



J2204 Installation Instructions 2018-2020 Jeep Wrangler JL 2" Coil Spacer Lift with shocks

Read and understand all instructions and warnings prior to installation of product and operation of vehicle.

Zone Offroad Products recommends this system be installed by a professional technician. In addition to these instructions, professional knowledge of disassembly/ reassembly procedures and post installation checks must be known. Minimum tool requirements include the following: Assorted metric and standard wrenches, hammer, hydraulic floor jack and a set of jack stands. See the "Special Tools Required" section for additional tools needed to complete this installation properly and safely.

» PRODUCT SAFETY WARNING

Certain Zone Suspension Products are intended to improve off-road performance. Modifying your vehicle for off-road use may result in the vehicle handling differently than a factory equipped vehicle. Extreme care must be used to prevent loss of control or vehicle rollover. Failure to drive your modified vehicle safely may result in serious injury or death. Zone Offroad Products does not recommend the combined use of suspension lifts, body lifts, or other lifting devices.

You should never operate your modified vehicle under the influence of alcohol or drugs. Always drive your modified vehicle at reduced speeds to ensure your ability to control your vehicle under all driving conditions. Always wear your seat belt.

» TECHNICAL SUPPORT

www.zoneoffroad.com may have additional information about this product including the latest instructions, videos, photos, etc.

Send an e-mail to tech-zone@sporttruckusainc.com detailing your issue for a quick response.

888.998.ZONE Call to speak directly with Zone tech support.

» PRE-INSTALLATION NOTES

1. Special literature required: OE Service Manual for model/year of vehicle. Refer to manual for proper disassembly/reassembly procedures of OE and related components.
2. Adhere to recommendations when replacement fasteners, retainers and keepers are called out in the OE manual.
3. Larger rim and tire combinations may increase leverage on suspension, steering, and related components. When selecting combinations larger than OE, consider the additional stress you could be inducing on the OE and related components.
4. Post suspension system vehicles may experience drive line vibrations. Angles may require tuning, slider on shaft may require replacement, shafts may need to be lengthened or trued, and U-joints may need to be replaced.
5. Secure and properly block vehicle prior to installation of Zone Offroad Products. Always wear safety glasses when using power tools.
6. If installation is to be performed without a hoist, Zone Offroad Products recommends rear alterations first.
7. Due to payload options and initial ride height variances, the amount of lift is a base figure. Final ride height dimensions may vary in accordance to original vehicle attitude. Always measure the attitude prior to beginning installation.

Difficulty Level

easy 1 (2) 3 4 5 difficult

Estimated installation: 2-3 hours

Tire/Wheel Fitment

Non-Rubicon Models

33x12.50 tire/17x8, Stock backspacing

35x12.50 tire/17x8 Stock backspacing*

Rubicon Models

33x12.50 tire/17x8 Stock backspacing - no rubbing

*Tire will rub under articulation. Trimming/Fender modification necessary

Kit Contents

Qty	Part
2	Front Coil Spring Spacer
2	Rear Coil Spring Spacer
2	Front Sway Bar Link
4	Hourglass Bushing
4	Sway Bar Link Sleeve
2	2" Bump Stop (frt)
2	2" Bump Stop (rear)
1	Bolt Pack - Bump Stops
1	Bolt Pack- Sway Bar Links

INSTALLATION INSTRUCTIONS

1. Park the vehicle on a clean, flat surface and block the rear wheels for safety.
2. Disconnect the front track bar from the axle. Save mounting bolt. **Figure 1**



Figure 1

3. Raise the front of the vehicle and support the frame with jack stands behind the front lower control arm pockets.
4. Remove the wheels.
5. Remove the front shocks from the vehicle - 18mm. Save hardware.
6. Disconnect the sway bar links from the sway bar and axle using an 18mm socket,wrench. Save hardware.
7. Disconnect the brake line brackets from the lower control arms to allow enough slack for coil spring removal.



Figure 2

Step 10 Note

Take care not to over-extend the brake lines when removing and installing the coil springs.

8. Rubicon Models - Disconnect the locker wire harness from the axle.
9. Disconnect the axle disconnect wire harness from the axle include the 2 harness clips.
10. Lower the front axle taking care to not over extend any wire harness or the driveshaft and remove the coil springs from the vehicle.

11. Remove the upper coil isolators from the frame, noting the orientation of the locating nubs.
12. Cut the nubs from the isolators using a razorblade or flush cut pliers.



Figure 3

13. Install the coil spacers and factory isolators back onto the frame. The new spacers should be positioned between the frame and the factory isolator.

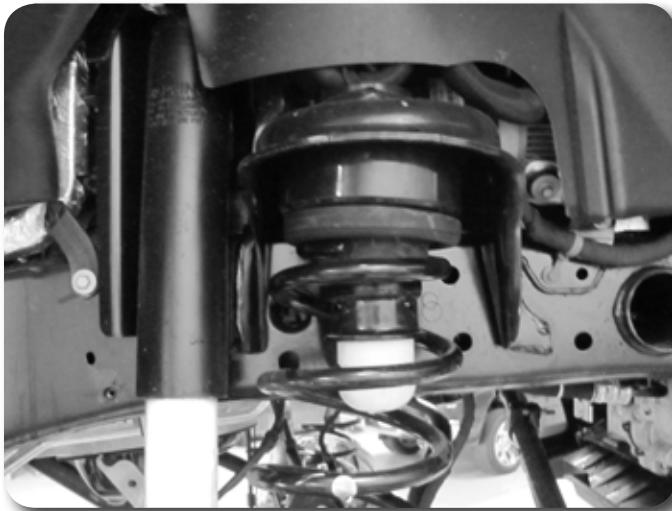


Figure 4

14. Place a provided front round bump stop spacer inside one of the factory springs. Install the spring in the vehicle. Make sure the spring is seated properly in the axle mount.
15. Attach the bump stop extension to the axle through factory hole in the bump stop pad using a 3/8" x 3" bolt, nut and 3/8" washers. Torque bolt to approximately 30 ft-lbs. Repeat the spring spacer/bump stop installation of the other side of the vehicle.
16. Raise the axle with a jack enough to install the new shocks with the factory hardware. The Nitro shocks will be installed body down, Fox shocks install with the body up. Use the supplied stepped spacers on each side of the bushing on the upper mount and the sleeve at the axle. Torque the bolts to 60 ft-lbs.
17. Install the bushings and sleeves into the sway bar links. Install the supplied links with the offset in towards the sway bar from the axle mount. Use the

Step 11 Note

The locating nubs should be on the inside, towards the frame rail

STEP 15 Note

To gain access to the bump stop nut on the driver side, remove, temporarily remove the brake line bracket from the rear of the spring bucket.

The hardware needed for the front and rear bump stop extension installations is located in hardware pack 751.

provided hardware for the sway bar with the bolt going outside in and the factory bolts at the axle. Torque bolts to 50 ft-lbs. [Figure 5](#)



Figure 5

18. Re-install the locker wire harness if equipped as well as the axle disconnect wire harness.
19. Re-attach the brake line brackets to the lower control arms. Slightly bend the brackets for adequate slack if necessary.
20. Install the wheels and torque lug nuts to 130 ft-lbs. Lower the front of the vehicle to the ground.
21. Reattach the front track bar to the axle with the factory hardware. Have an assistant turn the steering wheel to aid in aligning the track bar bolt. Torque the track bar bolt to 121 ft-lbs.

» **REAR INSTALLATION**

22. Block the front wheels for safety.
23. Disconnect the rear track bar from the axle -21mm. Save hardware. [Figure 6](#)

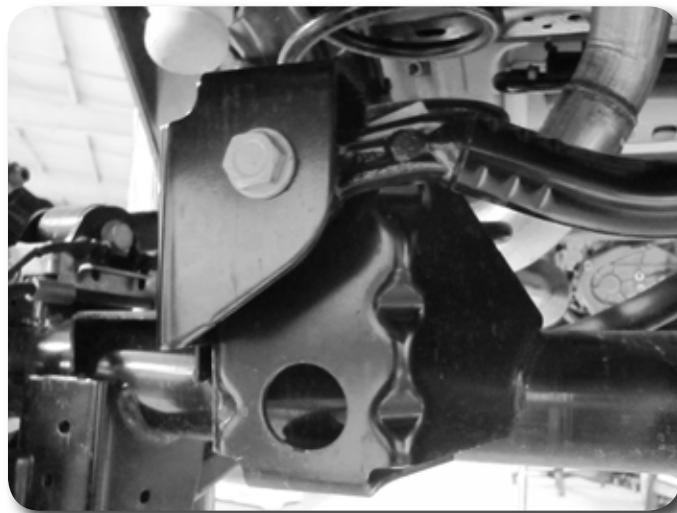


Figure 6

24. Raise the rear of the vehicle and support the frame with jack stands in front of the lower control arm mounts.

25. Remove the wheels.
26. Disconnect the sway bar links from the axle; save hardware.
27. Disconnect brake line brackets from the frame; save bolts.
28. Rubicon Models: Disconnect the locker wire harness from the differential.
29. Remove the rearmost fender liner to gain access to the upper shock bolt.



Figure 6

30. Remove the rear shocks from the vehicle - 18mm
31. Lower the axle using care not to over extend any lines and remove the rear springs.
32. Remove the upper coil isolators from the jeep. Note the orientation and alignment nubs on the factory isolator that go in the frame.
33. Align the hole in the Zone coil spacer with the nub on the factory isolators.
34. Install the new rear spring spacer with factory isolator on top of the coil spring. The Zone spacer should be installed between the frame and the factory isolator.
35. Install the spring/isolator/spacer assembly in the vehicle. Raise the axle to slightly compress the spring.



Figure 7

36. Install the provided bump stop spacers on the axle using the existing holes in the axle bump stop pad. Fasten the bump stop to the axle with 5/16" x 7/8" bolts, nuts and 5/16" SAE washers. Torque bolts to 20 ft-lbs. **Figure 4**

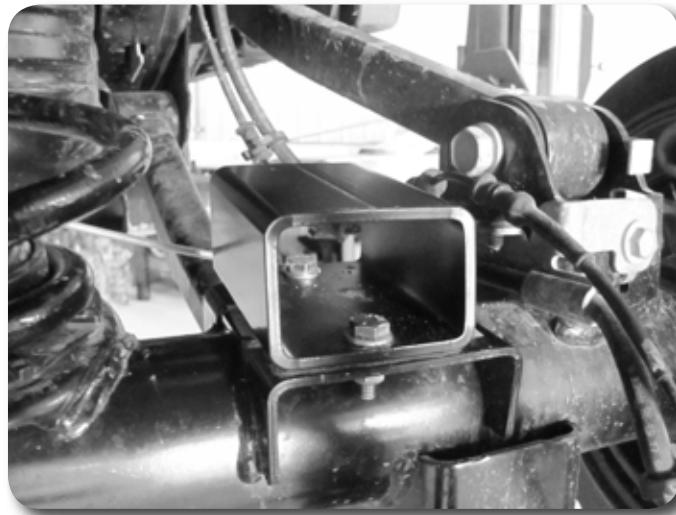


Figure 4

37. Install the new shocks with the factory hardware. Tighten upper and lower mounting hardware to 60 ft-lbs.
38. Reattach the sway bar links to the axle mounts with the factory hardware and torque to 55 ft-lbs.
39. Reattach the brake lines to the frame with the factory hardware. Tighten bolt securely.
40. Reinstall the rearmost fender liner.
41. Reinstall wheels and torque to factory specifications. Lower vehicle to ground.
42. Install trackbar into the factory axle bracket with the original hardware. Torque bolt to 120 ft-lbs.

Post-Installation Warnings

1. Check all fasteners for proper torque. Check to ensure for adequate clearance between all rotating, mobile, fixed, and heated members. Verify clearance between exhaust and brake lines, fuel lines, fuel tank, floor boards and wiring harness. Check steering gear for clearance. Test and inspect brake system.
2. Perform steering sweep to ensure front brake hoses have adequate slack and do not contact any rotating, mobile or heated members. Inspect rear brake hoses at full extension for adequate slack. Failure to perform hose check/ replacement may result in component failure.
3. Perform head light check and adjustment.
4. Re-torque all fasteners after 500 miles. Always inspect fasteners and components during routine servicing.

» POST-INSTALLATION

43. Double check all hardware for proper torque.
44. Check all fasteners after 500 miles and at regularly scheduled maintenance intervals.