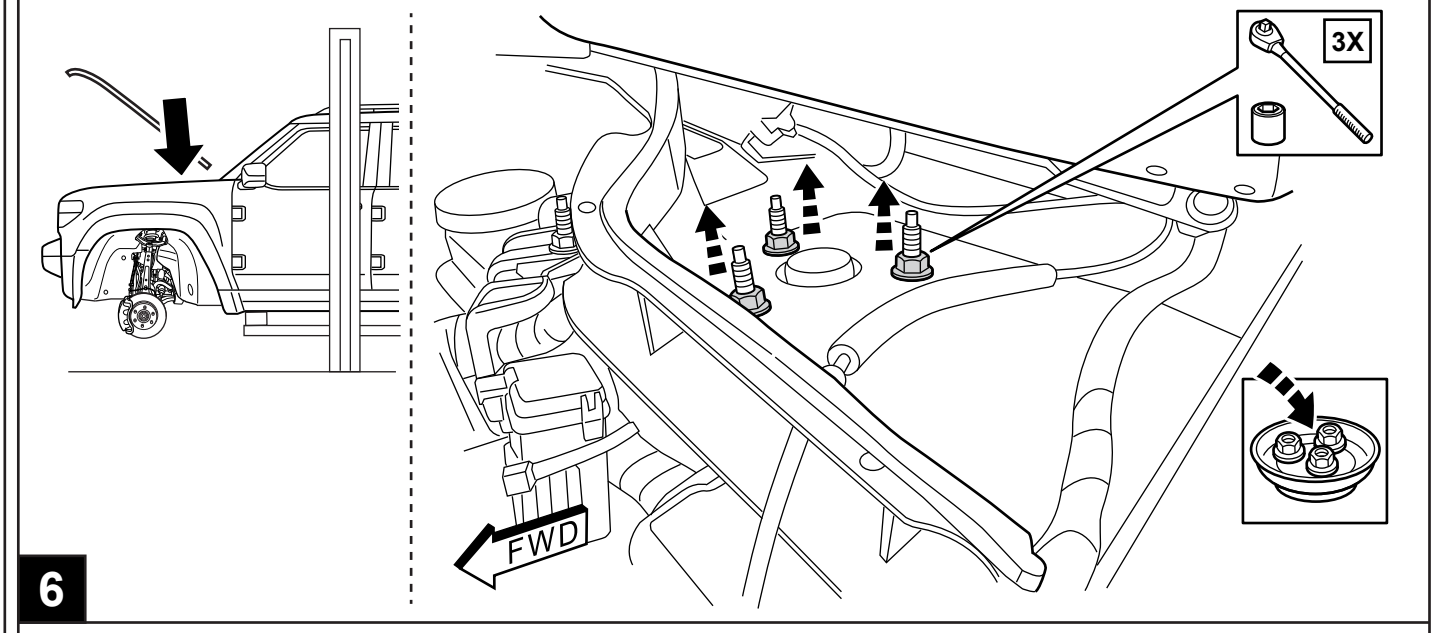


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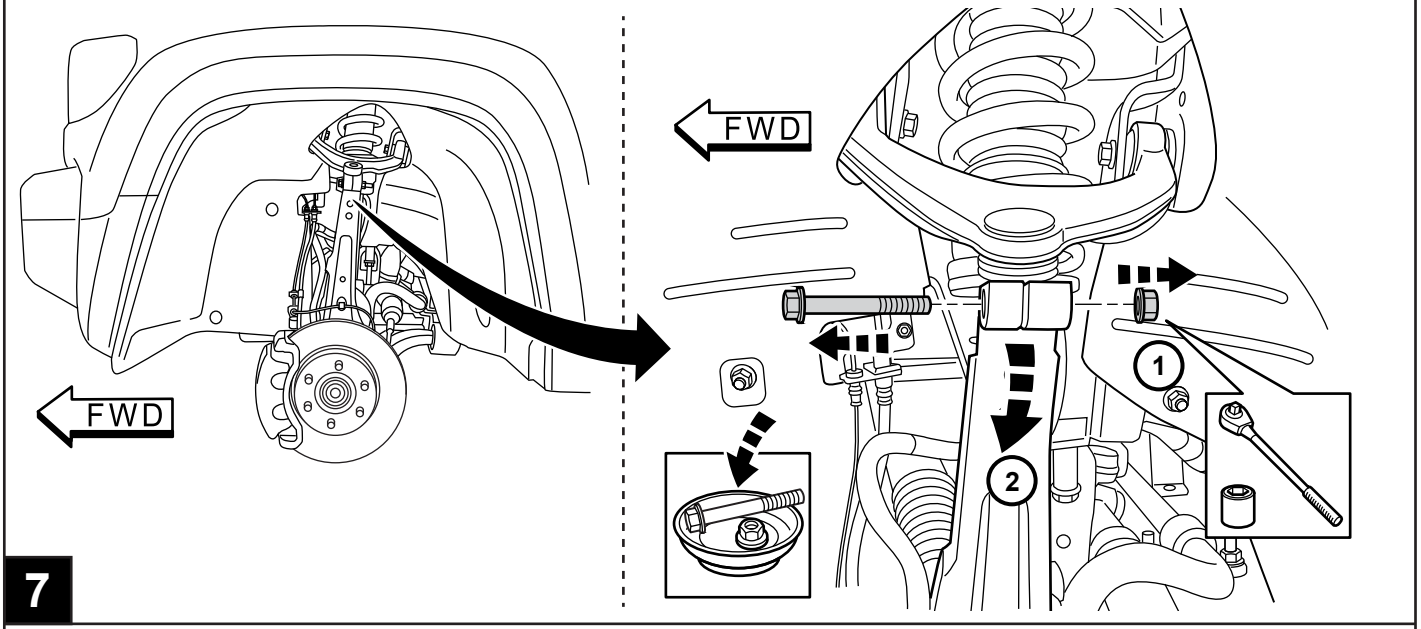




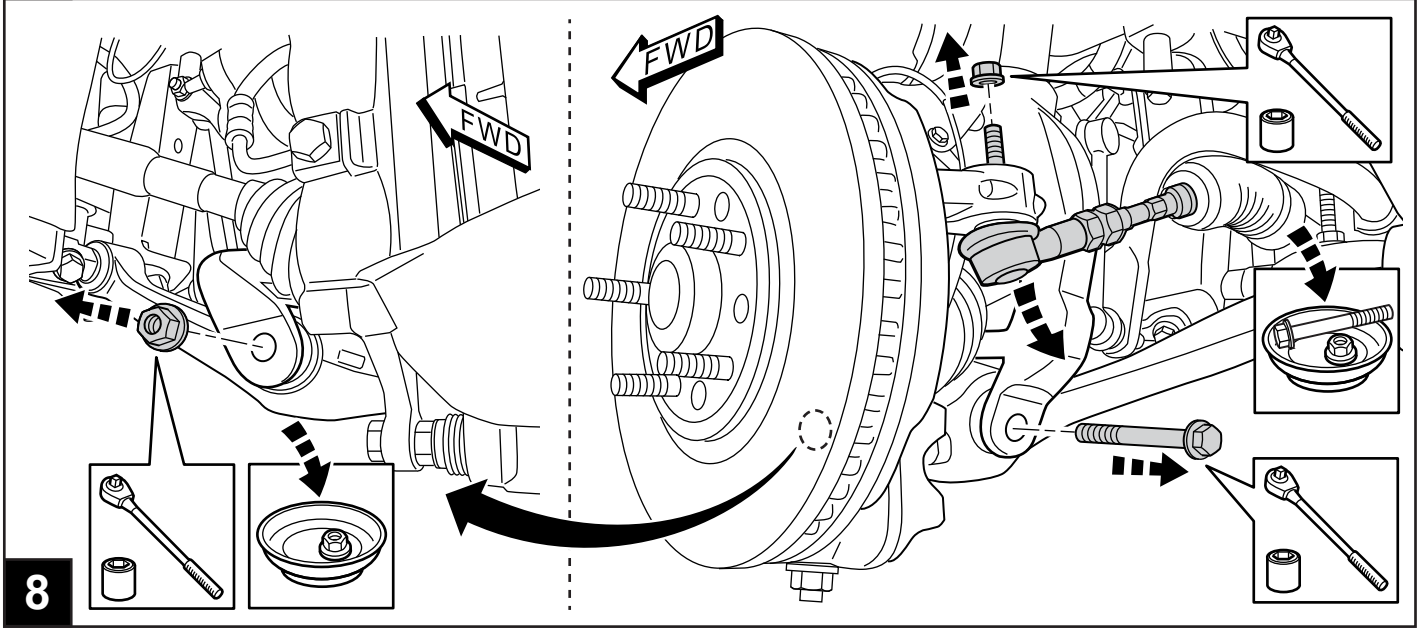
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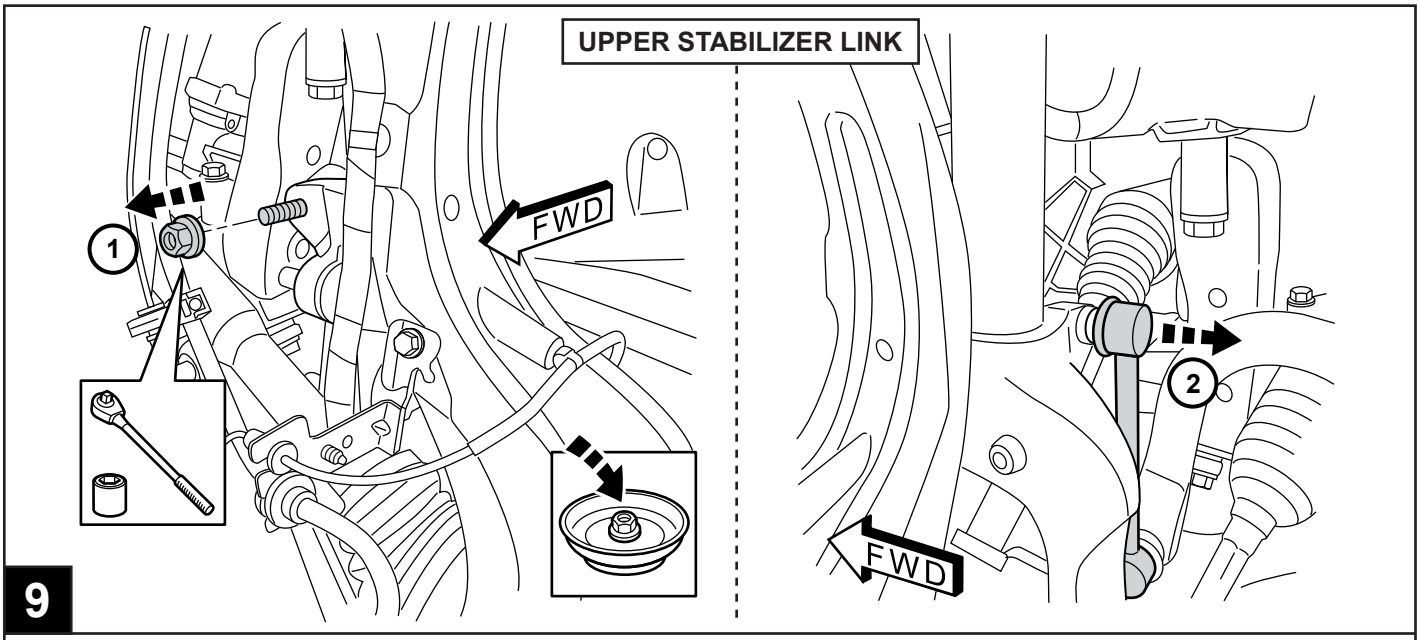


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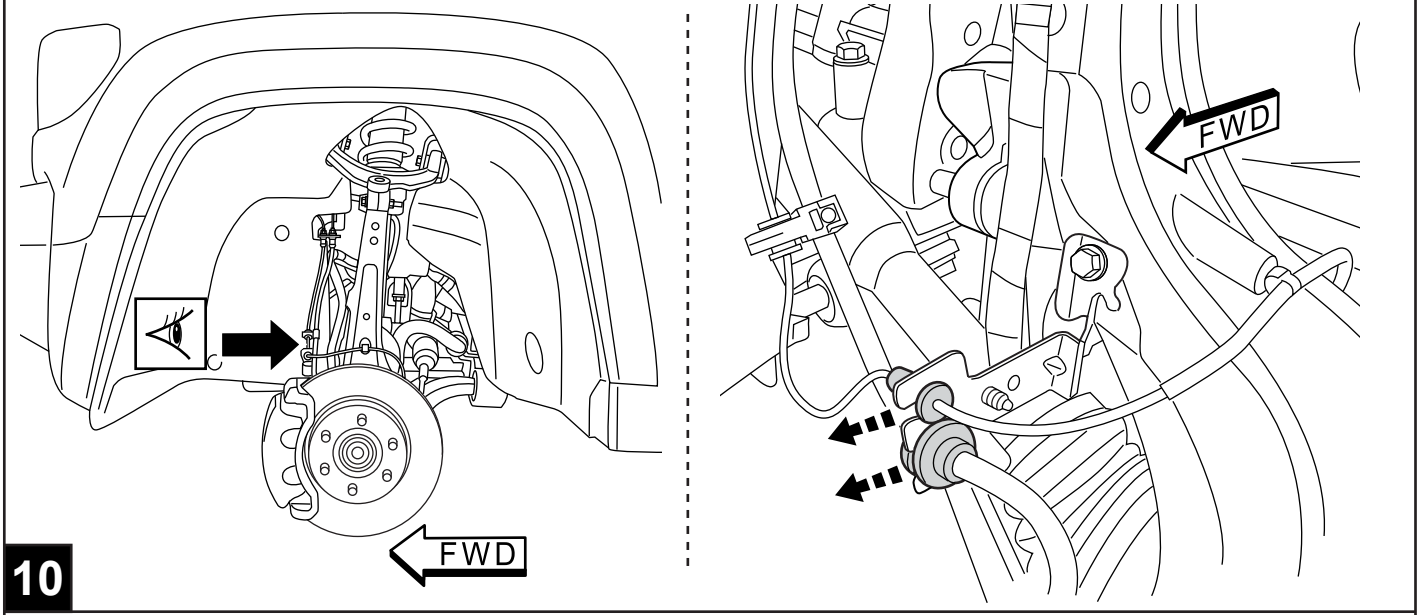


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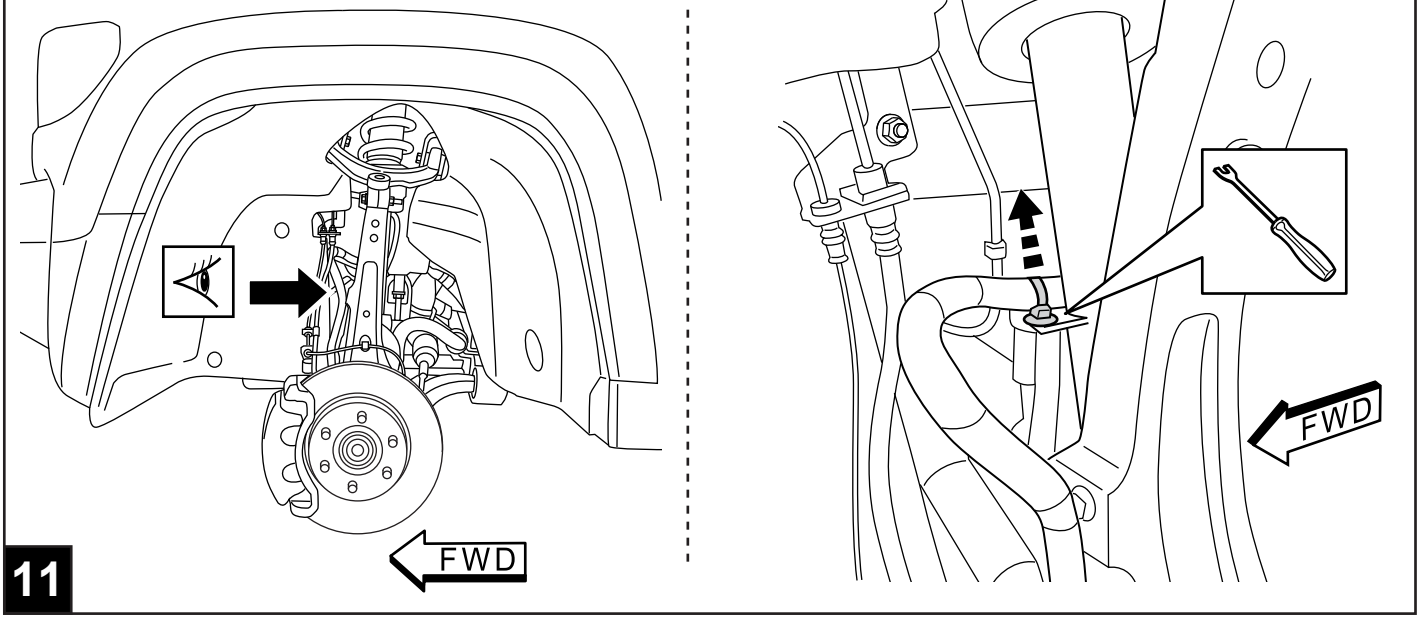
UPPER STABILIZER LINK



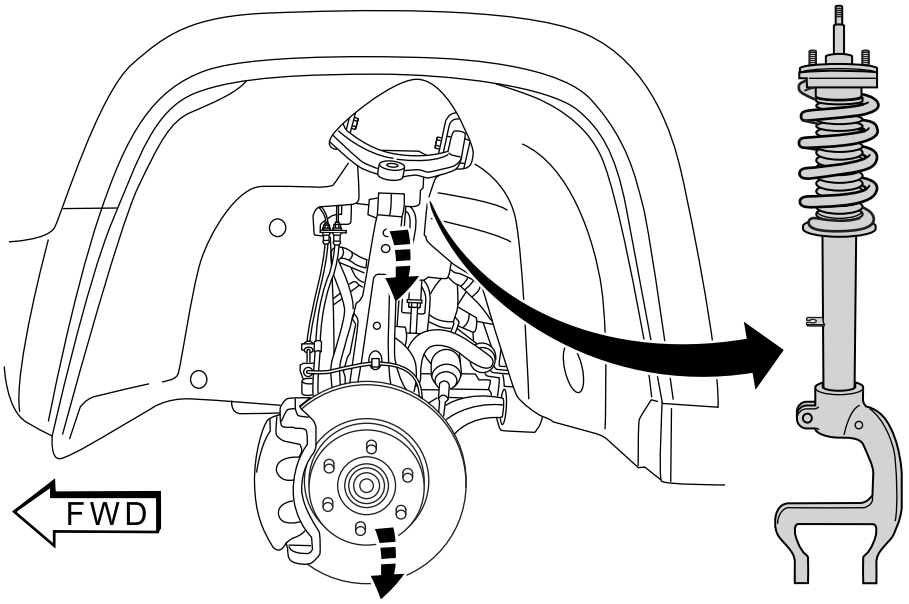
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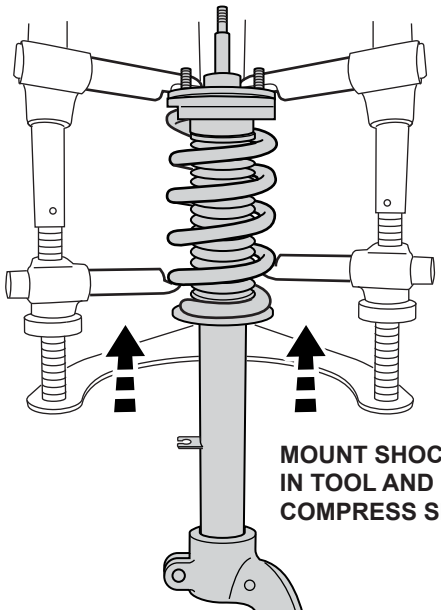
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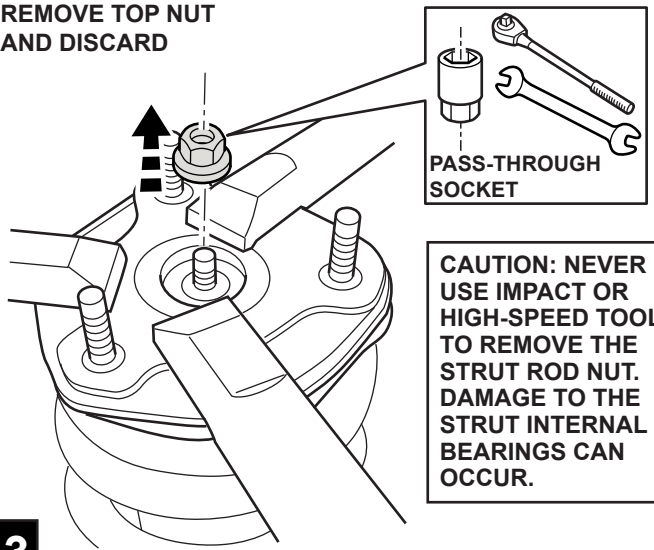
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12



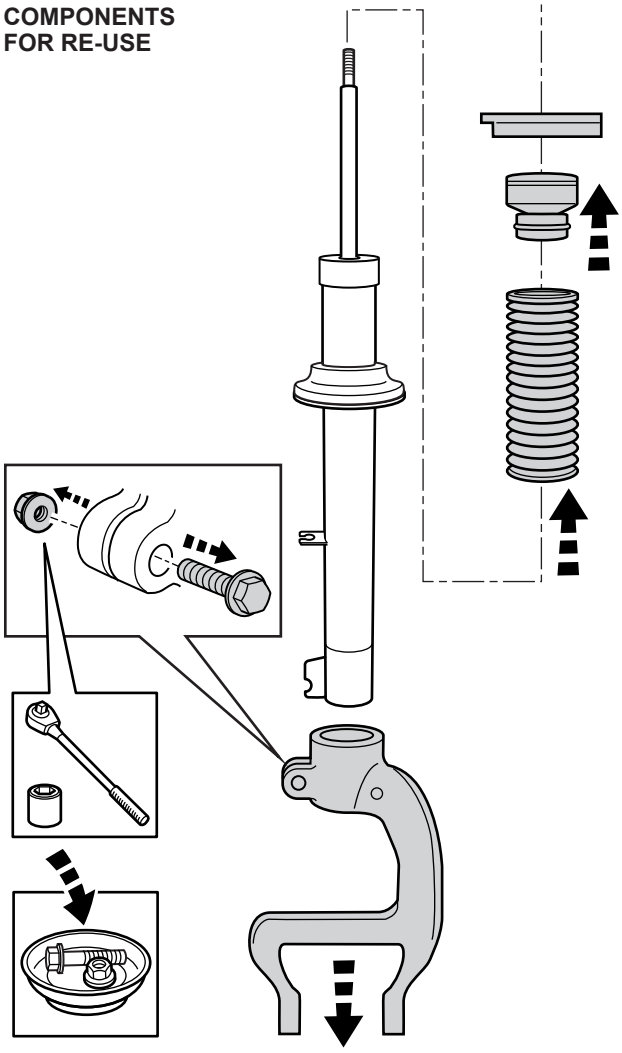
REMOVE TOP NUT AND DISCARD



CAUTION: NEVER USE IMPACT OR HIGH-SPEED TOOLS TO REMOVE THE STRUT ROD NUT. DAMAGE TO THE STRUT INTERNAL BEARINGS CAN OCCUR.

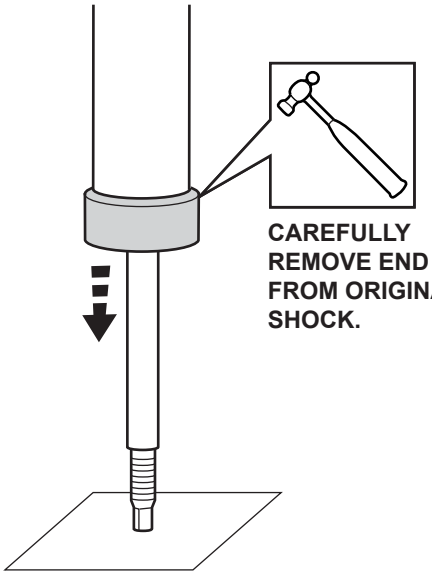
13

REMOVE AND RETAIN THESE STRUT COMPONENTS FOR RE-USE



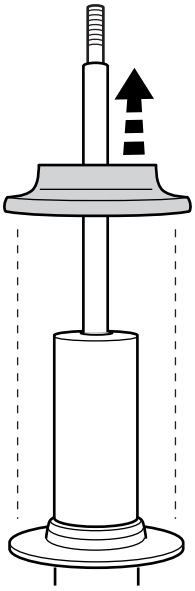
14

15



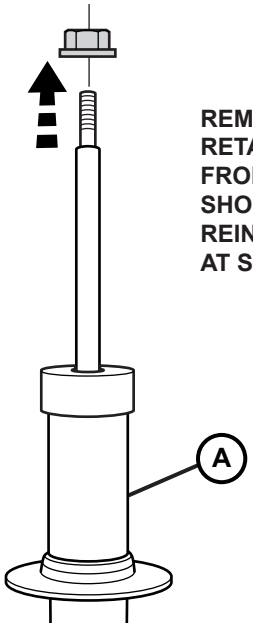
CAREFULLY REMOVE END CAP FROM ORIGINAL SHOCK.

16



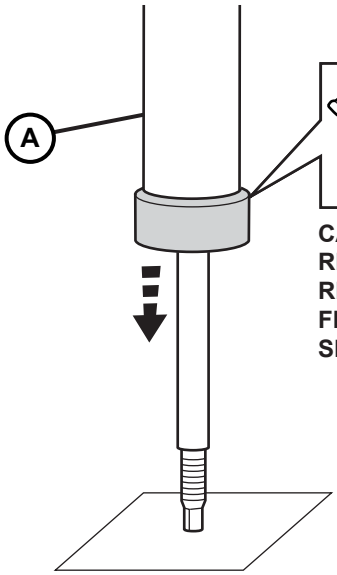
REMOVE AND RETAIN COIL SEAT FROM ORIGINAL SHOCK FOR RE-USE

17



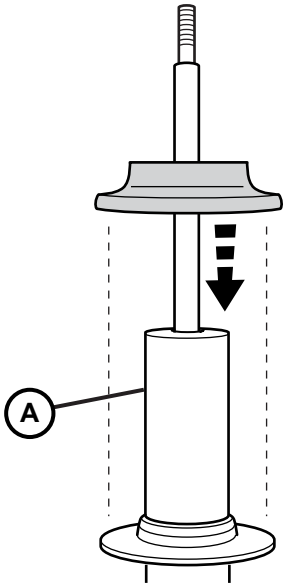
REMOVE AND RETAIN TOP NUT FROM NEW SHOCK (A) FOR REINSTALLATION AT STEP 22

18



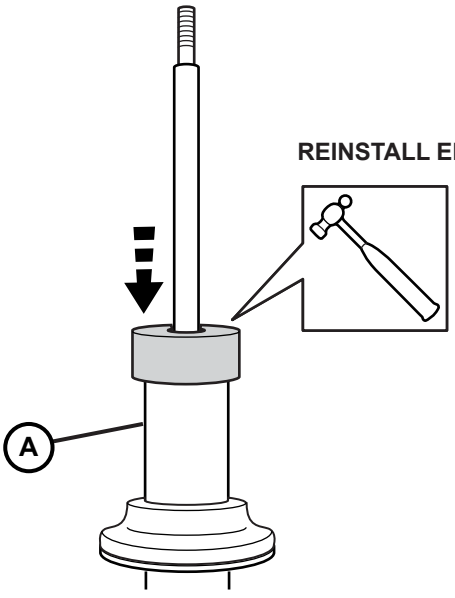
CAREFULLY REMOVE AND RETAIN END CAP FROM NEW SHOCK.

19



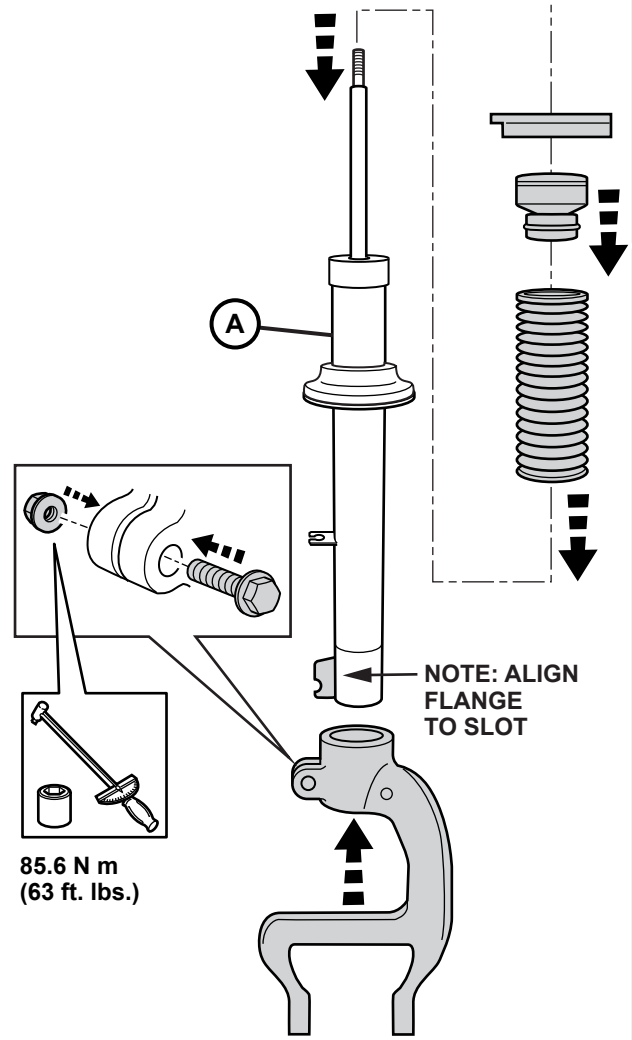
INSTALL COIL SEAT ONTO NEW SHOCK

20

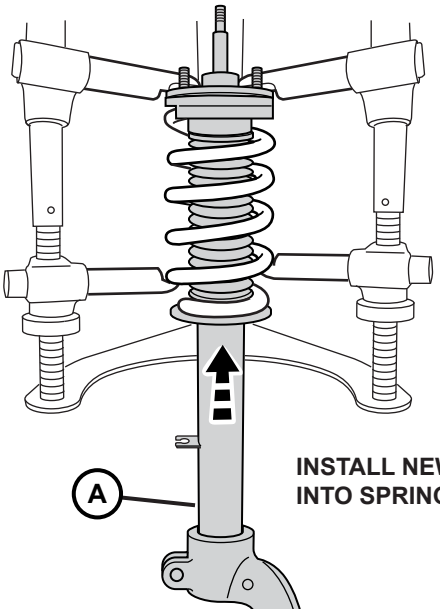


REINSTALL END CAP

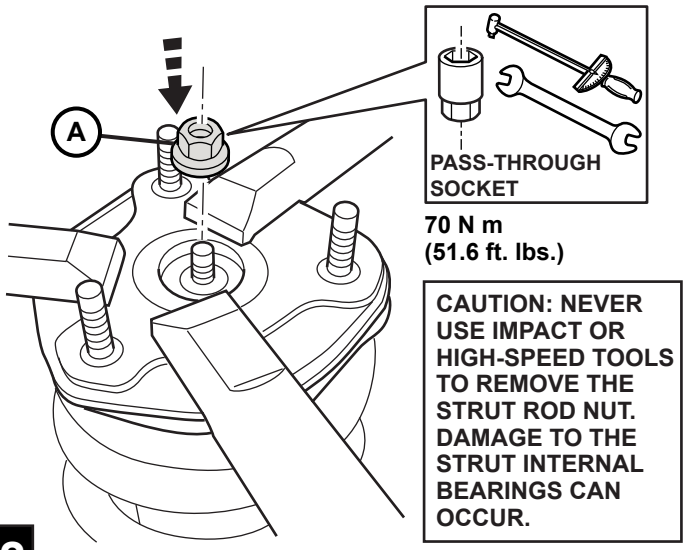
REINSTALL ORIGINAL COMPONENTS ONTO SHOCK (A)



21



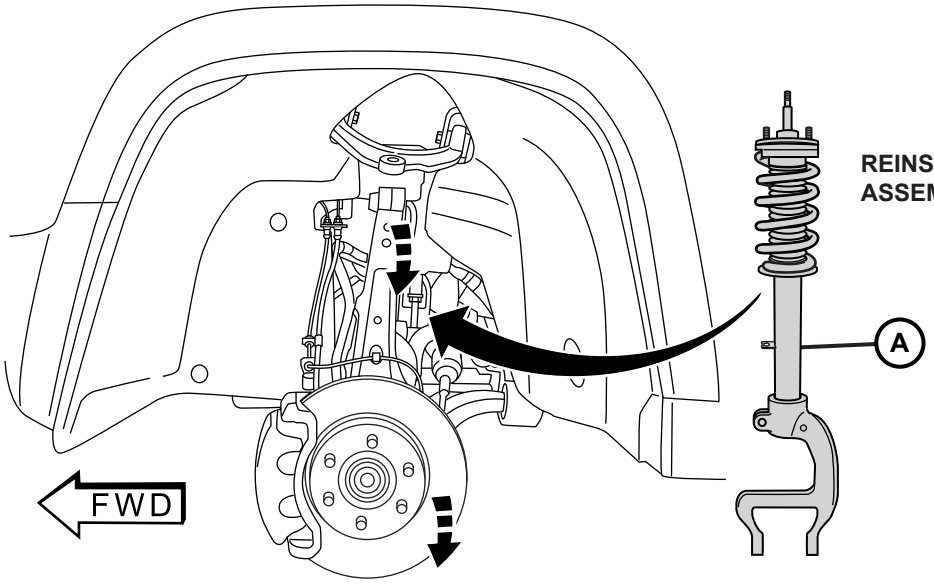
INSTALL NEW SHOCK (A) INTO SPRING



70 N m
(51.6 ft. lbs.)

CAUTION: NEVER USE IMPACT OR HIGH-SPEED TOOLS TO REMOVE THE STRUT ROD NUT. DAMAGE TO THE STRUT INTERNAL BEARINGS CAN OCCUR.

22



REINSTALL SHOCK ASSEMBLY

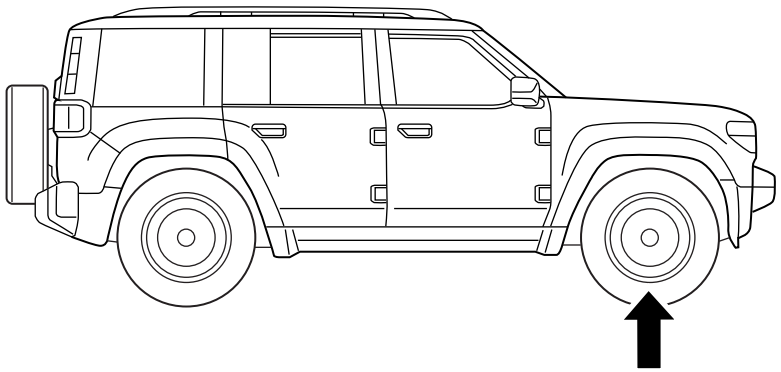
23

REVERSE STEPS 3 THROUGH 11 TO REINSTALL ALL VEHICLE COMPONENTS.

DO NOT FULLY TIGHTEN FASTENERS UNTIL INSTRUCTED.
VEHICLE MUST BE ON THE GROUND FOR FINAL TORQUE.

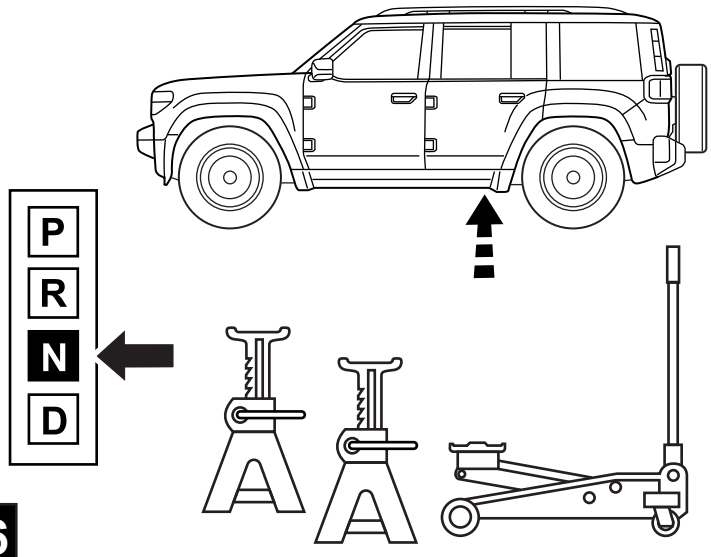
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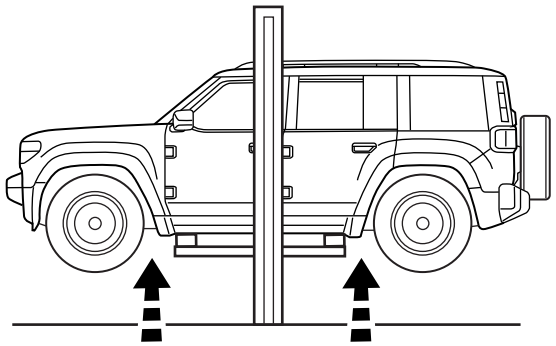
REPEAT STEPS 3 THROUGH 24 ON OPPOSITE SIDE OF VEHICLE



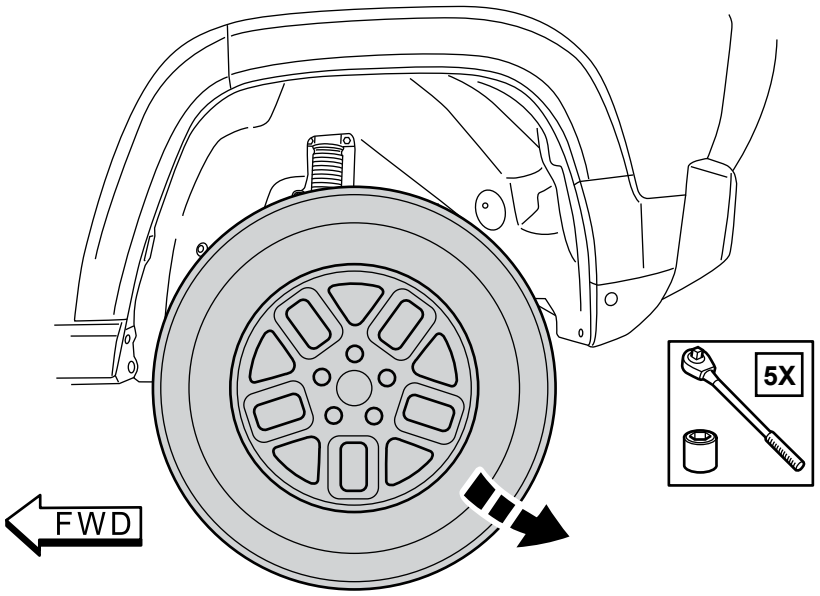
25

REAR PROCEDURE

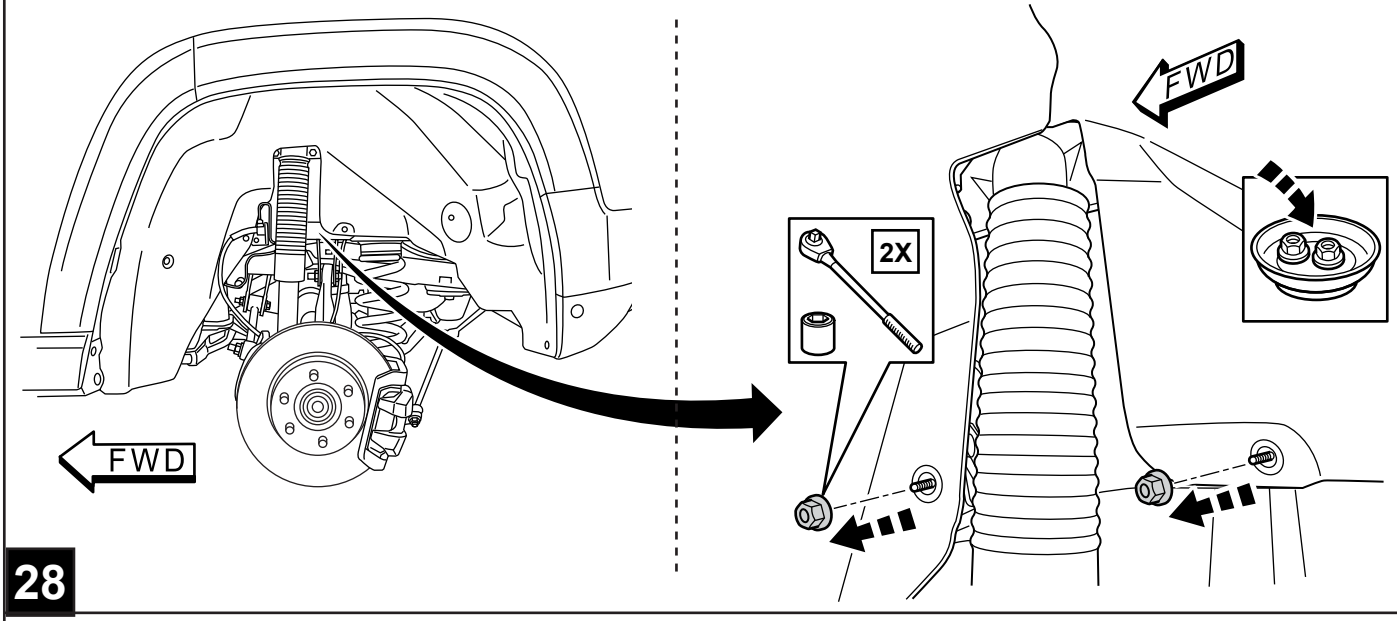




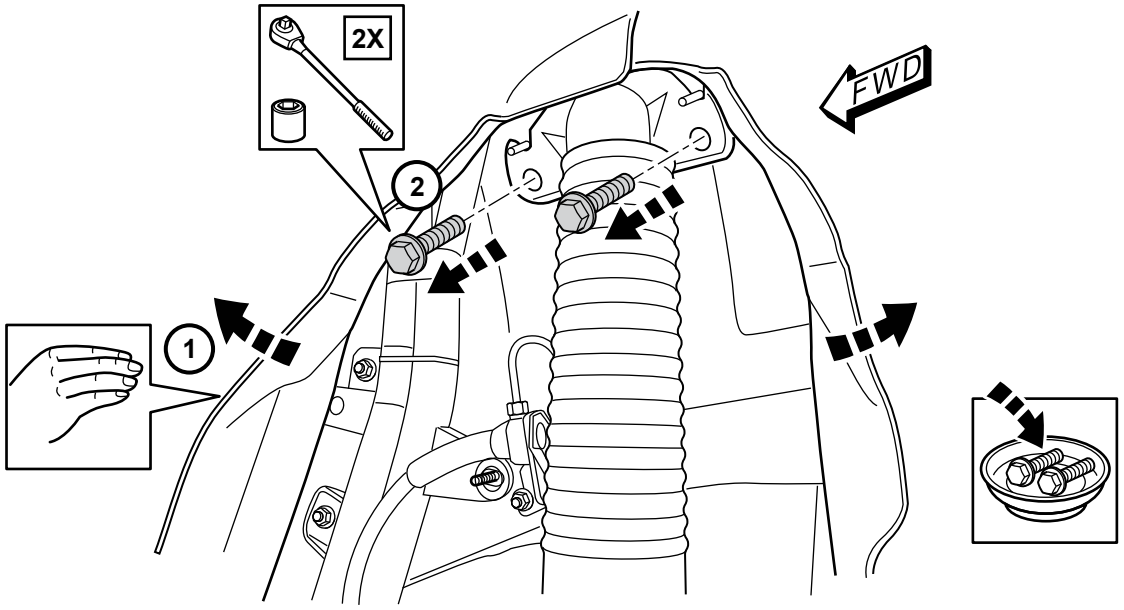
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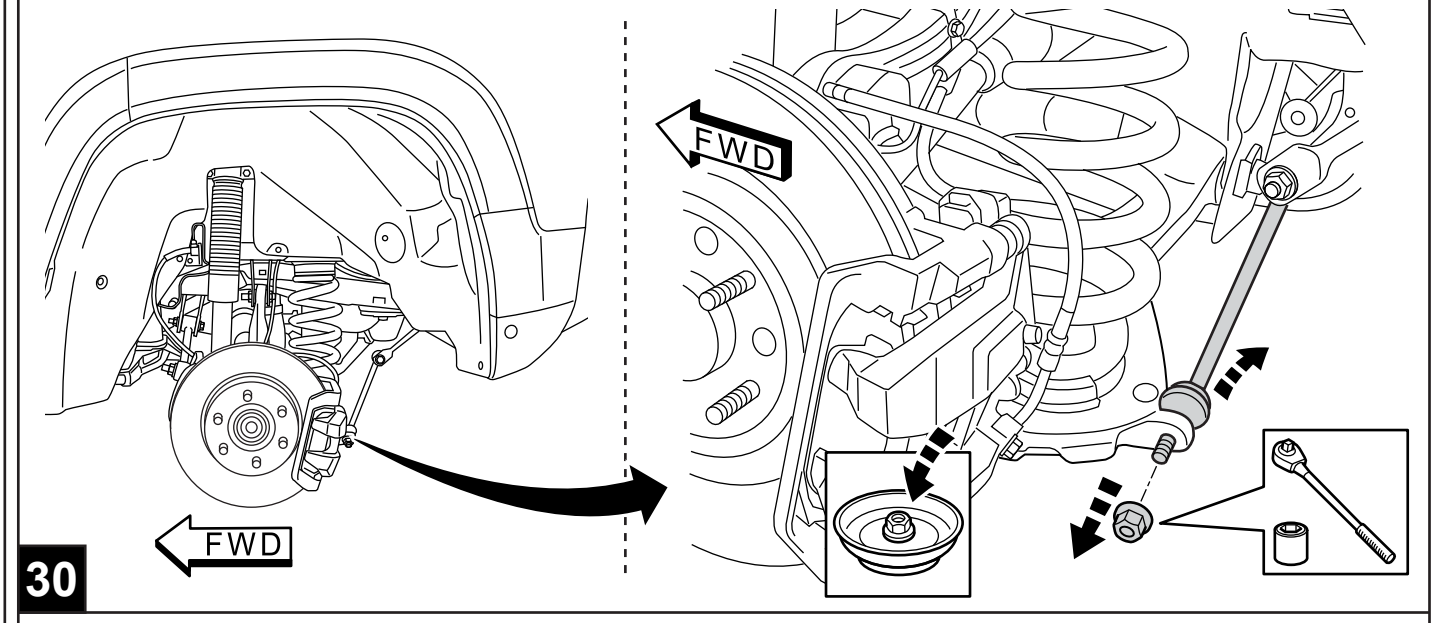
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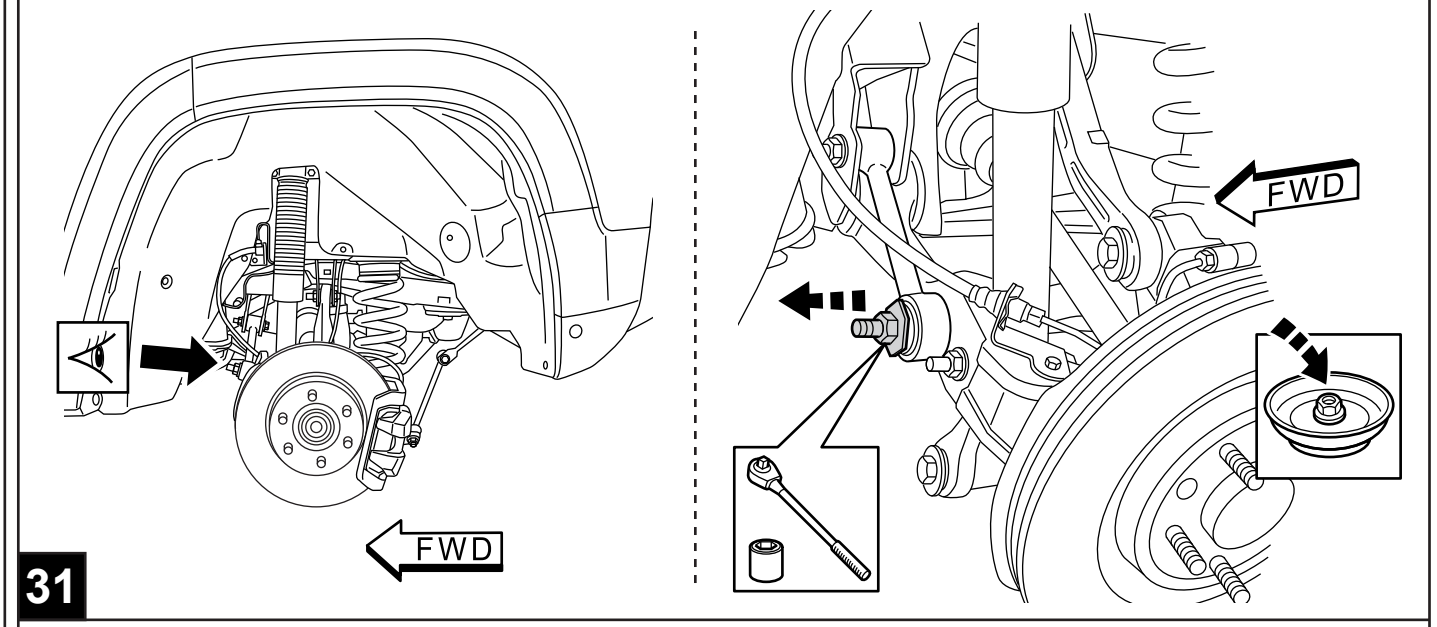
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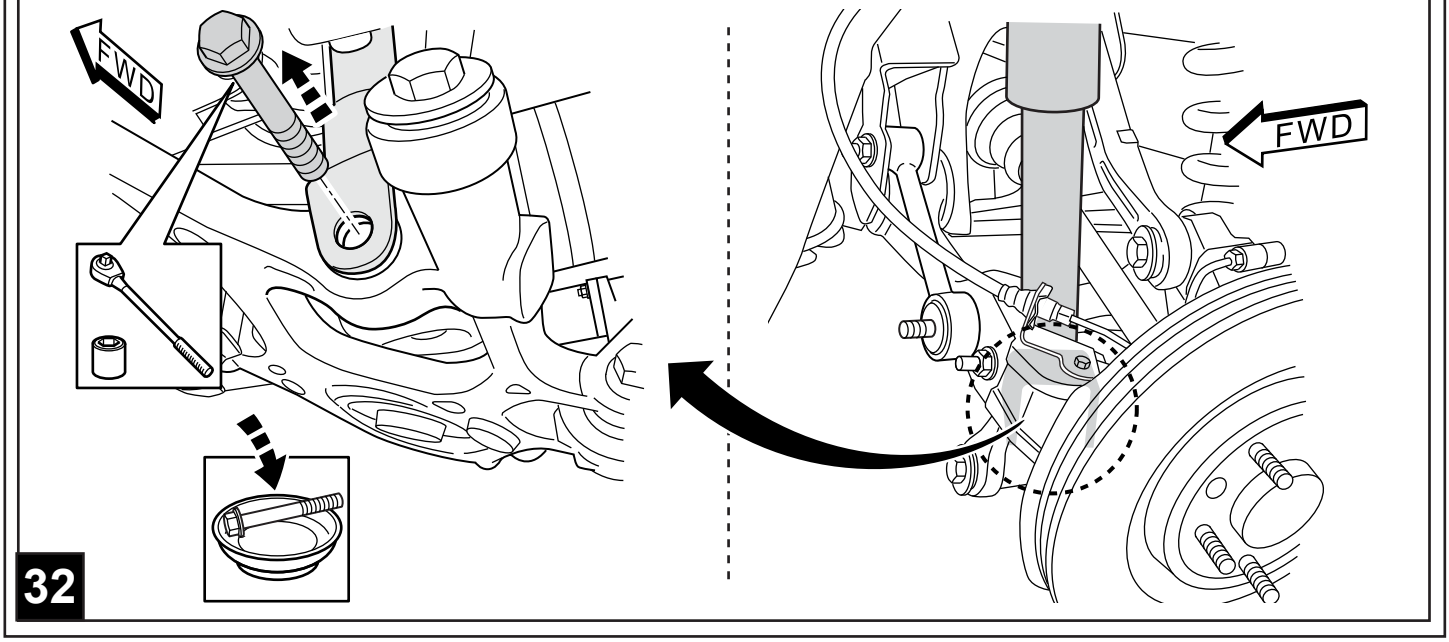
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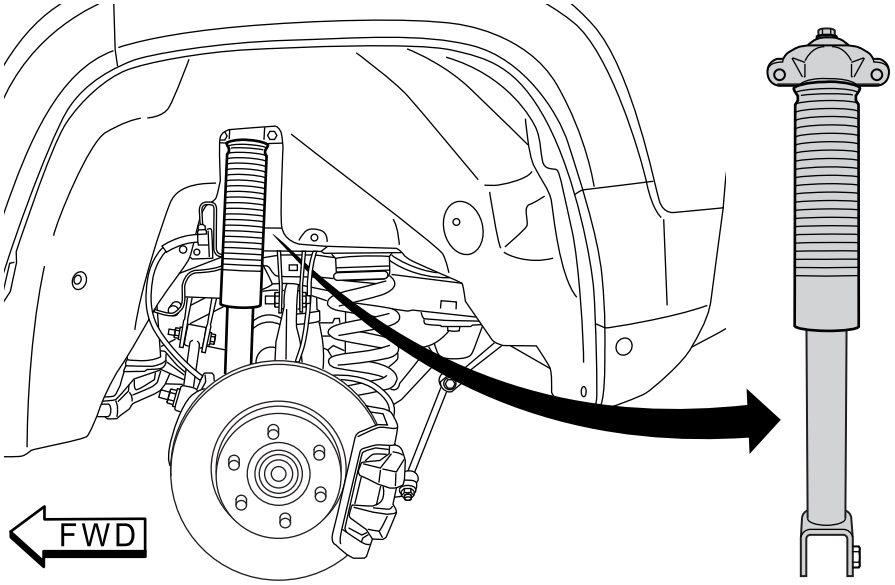
30



31



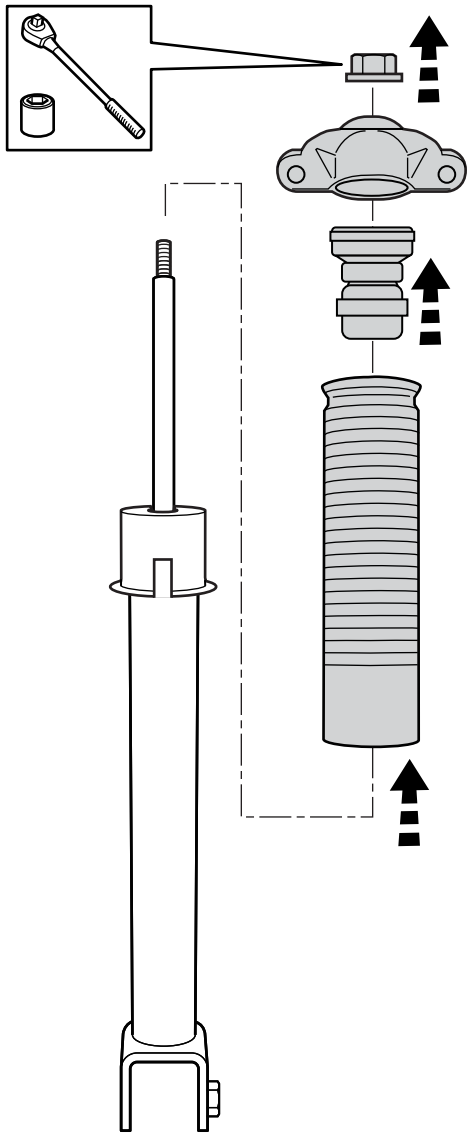
32



REMOVE SHOCK ASSEMBLY FROM VEHICLE

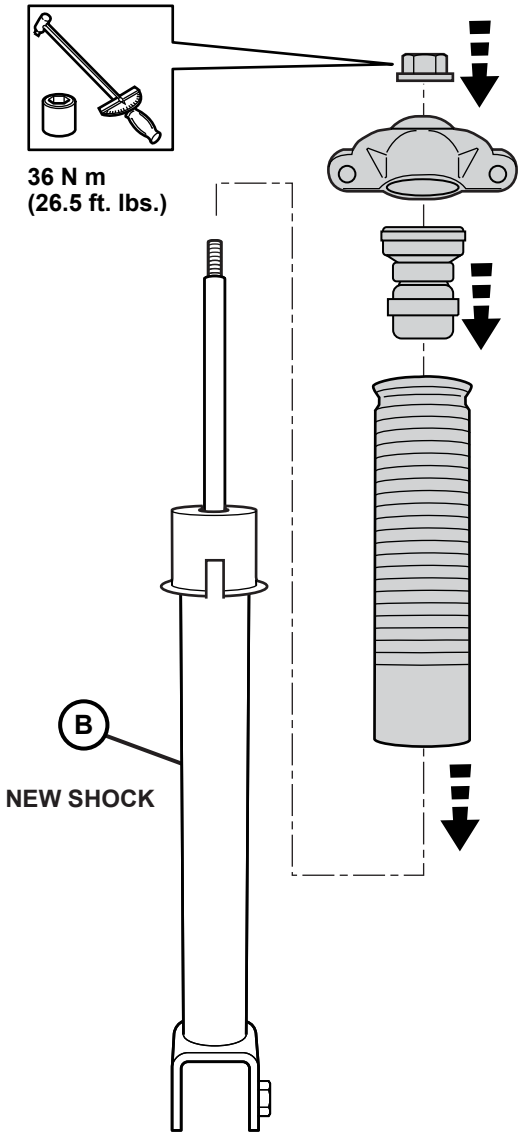
33

REMOVE AND RETAIN THESE SHOCK COMPONENTS FOR RE-USE



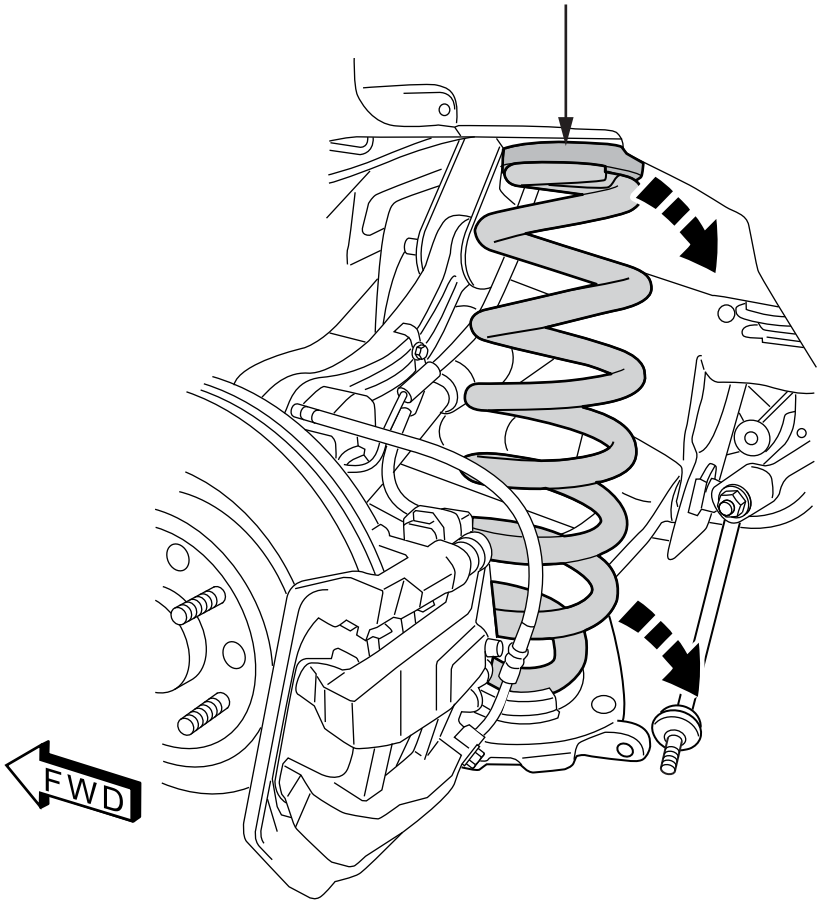
34

REINSTALL ORIGINAL COMPONENTS ONTO NEW SHOCK (B)



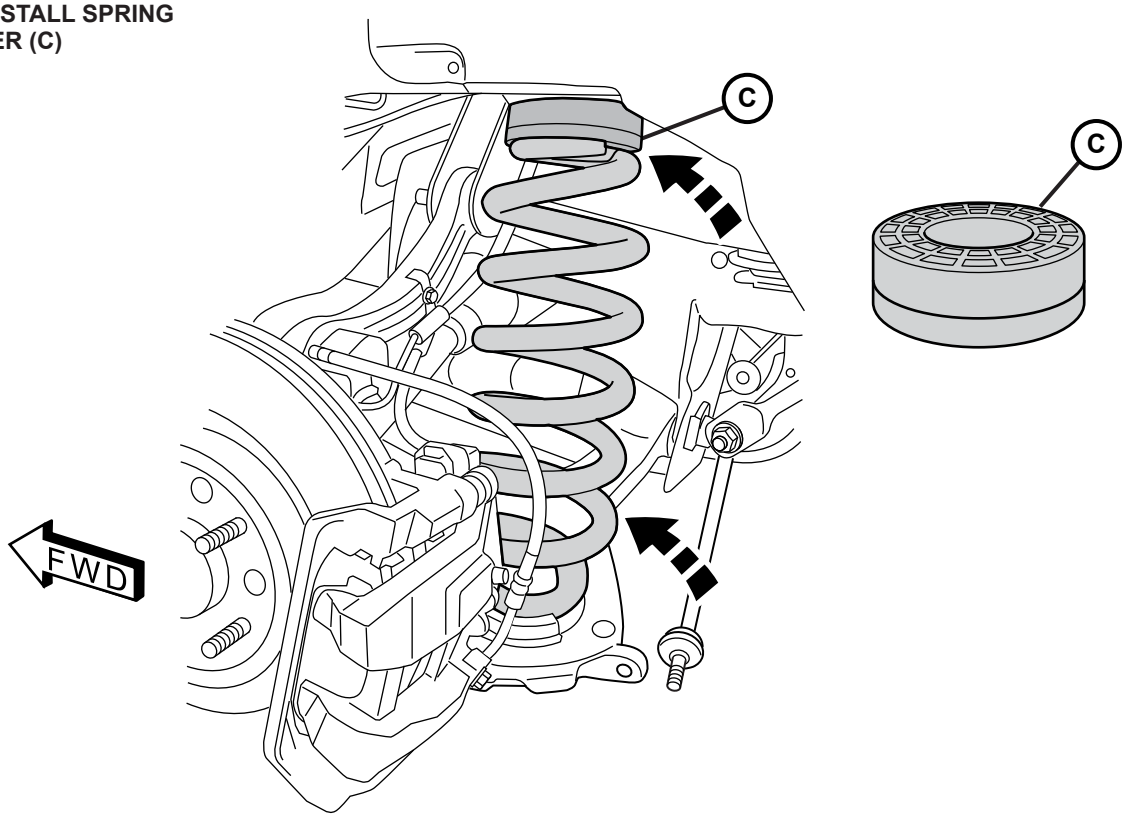
35

CAREFULLY REMOVE SPRING AND UPPER SPACER

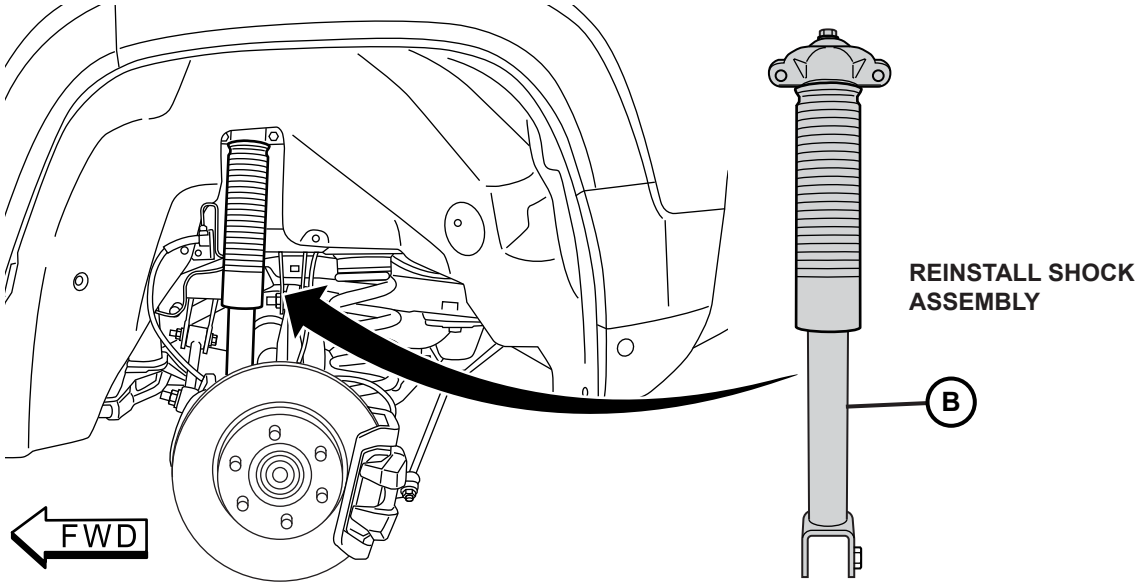


36

CAREFULLY REINSTALL SPRING WITH NEW SPACER (C)



37



38

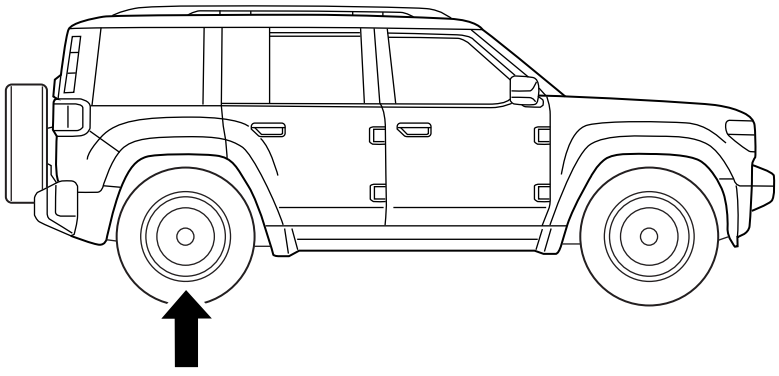
REINSTALL SHOCK ASSEMBLY

REVERSE STEPS 27 THROUGH 32 TO REINSTALL ALL VEHICLE COMPONENTS.

DO NOT FULLY TIGHTEN FASTENERS UNTIL INSTRUCTED.
VEHICLE MUST BE ON THE GROUND FOR FINAL TORQUE.

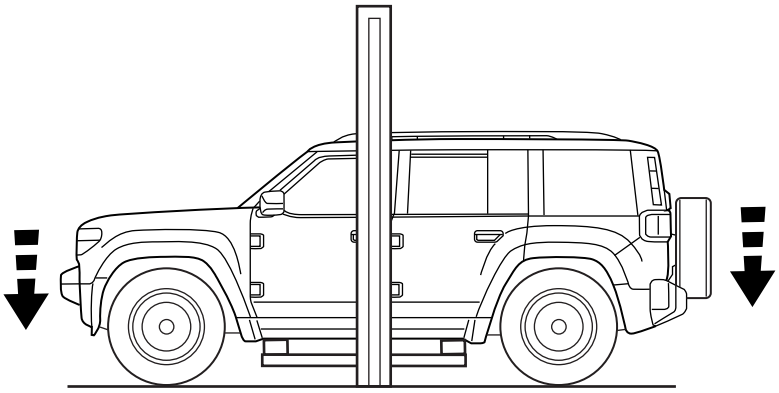
39

REPEAT STEPS 27 THROUGH 39 ON OPPOSITE SIDE OF VEHICLE



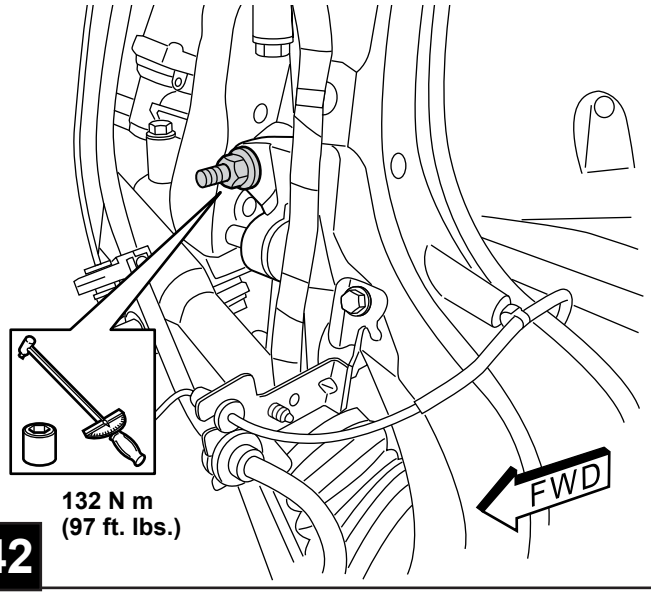
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LOWER VEHICLE TO THE GROUND



41 **FOLLOW TORQUE SETTINGS INDICATED IN THE FOLLOWING STEPS**

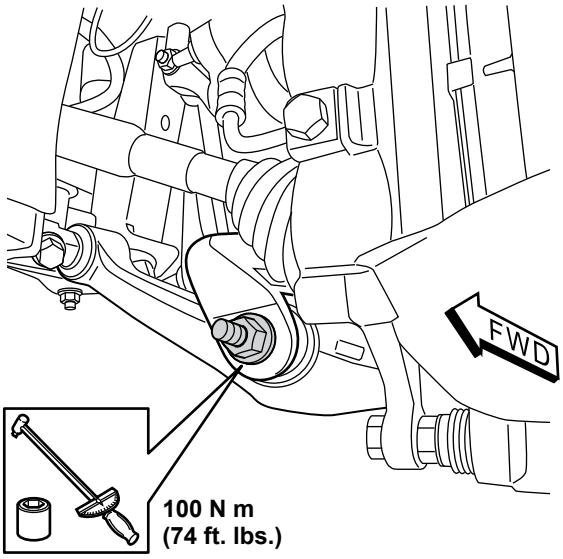
FRONT UPPER STABILIZER LINK



132 N m
(97 ft. lbs.)

42

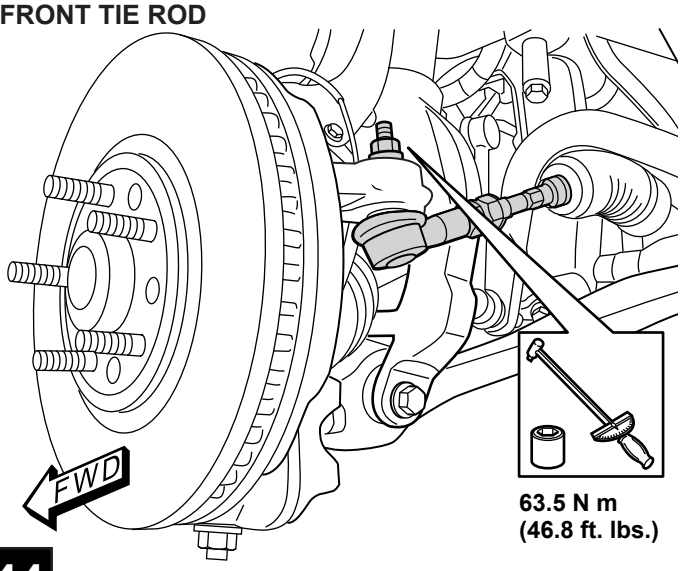
FRONT BOTTOM YOKE



100 N m
(74 ft. lbs.)

43

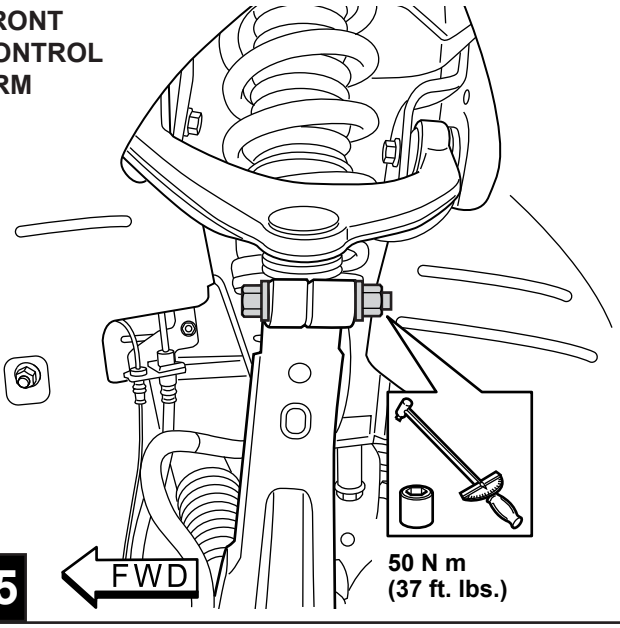
FRONT TIE ROD



63.5 N m
(46.8 ft. lbs.)

44

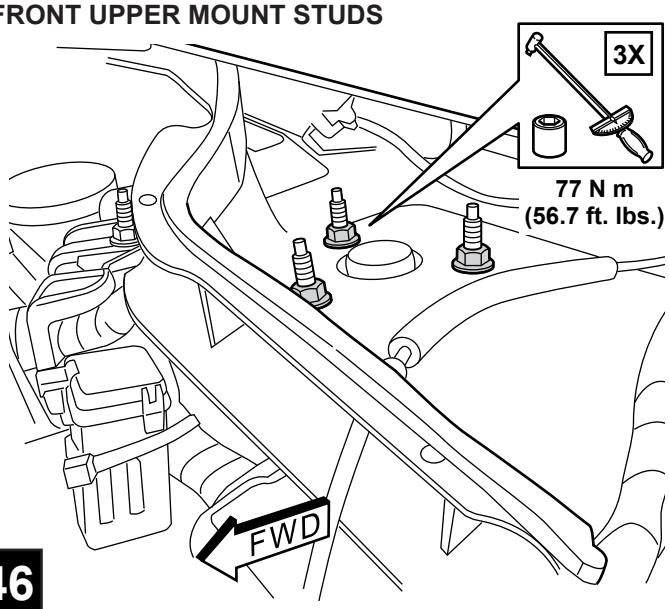
FRONT CONTROL ARM



50 N m
(37 ft. lbs.)

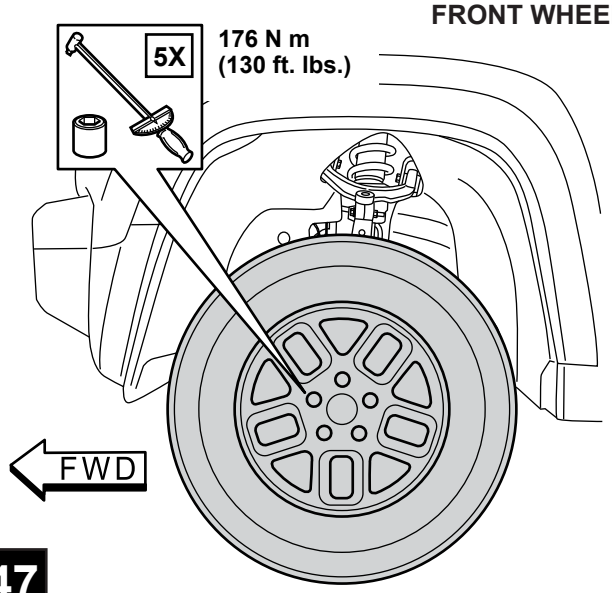
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FRONT UPPER MOUNT STUDS



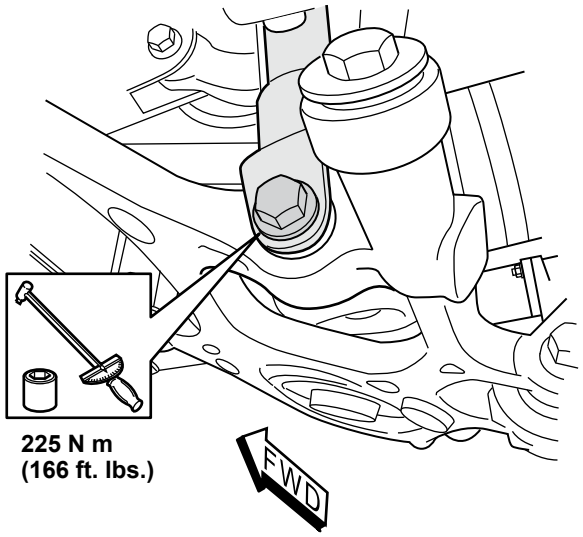
46

FRONT WHEEL



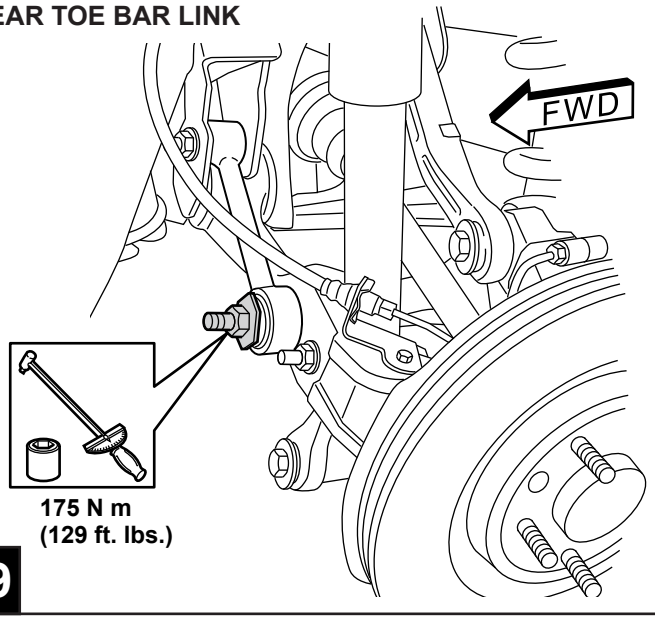
47

REAR LOWER SHOCK FORK



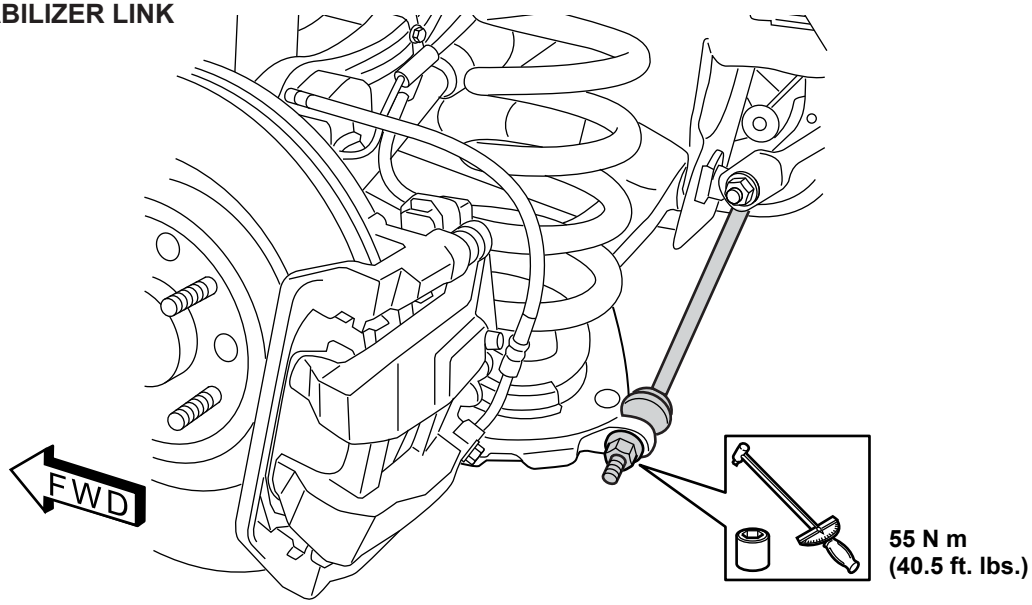
48

REAR TOE BAR LINK



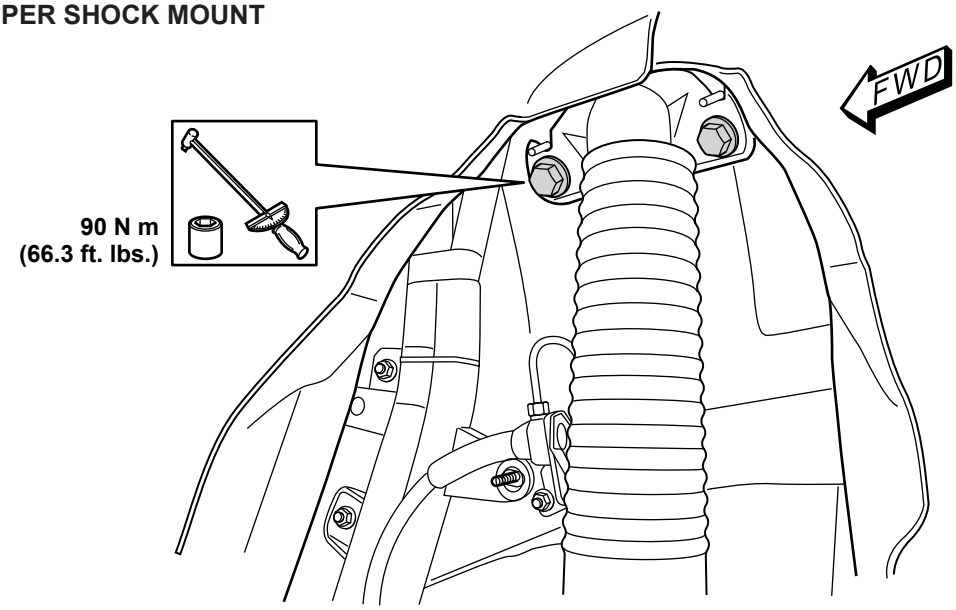
49

REAR LOWER STABILIZER LINK



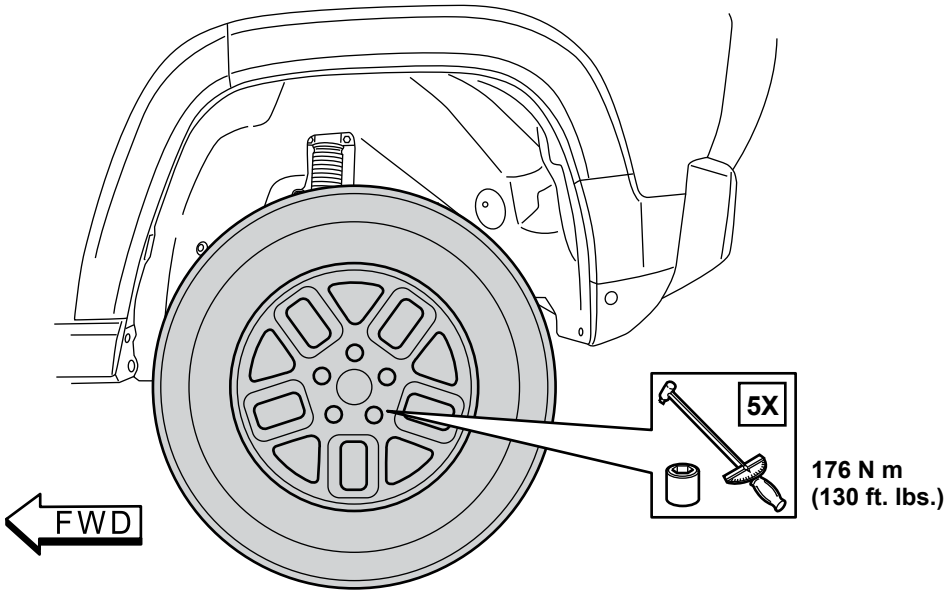
50

REAR UPPER SHOCK MOUNT



51

REAR WHEEL



52

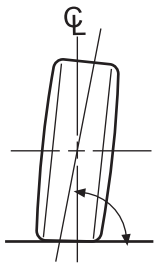
VEHICLE WILL NEED FULL REALIGNMENT AFTER LIFT KIT IS INSTALLED. SEE FOLLOWING PAGE.

53

TARGET ALIGNMENT SPECIFICATIONS

LEFT FRONT

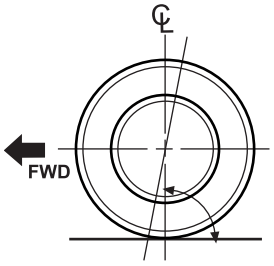
CAMBER
0.00° +/- 0.65°



RIGHT FRONT

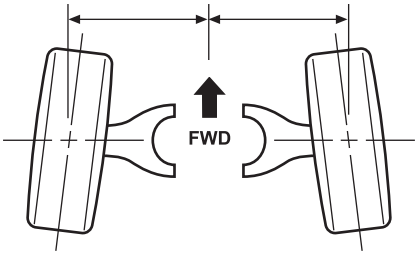
CAMBER
0.00° +/- 0.65°

CASTER
4.50° +/- 0.65°



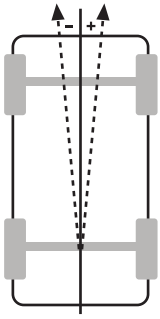
CASTER
4.50° +/- 0.65°

TOE-IN
0.10° +/- 0.20°



TOE-IN
0.10° +/- 0.20°

THRUST ANGLE
0.0° - 0.25°



TOTAL TOE-IN
0.10° +/- 0.20°

