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Superlift® Front / Upper Rockrunner Link Arms for 2007 and newer
JEEP WRANGLER (JK) 4WD and 2WD

INSTALLATION INSTRUCTIONS

INTRODUCTION

Installation requires a professional mechanic. Prior to beginning, inspect the vehicles steering, driveline, and brake systems, paying close attention to the 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:

- These link arms should be installed only on JK vehicles equipped with a 3" to 4" suspension lift.
• It is extremely important for the Rockrunner arms to be adequately greased. Grease should be added at minimum during every oil change, plus after every trip off-road, to ensure the arms remain free of dirt, water and other contaminants.
• An arrow on diagrams indicates which direction is toward the "front" of the vehicle.
• A foot-pound torque specification is given in parenthesis () after each appropriate fastener.
• Prior to attaching components, be sure mating surfaces are free of grit, grease, excessive undercoating, etc.
• A factory service manual should be on hand for reference.
• Use the check-off box "☐" found at each step to help you keep your place. Two boxes "☐☐" denotes that one check-off box is for the driver side and one is for the passenger side.

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.

Table with 3 columns: PART NO., DESCRIPTION (Qty.- if more than one), and NEW ATTACHING HARDWARE (Qty.).

INSTALLATION PROCEDURE

NOTE: Save all factory components and hardware for reuse, unless noted.

1) PREPARE VEHICLE...

- Prior to raising the vehicle, detach the axle end of the track bar then tie the bar up out of the way.
- Place vehicle in neutral. Raise the front of the vehicle with a jack and secure a jack stand beneath each frame rail, just behind the brackets for the suspension links (also called trailing arms). Ease the frame down onto the stands, place transmission in low gear or "park", and chock rear tires. Remove front tires.

2) ROCKRUNNER LINK ARM PREPARATION...

- Each arm's frame end requires a 2-piece Urethane bushing and inner wear sleeve. Thoroughly lubricate all bushing and sleeve bearing surfaces with a light, Silicone or Lithium-based grease then install them into the link eyes.
- Grease fittings - The threaded swivel end of each link arm attaches to the frame; the opposite end captures the differential bushing. Install the grease fittings onto the threaded swivel end (two per link arm) so they face forward.
- Rockrunner link arm length, measured from center of eye-to-center of eye, must measure 18-3/4"; verify that both link arms are set to this length. If adjustment is necessary, rotate the threaded end accordingly. Consider the grease fittings' "on vehicle" orientation when setting link arm length; the grease fittings should face downward and forward.

3) ROCKRUNNER LINK ARM INSTALLATION...

- Position a jack under the center of the front axle and raise it enough so that it supports, but does not raise, the axle assembly.

NOTE: Perform the remaining steps in step 3 one side at a time, starting on the passenger side. Not all steps are required on driver side.

- Loosen, but do not remove, the hardware securing the factory upper link arm to the axle and frame.
- Loosen, but do not remove, the single bolt that connects the passenger side motor mount to-frame.
- Remove the three nuts that secure the transmission isolator-to-transmission crossmember.
- Position a jack with a block of wood under the oil pan. Raise the jack so that the engine will tilt / rotate towards the driver side of vehicle. This will allow clearance needed to remove the link arm bolt at the frame on the passenger side without removing the exhaust.
- Remove the bolt from the factory link arm's axle and frame ends then remove link arm.
- Attach the Urethane bushing end of the Rockrunner link arm-to-frame using the factory bolt and tab nut. It may be necessary to spread the ears of the frame bracket. Do not tighten yet.

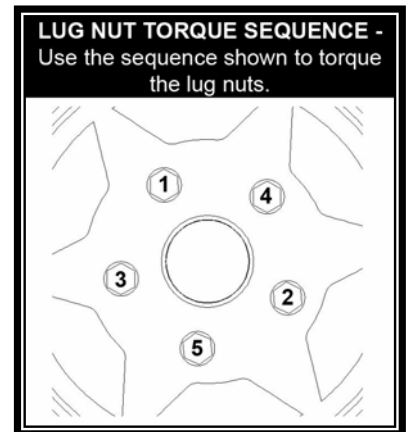
- Attach the bracket end of the Rockrunner link arm-to-axle using the factory hardware. Do not tighten yet.
- Lower the jack supporting the oil pan.
- Tighten the motor mount hardware on the passenger side (80).
- Reinstall the three nuts that secure the transmission isolator-to-transmission crossmember (40).
- Repeat appropriate steps for driver side link arm installation. On this side it is not necessary to loosen motor and transmission mounts, nor elevate the engine; simply remove the factory link arm then install the Rockrunner unit. Again, do not tighten any hardware at this time.

4) TIRES / WHEELS...

- [SEE DIAGRAM] Tighten the lug nuts (115) in the sequence shown.

WARNING: When the tires / wheels are installed, always check for and remove any corrosion, dirt, or foreign material on the wheel mounting surface, or anything that contacts the wheel mounting surface (hub, rotor, etc.). Installing wheels without the proper metal-to-metal contact at the wheel mounting surfaces can cause the lug nuts to loosen and the wheel to come off while the vehicle is in motion.

WARNING: Retighten lug nuts at 500 miles after any wheel change, or anytime the lug nuts are loosened. Failure to do so could cause wheels to come off while vehicle is in motion.



- Lower vehicle to the floor. The suspension is now supporting vehicle weight.

5) HARDWARE TIGHTENING SEQUENCE...

- Reattach the lower end of the track bar-to-axle using the factory hardware. If necessary, you can shift the body / frame slightly (by moving the steering wheel) to simplify bar-to-axle bracket alignment. Tighten (130).
- Link arm bolts at the axle and frame (75).

6) INITIAL CLEARANCE CHECK...

- Raise the vehicle and again secure the jack stands as covered in step 1. With the suspension "hanging" at full extension travel, cycle steering lock-to-lock and check all components for proper operation and clearances. Pay special attention to the clearance between the tires / wheels and brake hoses, wiring, etc.
- Lower the vehicle to the floor. The suspension is again supporting vehicle weight.

7) LUBRICATE the ROCKRUNNER LINK ARMS... Lubricate all grease fittings until grease is barely visible around the bushings and pivot points. Lubricate the arms at every oil change and after every off-road trip.

8) FINAL CLEARANCE and TORQUE CHECK... With vehicle on floor, cycle steering lock-to-lock and inspect the tires / wheels, and the steering, suspension, and brake systems for proper operation, tightness, and adequate clearance.

9) ALIGNMENT... Realign vehicle to factory specifications.

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, plus wheel alignment should be inspected by a qualified professional mechanic at least every 3000 miles.

Limited Lifetime Warranty / Warnings

Your Superlift® product is covered by the Limited Warranty explained below that gives you specific legal rights. This limited warranty is the only warranty Superlift® makes in connection with your product purchase. Superlift® neither assumes nor authorizes any retailer or other person or entity to assume for it any other obligation or liability in connection with this product or limited warranty.

What is covered? Subject to the terms below, Superlift® will repair or replace its products found defective in materials or workmanship for so long as the original purchaser owns the vehicle on which the product was originally installed. Your warrantor is LKI Enterprises, Inc. d/b/a Superlift® Suspension Systems ("Superlift®").

What is not covered? Your Superlift® Limited Warranty does not cover products, parts or vehicles Superlift® determines to have been damaged by or subjected to:

- Alteration, modification or failure to maintain.
- Normal wear and tear (bushings, tie-rod ends, etc.). Scratches or defects in product finishes (powder coating, plating, etc.),
- Damage to or resulting from vehicle's electronic stability system, related components or other vehicle systems.
- Racing or other vehicle competitions or contests. Accidents, impact by rocks, trees, obstacles or other aspects of the environment.
- Theft, vandalism or other intentional damage.

Remedy Limited to Repair / Replacement. The exclusive remedy provided hereunder shall, upon Superlift's inspection and at Superlift's option, be either repair or replacement of product or parts covered under this Limited Warranty. Customers requesting warranty consideration should contact Superlift® by phone (1-800-551-4955) to obtain a Returned Goods Authorization number. All removal, shipping and installation costs are customer's responsibility.

If a replacement part is needed before the Superlift® part in question can be returned, you must first purchase the replacement part. Then, if the part in question is deemed warrantable, you will be credited / refunded.

Other Limitations - Exclusion of Damages - Your Rights Under State Law

- Neither Superlift® nor your independent Superlift® dealer are responsible for any time loss, rental costs, or for any incidental, consequential or other damages you may have.
- This Limited Warranty gives you specific rights. You may also have other rights that vary from state to state. For example, while all implied warranties are disclaimed herein, any implied warranty required by law is limited to the terms of our Limited Lifetime Warranty as described above. Some states do not allow limitations of how long an implied warranty lasts and / or do not allow the exclusion or limitation of incidental or consequential damages, so the limitations and exclusions herein may not apply to you.

Important Product Use and Safety Information / Warnings

As a general rule, the taller a vehicle is, the easier it will roll over. Offset, as much as possible, what is lost in rollover resistance by increasing tire track width. In other words, go "wide" as you go "tall". Many sportsmen remove their mud tires after hunting season and install ones more appropriate for street driving; always use as wide a tire and wheel combination as feasible to enhance vehicle stability. We strongly recommend, because of rollover 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 performance and capabilities are decreased when significantly larger / heavier tires and wheels are used. Take this into consideration while driving. Also, changing axle gear ratios or using tires that are taller or shorter than factory height will cause an erroneous speedometer reading. On vehicles equipped with an electronic speedometer, the speed signal impacts other important functions as well. Speedometer recalibration for both mechanical and electronic types is highly recommended.

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.