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By installing our product, you agree to the above terms.

2011 – 2015 & 2016 - 2020 Jeep Grand Cherokee Coil Spring Installation Instructions

Note: Please use factory torque specifications for the installation of all components listed below. It is your responsibility to ensure that the fasteners are torqued correctly.

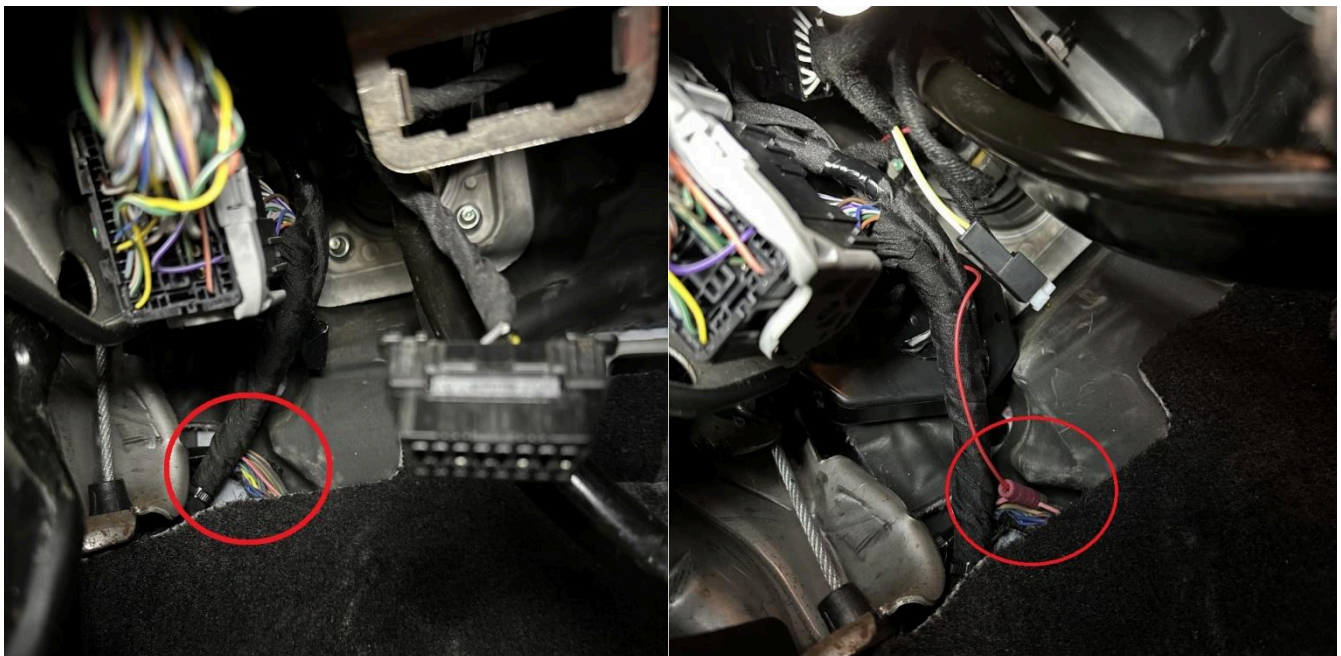
Do not remove any fuses from the fuse box. Operation of the bypass module is dependent upon the ASCM and compressor fuses.

Disconnect the battery per the manufacturers recommended procedure.

Locate the Air Suspension Control Module underneath the driver's seat. The easiest way to access the ASCM is to adjust the seat all the way forward. Open the black lid by pulling up on the rear of the lid. The ASCM is the module towards the rear – remove both connectors from the ASCM by sliding the locking tabs and secure the connectors using zip ties to prevent rattling. Close the lid and return the seat to its original position.

Locate the OBD port under the steering wheel. Remove the felt cover surrounding the OBD port by removing the push pins and tuck the cover out of the way. Depress the tab on each side of the OBD port to dislodge it from the mount. Plug the vehicles OBD port into the male connector on the bypass harness. Tuck the module and harness up behind the dash and place the new OBD connector (from the harness) back into the dash, making sure that the two locking tabs are correctly in place.

If necessary, use zip ties to hold the module securely in place under the dash. Locate the wire loom circled in the picture below – this is located under the dash, behind the park brake. Located the pink



wire with green tracer in the wire loom. The single red wire coming from the bypass module is to be

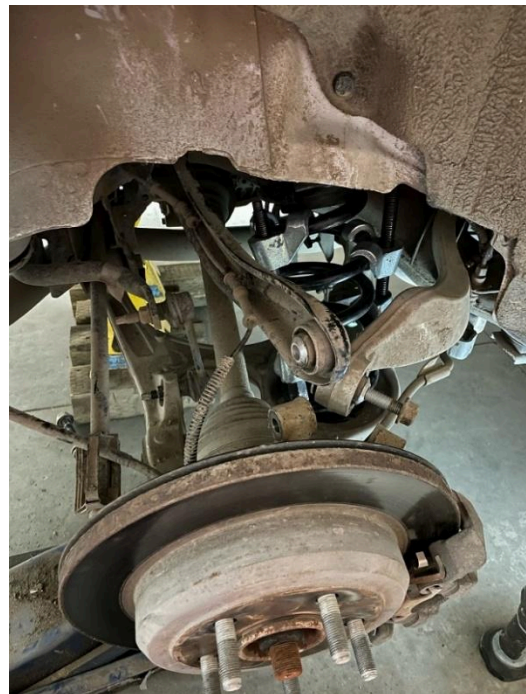
connected to the pink/green wire using the supplier posi-tap connector. This is the key switch 12V+ for the module.



2018 AND NEWER (2013-2017 SKIP THIS STEP) – on the bypass harness you will notice a white two wire connector plugged into a black connector. Under the dash, you will notice a green CAN terminal block that looks like the picture below. You must unplug the white connector on the harness and plug it in to the CAN terminal block. Any open port is acceptable. The corresponding black connector on the bypass harness with remain unplugged.

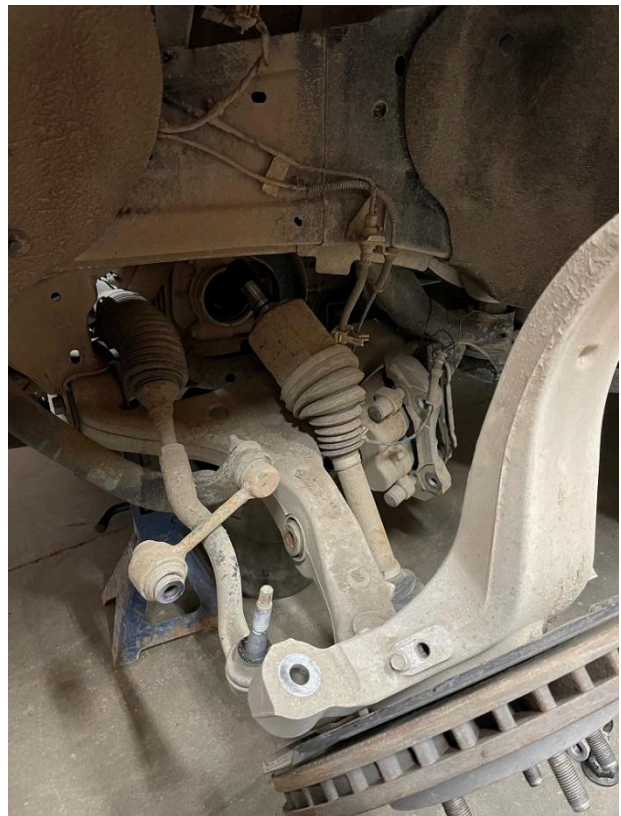
Reconnect the battery per the manufacturers recommended procedure. Installation of the module is now complete. **Troubleshooting tip** – once the battery is connected and the key is turned to the run position, there should be lights illuminated on the circuit board inside of the bypass box (you can remove the cover to verify). If no lights are illuminated, this means that the module is missing either 12V+ or negative which would require diagnosing.

REAR: The procedure is the same for both rear left and rear right. Remove the air lines at both rear airbags. Remove lower shock bolt and both upper shock bolts. You do not need to remove the fender liner, the upper bolts can be accessed with an extension. Disconnect and remove the bolts for the toe link and the camber link (at the knuckle, see image below).



You will now have enough clearance to remove the airbag. Remove the sway bar end link from the lower control arm and swing it aside. A new rear shock is provided, however the bellows will need to be removed from the old rear shock and assembled with the new rear shock and mount. Remove the ride height sensor link by popping the ball joint off of one end. The new rear spring can now be installed on the vehicle with the appropriate OEM spring isolators installed on the top. Set the lower spring isolator in place on the lower control arm and orient the coil spring accordingly as you install. You will likely need a coil spring compressor to slightly compress the coil spring as you install it. After installing the coil spring, use a jack to apply pressure to the lower control arm. Assemble the rear shock and install the upper mount/shock onto the vehicle. Use a jack to control the height of the knuckle so that you can reconnect the lower shock bolt and sway bar end link. Reconnect the ride height sensor. Reconnect the toe link, the camber link, and tighten all bolts per manufacturer specifications. Remove the spring compressor, if used. Repeat this procedure for the other side.

FRONT: Remove front air lines. Remove brake caliper and ABS speed sensor, carefully hanging both at the back of the wheel well using mechanics wire. Remove front upper strut mount bolts and lower strut mount bolts. Remove sway bar end link from lower control arm. Remove tie rod end nut and separate the tie rod end from the knuckle. Remove CV shaft retaining nut. Remove upper ball joint nut and separate the ball joint from the knuckle. Remove CV shaft from knuckle and set off to the side.



The CV shaft will need to be removed from the differential in order to gain clearance to remove the air strut and install the coil spring strut. This can be done by using a CV puller to remove the CV from the differential. Keep the CV washer and make sure to place it back onto the CV before reinstallation. Remove the air strut and replace it with the coil spring strut. Reinstall components in reverse order following manufacturer torque specifications.

If your kit includes spacers on top of the strut for additional ride height, you may not have enough thread to retain the relay holding bracket on the drivers side upper strut mount. If this occurs, you can use pliers to slightly bend the bracket and use a single nut to retain it. See image below:



Reinstall tires and torque wheels to manufacturer specifications.