



CE-9802F 2007 & up Jeep JK Long Travel Leveling Kit - Installation Instructions
Also shown: Installation of CE-9151JKR Rancho RS9000X long travel shocks

Kit includes:

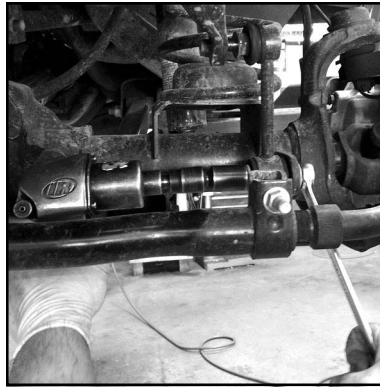
- 2 - CE-9802FCS - Billet Aluminum Coil Spring Spacers
- 2 - CE-9802FBS - Billet Aluminum Bump Stop Spacers
- 2 - CE-9802FB1 - 1/2"-13 x 1" Bump Stop Spacer Bolts
- 1 - CE-9802FSBX - Adjustable Extended Sway Bar Link Kit w/ Heim Joints, Jam Nuts, and 1/2"-20 Nyloc Nuts
- 1 - CE-9802FBLK2 - Stainless Braided D.O.T. Approved Brake Line Kit w/ 2 Frame Tabs, 2 Bulkhead Clips, and 4 Brass Crush Washers
- 6 - Zip Ties

Tools/Supplies Needed:

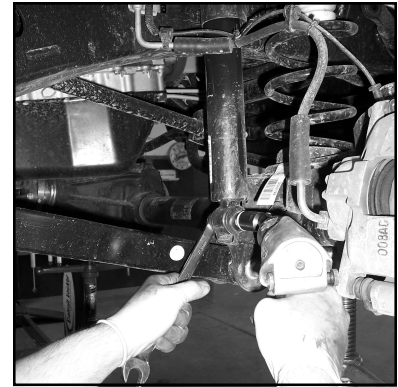
- 10mm wrench
- 12mm wrench
- 15mm wrench
- 16mm wrench
- 18mm wrench
- 19mm wrench
- 3/8" line wrench
- 9/16" wrench
- 11/16" wrench
- 10mm socket
- 18mm socket
- 19mm socket
- 21mm socket
- 3/8" Ratchet
- Short 3/8" Socket Extension
- Drill
- 7/16" drill bit
- Mallet
- 1/2" drill bit
- Brake Fluid
- Blue Loc-Tite
- Side Cutting Pliers



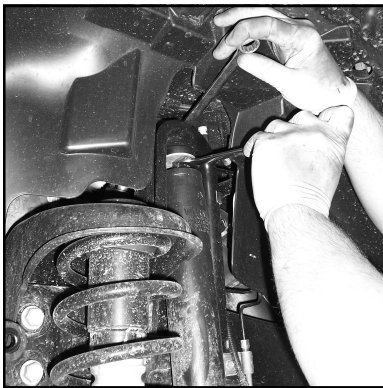
1 Jack the vehicle up and set it on jackstands by the frame, and then with a jack under the frontend housing, raise the housing to a height that relieves the load on the sway bar. Remove upper sway bar link ends from the sway bar.



2 Next remove the lower sway bar link bolts and nuts. Then remove the links from the vehicle.



3 Remove the bottom of the stock shocks from the frontend housing.



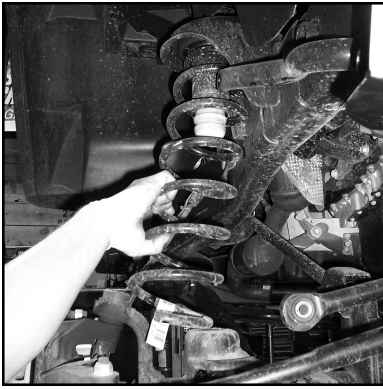
4 Now remove the nut on the top of the shock so that it may be removed from the vehicle. This may also require a wrench being used on the hex on the shock shaft if the shaft spins.



5 Remove the bolt that attaches the front trac bar to the frontend housing. This may require moving the jack under the frontend housing up or down to lessen the load on the bolt.



6 Remove all of the transmission skid plate bolts except the end one on the passenger side. Loosen this bolt and leave it in to allow the plate to hang out of the way for the rest of the job.



7 Next, release the jack load under the frontend housing to lower the frontend. This should allow you to easily remove the front coil springs.



8 With a 7/16" drill bit, drill a hole in the center of the coil spring pad on the frontend housing.



9 Install the thread-forming 1/2"-13 x 1" long bolts into the holes. After the bolts have tapped the holes with threads - take them back out of the holes.



10 Pull the stock rubber spring isolater pad down off of the upper spring bucket on the frame.



11 Install the RockJock coil spring spacer - chamfered lip side DOWN - and the stock rubber isolater pad back into the upper spring bucket.



12 Reinstall the coil spring against the isolater and spacer, and then index the bottom of the spring back onto the spring pad on the housing.



13 NOTE: Make sure the end of your spring is indexed into the stamped groove in the housing pad correctly! Now install the bumpstop spacers - countersunk hole side up!



14 Put blue loc-tite on the 1/2"-13 x 1" bolts before installing them, and then tighten them down.

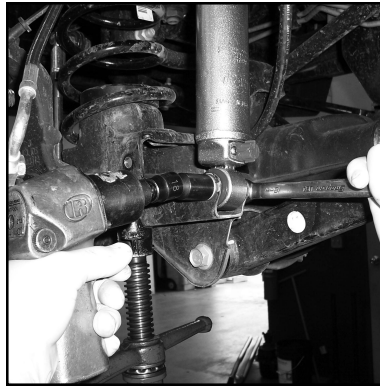


15 Extend the new long travel shocks (available separately - see back page) so that you can install the top of them into the factory upper shock mount on the frame. Install the upper bushing half, washer, and nut on the top side of the shock mount.

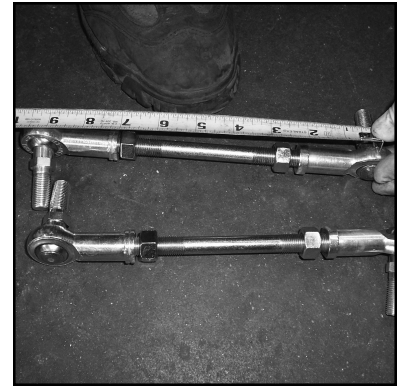




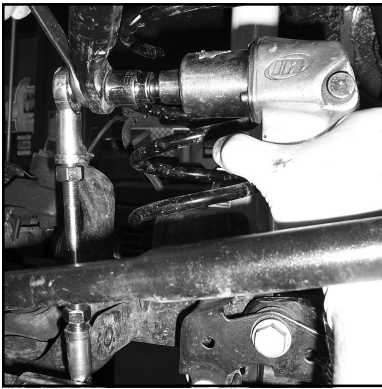
16 Tighten the top nut on the shock. Holding the shock shaft should be sufficient, but again, you may use a wrench on the hex on the shock shaft if necessary.



17 Install the bottom of the new shocks into the housing bracket and affix them using the factory bolt and nut.



18 Next check the center to center dimension on your new adjustable sway bar links. You want a starting point of 9 1/2" when you install them.



19 Install the tops of the new links using a wrench on the stud as well as a wrench on the nut. NOTES: some Jeeps will need the hole in the sway bar reamed out with a 1/2" drill bit. The stud on the link goes into the sway bar from the outside - nut on the engine side!



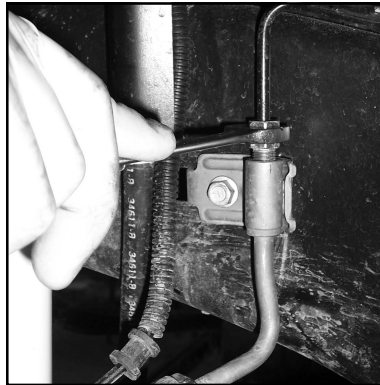
20 The lower stud on the link goes in the bracket from the engine side of the bracket - nut on the tire side of the bracket! Start the nut onto the stud - but do not tighten!



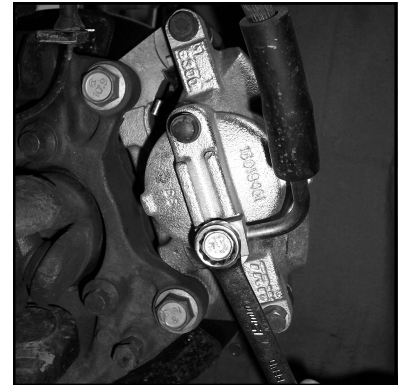
21 Find the zip ties on the front brake lines that attach the ABS wire to them. Clip these zip ties and remove them.



22 Pull all the plastic clips off, releasing the wires from the hoses.

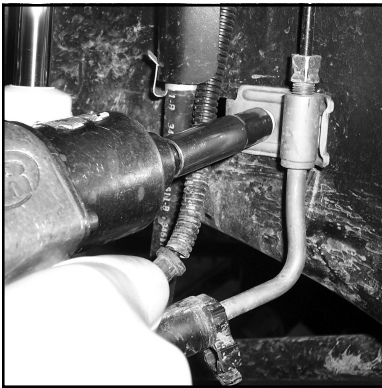


23 With the proper line wrench, remove the brake hard line fitting from the frame end of the brake hose.



24 Next remove the banjo bolt from the caliper. Be prepared! Fluid will come out!





25 Remove the bolts that hold the brake hose tabs to the frame. Save these bolts for reuse! You may now remove the hoses from the vehicle.



26 With the new frame tabs already slid onto the new lines' fittings, you may attach the brake hard lines into the new brake hoses. Do not tighten the fitting!



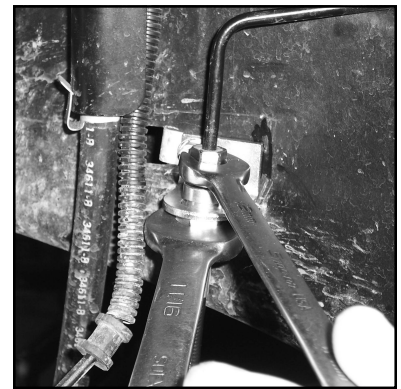
27 Attach the new frame tabs to the frame with the factory bolts that you took out in step 25.



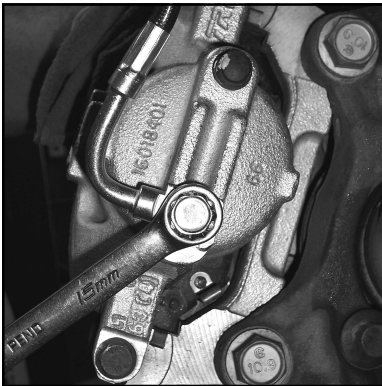
28 Locate your stock banjo bolts and the 4 copper washers included in the kit. One washer goes on each side of the banjo fittings on the hose ends.



29 Put the banjo bolts through the ends of the new hoses, put the other 2 washers on, and then start the banjo bolts into the threads in the calipers. Do not tighten.



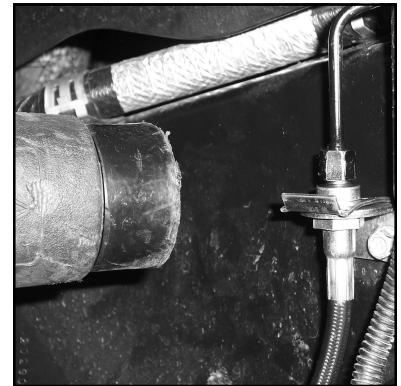
30 Go back and tighten the hard line fittings into the top of the new brake line hoses. This will require 2 wrenches.



31 Now go back and tighten the banjo bolts on the calipers - observing the location of the bends in the ends of the hoses.



32 Zip tie the ABS wires onto the new brake hoses at their original tie points where the rubber sleeves are. Take special care to make sure the wire tension and zip tie locations will allow the wires to move freely when the suspension articulates!

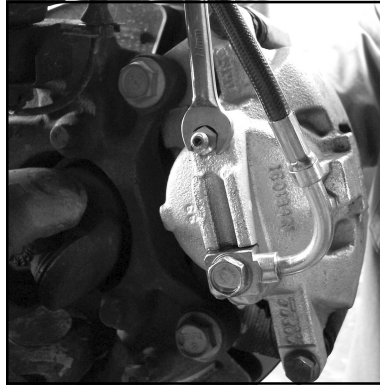


33 Finally, go back and install the brake line fitting to frame tab clips with a mallet. Your brake line installation is now complete.

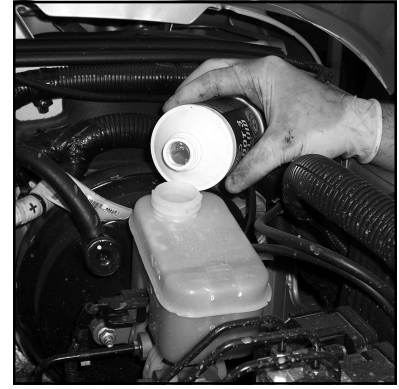




34 Check your master cylinder fluid level under the hood. Refill as necessary with the brake fluid type that is recommended in your owner's manual.



35 Crack both bleeders on the calipers to gravity bleed your brake system. Fluid will flow out of them one at a time when they are bled. As soon as fluid flows out, close the bleeder.

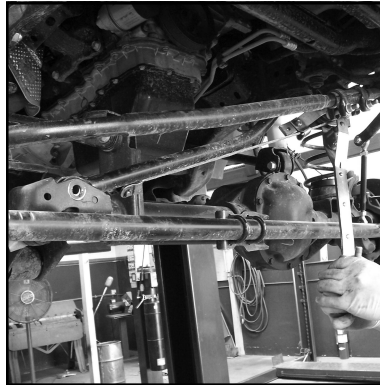


36 Once again, recheck your fluid level and top off your master cylinder as necessary.

VERY IMPORTANT!!! Gravity bleeding the brakes is the method we've used and demonstrated in these instructions - this is a good method that works most all the time. If you have ANY questions or ANY concerns on your brake bleeding - contact Currie, a qualified brake professional, or consult your owner's manual before driving your vehicle!



37 You may now reinstall all of your transmission skid plate bolts and tighten them all down.



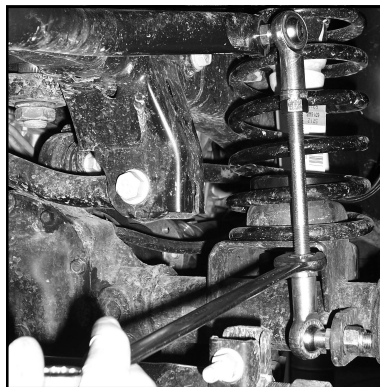
38 Next step is to reinstall the trac bar bolt. This may require the use of a come-along to realign the bolt hole. After you get the bolt in - put the nut on the back of it, but do not tighten it!



39 Put the tires back on the vehicle and set it back on the ground. Now you may go back and tighten the trac bar bolt.



40 Next you may now go back and tighten the nyloc nuts on the housing end of the sway bar links. This will require 2 wrenches or a wrench and a socket.



41 Double check your links at ride height to make sure there is no load on them, adjust their length if needed, rotate both rod end heads to the same position as each other, and lock down your jam nuts. Remember you have one RH and one LH jam nut.



42 Your steering will require a minor adjustment by a competent alignment shop. This issue must be addressed! If your steering wheel is not straight the vehicle ESP system can mistakenly sense that the vehicle is in a turn and apply the brakes!





'07 JK with RockJock4x4 CE-9802F Long Travel Front Leveling Kit, and CE-9802R Long Travel Rear Kit Installed.

Long Travel Front Shocks for use with CE-9802F JK Long Travel Leveling Kit



Rancho Shocks

CE-9151JKR RS9000X adjustable.....\$99.95 ea.
Rancho Part #RS999329



Walker Evans Shocks

CE-9151JKWE emulsion style - non-reservoir.....\$176.00 ea.
Walker Evans part #500-00-010
CE-9151JKWR w/ remote reservoir.....\$221.00 ea.
Walker Evans part #500-08-010
CE-9151JKWCA w/ compression adjustor reservoir.....\$299.95 ea.
Walker Evans part #500-16-010

Check out more RockJock4x4 JK products online at www.rockjock4x4.com, or at your local dealer!



**RockJock4x4/Currie Enterprises - 1480 N. Tustin Ave., Anaheim, Ca. 92807
Ph (714) 528-6957 - F (714) 528-2338 - www.rockjock4x4.com**