INSTALLATION INSTRUCTION RS88133

Rev A

RS80133B Front 2” Lifted Progressive Coil Springs*

Fits: 2018-2007 Jeep Wrangler JK

*The addition of aftermarket bumpers, sliders, winches, etc. will net differences in lift height

⚠ WARNING: Carefully read, understand and follow the instructions provided in this manual, and keep it in a safe place for future reference. If you have any doubt whatsoever regarding the installation or maintenance of your Rancho suspension system, please see your retailer for assistance or advice. Failure to follow the warnings and instructions provided herein can result in the failure of the suspension system, or can cause you to lose control of your vehicle, resulting in an accident, severe personal injury or death.

These instructions should remain in the vehicle glove box for future reference.

Do not install lifted coil springs without appropriate extended length shocks, brake lines, brake line brackets, bump stop extensions, sway bar end links, track bars, and drive shafts.

Failure to install these lifted height coil springs along with appropriate components can result in the failure of the suspension system, or can cause you to lose control of your vehicle, resulting in an accident, severe personal injury or death.

This suspension system will enhance the off-road performance of your vehicle. It will handle differently, both on and off-road, from a factory equipped passenger car or truck. Failure to drive this vehicle safely may result in serious injury or death to the driver and passengers. ALWAYS WEAR your seat belts, REDUCE your speed, and AVOID sharp turns and other abrupt maneuvers.

Parts List

P/N	DESCRIPTION	QTY.
RS860B	JK Front 2” Progressive Coil	2
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Recommended Rancho Shock Absorbers:

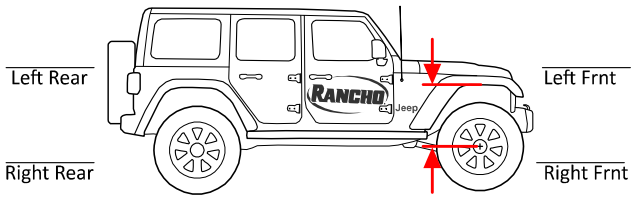
(Must be purchased separately)

RS5000X	RS7000MT	RS9000XL
RS55326	RS7326	RS999326

COIL SPRING REMOVAL

1) Park vehicle on a level surface. Set the parking brake and chock rear wheels.

2) Measure and record the distance from the center of each wheel to the top of the fender opening.



3) Remove the track bar to frame bracket nut and bolt.

4) Raise the front of the vehicle and support the frame with jack stands.

5) Remove the front wheels and set them aside.

6) Support the front axle with a floor jack

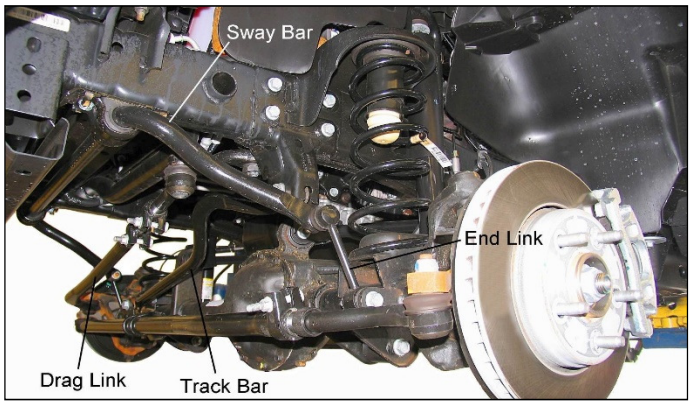
7) Reference mark the drive shaft to the front pinion flange (at axle). Disconnect the drive shaft from the pinion flange. Support drive shaft with a tie wrap or wire.

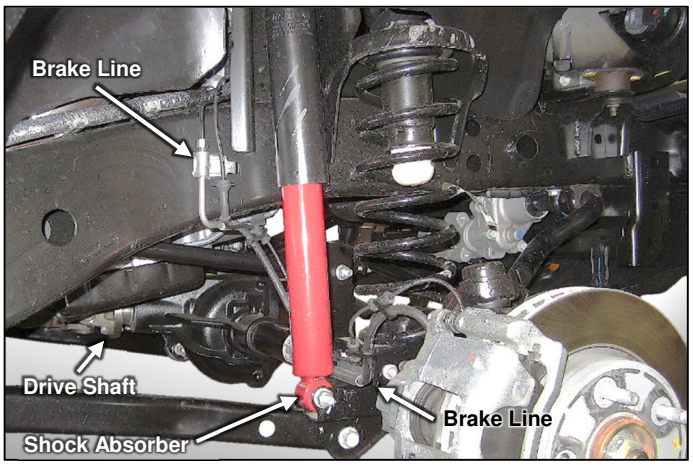
8) Remove the sway bar end links lower nut and bolt.

9) Remove the shock absorber lower nut and bolt.

10) Remove bolts and separate the brake line brackets from the frame rails and axle. If necessary, disconnect any vent hoses and electrical wiring from the axle.

11) Carefully lower the front axle and remove the coil springs. Push down on axle if necessary.





⚠ WARNING: Do not allow the front axle to hang by any hoses or cables. You could damage the hose or cable, without this damage being visible to you, resulting in sudden and unexpected failure and an accident.

COIL SPRING INSTALLATION

1) Installation is the reverse of removal.

2) Install new coils using OE isolators. Raise front axle and make sure coils and isolators are seated properly.

3) Install other required components following manufacturer's warnings and instructions.

4) Reattach shocks and end links to axle.

5) Reattach brake line brackets.

6) Reattach drive shaft to pinion flange using OE hardware and Loctite.

7) Torque all fasteners to manufacturers recommended torque (see torque specs at end of instruction).

8) With the suspension at maximum extension (full droop), inspect and rotate all axles and drive shafts. Check for binding and proper slip yoke insertion. Check for adequate length of any wires, hoses and links. Turn the front wheels completely left then right. Verify adequate tire, wheel, brake hose and ABS wire clearance. Inspect steering and suspension for tightness and proper operation.

9) Install front wheels and lower vehicle to the ground. Torque lug nuts.

10) Reattach track bar to frame mount and torque.

Note: If track bar does not align with bracket, have an assistant slowly turn steering wheel to align holes.

11) Repeat step 8 with suspension at ride height and full articulation.

12) Ensure that the vehicle brake system operates correctly. Verify that each hose and wire allows for full suspension movement.

13) Readjust headlamps.

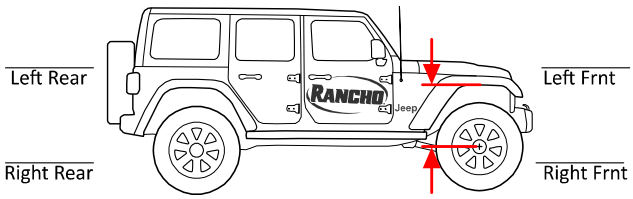
14) Center steering wheel.

15) Have vehicle aligned to manufacturer's specifications.

Alignment Specifications:

Caster	4.8° ± 1.0°
Camber (fixed angle)	-0.25° ± 0.37°
Toe-In, Each Wheel	0.0° – 0.12°
Toe-In, Total	0.0° – 0.20°
Thrust Angle	0° - 0.25°

16) Park the vehicle on a level surface. Measure and record the distance from the center of each wheel to the top of the fender opening.



VEHICLE TORQUE SPECS (OE HARDWARE)

Shock Absorber Lower Mount	56 lb-ft
Front Drive Shaft to Pinion Flange	81 lb-ft
Sway Bar End Link	75 lb-ft
Track Bar	125 lb-ft
Drag Link Adjustment Sleeve Clamp	26 lb-ft
Wheels (Lug Nuts)	110 lb-ft.

STANDARD BOLT TORQUE

INCH SYSTEM			METRIC SYSTEM			
Bolt Size	Grade 5	Grade 8	Bolt Size	Class 8.8	Class 10.9	Class 12.9
5/16	15 LB-FT	20 LB-FT	M6	5 LB-FT	9 LB-FT	12 LB-FT
3/8	30 LB-FT	35 LB-FT	M8	18 LB-FT	23 LB-FT	27 LB-FT
7/16	45 LB-FT	60 LB-FT	M10	32 LB-FT	45 LB-FT	50 LB-FT
1/2	65 LB-FT	90 LB-FT	M12	55 LB-FT	75 LB-FT	90 LB-FT
9/16	95 LB-FT	130 LB-FT	M14	85 LB-FT	120 LB-FT	145 LB-FT
5/8	135 LB-FT	175 LB-FT	M16	130 LB-FT	165 LB-FT	210 LB-FT
3/4	185 LB-FT	280 LB-FT	M18	170 LB-FT	240 LB-FT	290 LB-FT

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Rancho Technical Department 1-800-325-8886.