



**American Trail Products (Part # 35150001/35150002)
2015-2018 Renegade / Compass 2.0 / 4.0 Lift Kit
Installation Instructions**



Thank you for choosing American Trail Products. If you have any questions about the install of this product, please call our tech help at **877-360-JEEP**. We will be happy to assist you with any questions you may have.

**American Trail Products, LLC
817 East Lambert Road
La Habra, CA 90631
Phone (877) 360-5337
Email: info@americantrailproducts.com**



BILL OF MATERIALS:

DESCRIPTION	QTY PER KIT
Front Lift Spacer	2
Rear Lift Spacer	6
Control Arm Drop Spacer	2
Brake Line Spacer	2
Muffler Spacer	2
Rear Cross Member Spacer	4
Carrier Bearing Spacer	2
Charcoal Canister Bracket	1
Sway Bar Link	2

DESCRIPTION	QTY PER KIT
Bolt, Hex Flange Head M10 x 25	12
Bolt, Hex Head M10 x 80	8
Stud, M10 x 50	6
Bolt, Hex Flange Head M8 x 45	4
Bolt, Hex Flange Head M10 x 50	2
Bolt, Hex Flange Head M6 x 20	1
Bolt, Hex Head M14 x 160	4
Bolt, Hex Head M14 x 130	4
Washer, M10	16
Washer, M8	4
Washer, M14	4
Washer, M12	4
Nut, Nylock M12	4

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Always read instructions completely before beginning installation of any American Trail Products.

SAFETY WARNING: American Trail Products LLC. recommends this Kit be installed by a professional technician with knowledge of disassembly/reassembly procedures pertaining to your vehicle.

PRE-INSTALLATION NOTES

1. Special literature required: OE Service Manual for model/year of vehicle. Refer to manual for proper disassembly/reassembly procedures of OE and related components.
2. Adhere to recommendations when replacement fasteners, retainers and keepers are called out in the OE manual.
3. Larger rim and tire combinations may increase leverage on suspension, steering, and related components. When selecting combinations larger than OE, consider the additional stress you could be inducing on the OE and related components.
4. Post suspension system installation vehicles may experience drive line vibrations. Angles may require tuning, worn parts may require replacement, shafts may need to be lengthened or trued, and U-joints may need to be replaced.
5. Secure and properly block vehicle prior to installation of American Trail Products LLC. components. **Always wear safety glasses when using power tools.**

POST-INSTALLATION NOTES

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. Longer replacement hoses, if needed can be purchased from a local parts supplier.
3. Headlight adjustment is highly recommended so as to not blind other drivers.
4. Re-torque all fasteners after 500 miles. Always inspect fasteners and components during routine

PRODUCT SAFETY WARNING: Modifying your vehicle ride height may result in the vehicle handling differently than a factory equipped vehicle. Extreme care must be used to prevent loss of control or vehicle rollover. Failure to drive your modified vehicle safely may result in serious injury or death. American Trail Products LLC. does not recommend the combined use of suspension lifts, body lifts, or other lifting devices.

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WIPER REMOVAL



Begin by parking the vehicle on a level surface with the parking brake engaged.



Open the hood to remove the windshield wipers. A small plastic cap that covers the nuts will need to be removed first, then the nuts and washers can be removed with a 17mm socket. This will make reassembly much easier.

COWL COVER REMOVAL



To remove the cowl cover you will need to first pop the center of the fastening pins up, this can be done with a small flathead screwdriver. Next, with a panel removal tool, pop the pins out. On each side of the panel is a foam filler section held in by a push in pin, this can be removed by hand.

Note:

Renegade - Remove the cowl to access upper strut hardware

Compass - Do not remove the cowl, but lift up enough to access upper strut hardware.

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FRONT SUSPENSION REMOVAL



First, make sure parking brake is engaged. Lift the front of your vehicle and support with jack stands. Remove the front wheels with a 17mm socket.



Starting on the drivers side, remove the sway bar link. You will need an 18mm wrench for the nut and T-40 Torx bit to hold the shaft during removal.



Disconnect the tie rod from the steering knuckle. You will need a 17mm socket to remove the nut, and a hammer to strike the knuckle and free the tie rod.



First remove the clip that holds the brake line to the strut with needle nose pliers. Now remove the ABS line from its attachment points on the strut body.



Next, remove the bolts that attach the strut to the knuckle using a 16mm wrench & E-18 Torx and pull the strut out of the steering knuckle. **Caution, support steering knuckle and CV axle when separated to avoid popping the axles out and damaging the CV joint.**



Finally, remove the 3 upper strut bolts with the E-14 reverse Torx socket and remove strut from vehicle.

4.0 installation

This is where you use a spring compressor and replace the coil spring with the new 4.0 coil springs

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FRONT SUSPENSION INSTALL



Place your new lift spacer on top of the strut and install the provided M10 bolts using red Loctite and torque to 35 ft lbs.

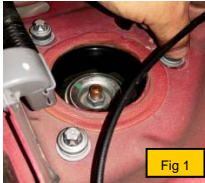


Fig 1



Fig 2

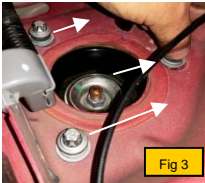


Fig 3

Installing Strut -

Step 1. install and attach the strut assembly using the 3 factory bolts, leaving loose at this time.

Step 2. reattach the strut to the knuckle using the 2 factory bolts and torque to 90 ft lbs.

Step 3. Now push the top of the strut towards the motor and torque the upper bolts to 35 ft lbs. (see fig 3)

Note: At full droop axle may be touching the strut, this is normal and during install.



Reattach the brake and ABS lines to the strut using all of the factory retaining clips.

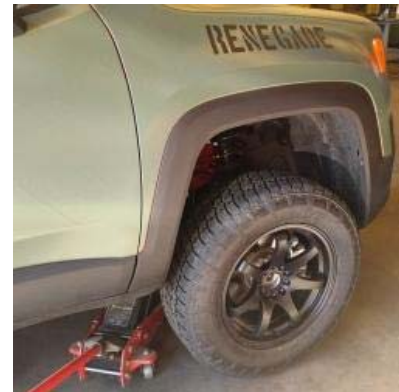


Caution - Once you tighten the jam nuts, turn the steering wheel full lock in both directions making sure the endlinks are not binding up.

Install the new sway bar end links using the supplied hardware. Note; both joints will need to be aligned before tightening the jam nut to ensure there is no binding that can limit steering and ruin the joints.



Reinstall the steering tie rod and tighten. Now you can repeat the suspension removal and suspension installation on the passenger side of the vehicle.

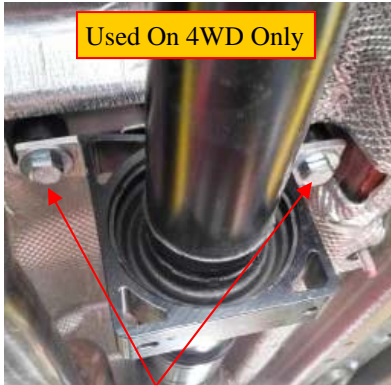


Finally, go over your work to ensure all hardware is tight and the lines and clips are attached. Now, Reinstall the wheels and lift the vehicle to remove the jack stands.

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CARRIER BEARING, EXHAUST & ABS/E-BRAKE SPACERS



Remove carrier bearing bolts using an E-14 reverse Torx socket. Next install the carrier bearing spacers and longer supplied hardware. Once you have both bolts installed, tighten.



Remove the two bolts that attach the exhaust hangers. Now, install the spacers on both sides (just under the heat shield) and tighten all hardware.



Remove the two bolts that attach the ABS/Brake line brackets. Next, install the spacers on both sides and tighten all hardware.

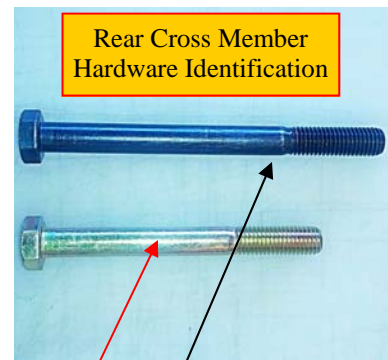
REAR CROSS MEMBER & CONTROL ARM SPACERS



Remove the inner fender liners with a Phillips screw driver and 10mm socket. You have 5 Phillips head screws and 4 10mm plastic nuts that hold the liner in place. Now you should be able to carefully remove the liner from the vehicle.



Support the rear differential with a floor jack while loosening the cross member bolts with the E-20 reverse Torx. Next remove bolts on one side, install the spacers with supplied hardware and repeat on the other side of cross member. Tighten hardware to 120 ft lbs.



2WD – Use shorter 130mm bolt
4WD – Use longer 160mm bolt

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REAR SUSPENSION REMOVAL



Remove the bolts holding the bracket with the E-14 Socket. Now install the drop spacer with supplied hardware and torque to 75 ft lbs. Repeat on other side.



Remove brake line, ABS line and E-brake wire from strut with needle nose pliers. Next remove the E-brake plug from the caliper being careful not to damage.



Remove the sway bar end link from the strut and push away from the strut. Now, remove the 2 bolts holding the strut to the knuckle and remove the strut from the knuckle.

REAR SUSPENSION INSTALL



Next remove the 3 bolts that attach the strut to the body. You can now remove the strut from the vehicle.



Install stud into with red Loctite as shown and tighten into the round side of the rear lift spacer as show.

4.0 installation

This is where you use a spring compressor and replace the coil spring with the new 4.0 coil springs

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REAR SUSPENSION INSTALL



Install on the supplied strut spacers (3 per side) and tighten into the body and torque to 35 ft lbs.



Next Remove the charcoal canister 3 bolts using a 10mm socket. You will need to swing the canister to the side to get the rear strut installed. Being careful not to damage the tubes or wiring connected to the canister.



Next install the 3 supplied bolts that attach the strut to the body. Leave loose until you have the lower part of the strut attached (shown below in next step) Then tighten.

CHARCOAL CANISTER RELOCATION MOUNT



Now, Secure the strut assembly to the steering knuckle using the factory bolts and then, using an E-18 reverse Torx socket and a 16mm socket, tighten them to 90 ft. lbs. Now, attach the sway bar end link, then attach the brake line, ABS line and E-brake wires using all factory clips. Repeat on other side. Now check all hardware to ensure a proper install.



Attach relocation bracket into the upper hole as shown using the factory hardware using a 10mm socket.



Next, Position the charcoal canister into position at the lower bolts, and rotate to line up with the new relocation bracket and install the supplied 10mm bolt and washer.

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ALIGNMENT NOTES

1. Your vehicle will require a 4 wheel alignment!
2. Let you alignment tech know what was installed.
3. Your rear cross member has been dropped down, this will effect alignment and normally needs to be adjusted to achieve proper alignment specs.



You're finished! There is one last thing we would like you to do. Take pictures or video of your Jeep and post it on social media showing your American Trail Products kit installed. **We may send you something as a thank you for your effort.**

Thank you for choosing American Trail Products!

Any questions or comments call **877-360-JEEP**.



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