

KL Cherokee Trailhawk – Lift Instructions

Models tested:

2014 – 2015 KL Cherokee Trailhawk

2014 KL Cherokee Sport 4x4

Results:

30mm (1.25”) lifted with no change to camber specs

Parts Required:

4 x 10-12mm Spacers

OMEJGF10 (trim off coned section) or OMEWTJPR10 Or any generic tj/xj spacer or factory isolator – whatever you have on the shelf!

RECOMMENDED: Front Strut location bolt – according to the US manual this is a one use stretch bolt, this is not mentioned in the Australian version of the manual.

Tools Required:

External Torx E14 Socket

18mm Deep Socket

19mm Deep Socket

21mm Socket

Spring Compressor

Rattle Gun (battery or air) – If not a Ratchet

Trolley Jack

12mm Drill bit and Drill

Jack Stands

NOTE:

This is not a Jeep Certified lift Kit – All warranty or service items are at your own risk

This can be completed by a home mechanic with basic tools – please be aware that any activity involving tools and motor vehicles are inherently dangerous. Take all precautions necessary or find a competent installer.

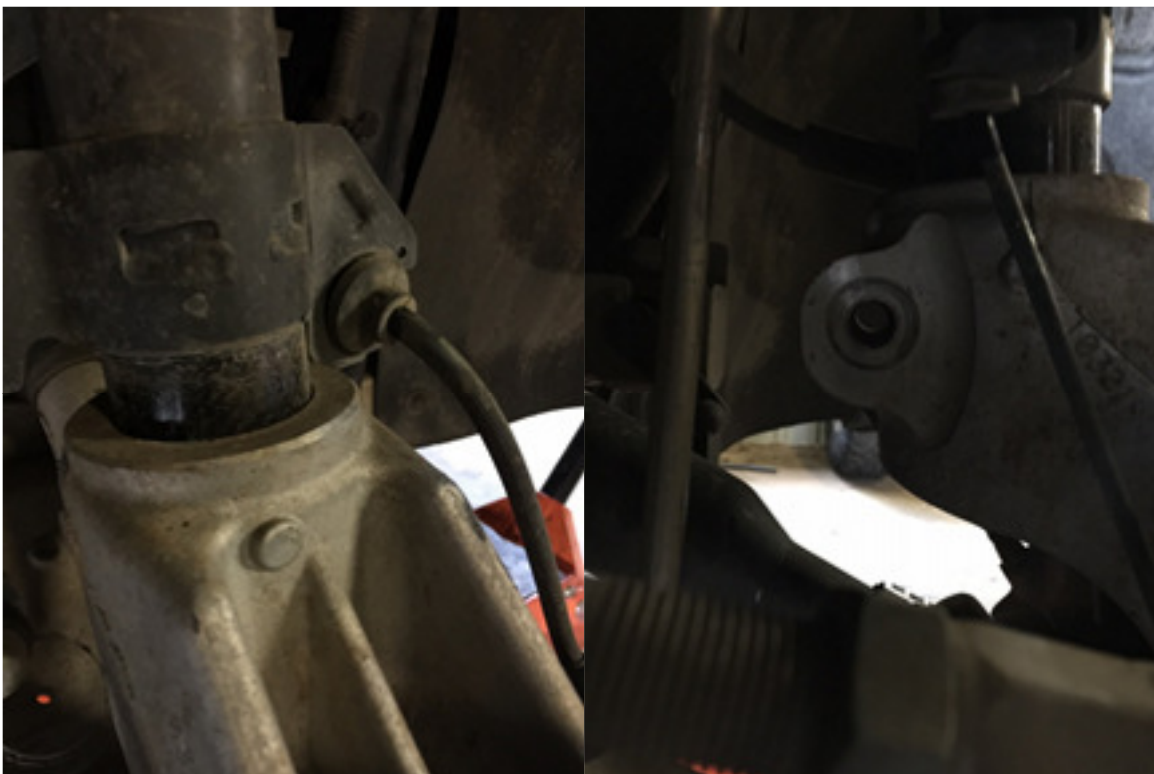
Never work on a vehicle whilst on a jack alone – always use a jack stand.

Please read the instructions before starting to ensure you understand the process.

1. Park vehicle on level hard surface – ensure handbrake engaged – chock opposite wheels
2. Using trolley jack lift front corner (either side, your choice :D)and place jack stand under subframe
3. Using 19mm socket remove wheel and place safely
4. The clamp bolt on the knuckle is an E14 external torx and the nut is 18mm.



5. Remove this nut and bolt and retain
6. Using a rubber mallet drop the knuckle down the strut 19mm (3/4") until you can see another hole in the strut locating flange in line with the bolt hole



7. Using a 12mm drill bit with a battery drill, enlarge the hole in the locating flange carefully. We only want to drill out the flange plate, not the hole in the knuckle.
8. Once this has been drilled, replace the clamp bolt and tighten. Torque to 100ft-lbs
NOTE: US Manual states to replace this bolt and tighten to 80 ft-lbs
9. Gently pull on the brake line where the rubber grommet is beside the strut to allow the hose to not be stretched during downtravel. The brake line will slide through the grommet.
10. Replace wheel, install 5 x lug bolts and torque in star pattern to 100ft-lbs
11. Remove jack stand and lower vehicle.
12. Repeat for opposite side front suspension.

13. MAKE SURE YOU HAVE TIGHTENED UP ALL BOLTS AND NUTS AND TORQUED THE WHEEL STUDS ON THE GROUND.

14. Place trolley jack under rear control arm mount (near exhaust) ensuring you leave access to the lower shock mounting bolt. Ensure you have used a jack stand for safety.
15. Remove wheel and place safely.
16. Using the 21mm socket remove the lower shock mounting bolt.
17. Install spring compressors and remove rear spring. It will help to have an assistant push down on the hub when removing. Note you may need to gently pry the spring out with a lever bar or such via the upper locating point if you cannot compress the spring enough. **BE CAREFUL.**



18. If you have used a spacer with a cone section, trim this off **CAREFULLY**. I prefer to paint them black to remain somewhat inconspicuous.



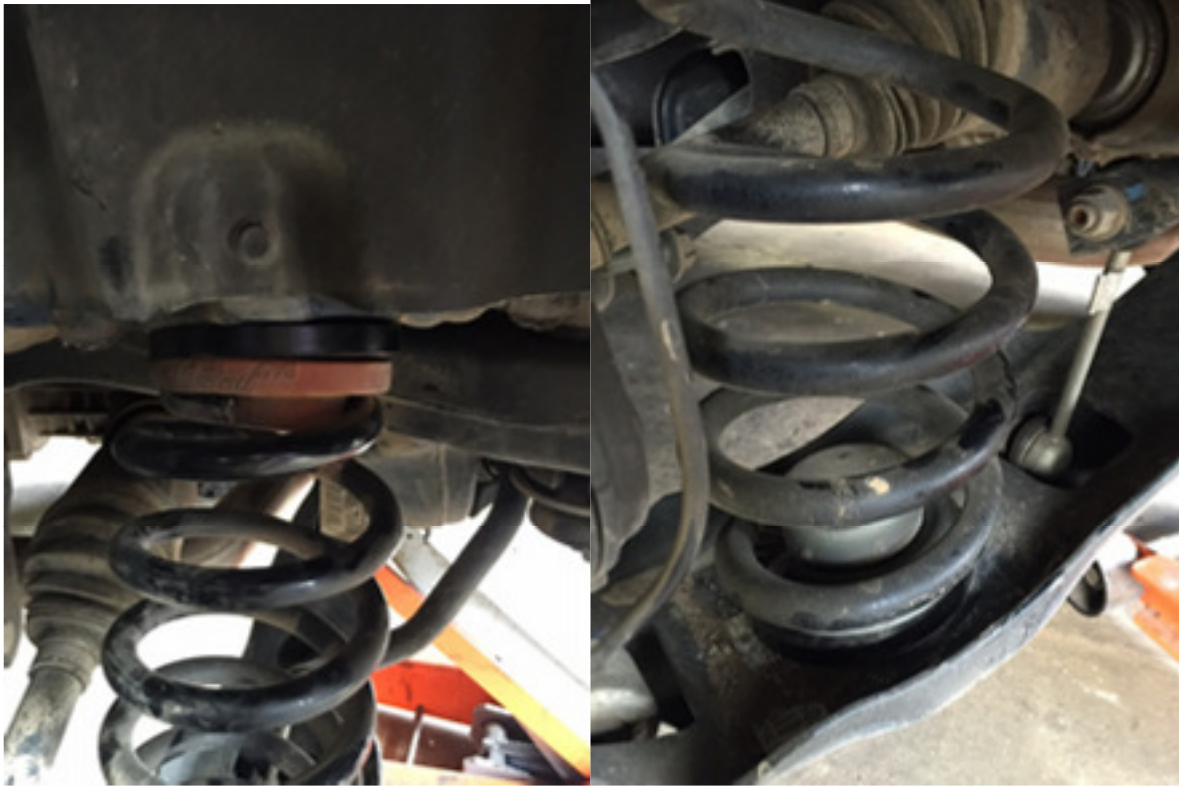
19.

20. On 2 of the spacers drill a 5/16" hole corresponding to the location of the lower locating pin on the lower spring isolator. (1 per side). Then clip the lower isolator with spacer back on to the spring



21. Re-install spring over lower locating point.

22. Install remaining spacer onto the upper locating point and while pushing down on the knuckle (there's that assistant again) locate spring under the upper locating point.



23.

24. Now you have 1 spacer above and 1 spacer below the spring. This means the spring is still located by the factory locating points.

25. Remove spring compressors **CAREFULLY**

26. Re-install wheel and tighten wheel studs

27. Remove jack stand and lower vehicle until shock lower mounting point aligns with bolt hole on the knuckle and re-install bolt and tighten (21mm socket)

28. Lower vehicle completely

29. Repeat for the other rear corner.

30. MAKE SURE YOU HAVE TIGHTENED UP ALL BOLTS AND NUTS AND TORQUED THE WHEEL STUDS ON THE GROUND

Your KL Trailhawk is now lifted. I recommend having the wheel Alignment checked once complete.

If you have any parts left over please check the instructions and see what has been missed.

Post Lift height (with 245/70r17 Trail Hog Tyres) (Front – Rear)

