INSTALLATION INSTRUCTION RS88125B

Rev D

RS80125B Front Lift Progressive Coil Springs

Fits: 2020-2018 Jeep Wrangler JLU (4-Door ONLY) Rubicon – 2" Lift*
2020-2018 Jeep Wrangler JLU (4-Door ONLY) NON-Rubicon – 3.5" Lift*
2020 Jeep Gladiator JT Rubicon – 1.5" Lift*
*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.
RS865B	Left Front 2-3.5" Coil	1
RS866B	Right Front 2-3.5" Coil	1
RS88125B	Instructions	1

Recommended Rancho Shock Absorbers: (must be purchased separately)	RS55065 RS999065

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. See Illustration 1.

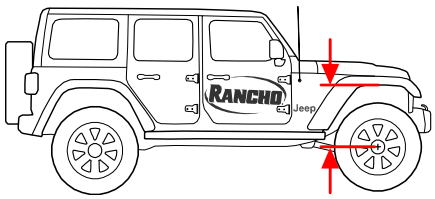

Illustration 1

3) ☐ Remove track bar bolt at frame.

4) ☐ Raise the front of the vehicle and support the frame with jack stands. Remove the front wheels and set them aside.

5) ☐ Remove the sway bar end links from axle mount.

6) ☐ Remove heat shields and loosen, but do not remove, upper and lower control arm bolts. See Illustration 3.

7) ☐ Remove brake hose brackets from the lower control arms and axle. See Illustration 2.

8) ☐ Disconnect any vent hoses.

Illustration 2

9) ☐ Disconnect any electrical wiring from the axle by sliding out the plug lock and pulling plug out. Detach wire clips from axle and upper control arms. See Illustration 4.

CAUTION: DO NOT PULL BY WIRES!

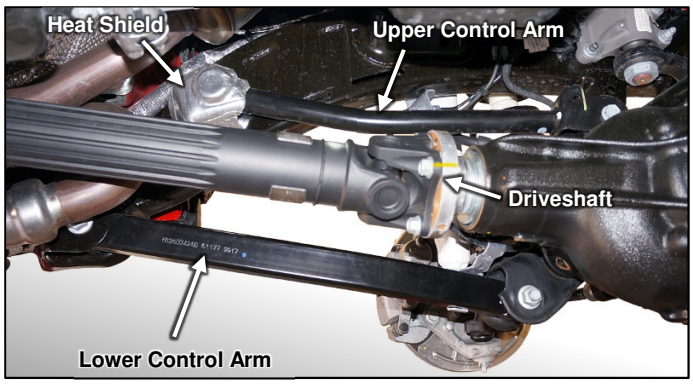

Illustration 3

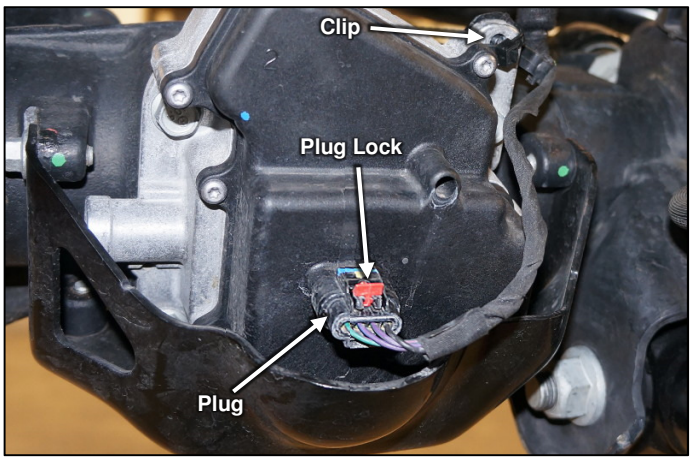

Illustration 4

10) ☐ 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. See Illustration 3.

11) ☐ Support the front axle with a floor jack.

12) ☐ Remove the shock absorbers from axle.

13) ☐ 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) ☐ Torque all fasteners to manufacturers recommended torque.

5) ☐ 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.

6) ☐ Repeat step 5 with suspension at ride height and full articulation.

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

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9) ☐ Readjust headlamps.

10) ☐ Center steering wheel and axle.

11) ☐ 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°

12) ☐ 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. See Illustration 5.

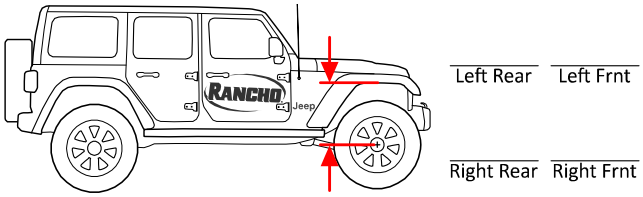

Illustration 5

Torque Specs

Upper Control Arm (torque at ride height)	80 lb-ft
Lower Control Arm (torque at ride height)	190 lb-ft
Brake Line Bracket to Lower Control Arm	15 lb-ft
Shock Absorber Upper Mount	80 lb-ft
Shock Absorber Lower Mount	75 lb-ft

Front Drive Shaft to Pinion Flange	81 lb-ft
Sway Bar End Link	60 lb-ft
Track Bar (torque at ride height)	110 lb-ft
Drag Link Adjustment Sleeve Clamp	26 lb-ft
Wheels (Lug Nuts)	130 lb-ft.

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