

**SUPERLIFT SUSPENSION SYSTEMS**

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**Superlift Part No. 5073 Lower Link Arms for  
1997 -2006 JEEP WRANGLER (TJ) / 1983-2001 JEEP CHEROKEE (XJ) with coil spring  
suspension**

**INSTALLATION INSTRUCTIONS****INTRODUCTION**

Installation requires a professional mechanic. Prior to beginning, inspect the vehicles steering, driveline, and brake systems, paying close attention to the track bar, suspension link arms and bushings, anti-sway bars and bushings, tie rod ends, pitman arm, ball joints and wheel bearings. Also check the steering sector-to-frame and all suspension-to-frame attaching points for stress cracks. The overall vehicle must be in excellent working condition; repair or replace all worn parts.

**Read instructions several times before starting. Be sure you have all needed parts and know where they install. Read each step completely as you go.**

**NOTES:**

**If the optional Rockrunner System is being installed, refer to those instructions before proceeding.**

- Front-end realignment is necessary.
- A factory service manual should be on hand for reference. The manual will contain fastener torque specs, assembly techniques, and special tool requirements that are unique to this particular year and model vehicle.
- Do not add or fabricate any components to gain additional suspension height.
- A torque specification in foot pounds is shown in parenthesis "( )" after each fastener.
- Use the check-off box "☐" found at each step to help keep your place. Two "☐☐" denotes that one check-off box is for the driver side and one is for the passenger side.
- An arrow on diagrams indicates which direction is towards "front of vehicle".
- Retain all factory hardware for reuse, unless otherwise specified.

**PARTS LIST**

The part number is stamped into each part or printed on an adhesive label. Identify each part and place the appropriate mounting hardware with it.

PART NO	DESCRIPTION (Qty.- if more than one)	ATTACHING HARDWARE (Qty.)
55-05-5073.....	(2) lower trailing link, front ..... <i>TJ, XJ</i>	(8) bushing half (4) sleeve
<b>AND / OR</b>		
55-05-5073.....	(2) lower trailing link, rear ..... <i>TJ only</i>	(8) bushing half (4) sleeve

**FRONT PROCEDURE**

**1) PREPARE VEHICLE...**

- Place vehicle in neutral. Raise front of vehicle with a jack, and secure a jack stand behind the lower link arms, beneath each frame rail. Ease the frame down onto the stands. Support the outboard end of the driver and passenger side axle tube with a floor jack; the frame is to remain on the stands. Remove the front tires.

**2) LOWER LINK ARM REMOVAL...**

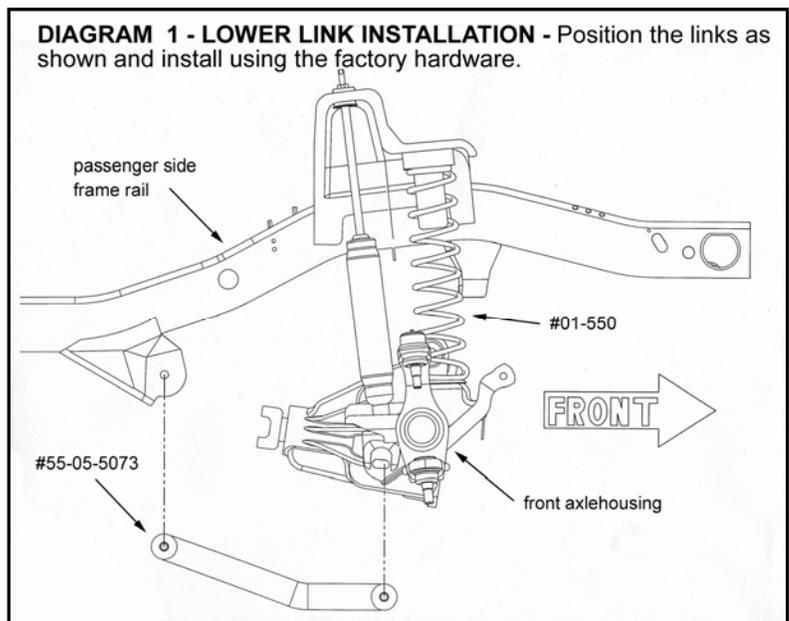
**NOTE:** Perform the following steps one side at a time.

- Cam bolts attach the lower links to the front axle housing. Front end alignment is altered as the bolts are rotated. Paint or scribe alignment marks on each cam bolt and axle bracket so the bolts can later be returned to their original position.
- On each side, remove the cam bolt assembly from the link's axle end. Then remove the attaching bolt at the rear of the lower link arm where it connects to the frame rail and remove the link. Save all hardware for reuse.

**3) LOWER LINK INSTALLATION...**

- Lubricate and install the supplied bushings and sleeves in the 55-05-5073 lower links.

- [DIAGRAM 1] On each side, install the 5073 lower links using the factory hardware. Note the eye offset: be sure to install each link as shown using the factory hardware. The cam bolts install at the axle with the nut side facing inboard. Only hand tighten the cam bolts; they, along with the links' rear eye bolts, are fully tightened in a later step.



## REAR PROCEDURE

**NOTE:** Disregard the following steps for Cherokees (XJ) and go to Final Procedures.

### 4) PREPARE VEHICLE...

- Place vehicle in neutral. Raise rear of vehicle with a jack, and secure a jack stand just ahead of the lower link arm mounts beneath each frame rail. Ease the frame down onto the stands. Support the outboard end of the driver and passenger side axle tube with a floor jack; the frame is to remain on the stands. Remove the rear tires.

### 5) LOWER LINK REMOVAL...

**NOTE:** Perform these steps one side at a time.

- On each side, remove the bolt from the link's axle end. Then remove the attaching bolt at the rear of the lower link arm where it connects to the frame rail and remove the link. Save all hardware for reuse.

### 6) LOWER LINK INSTALLATION...

- Lubricate and install the supplied bushings and sleeves in the 55-05-5073 lower links.
- On each side, install the 5073 lower links using the factory hardware. Note the eye offset: be sure to attach the end of the link with the offset eye to the axle using the factory hardware. Only hand tighten the cam bolts; they, along with the links' rear eye bolts, are fully tightened in a later step.

## FINAL PROCEDURES

### 7) TIRES / WHEELS...

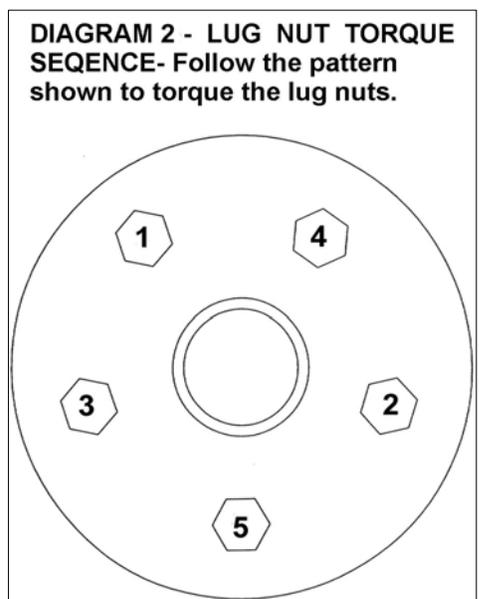
**CAUTION:** Before installing each wheel, be sure to remove any built-up corrosion on the wheel mounting surfaces. Ensure wheels are installed with good metal-to-metal contact. Improper installation could cause loosening of the wheel nuts. Never use oil or grease on lug studs or nuts.

- [DIAGRAM 2] All wheel nuts should be tightened just snug, then gradually tightened in sequence to the proper torque specification (80 to 110).
- With front of vehicle still on stands, and suspension "hanging" at full extension travel, turn steering lock-to-lock while checking components for proper operation and clearances.

Remove jack stands and lower vehicle to floor.

### 8) TIGHTEN the SUSPENSION COMPONENTS...

The suspension must be supporting the vehicle's weight when these components are torqued:



- Lower link arm-to-axle cam bolt (85). Before tightening, match-up the alignment marks on the cams and axle brackets that were made in Step 2.
  - Lower link arm-to-frame bolt (130), front and rear.
  - Rear link arm-to-axle bolt (130).
- 9) ALIGNMENT...**
- Realign the vehicle to factory specifications. The alignment must be performed by a qualified professional.

### **IMPORTANT PRODUCT USE INFORMATION**

As a general rule, the taller a vehicle is, the easier it will roll over. Offset, as much as possible, what is lost in roll over resistance by increasing tire track width. In other words, go "wide" as you go "tall". Many sportsmen remove their mud tires after winter / hunting season and install ones more appropriate for street driving; always use as wide a tire and wheel combination as possible to enhance vehicle stability.

We strongly recommend, because of roll over possibility, that the vehicle be equipped with a functional roll bar and cage system. Seat belts and shoulder harnesses should be worn at all times. Avoid situations where a side rollover may occur.

Generally, braking performances and capabilities are decreased when significantly larger / heavier tires and wheels are used. Take this into consideration while driving.

Do not add, alter, or fabricate any factory or aftermarket parts to increase vehicle height over the intended height of the Superlift product purchased. Mixing component brands is not recommended.

Most states have some type of law limiting vehicle height. The amount of lift allowed, and how the lift may be achieved, varies greatly. Several states offer exemptions for farm or commercially registered vehicles. It is the owner's responsibility to check state and local laws to ensure that their vehicle will be in compliance.

Superlift makes no claims regarding lifting devices and excludes any and all implied claims. Superlift will not be responsible for any altered product or any improper installation or use of our products.

We will be happy to answer any questions concerning the design, function, and correct use of our products.

### **IMPORTANT MAINTENANCE INFORMATION**

It is the ultimate buyer's responsibility to have all bolts / nuts checked for tightness after the first 100 miles and then every 1000 miles. The steering, suspension and driveline systems, along with wheel alignment should be inspected by a qualified professional mechanic at least every 3000 miles.

### **NOTICE TO DEALER AND VEHICLE OWNER**

Any vehicle equipped with a Superlift lifting device must have the enclosed "Warning to Driver" decal installed on the inside of the windshield or on the vehicle's dash, within driver's view. The "Warning to Driver" decal is to act as a constant safety reminder for whoever may be operating the vehicle. The WARRANTY IS VOID unless this decal is in place. **INSTALLING DEALER...** It is your responsibility to install warning decal and forward these installation instructions to the vehicle owner for review of warnings, product use and maintenance information. Replacement warning decals are available free upon request. These instructions are to be kept with the vehicle registration papers and owners manual for the service life of the vehicle.

### **SUPERLIFT LIMITED LIFETIME WARRANTY**

Suspension products bearing the Superlift (LKI Ent.) name are warranted for as long as the original purchaser owns the vehicle that the LKI product was originally installed on. This warranty is non-transferable. Warranty covers only the product, no labor, time loss, or freight incurred. Any product that has been abused, altered, incorrectly installed, or used in competition is not covered. Product finish, spring bushings, Polyurethane products, and normal wear is not covered. The LKI product is subject to replacement or repair. No other warranties are expressed or implied. An authorized Superlift dealer must inspect the part in question and confirm that the "Warning to Driver" decal is properly displayed. A copy of the sales invoice is required for warranty consideration.