SUPERLIFT SUSPENSION SYSTEMS
300 Huey Lenard Loop Rd.
West Monroe, Louisiana 71292
Phone: (318) 397-3000
Sales / Tech: 1-800-551-4955
FAX: (318) 397-3040
www.superlift.com

Superlift 4" lift system for 2007 and Newer JEEP WRANGLER (JK) 4WD 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:

- **Prior to beginning the installation, check all parts and hardware in the box with the parts list below. If you find a packaging error, contact Superlift directly. Do not contact the dealer where the system was originally purchased. You will need the control number from each box when calling; this number is located at the bottom of the part number label and to the right of the bar code.**
- Front end realignment is necessary.
- An arrow on diagrams indicates which direction is toward the front of the vehicle.
- A foot-pound torque reading is given in parenthesis ( ) after each appropriate fastener.
- Do not fabricate any components to gain additional suspension height.
- Prior to drilling or cutting, check behind the surface being worked on for any wires, lines, or hoses that could be damaged.
- After drilling, file smooth any burrs and sharp edges.
- Paint or undercoat all exposed metal surfaces.
- Prior to attaching components, be sure all mating surfaces are free of grit, grease, 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 "❑❑" denotes that one check-off box is for the driver side and one is for the passenger side. Unless otherwise noted, always start with the driver 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.

PART NO	DESCRIPTION (Qty.- if more than one)	NEW ATTACHING HARDWARE (Qty.- if more than one)	BAG #
01-560	(2) front coil spring		
01-561	(2) rear coil spring ***four-door models only***		
OR			
01-562	(2) rear coil spring ***two-door models only***		
01-5702	(2) front compression stop		
03-5702	(2) rear compression stop		
55-01-5704	front track bar	(2) 9/16” x 3” bolt (4) 9/16” SAE washer (2) 9/16” stover nut (1) 1” OD x 1-9/16” sleeve (2) bushing half (1) 1/4” grease fitting (1) heim joint (2) heim insert (1) 3/4” jam nut	77-5704C
55-02-5704	rear track bar bracket	(1) 9/16” x 3-1/4” bolt (1) 9/16” SAE washer (1) 9/16” stover nut (1) 1/2” x 1” bolt (1) 1/2” SAE washer (1) 1/2” stover nut (1) 1-1/4” OD x 1-5/8” sleeve	77-5704A
55-03-5704	front brake hose relocation bracket, driver side	(1) 1/4” x 3/4” bolt (1) 1/4” SAE washer (1) 1/4” nyloc nut	77-5704B
55-04-5704	front brake hose relocation bracket, passenger side	(1) 1/4” x 3/4” bolt (1) 1/4” SAE washer (1) 1/4” nyloc nut	
06-5704	(2) cam bolt assembly		77-5704A
55-07-5704	rear brake line relocation bracket, driver side	(1) 1/4” x 3/4” bolt (1) 1/4” SAE washer (1) 1/4” nyloc nut	77-5704B
55-08-5704	rear brake line relocation bracket, passenger side	(1) 1/4” x 3/4” bolt (1) 1/4” SAE washer (1) 1/4” nyloc nut	77-5704B

66-20-5100	(4) lower compression stop spacer	(2) 5/16” x 1-3/4” bolt (2) 5/16” SAE washer (2) 5/16” stover nut (2) 5/16” x 1-3/4” self-tapping bolt	77-5704A
12-5704	(2) rear anti-sway bar link	(2) hardware pack (2) hourglass bushing (2) 5/8” OD x 1-7/16” sleeve	77-5704A
13-5704	(2) front sway bar link washer		77-5704A
	E-brake cable relocation hardware	(2) 1/4” x 1/2” self-tapping bolt	
	(2) shock absorber, front	(2) shock boot, yellow (2) hardware pack and cable tie	
	(2) shock absorber, rear	(2) shock boot, yellow (2) hardware pack and cable tie	
00461.....	decal, "Warning To Driver"		

FRONT DISASSEMBLY

1) PREPARE VEHICLE...

❑ Place vehicle in neutral. Raise front of vehicle with a jack and secure a jack stand beneath each frame rail, behind the front trailing arms. Ease the frame down onto the stands, place transmission in low gear or “park”, and chock rear tires. Remove front tires.

❑ Position a jack so that it supports, but does not raise, the front axle.

2) TRACK BAR…

❑ Remove the bolts securing the front track bar to the axle and frame. The bar and hardware will not be re-used.

3) ANTI-SWAY BAR LINKS AND SHOCK ABSORBERS…

❑❑ Remove and discard the front anti-sway bar links. Save all hardware for re-use.

❑❑ Remove and discard the shock absorbers. Save all hardware for re-use.

❑❑ Remove the rear anti-sway bar links and save all hardware for re-use. The factory rear anti-sway bar links will be installed on the front in a later step.

4) BRAKE HOSE BRACKETS AND DRIVESHAFT…

❑❑ Unbolt the brake hose bracket at the frame that secures the rubber hose connection to the steel brake line. Save all hardware for re-use.

❑❑ Unbolt the front driveshaft at the axle. Save all hardware for re-use.

5) COIL SPRINGS AND COMPRESSION STOPS…

❑❑ Loosen, but do not remove, the upper and lower link arm bolts at the axle and frame.

❑❑ Raise the front of the vehicle enough to facilitate removing the front coil springs.

❑❑ Pry the factory compression stops out of their mounting cups and discard.

FRONT ASSEMBLY

6) CAM BOLTS…

❑❑ One side at a time, remove the bolts securing the lower link arms to the axle and install the supplied cam bolts. The cam bolts should be installed from the outside. Snug, but do not tighten at this time.

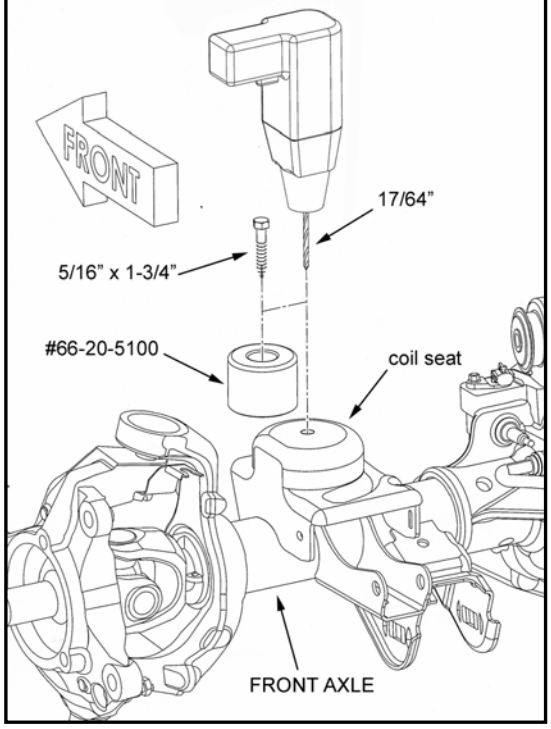
7) COMPRESSION STOPS…

❑❑ [DIAGRAM 1] Place the compression stop spacer (#66-20-5100) in the center of the lower spring seat on the axle as shown. Using the hole in the center of the spacer as a template, mark the location of the mounting hole to be drilled. Remove the spacer and drill at the marked location using a 17/64" bit.

❑❑ Position the spacer back on the lower spring seat and secure it using the supplied 5/16" x 1-3/4" self-tapping bolt and tighten (200 in-lb).

❑❑ Press the replacement compression stops (#01-5702) into the factory mounting cups. If necessary, the axle can be raised to assist in seating the stops.

DIAGRAM 1 - MOUNTING THE COMPRESSION STOP SPACERS.



8) COIL SPRINGS…

❑❑ Be sure the factory rubber isolators are still in place and install the front coil springs (#01-560). Insert the coil into the upper tower first, followed by the lower seat. Be sure that the coils are rotated so that they seat properly and then raise the axle enough to hold the coil springs in place.

9) SHOCK ABSORBERS…

❑❑ Install the bushings, sleeves, and shock bushings in the supplied shock absorbers.

❑❑ Position a washer and bushing on the stem end of the shock and then insert the stem in the upper shock tower. Install the remaining bushing and washer and loosely secure using the supplied fine-thread nut. Do not tighten at this time.

❑❑ Attach the lower end of the shock to the axle and secure using the factory hardware. Tighten (80).

❑❑ Tighten the upper end until the bushings swell slightly.

10) FRONT TRACK BAR…

❑ Lubricate and install the bushings and sleeves in the track bar body. Thread the supplied jam nut on the heim joint and loosely thread the heim into the bar. Do not tighten at this time.

❑ Position the supplied machined spacers on each side of the heim end and insert the assembly in the track bar mount on the axle. Secure using the supplied 9/16" x 3" bolt, SAE washers, and stover nut. Do not tighten at this time.

❑ Position the upper end of the bar in the track bar mount on the frame and secure it using the supplied 9/16" x 3" bolt, SAE washers, and stover nut. Do not tighten at this time.

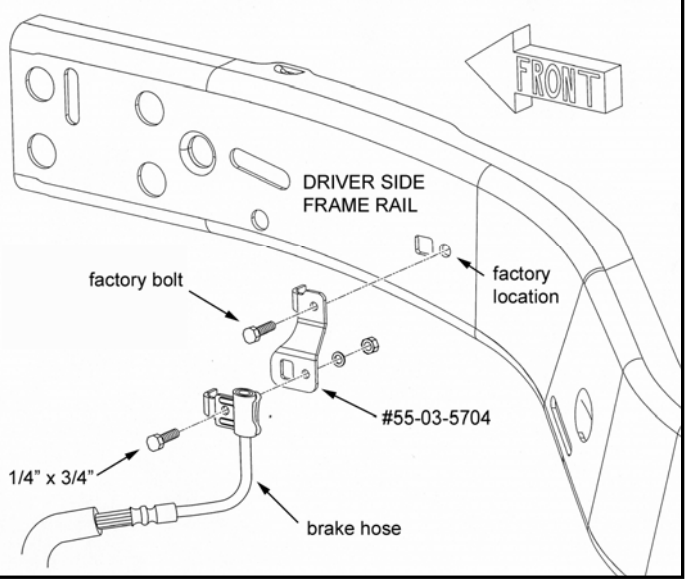
NOTE: Final adjustments to the track bar will be done once the vehicle is back on the ground with the suspension supporting the vehicle's weight.

11) BRAKE HOSE RELOCATION BRACKETS…

❑❑ [DIAGRAM 2] Attach the brake hose relocation brackets (#55-03-5704 driver side and #55-04-5704 passenger side) to the location on the frame where the factory bracket was attached. Secure using the factory hardware and tighten (250 in-lb).

❑❑ Carefully re-form the metal brake line so that the factory bracket lines up with the lower end of the relocation bracket and secure using the supplied 1/4" x 3/4" bolt, washer, and nyloc nut. Tighten (76 in-lb).

DIAGRAM 2 - FRONT BRAKE HOSE RELOCATION BRACKET ASSEMBLY.



12) ANTI-SWAY BAR LINKS AND DRIVESHAFT…

❑❑ Locate the factory *rear* anti-sway bar links. Attach the swivel end of the link to the front anti-sway bar and secure using the factory washer. Do not tighten at this time.

❑❑ Line up the eye end of the link with the factory anti-sway bar mount on the axle. Insert the factory hardware through the mount and link eye, then install the supplied washer (#13-5704) and secure using the factory nut. For clarification, the anti-sway bar link should be sandwiched between the axle mount and washer.

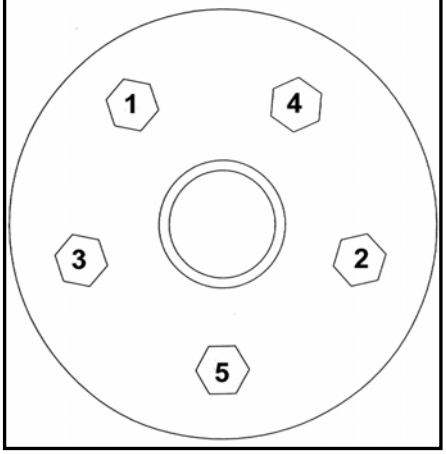
❑❑ Tighten the upper end of the link (80), followed by the lower end of the link (80).

❑❑ Bolt the front driveshaft to the differential using the factory hardware and tighten (80).

13) TIRES / WHEELS...

❑ [DIAGRAM 3] Tighten the lug nuts (115) in the sequence shown.

DIAGRAM 3 - LUG NUT TORQUE SEQENCE- Follow the pattern shown to torque the lug nuts.



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.

14) CLEARANCE CHECK...

❑ With the vehicle still on jack stands, and 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 vehicle to the floor. Final tightening of and adjustments to the front suspension will take place once rear lift is completed.

REAR DISASSEMBLY

15) PREPARE VEHICLE...

❑ Place vehicle in neutral. Raise rear of vehicle with a jack and secure a jack stand beneath each frame rail, just ahead of the rear trailing arms. Ease the frame down onto the stands, place transmission in low gear or "park", and chock front tires. Remove rear tires.

❑ Position a jack so that it supports, but does not raise, the rear axle.

16) TRACK BAR AND LINK ARMS…

❑ Loosen, but do not remove, the track bar bolt at the Frame. Remove the track bar bolt at the axle and secure the bar up out of the way. Save all hardware for re-use.

❑❑ Loosen, but do not remove, the bolts securing the lower link arms at both the axle and frame.

17) BRAKE HOSES…

❑❑ On each side, remove the bolts that secure the brake hose brackets to the frame. This bracket holds the connection between the rubber brake hose and the metal brake line. Save all hardware for re-use.

18) SHOCK ABSORBERS AND COMPRESSION STOPS…

❑❑ Remove and discard the factory rear shock absorbers. Save all hardware for re-use.

❑❑ Pry the factory compression stops from their mounting cups and discard.

19) EMERGENCY BRAKE CABLE BRACKETS…

❑ Locate the wire bracket securing the emergency brake cables to the bottom of the tub, above and slightly in front of the rear axle. Unbolt the bracket and save for re-use.

20) COIL SPRINGS…

❑❑ Lower the axle enough to facilitate removing the coil springs.

REAR ASSEMBLY

21) COMPRESSION STOPS…

❑❑ Note there are two holes in the compression stop pad on the axle. Secure the supplied compression stop spacer (#66-20-5100) to the axle pad using the supplied 5/16" x 1-3/4" bolt, washer, and nyloc nut in the *forward* hole. Tighten (13).

❑❑ Press the supplied rear compression stops (#03-5702) into the factory mounting cups on the frame. If necessary, the axle can be raised to help press the stops into place.

22) COIL SPRINGS…

❑❑ Install the supplied rear coil springs (#01-561 for four-door models and #01-562 for two-door models). Rotate the coils so that they will seat properly in the coil buckets and raise the axle enough to seat the springs.

23) TRACK BAR BRACKET…

❑❑ [DIAGRAM 4] Position the rear track bar bracket (#55-02-5704) over the factory rear track bar mount as shown.

❑❑ Insert the supplied 1-1/4" OD x 1-5/8" sleeve inside the factory track bar mount. Install the supplied 9/16" x 3-1/4" bolt through the "02" bracket, factory mount, and sleeve, and secure using the supplied washer and stover nut. Do not tighten at this time.

❑❑ [DIAGRAM 5] Verify that the original track bar mounting hole and the new hole in the "02" track bar bracket are aligned vertically. Using the track bar bracket as a template, drill a 1/2" hole in the side of the original track bar mount. Install the supplied 1/2" x 1" bolt through the drilled hole and secure using the supplied washer and stover nut.

DIAGRAM 4 - REAR TRACK BAR BRACKET INSTALLATION.

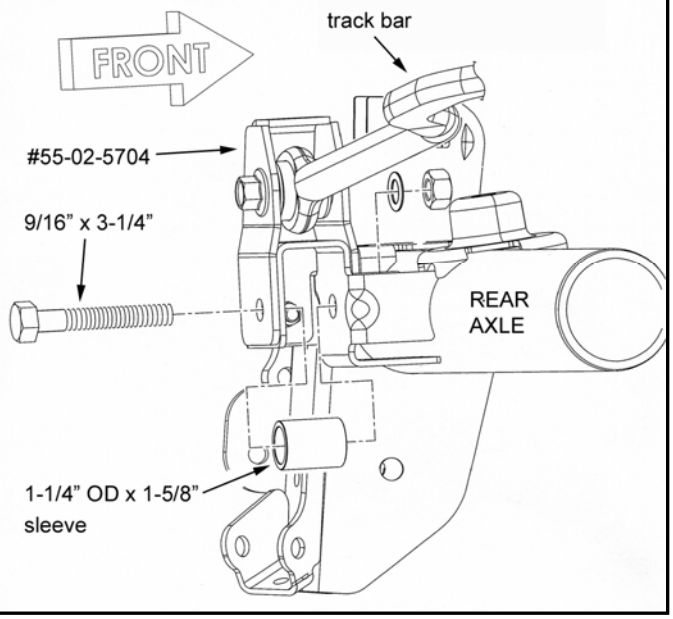
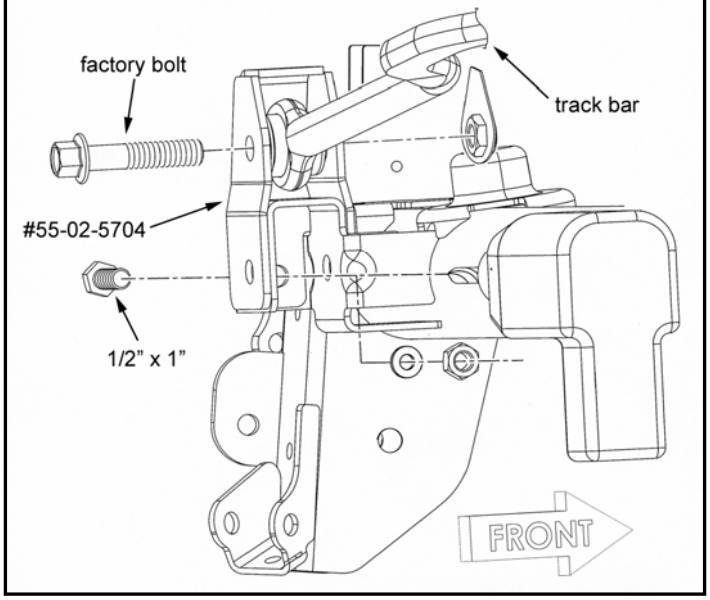


DIAGRAM 5 - TRACK BAR BRACKET HARDWARE INSTALLATION.

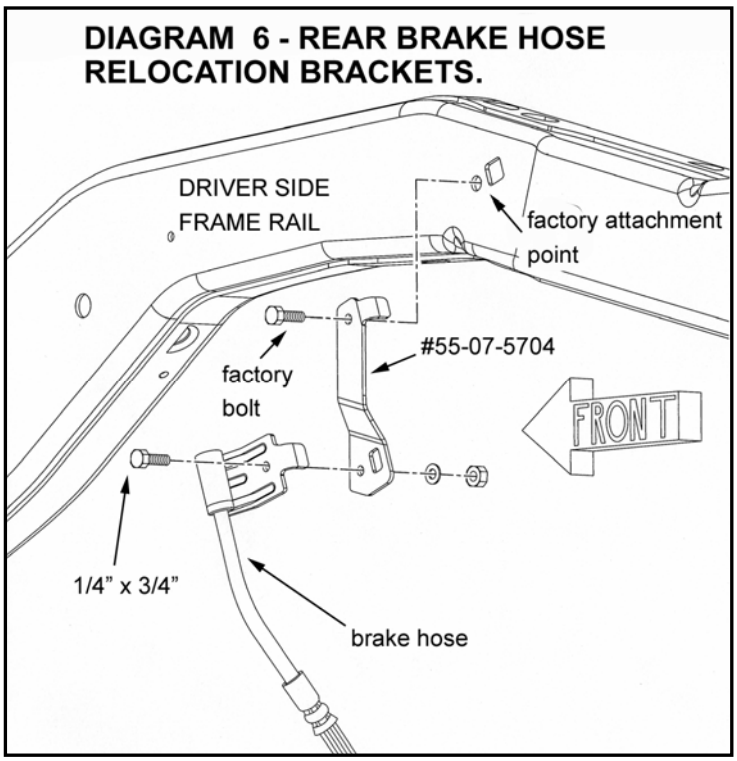


❑❑ Tighten the 1/2" bolt (57) followed by the 9/16" bolt (82).

NOTE: The track bar will be reconnected once the vehicle is on the ground with the suspension supporting the vehicle's weight.

24) BRAKE LINE RELOCATION BRACKETS…

❑❑ [DIAGRAM 6] Attach the rear brake line extension brackets (#55-07-5704 driver side and #55-08-5704 passenger side) to the factory location on the frame using the factory hardware. Be sure the alignment tab engages with the hole in the frame as shown. Tighten (250 in-lb).



❑❑ Carefully reform the metal brake line so that the factory metal bracket lines up with the lower end of the relocation bracket. Attach it using the supplied 1/4" x 3/4" bolt, washer, and nyloc nut. Tighten (95 in-lb).

25) EMERGENCY BRAKE CABLES, TWO-DOOR MODELS…

NOTE: For four-door models, proceed to the next step.

❑❑ Note that the emergency brake cables are routed above a rear frame crossmember. On each side, disconnect the emergency brake cables at the axle and re-route the cables below the crossmember. Re-attach the cables to the axle.

26) EMERGENCY BRAKE CABLES, FOUR-DOOR MODELS…

NOTE: For two-door models, proceed to the next step.

❑❑ Note that the emergency brake cables are routed above a rear frame crossmember. On each side, disconnect the emergency brake cables at the axle and re-route the cables below the crossmember.

❑ Place the factory emergency brake cable bracket on the bottom of the frame crossmember. Using the bracket as a template, mark the location for the two mounting holes to be drilled. Remove the bracket and drill at the marked locations using a 13/64" bit.

❑ Attach the bracket to the crossmember using the supplied 1/4" x 1/2" self-tapping bolts and tighten (75 in-lb).

27) ANTI-SWAY BAR LINKS AND SHOCK ABSORBERS…

❑❑ Lubricate and install the supplied bushings and sleeves in the rear anti-sway bar links (#55-12-5074). Also install the supplied grease fitting in the swivel end of each link.

❑❑ Attach the swivel end of each link to the anti-sway bar using the supplied nut. Attach the lower end of the link to the factory location on the axle using the factory hardware. Tighten both ends (80).

❑❑ **Grease the swivel links.**

NOTE: The anti-sway bar links must be serviced with each oil change.

❑❑ Install the supplied bushings and sleeves in the rear shock absorbers and install them using the factory hardware. Tighten (80).

FINAL PROCEDURES

28) TIRES / WHEELS…

❑❑ Install the tires and wheels following the procedure found in step 13.

❑ With the vehicle in the air and the suspension hanging at full extension travel, check all components for proper clearances and operation.

❑ Lower the vehicle to the floor.

29) HARDWARE TIGHTENING SEQUENCE…

❑ Attach the lower end of the track bar to the axle and tighten both ends of the bar (130).

❑ Tighten the following hardware:
- ❑❑ Front and rear lower link arm bolts, both ends (130)
- ❑❑ Front upper link arm bolts, both ends (80)
- ❑❑ Rear upper link arm bolts, both ends (130)

30) FRONT TRACK BAR ADJUSTMENT…

❑❑ Verify that the tires are pointed straight ahead. Position a plumb bob or similar tool against the inside edge of the frame. Measure the distance between the line of the plumb bob and the inside edge of the wheel. Record this measurement, then repeat the procedure on the other side.

❑ Compare the two measurements recorded in the previous step; the goal is to make them equal. If the driver side measurement is greater than the passenger side, the track bar needs to be lengthened. If the passenger side measurement is greater than the driver side, the track bar needs to be shortened. In most cases, the track bar on a lifted vehicle needs to be longer than stock.

❑ Remove the lower end of the track bar from the vehicle and make the appropriate adjustments. Tighten the jam nut firmly, then reattach the bar to the axle and torque (130).

❑ Wiggle the front tires back and forth several times to fully seat the track bar. Repeat the measuring procedure to verify the adjustments made were correct.

NOTE: The maximum amount of adjustment is no more than 1-1/8” of exposed heim joint threads as measured from the end of the track bar.

31) 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.

32) Activate four wheel drive system and check front hubs for engagement

33) HEADLIGHTS...

❑ Readjust headlights to proper setting.

34) SUPERLIFT WARNING DECAL...

❑ Install the WARNING TO DRIVER decal on the inside of the windshield, or on the dash, within driver's view. Refer to the "NOTICE TO DEALER AND VEHICLE OWNER" section below.

35) ALIGNMENT...

Realign vehicle to factory specifications.

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.