



INSTALLATION INSTRUCTIONS

Mopar Performance 2" Lift System

2007 and newer JEEP WRANGLER (JK) 4WD

PART NUMBER 4-door 07-11 77070089, 12-newer 77070088
2-door 07-11 77070094, 12-newer 77070095

INTRODUCTION

Installation requires a professional mechanic. Prior to beginning, inspect the vehicles steering, driveline, and brake systems, paying close attention to the suspension link arms and bushings, stabilizer bars and bushings, tie rod ends, pitman arm, ball joints and wheel bearings. Also check the steering sector-to-frame and all suspension-to-frame attaching points for stress cracks. The overall vehicle must be in excellent working condition; repair or replace all worn parts.

Read instructions several times before starting. Be sure you have all needed parts and know where they install. Read each step completely as you go.

NOTES:

- **Prior to beginning the installation, check all parts and hardware in the box with the parts list below. If you find a packaging error, contact Mopar directly. Do not contact the dealer where the system was originally purchased. You will need the control number from each box when calling; this number is located at the bottom of the part number label and to the right of the bar code.**
- Front end realignment is necessary.
- An arrow on diagrams indicates which direction is toward the front of the vehicle.
- A foot-pound torque reading is given in parenthesis () after each appropriate fastener.
- Do not fabricate any components to gain additional suspension height.
- Prior to drilling or cutting, check behind the surface being worked on for any wires, lines, or hoses that could be damaged.
- After drilling, file smooth any burrs and sharp edges.
- Paint or undercoat all exposed metal surfaces.
- Prior to attaching components, be sure all mating surfaces are free of grit, grease, excessive undercoating, etc.
- A factory service manual should be on hand for reference.



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Wheel and Tire Recommendations

NOTE: It is recommended that this lift be used in junction with 33" to 35" diameter and 12.5" wide tires with a 17" diameter wheel with a minimum of 5" back spacing, Stock wheels and tires (6" back spacing) can be used but check for clearance with the rear stabilizer bar end links first.

SKU	Auto MFG Part#	Tire Line	Item Description	Tire Sidewall	Size	Speed
189	TYK0000189	Yokohama	GEOLANDAR M/T+ LRD BW	BW	35X12.50R17	Q
456821	TGE0456821	General	GRABBER LRE (RED LETTER)	SRL	35X12.50R17	Q
456865	TGE0456865	General	GRABBER AT2 LRD OWL	OWL	35X12.50R17	Q
352810	TTY0352810	Toyo	OPEN COUNTRY A/T II LRE BW	BW	35X12.50R17	R
357351294	TDU0351294	Goodyear	FIERCE ATTITUDE M/T LRD BSL	BSL	35X12.50R17	P
38371	TBF0038371	BFGoodrich	MUD-TERRAIN T/A KM2 LRD RWL	RWL	35X12.50R17	Q
750740326	Y750740326	Goodyear	WRANGLER MT/R KEVLAR LRC BSL	BSL	35X12.50R17	Q
2001298	THK2001298	Hankook	DYNAPRO MT RT03 LRE BW	BW	35X12.50R18	Q
28459	TBF0028459	BFGoodrich	MUD-TERRAIN T/A KM2 LRD RWL	RWL	35X12.50R18	Q
352710	TTY0352710	Toyo	OPEN COUNTRY A/T II LRE BW	BW	35X12.50R18	R
360090	TTY0360090	Toyo	OPEN COUNTRY M/T LRE BW	BW	35X12.50R18	Q



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PARTS LIST ... The part number is stamped into each part or printed on an adhesive label. Identify each part and place the appropriate mounting hardware with it.

PART NO.	DESCRIPTION (Qty.- if more than one)	NEW ATTACHING HARDWARE (Qty.)
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77070096.....	(2) Coil spring, front, 2"	
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77070091.....	(2) Coil spring, rear, 2" four-door model only	
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OR

77070099.....	(2) Coil spring, rear, 2" two-door model only	
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77070107	bracket, brake hose	
	relocation, driver side / front	

77070111	Bracket, brake hose (Only for Kits 77070088/77070095)	
	relocation, pass. side / front	

77070105	(2) Jounce Bumper Pad rear	
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77070106	(2) Jounce Bumper Pad front.....	
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77070104	Bracket, Track bar, rear.....	
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68101331	(2) Alignment cam bolt , with nut and washer	
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68041718AC	(2) Stabilizer bar link, rear.....	
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77070100AB	(2) Shock absorber, front	
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77070102AB	(2) Shock absorber, rear, 2" four-door model only	
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OR

77070103AB	(2) Shock absorber, rear, 2" two-door model only	
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77070090	Front 1310 Drive shaft (Only for Kits 77070088/77070095)	
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05019514.....	Front Yoke kit (Only for Kits 77070088/77070095)	
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68257600.....	Hardware Kit	
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FRONT DISASSEMBLY

NOTE: Save all factory components and hardware for reuse, unless noted.

1) PREPARE VEHICLE...

☐ Place vehicle in neutral. Raise front of vehicle with a jack and secure a jack stand beneath each frame rail, behind the front / lower link arms. Ease the frame down onto the stands, place transmission in low gear or "park", and chock rear tires. Remove front tires.

☐ Position a jack so that it supports, but does not raise, the front axle.

2) STABILIZER BAR LINKS, SHOCK ABSORBERS AND DRIVE SHAFT...

☐ Remove and discard the front stabilizer bar links.

☐ Remove and discard the shock absorbers.

☐ Remove and discard the front drive shaft.

3) BRAKE HOSES, WIRING, AXLE VENT HOSE...

☐ Detach the factory brake hose bracket (one per side) at the axle.

The following steps provide adequate wiring / vent hose length to accommodate additional suspension extension travel:

☐ On each side, a clip attaches the ABS wire loom to the upper end of the brake hose. Remove and discard the clip.

☐ The upper end of the axle vent hose is clamped to the driver side frame rail. Leave the hose attached to frame; simply pull down approximately 2" of hose.

☐ On Rubicon models, the wiring loom for the locking differential is attached to the axle-to-frame upper link. Remove and discard the clip.

4) AXLE LINK ARMS, COIL SPRINGS...

☐ Lower the axle enough to facilitate removing the front coil springs. Remove the coil springs.



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FRONT ASSEMBLY

5) CAM BOLTS...

NOTE: If the vehicle has ever been realigned, it may already be equipped with cam bolts.

☐ One side at a time, remove the bolt securing the lower link arm-to-axle then remove the rear knock-outs that change the opening from a square hole to a slotted hole. A special tool is available for this, or use a die grinder with a small cutting wheel. Install the cam bolts from the outside. Rotate the cams so that the front axle is shifted as far forward as possible (the bolt head will be in its most rearward position). Snug-up the bolts; do not fully tighten at this time. (Figure-1)

6) JOUNCE BUMPER PAD... [Figure 2]

☐ The jounce bumper pad installs on top of the coil spring's lower seat. Locate center for the hole to be drilled by using the dimensions in Diagram 2; note that the jounce bumper pad is installed slightly outboard of seat center. Drill at the marked location using a 7/16" bit (Figure-2).

☐ Using the supplied M10 bolt, install the nut on the bottom of the spring perch and tighten to 56 ft-lbs

NOTE: The jounce bumper pad must first be inserted into the coil spring before it is bolted to the coil seat; see next step.

Figure- 1

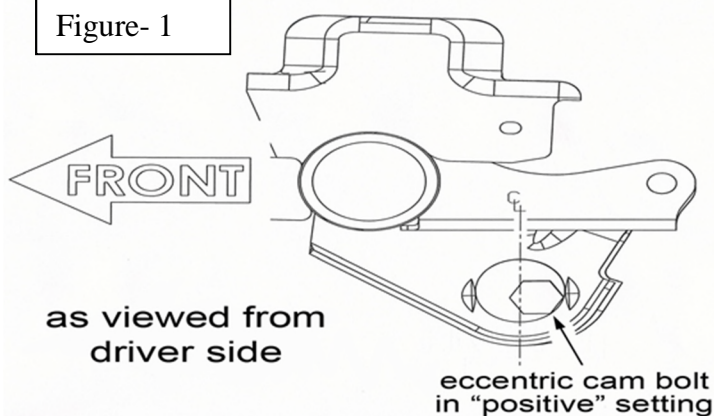
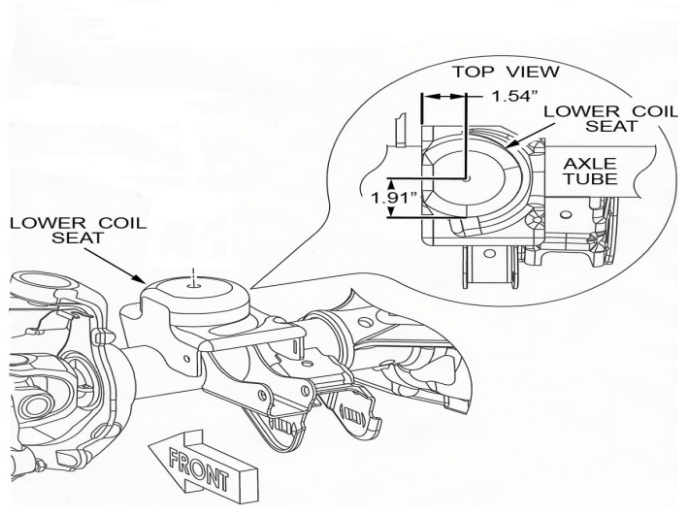


Figure- 2





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7) COIL SPRINGS, SHOCK ABSORBERS...

NOTE: Perform step 7 one side at a time.

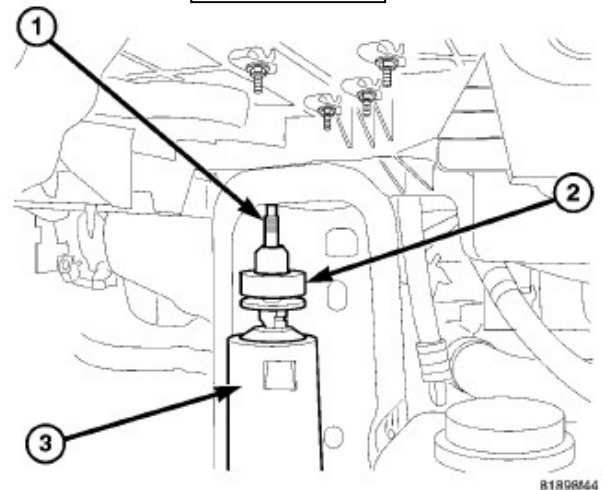
☐ Be sure the factory rubber isolators are still in place inside the upper coil tower.

☐ Insert the jounce bumper pad into the bottom of the coil spring and hold it in place. Insert the coil spring into the upper tower first, followed by the lower seat. Be sure that the coils are indexed so they seat properly then raise the axle enough to hold the coil springs in place.

NOTE: Rotation of the spring and prying down slightly on the axle will aid in installation.

☐ Install shock absorber (3). (Figure-3) Tighten the upper hardware until bushings swell slightly (make sure the shock isolator bushing (2) is installed correctly in the hole. Install the lower shock bolts by reusing the factory bolt, but do not tighten at this time. After the shock absorber installation is complete, the jack can be lowered and relocated to allow installation on the opposite side. Once vehicle is a flat surface you can tighten the lower shock bolts to 65 ft-lbs. and tighten the upper nut to 20 ft-lbs

Figure- 3

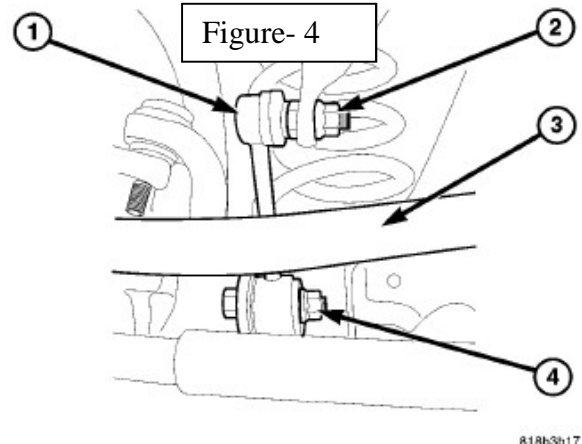


8) STABILIZER BAR LINKS...

Note – This kit will reuse the rear stabilizer bar links

☐ Install front stabilizer bar links (Figure-4). Reusing the rear stabilizer end links, install them on the front using the factory hardware. Make sure you have them in the factory location with the upper ball joint end at the top and the eye ring seats against the inboard side of the axle mounting tab.. Reuse the factory nut at the top (2) and tighten to 66 ft-lbs, tighten the bottom bolt/nut to (4) to 75 ft-lbs

Figure- 4





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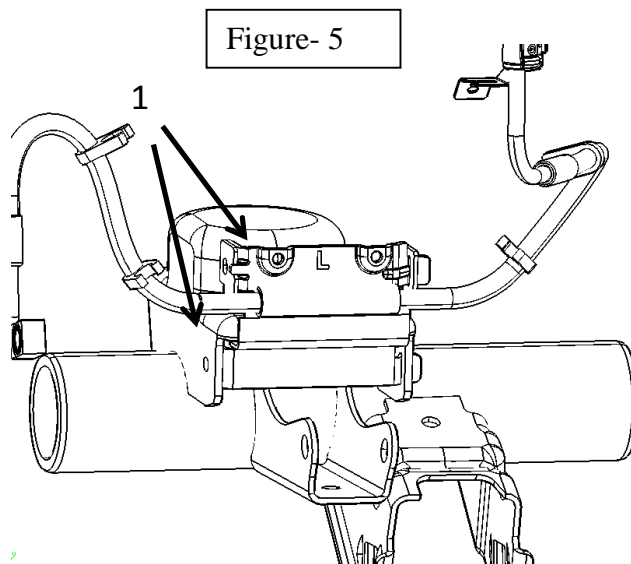
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9) BRAKE RELOCATION...

(Only for Kits 77070088/77070095)

☐ Install Front Brake relocation brackets (Figure-5)

Using the supplied brake relocation bracket, insert the tab into the axle side slot, use the supplied bolt (1) and tighten to 71 in-lbs. Insert the brake line tab into the top of the upper bracket, reuse the factory bolt and tighten to 71 in-lbs then repeat for the other side.

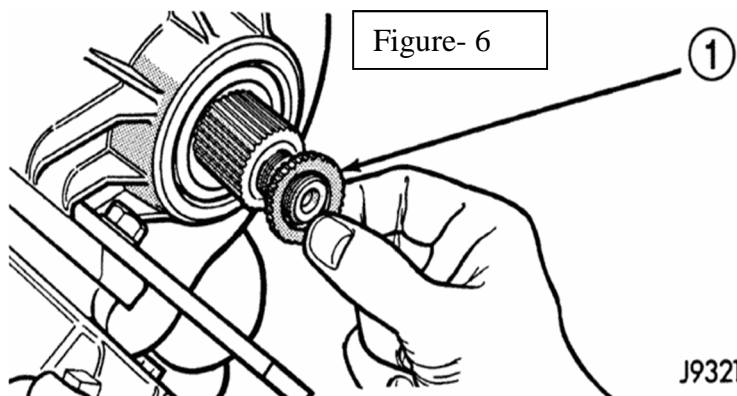


10) FRONT DRIVESHAFT...

(Only for Kits 77070088/77070095)

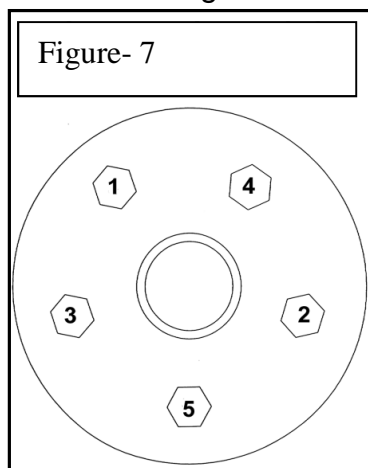
☐ Remove the transfer case front drive shaft companion flange and discard.

Locate the new 1310 transfer case yoke, rubber star washer and nut. Install the rubber star washer (figure-6) on the output shaft (1), then slide the yoke over the shaft, install the nut and tighten (90-130ft-lbs) Install the new replacement drive shaft; insert the double cardan into the transfer case yoke and align the bottom to the axle companion flange. Loosely install the bolts through the transfer case yoke, then reuse the factory bolts for the axle side companion flange. Tighten the transfer case yoke side to 20 ft-lbs and tighten the axle flange to 89 ft-lbs.



11) TIRES / WHEELS... (Figure-7)

☐ Tighten the lug nuts in the sequence shown. Tighten to 122 ft-lbs



WARNING: When the tires / wheels are installed, always check for and remove any corrosion, dirt, or foreign material on the wheel mounting surface, or anything that contacts the wheel mounting surface (hub, rotor, etc.). Installing wheels without the proper metal-to-metal contact at the wheel mounting surfaces can cause the lug nuts to loosen and the wheel to come off while the vehicle is in motion.

WARNING: Retighten lug nuts at 500 miles after any wheel change, or anytime the lug nuts are loosened. Failure to do so could cause wheels to come off while vehicle is in motion.

J9321-2



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12) INITIAL CLEARANCE CHECK, FRONT...

☐ With the vehicle still on jack stands, and the suspension "hanging" at full extension travel, cycle steering lock-to-lock and check all components for proper operation and clearances. Pay special attention to the clearance between the tires / wheels and brake hoses, wiring, driveshaft-to-crossmember, etc.

☐ Lower vehicle to the floor. Final tightening and adjustments to the front suspension, and steering stabilizer installation will take place once rear lift is completed.

REAR DISASSEMBLY

13) PREPARE VEHICLE...

☐ Place vehicle in neutral. Raise rear of vehicle with a jack and secure a jack stand beneath each frame rail, just ahead of the rear / lower link arms. Ease the frame down onto the stands, place transmission in low gear or "park", and chock front tires. Remove rear tires.

☐ Position a jack so that it supports, but does not raise, the rear axle.

14 TRACK BAR AND SHOCKS ...

☐ Disconnect the factory track bar from its axle attachment points.

☐ Remove and discard the factory rear shock absorbers

15) BRAKE HOSES AND WHEEL SPEED SENSOR WIRES...

☐ Detach the factory brake hose bracket at the frame. This bracket holds the connection between the rubber brake hose and the metal brake line. This will allow the suspension to lower better for easier spring installation, once installed these will need to be tightened to the frame. 71 in-lbs

☐ Located on the driver side upper frame rail there are two clips that retain the wheel speed sensor wires. Disconnect the forward-most clip from the arm mount.

16) PARKING BRAKE CABLE BRACKETS, DIFFERENTIAL WIRING...

☐ Locate the wire bracket securing the parking brake cables to the bottom of the rear floorboard, above and slightly in front of the rear axle. Unbolt the wire bracket.

☐ On Rubicon models, a wiring loom for the locking differential clips to a bracket bolted to the top of the differential cover. Un-clip the wiring loom then either remove the bracket, or use a mallet to flatten-out the clip side of the bracket. Failure to do so will cause the wiring loom to snag on the bracket during suspension articulation.



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17) COIL SPRINGS...

☐ Lower the axle just enough to facilitate removing the coil springs. The driveshaft has a rubber boot on the transfer case end. If the axle is lowered too much, boot bind / damage may occur.

REAR ASSEMBLY

18) JOUNCE BUMPER PAD SPACERS... [Figure -8]

☐ Locate the Jounce bumper pad for the rear (1). Using the existing holes on the rear axle pads attach using the supplied M10 bolts/nuts and tighten to 56ft-lb.

19) TRACK BAR BRACKET... [Figure-8]

☐ Position the Mopar track bar bracket over the factory rear track bar mount.

☐ Insert the supplied crush sleeve inside the factory track bar mount (figure-9), use the new supplied M14 bolt, factory track bar nut and tighten to 125 ft-lbs

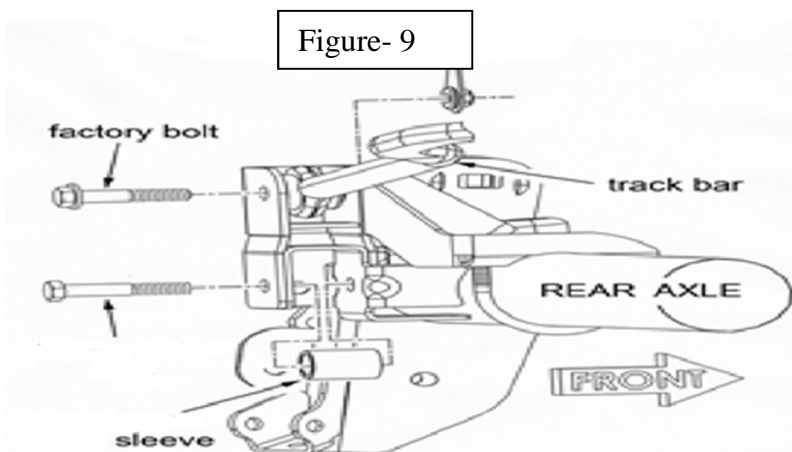
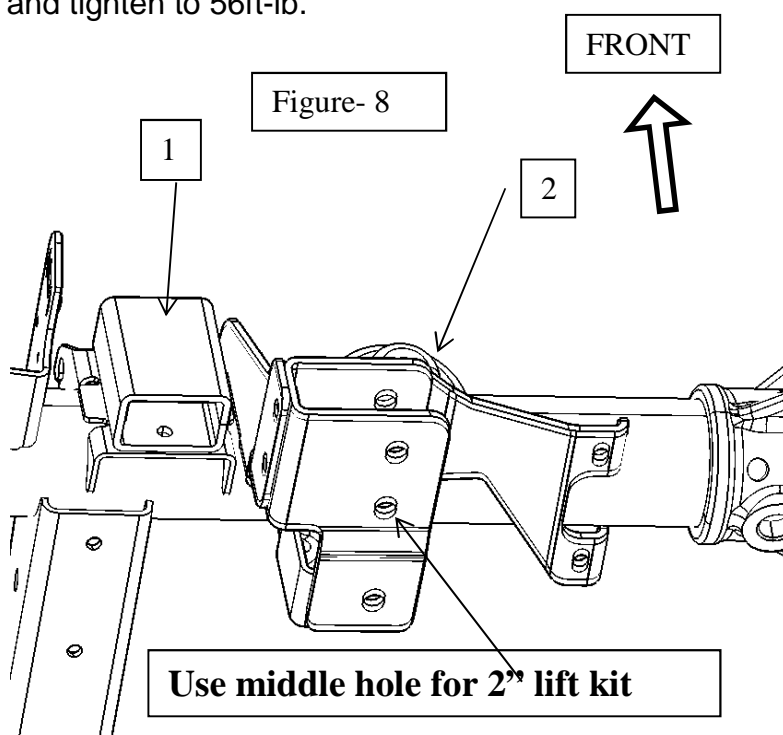
☐ Install the two supplied 3/8" x 3-1/4" " U-bolts that clamp the Mopar bracket-to-axle. Install and tighten the 3/8" serrated flange nuts

20) COIL SPRINGS...

☐ Install the new coil springs. Rotate the coils so that they seat properly in the coil buckets then raise the axle enough to seat the springs.

NOTE: Rotation of the spring and prying down slightly on the axle will aid in installation.

☐ Reconnect track bar using factory hardware. The bar will be tightened when vehicle is on the ground to 125 ft-lbs





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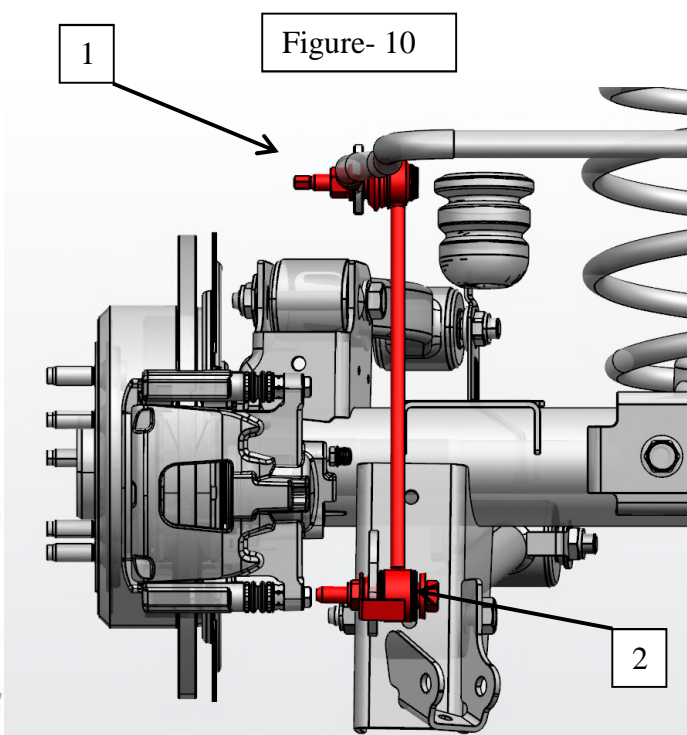
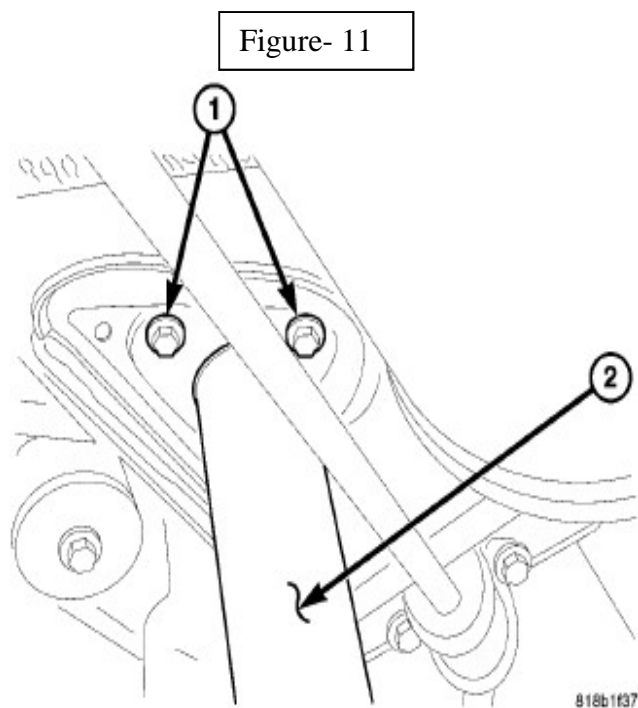
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21) STABILIZER BAR LINKS... [figure-10]

□□ From the factory, the stabilizer bar links mount outboard of the stabilizer bar body with their upper studs facing inboard (1). The Mopar links install opposite; mount them inboard of the stabilizer bar body with their upper studs facing up and outboard and tighten to 66ft-lbs, use the new bolt and Flag nut for the bottom (2) and tighten to 75 ft-lbs.

22) SHOCK ABSORBERS... [figure-11]

□□ Install shocks(2) using the factory hardware. With the vehicle on the ground tighten the upper fasteners to 42 ft-lbs (1) and the lower bolts to 65 ft-lbs.



FINAL PROCEDURES



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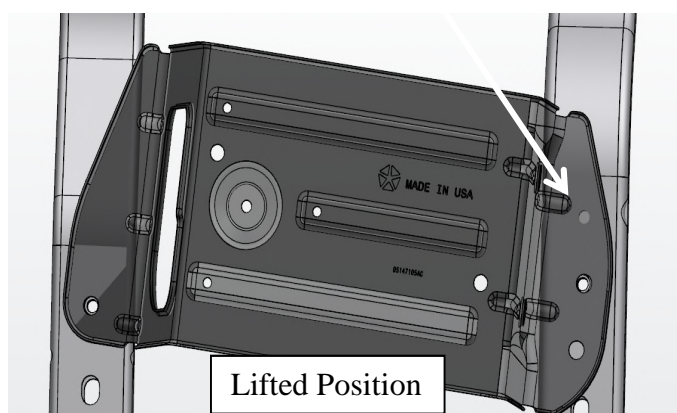
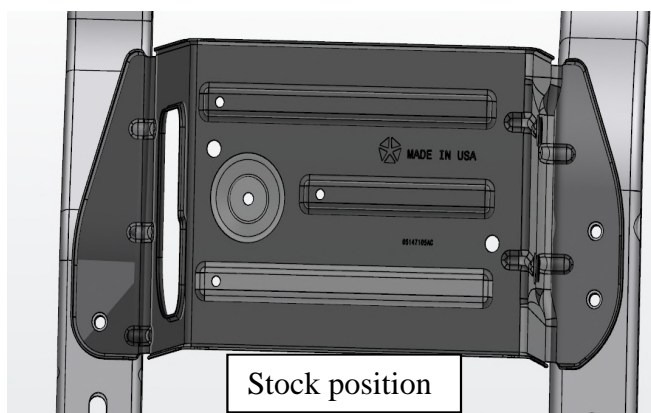
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23) EVAP CANISTER...

- ☐ Loosen the rear bolt but on the canister skid plate, but do not remove.
- ☐ Remove the two front bolts and save.
- ☐ Rotate the canister skid plate toward the frame rail until the inner hole aligns with the outer hole.
- ☐ Mark the hole location, this should be 2" over and 9/16" toward the rear. Mark and drill a 9/16 hole.
- ☐ Reuse the factory bolts and torque to 75 ft-lbs.

New Bolt hole



24) TIRES / WHEELS...

- ☐ Install the tires / wheels and torque lug nuts as per step 11.

25) INITIAL CLEARANCE CHECK, REAR...

- ☐ With the vehicle still on jack stands, and the suspension "hanging" at full extension travel, check all components for proper operation and clearances. Pay special attention to clearance between the tires / wheels and brake hoses, driveshaft, etc.



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26) HARDWARE TIGHTENING SEQUENCE...

☐ Remove jack stands and lower vehicle to the floor. The suspension is now supporting vehicle weight.

☐ Rear track bar, both ends (125).

☐ Rear / lower link arm bolts-to-axle (125).

☐ Rear / lower link arm bolts-to-frame (125).

☐ Rear / upper link arm bolts-to-axle (125).

☐ Rear / upper link arm bolts-to-frame (125).

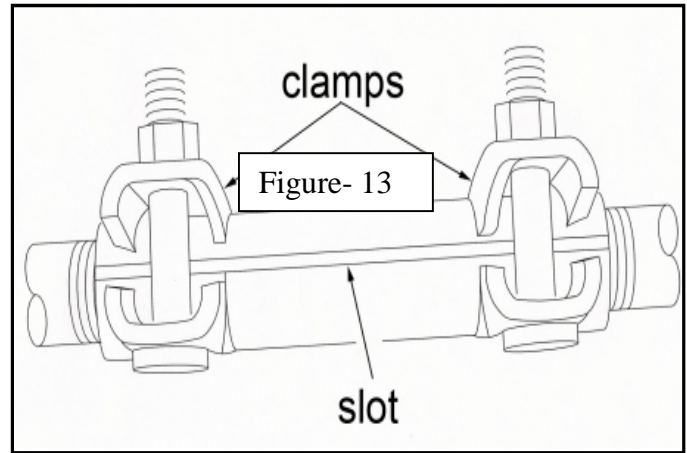
☐ Front / lower link arm bolts-to-axle (125). NOTE: Be sure that cam bolts are positioned as per step 5.

☐ Front / lower link arm bolts-to-frame (125).

☐ Front / upper link arm bolts-to-axle (75).

☐ Front / upper link arm bolts-to-frame (75).

☐ All shock absorber lower bolts (56).



27) CENTER THE STEERING WHEEL...

IMPORTANT: The steering wheel must be centered prior to driving the vehicle, or an Electronic Stability Program sensor may be activated resulting in a dash light and a warning chime that requires 20 plus ignition key cycles to clear.

☐ Start engine and turn the steering wheel so that tires point straight ahead. Loosen the nuts on the drag link adjustment sleeve then rotate the sleeve until steering wheel center is achieved.

IMPORTANT: [DIAGRAM 13] In order to achieve proper adjustment sleeve clamping force, clamp / bolt assemblies (found on the drag link and tie rod assemblies) must be positioned as shown. The open side of each clamp must align with the slot in the threaded adjustment sleeve. Improper positioning and bolt torque will promote linkage deflection, which may contribute to tire shimmy. Tighten clamp bolts (26). Also relay this information to the alignment shop that performs the final alignment.



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27) FINAL CLEARANCE and TORQUE CHECK...

☐ Cycle steering lock-to-lock and inspect the tires / wheels, and the steering, suspension, and brake systems for proper operation, tightness, and adequate clearance.

28) HEADLIGHTS...

☐ Readjust headlights to proper setting.

29) ALIGNMENT...

☐ Realign vehicle to factory specifications. A precise alignment, including the centering of the steering wheel, is required in order for the vehicle's Electronic Stability Program to function properly. A laser alignment is recommended.

Important Maintenance Information

It is the ultimate buyer's responsibility to have all bolts / nuts checked for tightness after the first 100 miles and then every 1000 miles. The steering, suspension and driveline systems, plus wheel alignment should be inspected by a qualified professional mechanic at least every 3000 miles.

parts are used for competition. The addition of performance parts does not by itself void a vehicle's warranty. However, added performance parts (parts not originally supplied on the vehicle from the factory) are not covered by the vehicle's warranty, and any failure that they may cause is also not covered by the vehicle's warranty.

MOPAR DIRECT CONNECTION TECH LINE

1-888-528-HEMI (4364)