TRAIL FORTRESS

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Rough Country 62100 Installation Instructions

2-Inch Lift Kit for Jeep Renegade and Compass

Part number: 62100

trailfortress.com/rough-country-2-inch-lift-kit-62100

Scan for fitment, price and install help

ROUGH COUNTRY SUSPENSION SYSTEMS®

62100BAG1

2014 - 2018 Jeep Renegade 2” Lift Kit

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

Rough Country recommends that 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 all the instructions before beginning the installation. Check the kit hardware against the ‘’Kit Contents’’ list below. If question exist, please call us @1-800-222-7023. We will be happy to answer any questions concerning this product. Check all fasteners for proper torque. Check to ensure for adequate clearance between all components. Check and retighten wheels at 50 miles and again at 500 miles. Periodically check all hardware for tightness. Be sure you have all the needed parts and understand where they go. Also, please review the “Tools Needed” list to be certain you have the necessary tools to complete the installation.

PRODUCT USE INFORMATION

⚠WARNING As a general rule, the taller a vehicle is the easier it will roll. We strongly recommend that seat belts and shoulder harnesses be worn at all times. Braking performance and capabilities are decreased when significantly larger/ heavier tires and wheels are used. Do not add, alter, or fabricate any factory or after-market parts which increase vehicle height over the intended height of the Rough Country product purchased. 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.

TIRE FITMENT

This kit was developed using a 235/65r17 on a 17x8 +40 offset for a no rub. Due to differences in manufacturing, dimension and inflated measurements, tire and wheel combinations should be test fit prior to installation.

NOTICE TO DEALER AND VEHICLE OWNER

⚠NOTICE Any vehicle equipped with any Rough country product must have the “Warning to Driver” decal installed on the sun visor or dash. The decal is to 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 to forward these installation instructions on too the vehicle owner for review and to be kept in the vehicle for its service life.



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2014 - 2018 Jeep Renegade 2” Lift Kit

TOOLS NEEDED:
Jack
Safety Stands
Wheel Chocks
Pliers
Pry tool
Phillips Screwdriver
Hammer
Torque Wrench
Torx Bit
T40
External Torx Sockets
E14
E16
E18
E20
Metric Wrench/Socket
10mm
13mm
16mm
17mm
18mm
22mm
SAE Wrench/Socket
1/2”
3/4”

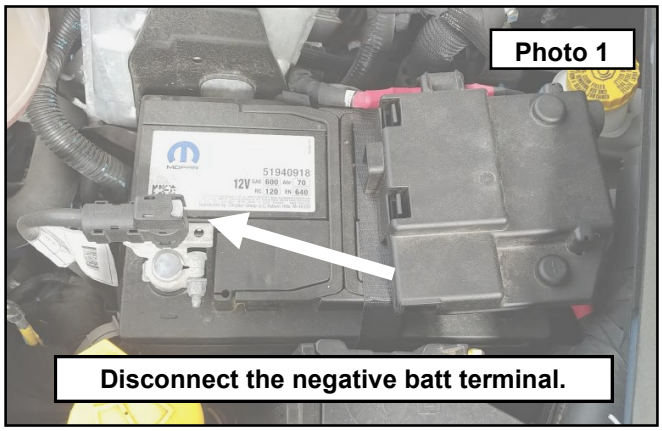
KIT CONTENTS:
Front Strut Spacer (2)
Rear Trailing Arm Spacer (2)
Rear Strut Spacer (2)
Top Charcoal Canister Bracket (1)
Bottom Charcoal Canister Bracket (2)
Sway Bar End Link (2)
1.25” Body Puck (4)
1.25” Body Puck (2)
Hardware Bags (2)

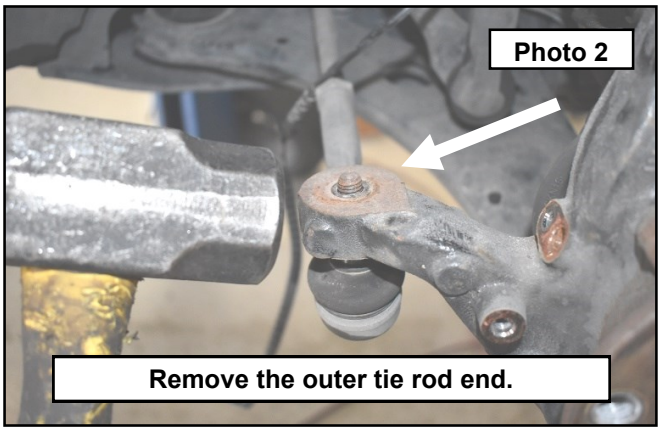
HARDWARE INCLUDED:
10MMStudBag-1
Stud Bag
62100Bag1
8mm x 45mm Bolt (2)
8mm x 60mm Bolt (2)
10mm x 25mm Bolt (6)
10mm x 70mm Bolt (14)
10mm Lock Washer (20)
10mm Large Flat Washer (26)
14mm x 130mm Bolt (4)
14mm x 150mm Bolt (4)
14mm Lock Washer (4)
14mm Flat Washer (4)
5/16” x 1” Bolt (3)
5/16” Nut (3)
5/16” Lock Washer (7)
5/16” Flat Washer (7)
7/16” Large Flat Washer (8)
1/2” Jam Nut
1/2” Jam Nut (4)
Exhaust Spacer (2)



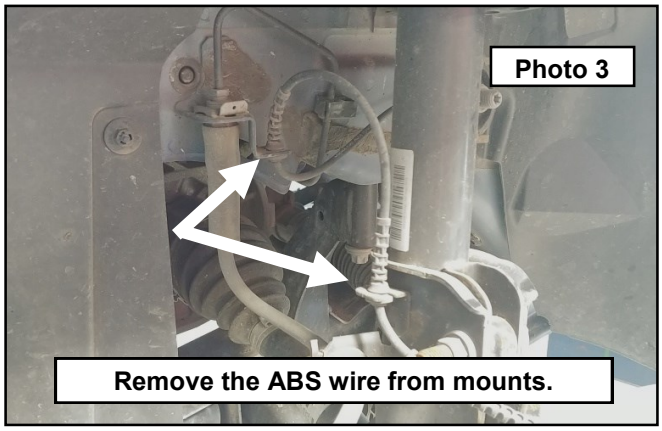
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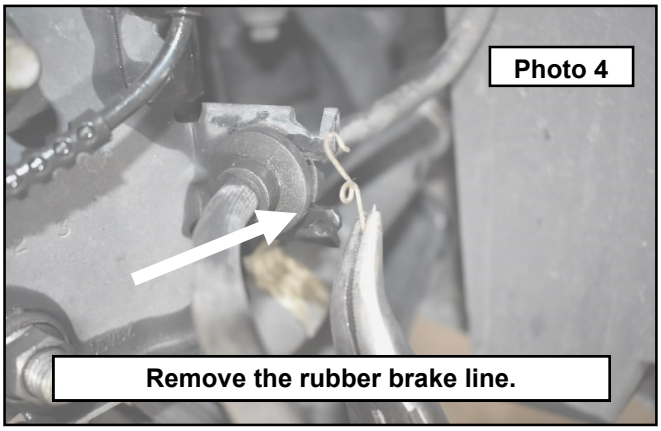
1. Park your vehicle on a clean flat surface, engage the parking brake and chock the rear tires.
2. Jack the front of the vehicle up and place safety stands at the indicated lift points for the unibody in the service manual. Remove the front wheels and set aside. (Vehicle shown on a 2 post lift.)
3. **Save all hardware removed from the vehicle unless otherwise noted.**
4. Open the hood and disconnect the negative terminal on the battery. This terminal can be removed by pressing the locking tab in and pulling up and away. **Photo 1**
5. Remove outer tie rod end nut using a 17mm wrench. Strike the tie rod end boss with a hammer to dislodge the taper. Take care to not hit the threads. DO NOT hit the top of the tie rod threads. Doing so will damage the threads. **Photo 2**



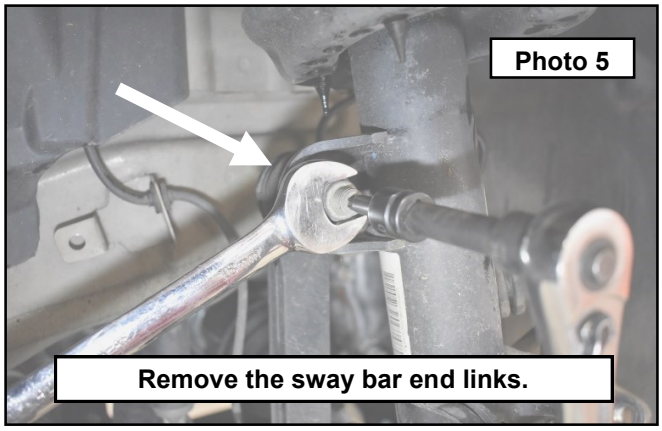


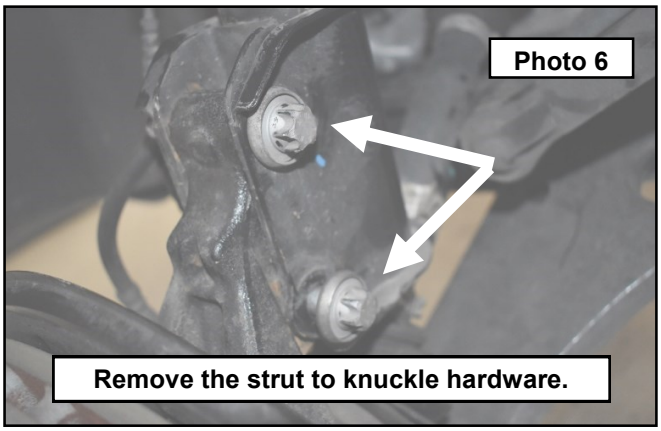
6. Remove the ABS wire from the strut and fender well mounts by pulling it gently out of the sockets and let hang out of the way. **Photo 3**
7. Remove the spring clip from the strut using pliers, then remove the rubber brake line by pulling it gently out of its mount. **Photo 4**





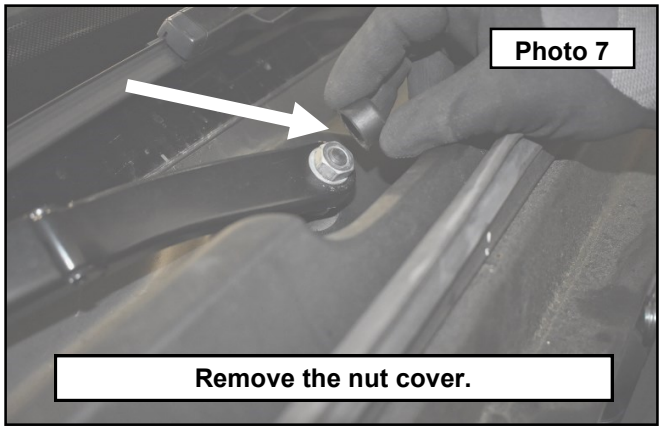
8. Remove the sway bar end link at the strut and the sway bar using a T40 socket and 18mm wrench. Discard all as these will be replaced with new end links and hardware from the kit. **Photo 5**
9. Remove the knuckle to strut bolts using a E18 and 16mm wrench. Make sure to support the knuckle/hub to prevent it from falling outwards and damaging the CV shaft. **DO NOT** allow the CV shaft to “pop out of socket” when handling the strut or knuckle. **Photo 6**

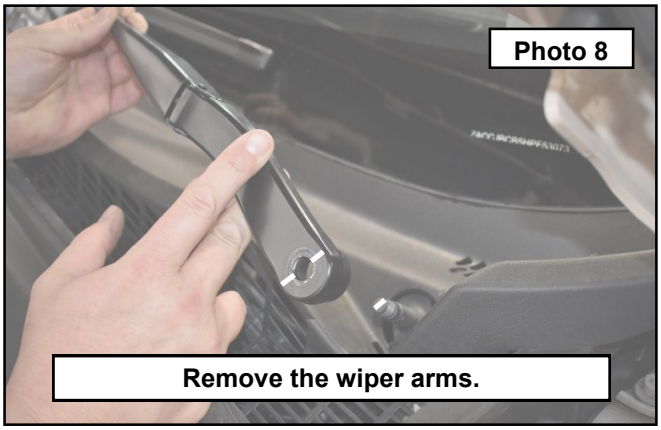




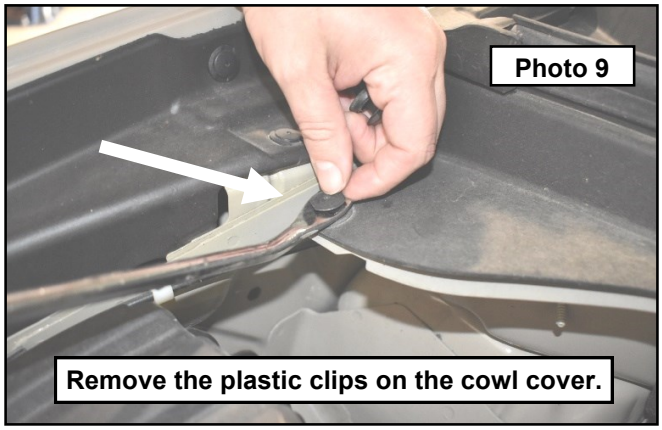
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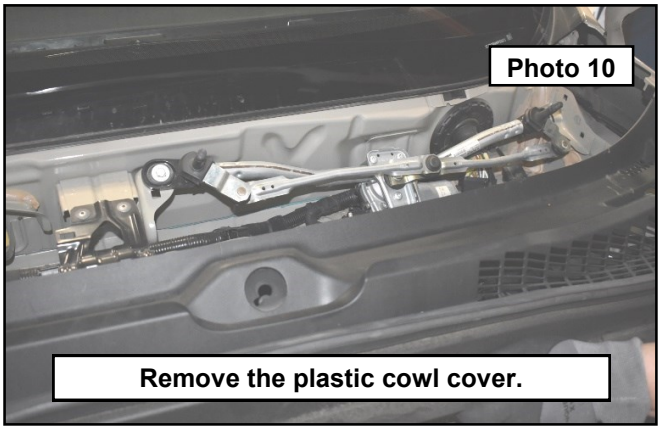
10. Remove the nut cover from wiper arm by pulling it up and away. **Photo 7**
11. Remove the wiper arm nut using a 17mm wrench.
12. Mark the wiper arm to shaft location for installation later to insure proper activation of the blades when in use. Remove the wiper arms by lifting them up and out of the way. Set aside for reinstallation later. **Photo 8**



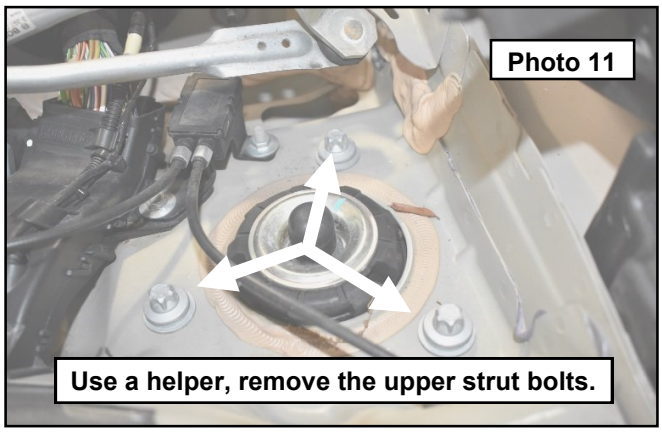


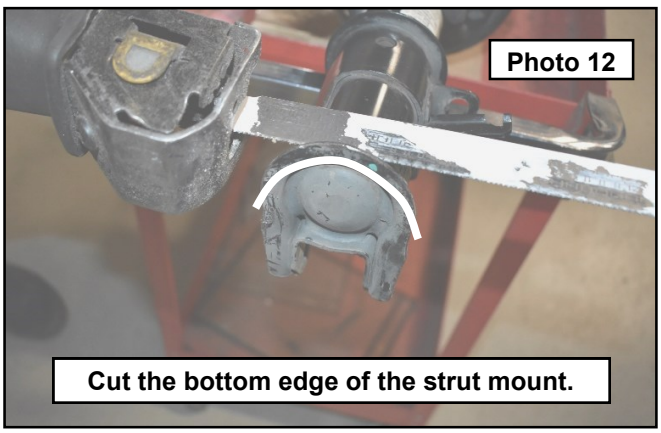
13. Remove plastic push pins around the perimeter of the plastic cowl cover and the foam side inserts. You need to remove this cover to access the strut tower. **Photo 9**
14. Remove the cowl cover by lifting it up and out of the way. Set aside for reinstallation later. **Photo 10**





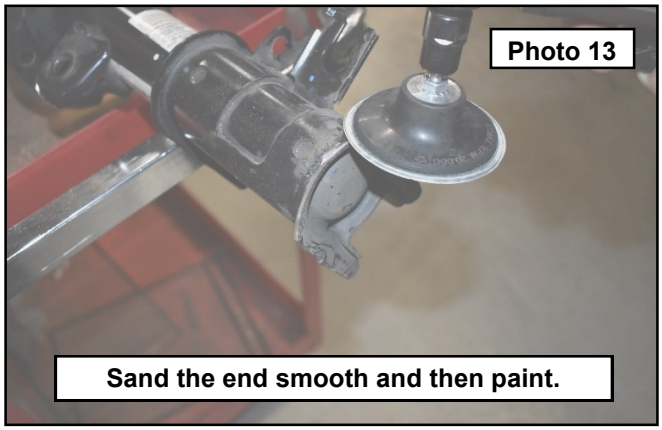
15. Using a helper to support the strut while removing the top strut bolts with an E14 socket. Remove the strut from the vehicle. Take care to not damage the strut, CV axle boots, brake lines, or ABS wire. **Photo 11**
16. You will be cutting the protruding edge off the lower mounting end of the strut. Take the strut and mark as shown. You are only cutting a semi circle about 3/4 of the way around the strut and just on the outer bracket. Use a suitable cutting tool (Sawzall with metal cutting blade shown) and cut off the marked edge. **DO NOT** cut into the shock body or cut off the sides of the mounting tabs. This is done for clearance on the CV shaft for turning and full suspension articulation. **Photo 12**

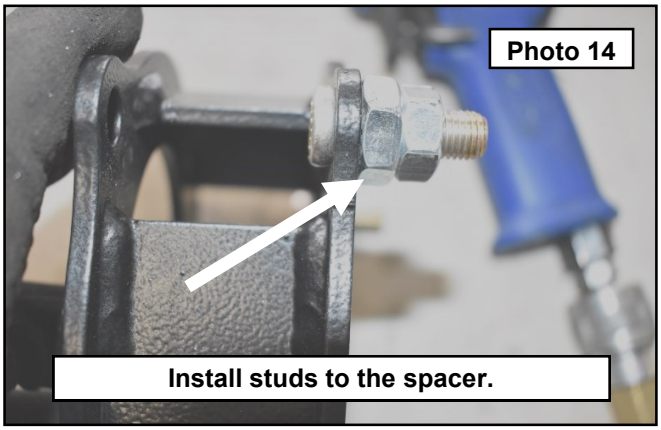




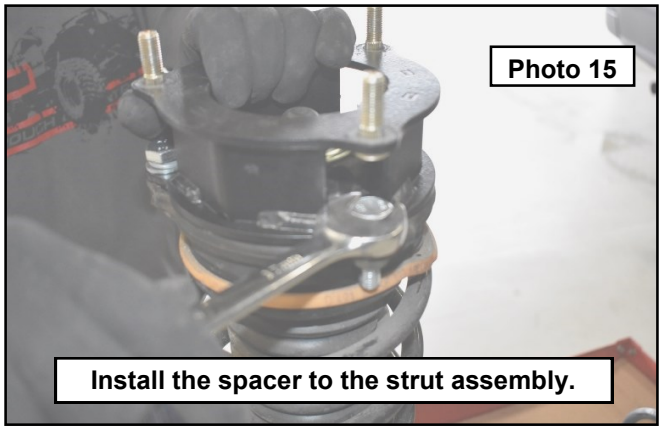
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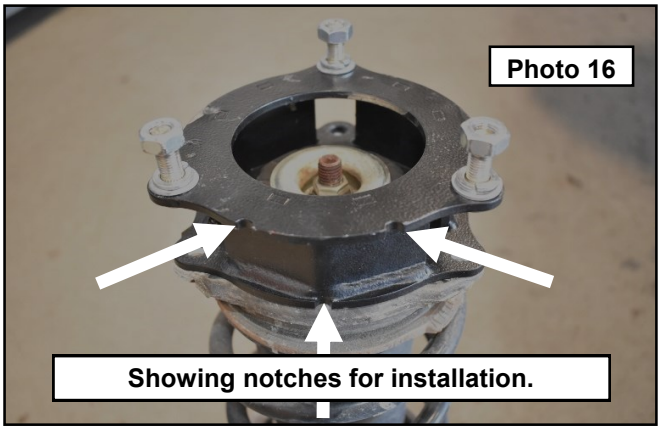
17. Sand the end of the strut smooth and paint the exposed metal with a quality rust preventative paint. **Photo 13**
18. Install the provided studs into the tops of the strut spacers using the provided 1/2" nut acting as a spacer and the spare 10mm nut in the provided stud bag. Use of a lubricant is suggested between the two nuts to prevent galling of the metals. Once the stud is fully seated, repeat the process for the rest of the studs. **Photo 14**



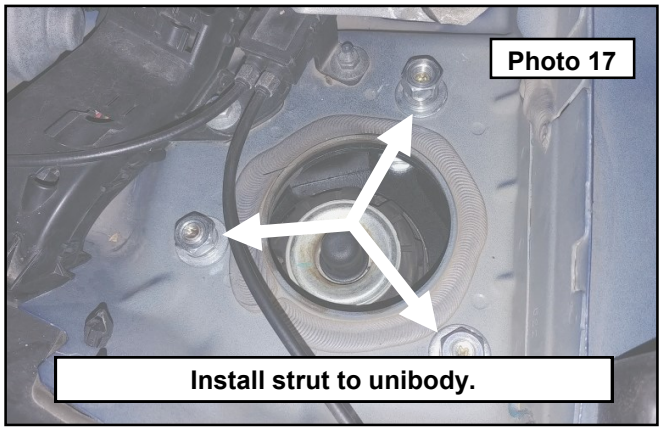


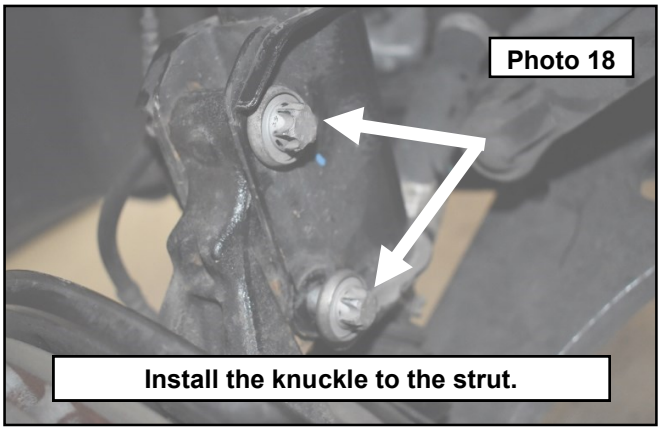
19. Install strut spacer using the provided 10mm x 25mm bolts, lock washer and flat washer (from stud bag). Tighten using a 17mm wrench. Torque to **45 ft-lbs**. **Photo 15**
20. The spacers are offset and have notches in the upper and lower plate. These notches must face the tire for proper installation. **Photo 16**





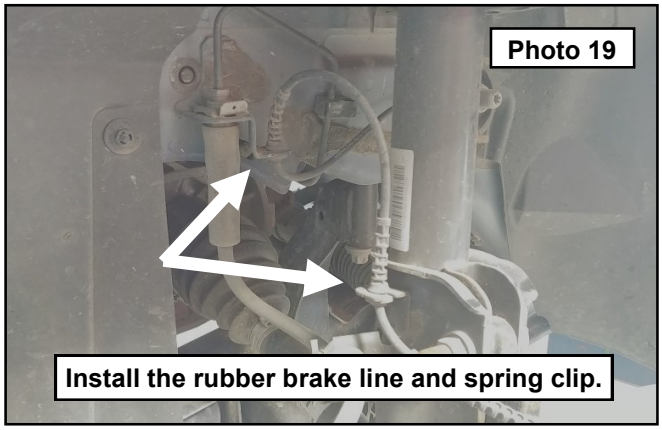
21. Install the strut assembly to the unibody using the provided 10mm nuts, lock washers and **LARGE** flat washers. Make sure to use the provided 10mm **LARGE** flat washers in the second hardware bag. **DO NOT** fully tighten at this time. This will aid in the knuckle assembly. These points are movable for the alignment fine tuning. You will torque these once the vehicle is set down on the wheels/tires and the alignment technician will need to adjust the alignment using these points on both struts. **Photo 17**
22. Install the strut to knuckle using factory hardware, E18 socket and 16mm wrench. Torque to **95 ft-lbs**. **Photo 18**

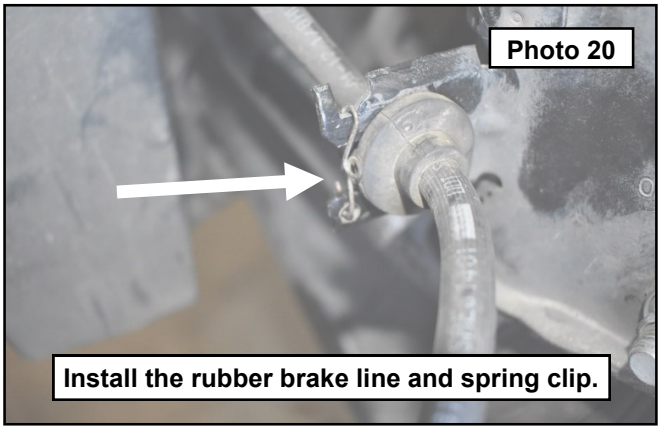




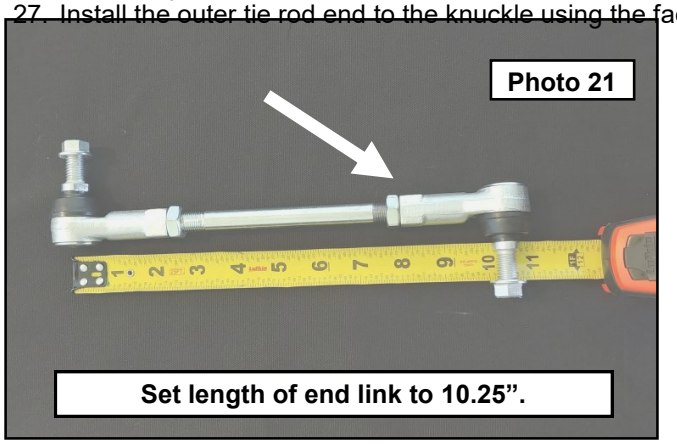
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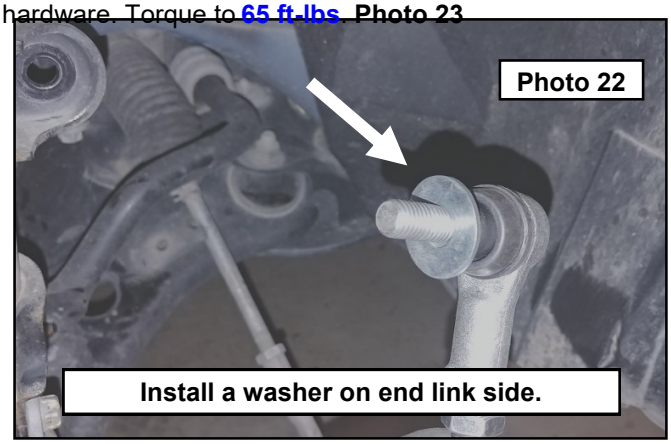
23. Reinstall the ABS wire to the strut and unibody mounts by pressing back into place. **Photo 19**
24. Reinstall the rubber brake line and the spring clip using pliers. **Photo 20**





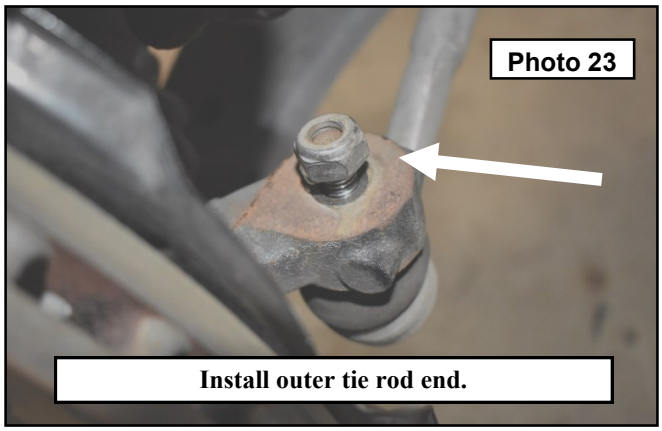
25. Install the provided 1/2” jam nuts onto end link shaft. Run these down almost all the way down to insure clearance for the ball socket ends. Install ball socket ends onto end link shaft. Note: these are both right handed threads and will have to be turned in the same amount, and backed out the same amount individually to insure enough thread engagement per side. Set length of end link to 10.25” (when measured from the center of each ball) by adjusting the ball socket ends until the measurement is met. Lock the jam nuts using a 3/4” wrench. **Photo 21**
26. Install end link to sway bar and strut using the provided large 7/16” flat washers, 12mm nut and 15mm socket. Make sure one washer is on end link side before installing into strut and sway bar. Then install another washer on the nut side. Torque to **55 ft-lbs**. **Photo 22**
27. Install the outer tie rod end to the knuckle using the factory hardware. Torque to **65 ft-lbs**. **Photo 23**





28. Install wheels and lower vehicle to ground, then torque lug nuts to wheel manufacturer’s specs. **Photo 24**
29. Leave the cowl cover and wiper arms off to aid in later alignment. Set initial torque on the upper strut mounting hardware to **30 ft-lbs**. Final torque will be done by the alignment technician.
30. Move to the rear installation now.

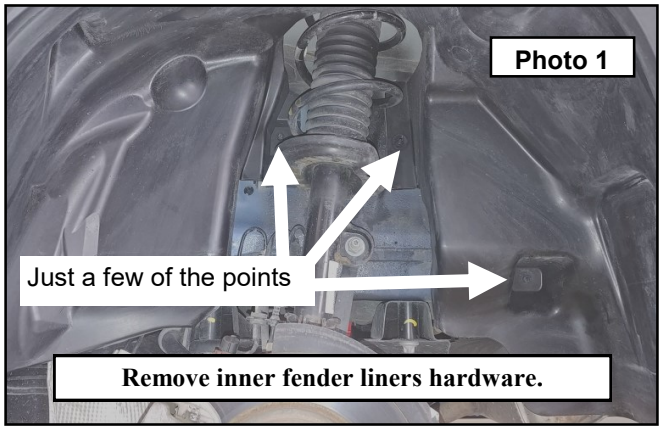
Rear Installation

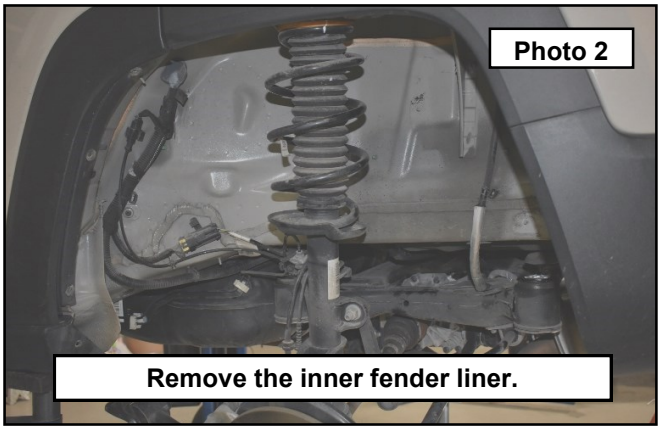




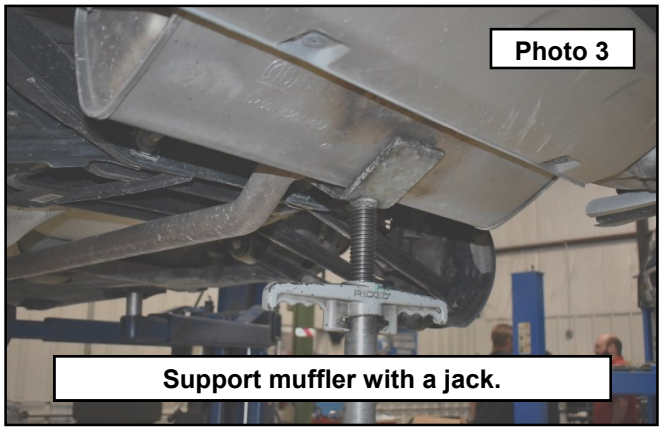
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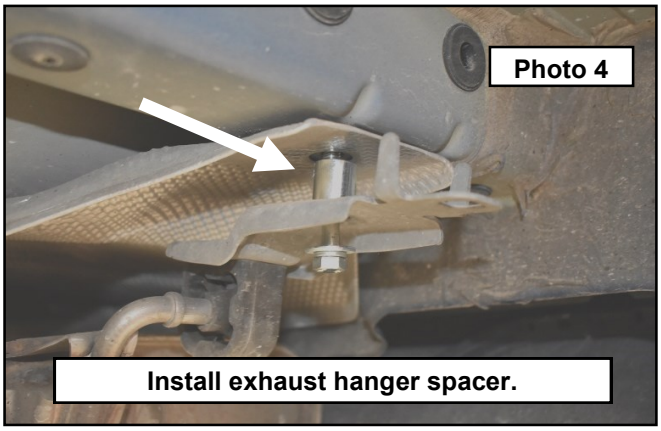
1. Chock the front wheels and jack the rear of the vehicle up and place safety stands at the indicated lift points for the unibody in the service manual. Remove the rear wheels/tires and set aside.
2. Remove the inner fender liners to access the struts and the charcoal canister. These are held in by a number of Philips head screws, plastic push clips and plastic nuts (10mm socket). **Photo 1**
3. Remove the liner by pushing in and then pulling outwards from the body. It is a tight fit and may take some persuasion to remove completely. Keep track of the hardware and its location for reinstallation later. **Photo 2**
4. Support the muffler with a jack and remove the two hangers using a 13mm socket. **Photo 3**





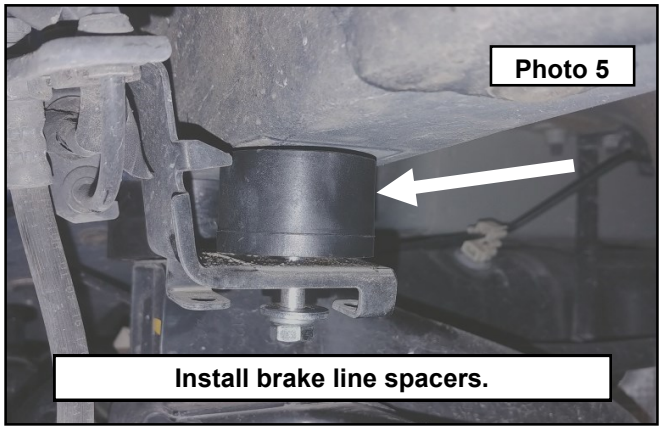
5. Lower the muffler down and install the spacers, 8mm x 45mm bolts, lock washers and flat washers. Torque to **20 ft-lbs**. **Photo 4**
6. Remove the brake line brackets from the unibody using a 13mm socket. Lower enough to install the 1.25” x 2” body pucks between the bracket and unibody. Install the provided 8mm x 65mm bolts, lock washers and flat washers.

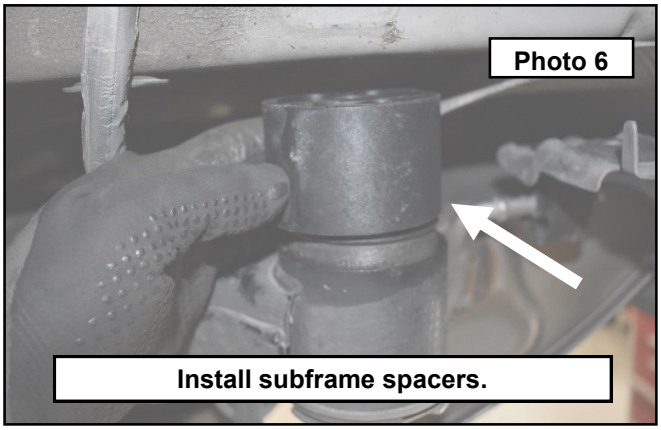




Torque to **20 ft-lbs.** **Photo 5**

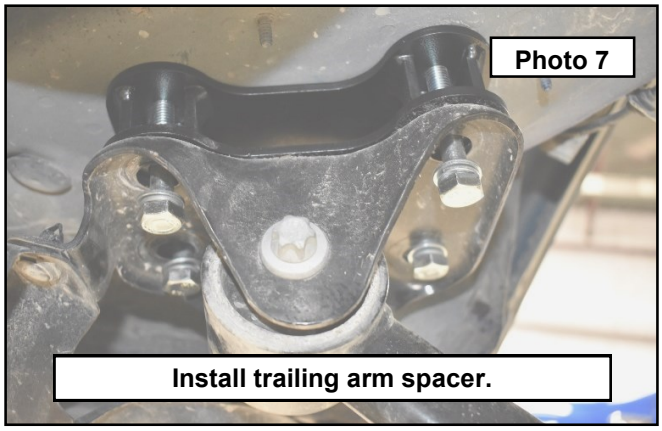
7. Move the jack to under the subframe. Loosen but do not remove one side of the 4 subframe mounts. Remove the other two and lower the subframe low enough to install 1.25” x 3” body puck spacers, provided 14mm x 150mm (FWD models use 14mm x 130mm) bolts, lock washers, and **LARGE** flat washers using a 22mm socket. Leave these loose and repeat steps for the other side. Once all 4 bolts are started, make sure the subframe is square under the unibody and then torque the bolts to **120 ft-lbs**. **Photo 6**
8. Loosen (but do not remove) the trailing arm and 4 lower control arms at the knuckle, the unibody mount and the subframe using E14 socket and 16mm wrench. Remove the trailing arm mount from the unibody using E14 socket.

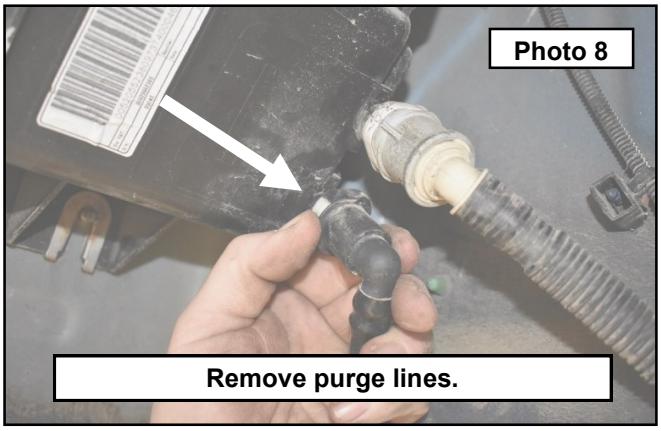




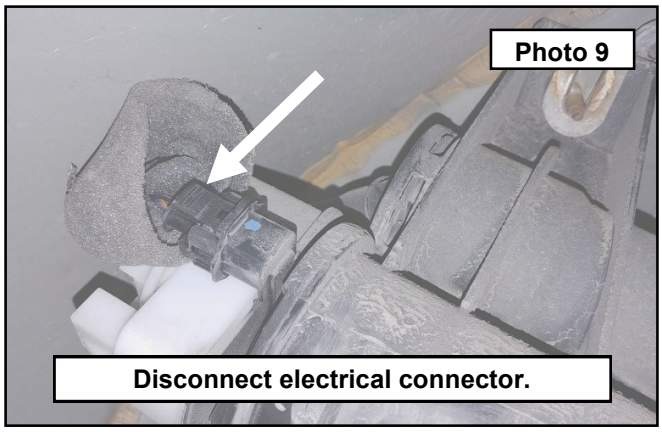
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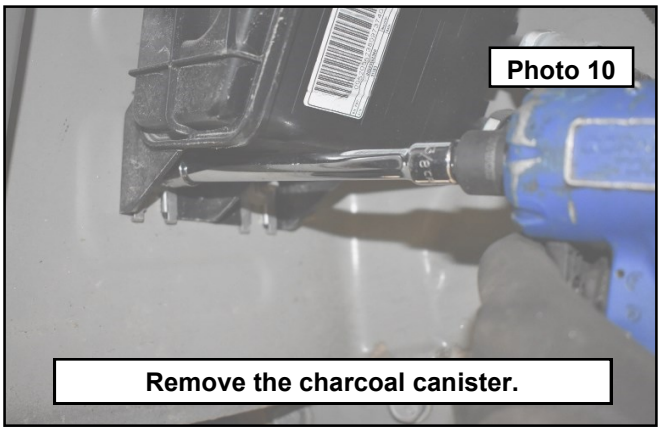
9. Install the trailing arm spacer between the unibody and the mount using the provided 10mm x 70mm bolts, lock washers, and flat washers. Torque the mount to **45 ft-lbs**. Leave the trailing arm loose for now. **Photo 7**
10. On the passenger side of the vehicle, remove the charcoal canister by pressing the plastic clips in on the purge lines and gently pulling them off the canister. **Photo 8**
11. Remove the electrical connector from the purge solenoid and let hang out of the way. The connector is hidden under a foam cover. **Photo 9**





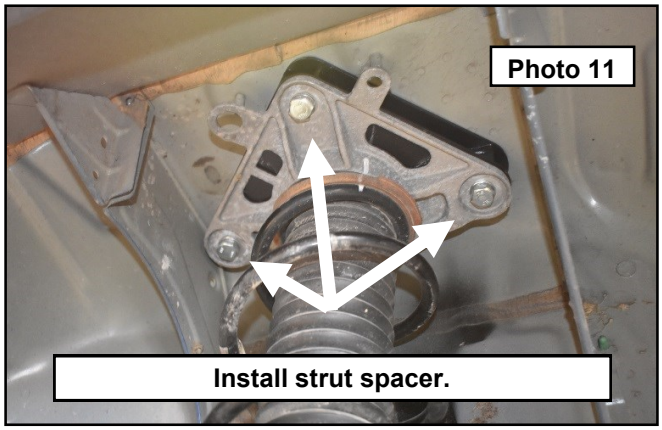
12. Remove the three nuts holding the charcoal canister to the unibody with a 10mm socket. Set the canister out of the way. **Photo 10**
13. Remove the upper strut from the unibody using a E14 socket and lower the jack low enough to install the spacer.
14. Install the spacer and strut to the unibody using the provided 10mm x 70mm bolts, lock washers, and flat washers.

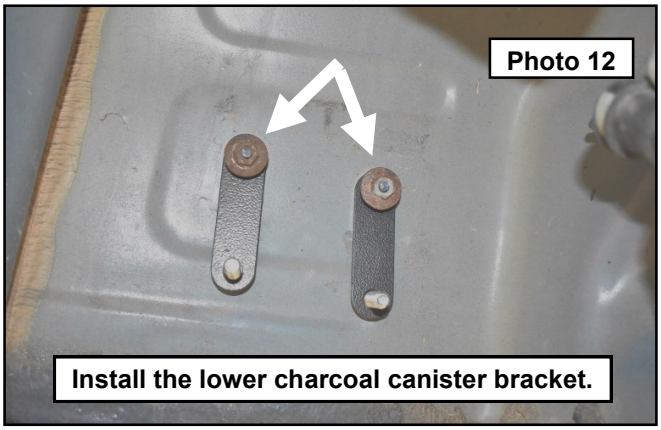




Torque to **45 ft-lbs**. **Photo 11**

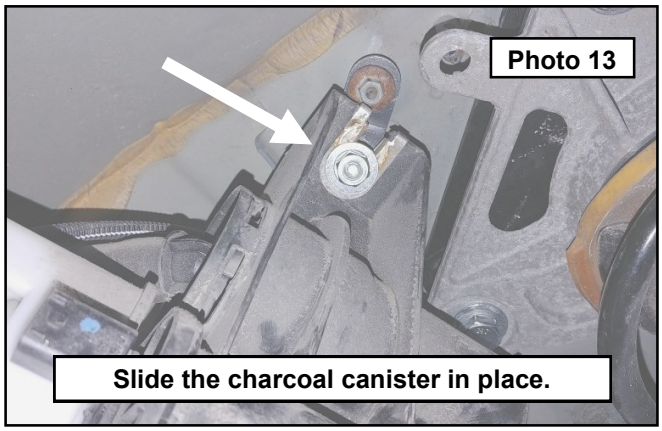
15. Install a 5/16” x 1 “ bolt into the lower charcoal canister brackets and bolt to the original studs using the stock nuts. Make sure the bolts are facing out. The heads will rest against the body when installed correctly. Torque to **5 ft-lbs** while making sure to keep the brackets hanging straight down. **Photo 12**
16. Install a 5/16” x 1” bolt into the upper charcoal canister bracket and then bolt to the original stud leaving loose at this time to aid in the next step.

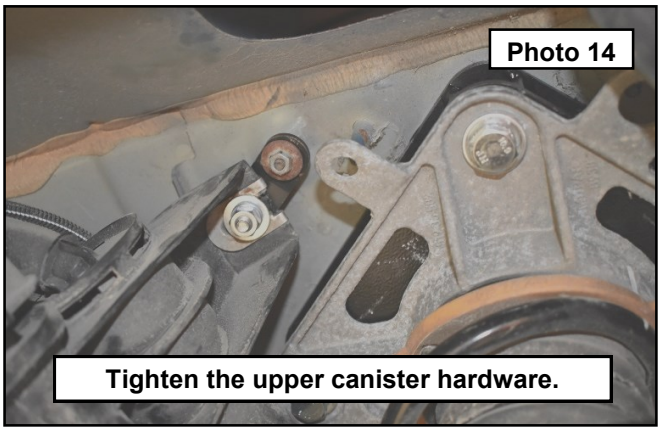




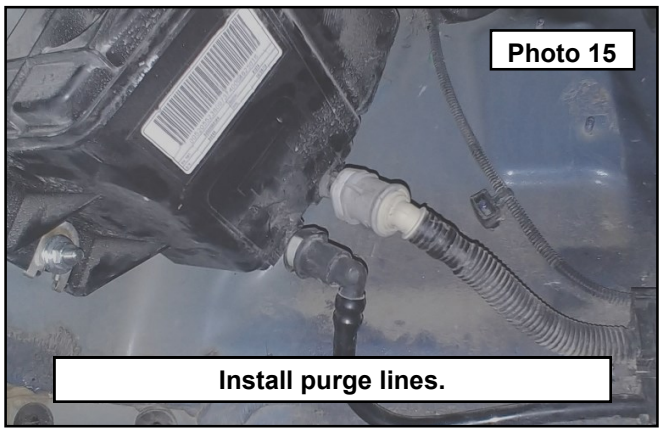
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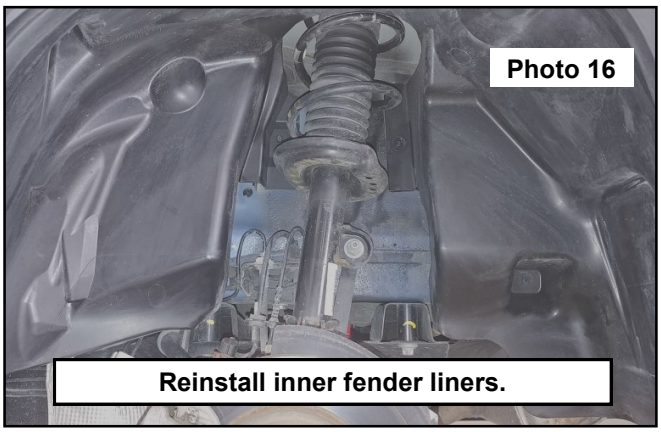
17. Install a 5/16” flat washer, lock washer and nut onto the upper bracket bolt. Slide the charcoal canister into place between the washer and the bracket. DO NOT tighten at this time. **Photo 13**
18. Guide the lower tabs of the charcoal canister into place and install using the provided 5/16” flat washers, lock washers, and nuts. Torque to **5 ft-lbs**.
19. Now with the lower bracketry tight, torque the upper 5/16” and stock hardware to 5 ft-lbs. **Photo 14**
20. Install the purge lines back onto the canister by pressing into place until the clips “click” . **Photo 15**
21. Reinstall the inner fender liners using all the previously removed plastic push clips, Phillips head screws, and plastic nuts hand tight. **Photo 16**





22. Install the wheels and lower the vehicle to the ground. Torque the lug nuts to the wheel manufacturer’s specs.
23. Reconnect the negative terminal on the battery and start.





24. Rotate the steering wheel from lock to lock and verify wheel/tire clearances against the body and suspension. Adjust as necessary.
25. Make sure there are not any dash lights pertaining to suspension.
26. Pull the vehicle forward and backwards a few feet to settle the suspension to the new ride height.
27. Torque the 4 lower control arms, and trailing arms to **95 ft-lbs**.
28. Have the alignment set to the specs provided below.
29. Once the alignment is set, reinstall the cowl cover using the previously removed plastic push clips.
30. Reinstall the wiper arms using the previously made marks to line up back to the factory position. Install the nuts and torque to **15 ft-lbs**. DO NOT use an impact on the nuts. Reinstall the plastic nut covers.

FRONT	DRIVER	PASSENGER	TOLORANCE
CAMBER	-0.5	-0.5	+/-0.5
CASTER	+4.5	+4.5	+-/0.5
TOE	-0.04	-0.04	+/-.05
REAR	DRIVER	PASSENGER	TOLORANCE
CAMBER	+0.3	+0.3	+/-0.5
TOE	+.05	+.05	+/-.05

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