TRAIL FORTRESS

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Rough Country 60400 Installation Instructions

2-Inch Leveling Kit for 2014–2023 Jeep Cherokee

Part number: 60400

trailfortress.com/2-inch-leveling-kit-jeep-cherokee-rough-country-60400

Scan for fitment, price and install help



2014-18 JEEP KL 2” LIFT KIT

Rough Country recommends a certified technician install this system. In addition to these instructions, professional knowledge of disassemble/reassembly procedures as well as post installation checks must be known. Attempts to install this system without this knowledge and expertise may jeopardize the integrity and/or operating safety of the vehicle.

Please read instructions before beginning installation. Check the kit hardware against the parts list on this page. Be sure you have all needed parts and know where they go. Also please review tools needed list and make sure you have needed tools.

PRODUCT USE INFORMATION

As a general rule, the taller a vehicle is, the easier it will roll. Seat belts and shoulder harnesses should be worn at all times. Avoid situations where a side rollover may occur.

Generally, braking performance and capability are decreased when larger/heavier tires and wheels are used. Take this into consideration while driving. Do not add, alter, or fabricate any factory or after-market parts to increase vehicle height over the intended height of the Rough Country product purchased. Mixing component brands is not recommended.

Rough Country makes no claims regarding lifting devices and excludes any and all implied claims. We will not be responsible for any product that is altered.

If questions exist we will be happy to answer any questions concerning the design, function, and correct use of our products.

This suspension system was developed using a 245/70R17 tire on factory 17” wheels for all **AD1** models. **Note** if wider tires are used, trimming will be required.

Trailhawk and/or **AD2** models have factory wheels with less offset and can run a 255/70R17 tire on factory 17” wheels. Can run up to 32” tall tires using the fender trimming instructions included at the end of this instruction booklet.

⚠NOTICE **NOTICE TO DEALER AND VEHICLE OWNER**

Any vehicle equipped with any Rough Country product should have a “Warning to Driver” decal installed on the inside of the windshield or on the vehicle’s dash. The decal should act as a constant reminder for whoever is operating the vehicle of its unique handling characteristics.

INSTALLING DEALER - it is your responsibility to install the warning decal and forward these installation instructions on to the vehicle owner for review. These instructions should be kept in the vehicle for its service

Torque Specs:

Size	Grade 5	Grade 8	Size	Class 8.8	Class 10.9
5/16”	15 ft/lbs	20ft/lbs	6MM	5ft/lbs	9ft/lbs
3/8”	30 ft/lbs	35ft/lbs	8MM	18ft/lbs	23ft/lbs
7/16”	45 ft/lbs	60ft/lbs	10MM	32ft/lbs	45ft/lbs
1/2”	65 ft/lbs	90ft/lbs	12MM	55ft/lbs	75ft/lbs
9/16”	95 ft/lbs	130ft/lbs	14MM	85ft/lbs	120ft/lbs
5/8”	135ft/lbs	175ft/lbs	16MM	130ft/lbs	165ft/lbs
3/4”	185ft/lbs	280ft/lbs	18MM	170ft/lbs	240ft/lbs

trailfortress.com/2-inch-leveling-kit-jeep-cherokee-rough-country-60400

60400 Kit Contents:

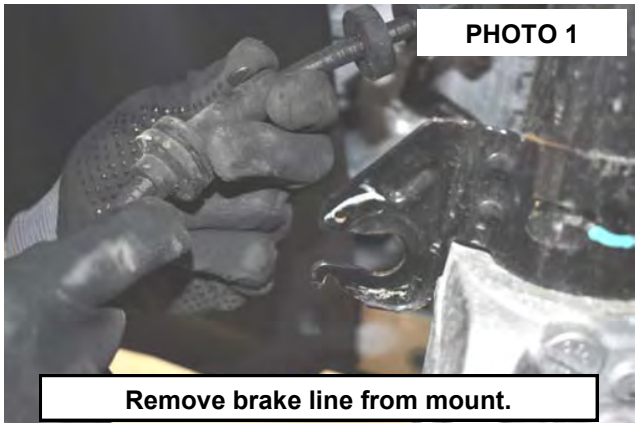
1-Driver Outer Strut Spacer
1-Driver Inner Strut Spacer
1-Pass Outer Strut Spacer
1-Pass Inner Strut Spacer
2-Rear Coil Spacers
1-60400BAG
- 2-7/16” Top Lock Nuts
- 4-7/16” Flat Washers
- 2-7/16” x 3” Bolts
- 4-9/16” x 1.5” Bolts
- 6-9/16” Flat Washers
- 4-9/16” Nylock Nuts
- 2-#10 x 11/16” Socket Head Bolts

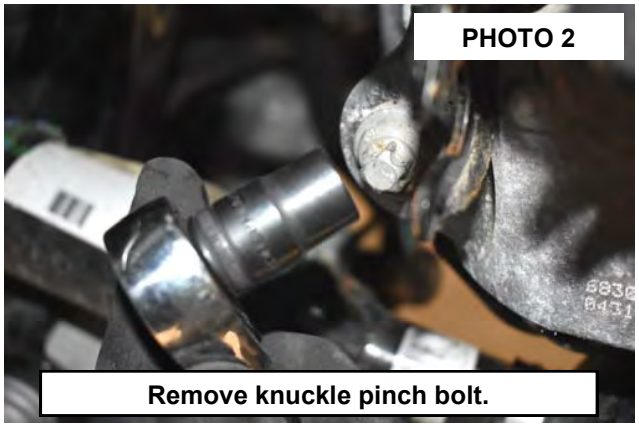


Tools Needed:
5/8” Wrench/Socket
8mm Wrench/Socket
8mm Allen
10mm Socket/Wrench
13mm Wrench/Socket
16mm Socket
18mm Wrench/Socket
19mm Wrench
21mm Wrench/Socket
22mm Deep Well Socket
24mm Wrench
32mm Socket
Jack
Jack Stands
Torque Wrench
Hammer
Strut Compressor

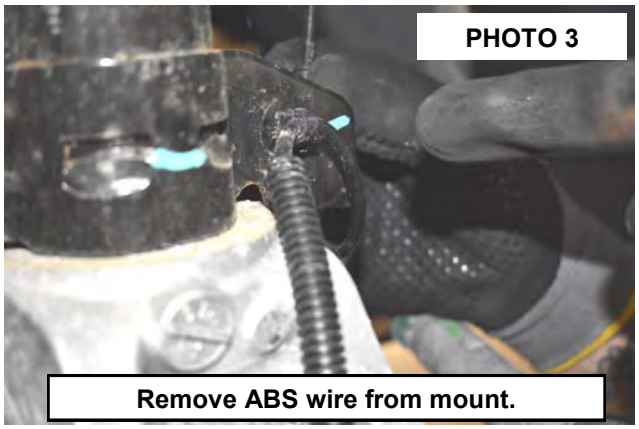
FRONT INSTALLATION INSTRUCTIONS

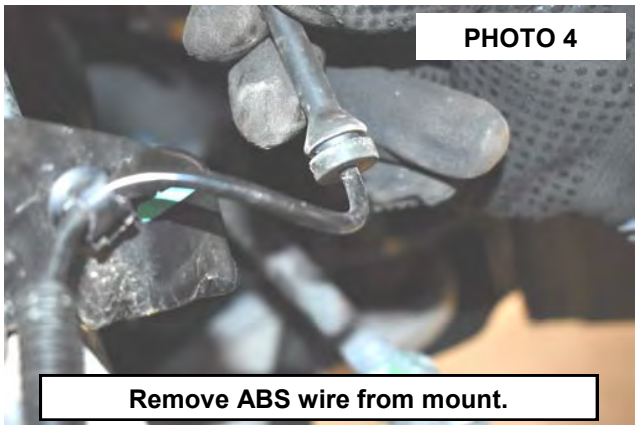
1. Jack up the front of the vehicle and support the vehicle with jack stands, so that the front wheels are off the ground. Chock rear wheels.
2. Remove the front tires/wheels, using a 19mm deep well socket.
3. Using a 5mm Allen and a 15mm wrench, remove the sway link from the strut mount. Retain hardware.
4. Remove the brake line from the strut mount. **See Photo 1.**
5. Using an E14 socket and an 18mm wrench, remove the knuckle pinch bolt that clamps around the strut. **See Photo 2.**



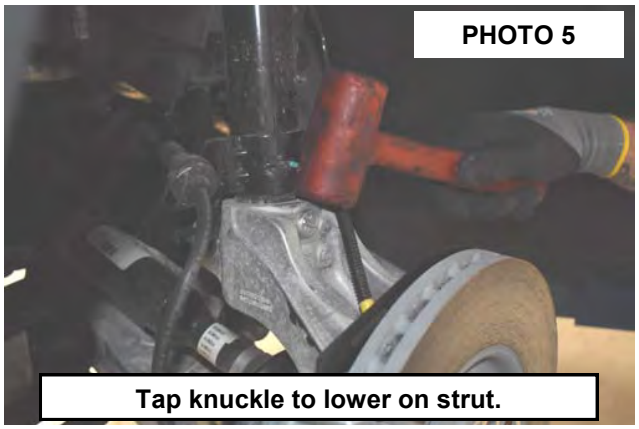


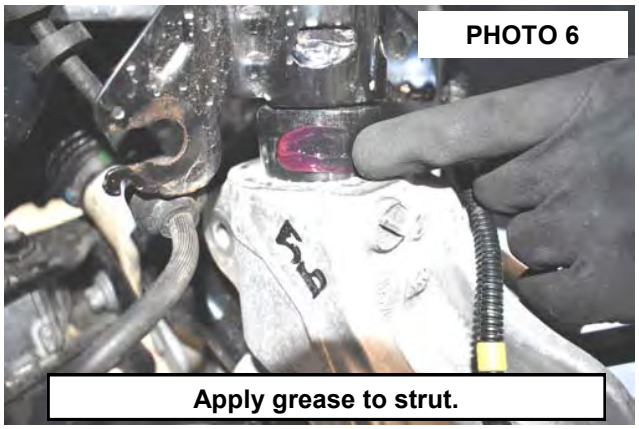
6. Remove the ABS wire from the strut mount. **See Photos 3 & 4.**





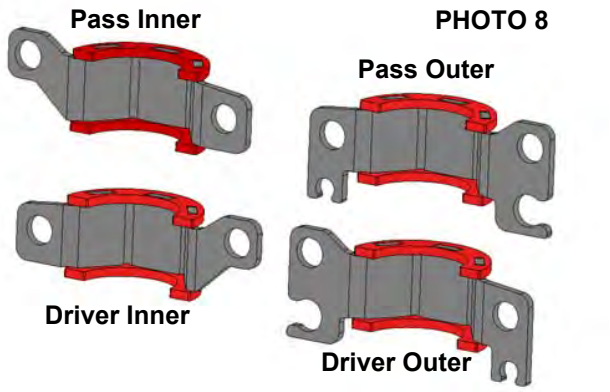
7. Using a dead blow hammer, gently hit the top of the knuckle until it has dropped approx. 1-5/8". **Take care not to damage the brake lines and/or rotor. See Photo 5.**
8. Apply grease to the strut body above the knuckle, to ease the installation of the supplied spacer. **See Photo 6.**



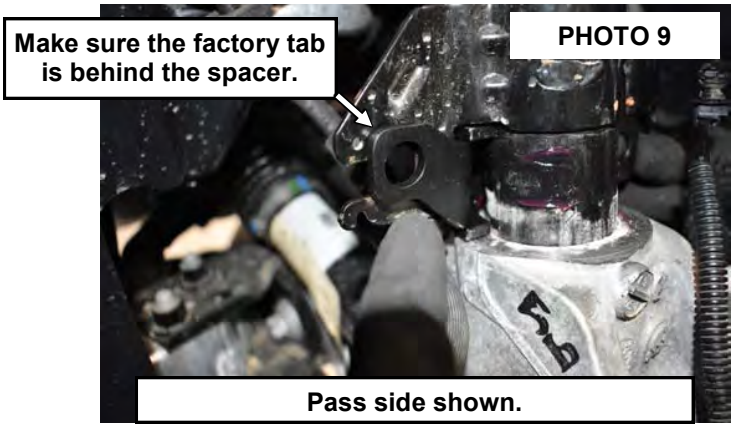


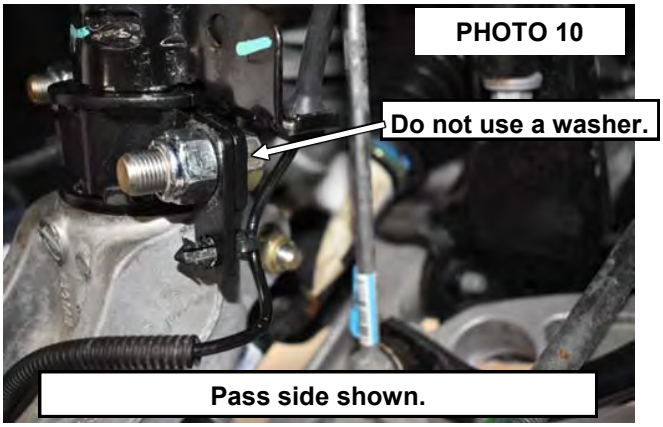
9. Apply grease to the inside of the supplied strut spacer halves. **See Photo 7.**



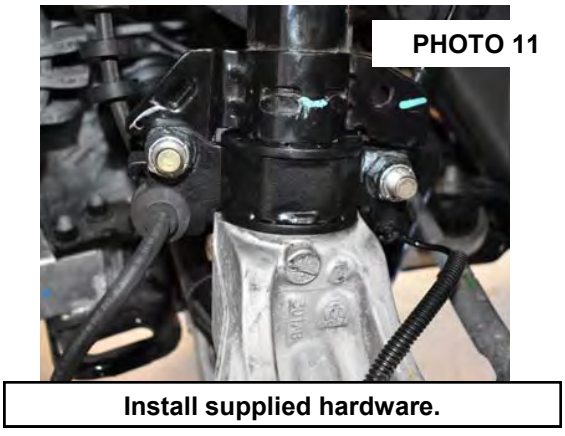


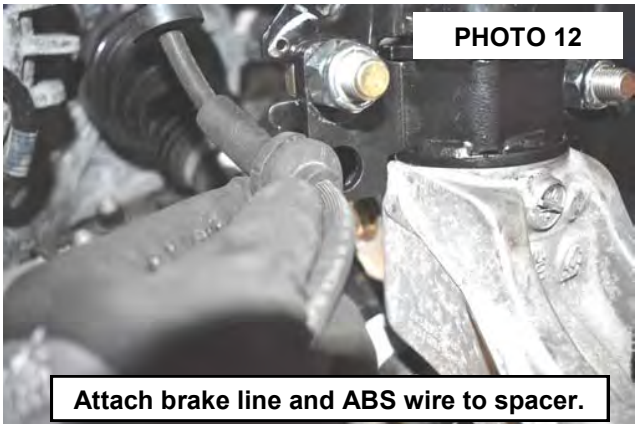
10. Install the inner most spacer first by installing it from the back of the strut. Be sure that the supplied spacer aligns with the factory bracket that previously held the brake lines. **See Photo 9.**
11. Install the outer spacer and ensure all holes align with the inner spacer and factory bracket. The upper and lower "C" shaped pieces should contact each other after wrapping around the strut body. **See Photo 10.**





12. Install the supplied 9/16" x 1.5" bolts, flat washers, and nuts into the supplied strut spacers and the factory strut bracket. **You will not use a flat washer on the bolt head side of the bolt that does not capture the factory bracket.** Torque to 130ft/lbs using a 13/16" socket and wrench. **See Photo 11**.
13. Install the factory brake line and ABS wire into the slots on the supplied strut spacers. **See Photo 12.**





14. Place a jack under the lower control arm and lift the lower control arm to ensure the strut has completely settled onto the supplied strut spacer and into the knuckle. Make sure there is no gap between the factory bracket, supplied strut spacer and the knuckle.
15. Using a 15/32” drill and the knuckle pinch bolt hole as a guide, drill through the locating tab on the rear of the strut. **See Photo 13.**
16. Install the supplied 7/16” bolt, washers, and top lock nut into the pinch bolt hole on the knuckle. Torque to 60ft/lbs using a 5/8” socket and wrench. **See Photos 14 & 15.**

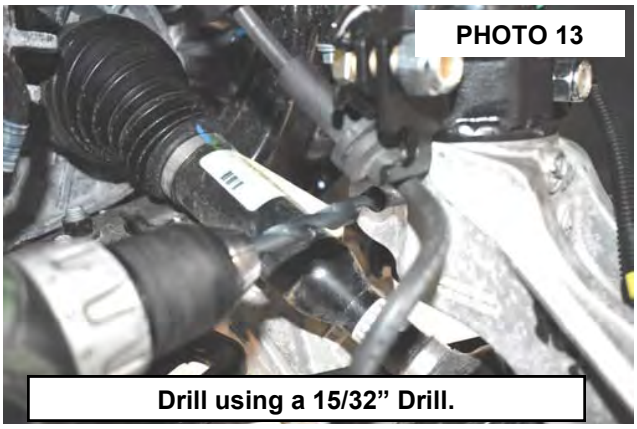


PHOTO 13

Drill using a 15/32” Drill.



PHOTO 14

Install supplied hardware.

17. Install the sway link using the factory hardware and tighten using a 5mm Allen and 15mm wrench.
18. Remove the jack from under the lower control arm.
19. Repeat process on the opposite side of the vehicle.
20. Install the wheels and tires and lower the vehicle to the ground.

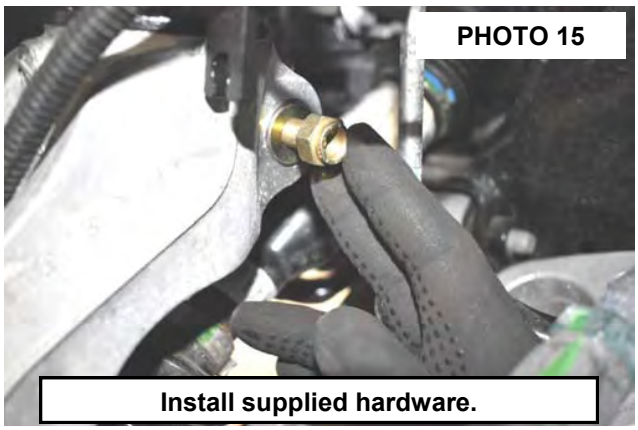
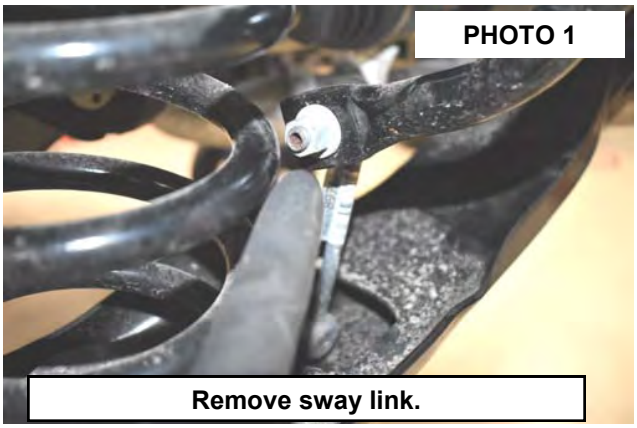


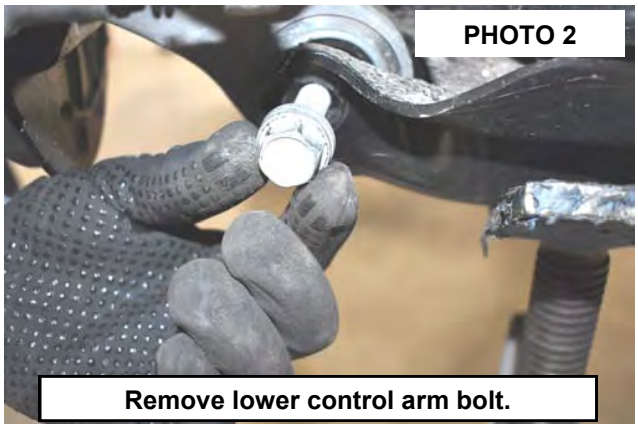
PHOTO 15

Install supplied hardware.

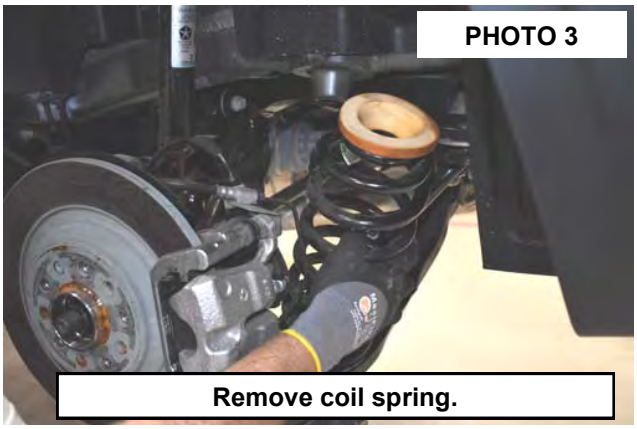
Rear Installation

1. Chock the front wheels. Jack up the rear of the vehicle and support the vehicle with jack stands, so that the rear wheels are off the ground.
2. Remove the front tires/wheels, using a 19mm deep well socket.
3. Using a 5mm Allen and a 15mm wrench, remove the sway link from the sway bar. Retain hardware. **See Photo 1.**
4. Place a jack under the lower control arm. Jack until there is pressure on the lower control arm but it is not supporting the weight of the vehicle. Remove the lower control arm bolt on the knuckle side using a 18mm wrench and socket.
5. Retain hardware. **See Photo 2.**

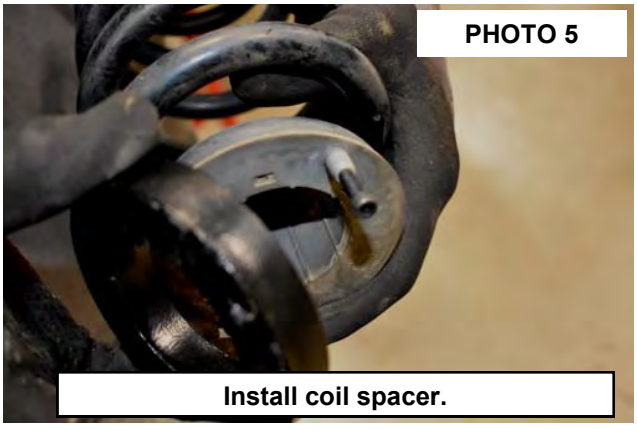


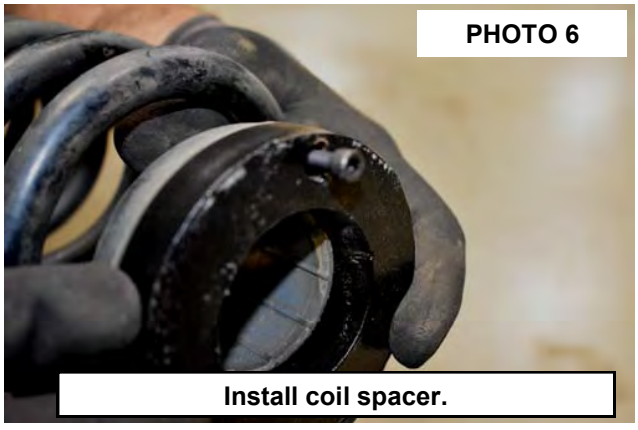


6. Slowly lower pressure off of the jack until the control arm swings free of the knuckle. There should now be enough clearance to remove the spring without the risk of using a spring compressor. **See Photo 3.**
7. Install the supplied #10 bolt, **push in by hand**, into the locating peg on the factory coil spring isolator. **See Photo 4.**
8. Install the supplied coil spring spacer over the locating peg on the factory coil spring isolator. **See Photos 5 & 6.**







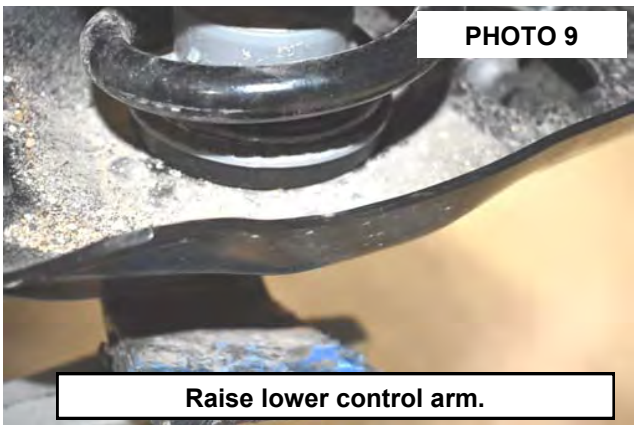


9. Locate the small locating hole in the lower control arm. **See Photo 7.**
10. Install the supplied spacer and coil aligning the locating bolt, hole in the spacer, and the hole in the lower control arm. **See Photo 8.**



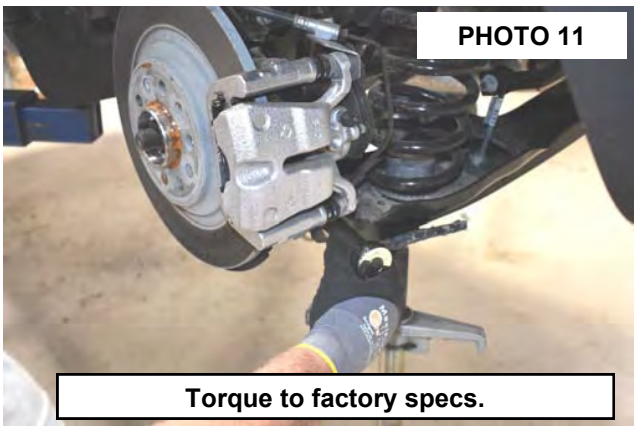


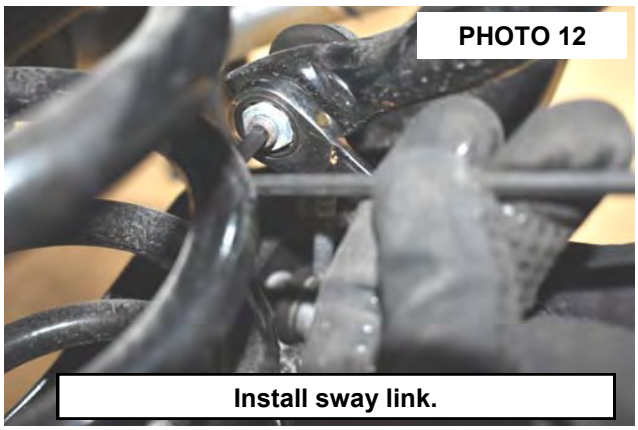
11. Once all components are properly aligned, use a jack to raise the lower control arm and install the factory lower control arm bolt. **See Photos 9 & 10.**





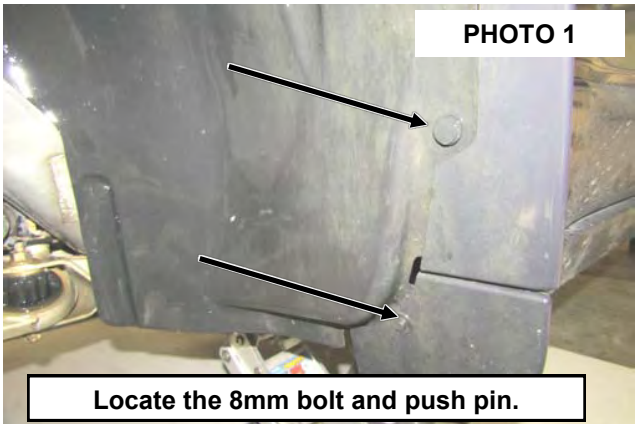
12. Using an 18mm wrench and socket, torque the lower control arm bolt to factory specs. **See Photo 11.**
13. Attach the sway link to the sway bar using the factory hardware. Tighten using a 5mm Allen and a 15mm wrench. **See Photo 12.**
14. Repeat process on the opposite side.

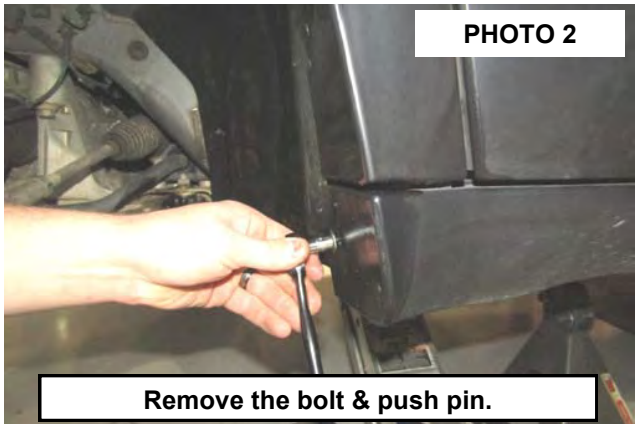




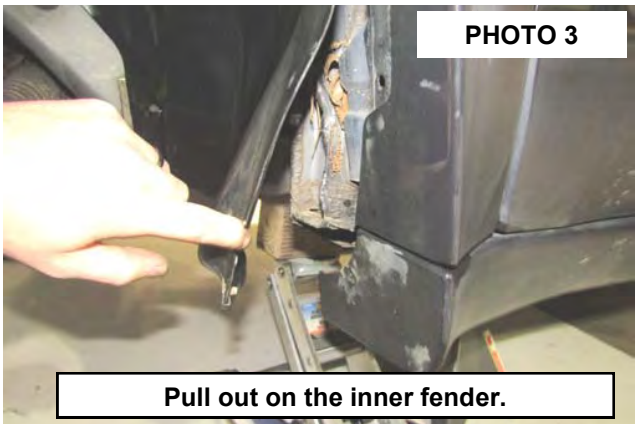
Front Fender Trimming Instructions

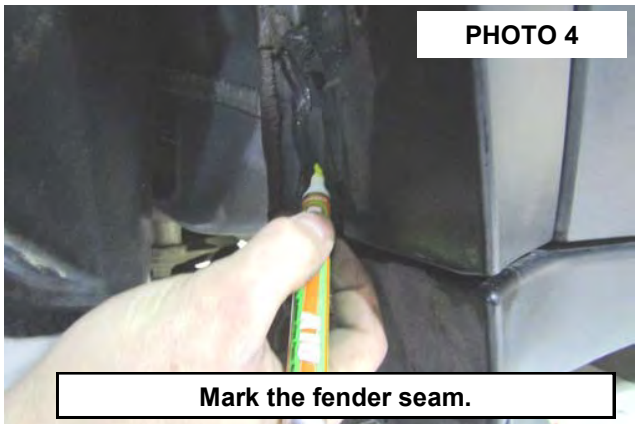
1. On the rear of the front inner fenders, locate the bolt and push pin securing the inner fender. **See Photo 1.**
2. Using an 8mm socket and flat screwdriver, remove the bolt and push pin. Retain hardware. **See Photo 2.**



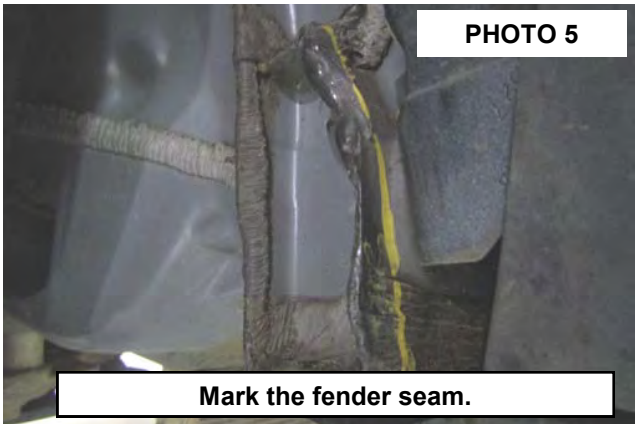


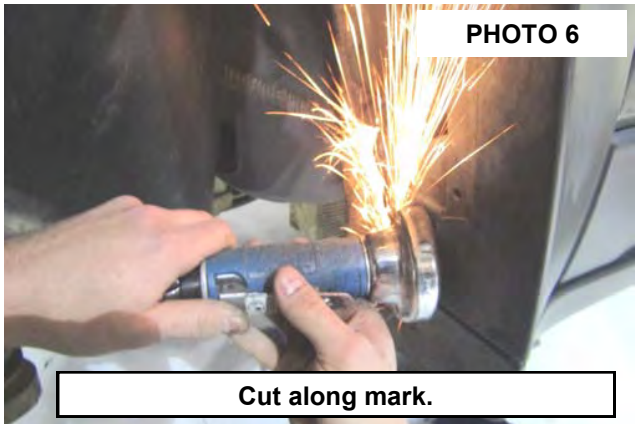
3. Carefully pull back on the inner fender to expose the factory pinch seam. **See Photo 3.**
4. Mark the seam as close to the body as possible. Approx. 1/4". **See Photos 4 & 5.**



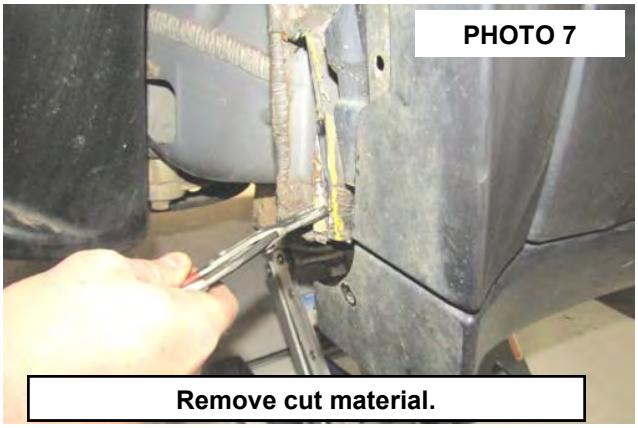


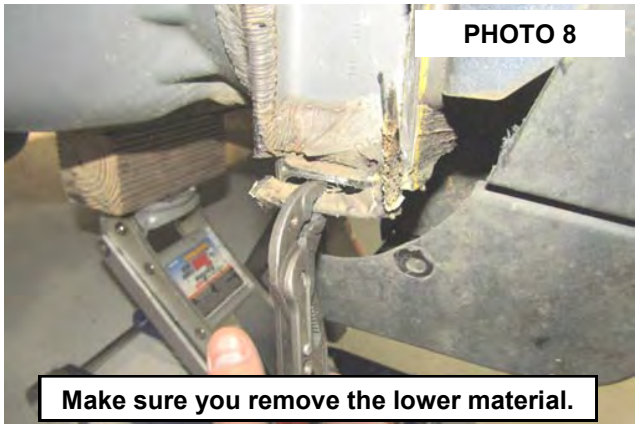
5. Using a cutoff wheel, cut along the mark made in step 4. **See Photo 6.**





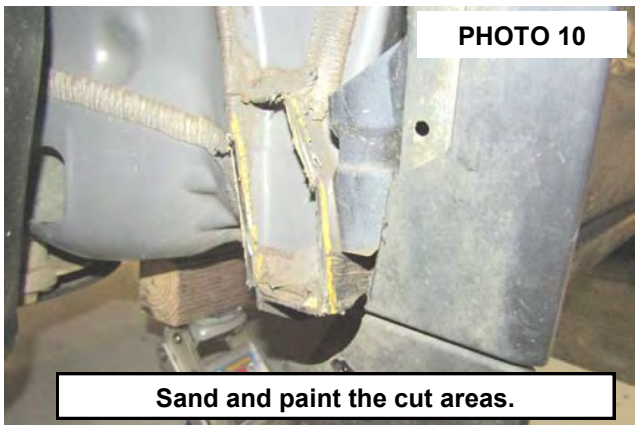
6. Use pliers to remove the cut material. **See Photo 7.**
7. Make sure to remove the material along the underside of the pinch seam. **See Photo 8.**



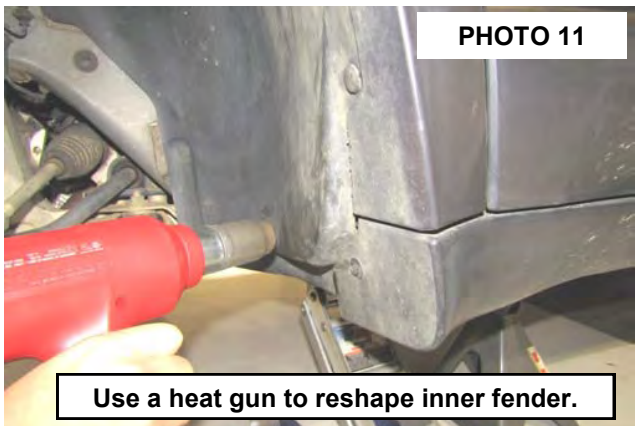


9. Now, mark the inner seam for cutting. **See Photo 9.**
10. Using a cutoff wheel, cut the inner seam on the mark made in step 9.
11. Sand and paint the cut edges to prevent rust. **See Photo 10.**





12. Attach the inner fender using the factory hardware.
13. Using a heat gun, reshape the inner fender to follow the newly trimmed area. **See Photo 11.**
14. **A zip tie may be used to keep the inner fender pulled back against the body.**
15. Repeat process on the opposite side.



POST INSTALLATION INSTRUCTIONS

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. On some vehicles the front lower skirting will need to be trimmed if using certain wheel /tire combinations and with heavy offset wheels. Trim only as needed.
4. Activate four wheel drive system and check front hubs for engagement.
6. Have a qualified alignment center align the vehicle immediately. Realign to factory specifications.
7. Perform head light check and adjustment to proper settings.
8. Check and retighten wheels at 50 miles and again at 500 miles.
9. All kit components must be retightened at 500 miles and then every three thousand miles after installation. Periodically check all hardware for tightness.
10. Install “Warning to Driver” decal on sun visor

Note: Installation of larger tires will require speedometer recalibration.

Thank you for choosing Rough Country for all of your suspension needs.

By purchasing any item sold by Rough Country, LLC, the buyer expressly warrants that he/she is in compliance with all applicable , State, and Local laws and regulations regarding the purchase, ownership, and use of the item. It shall be the buyers responsibility to comply with all Federal, State and Local laws governing the sales of any items listed, illustrated or sold. The buyer expressly agrees to indemnify and hold harmless Rough Country, LLC for all claims resulting directly or indirectly from the purchase, ownership, or use of the items.