

**SUPERLIFT SUSPENSION SYSTEMS**

211 Horn Lane

West Monroe, Louisiana 71292-9421

Phone: (318) 322-3458

Sales / Tech: 1-800-551-4955

FAX: (318) 323-5995

**Superlift Part No. 5062 - 2" lift system for
1997 and newer JEEP TJ 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:

- An inclinometer, or similar angle measuring tool, is required for a rear driveshaft angle reading. If this tool is unavailable, proper shaft angle can be attained by trial and error.
- 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.
- Prior to attaching components, be sure mating surfaces are free of grease, grit, oil, undercoatings, etc.
- A foot pound torque reading () is given after each fastener.
- Use the checkoff box "☐" found at each step to help keep your place. Two "☐☐" denotes that one checkoff box is for the driver side and one is for the passenger side.
- Retain all factory hardware for reuse, unless otherwise specified.

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 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. 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.*

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)	(Qty.) NEW ATTACHING HARDWARE
01-5062.....	(4) coil spring spacer	
9002.....	(4) compression stop extension	(4) 10mm x 80mm bolt
03-5062.....	(2) cam bolt assembly	
332X112CP	(2) cotter pin	
85284.....	(2) front shock absorber	(2) shock hardware pack
85091.....	(2) rear shock absorber	(2) shock hardware pack
01-86010.....	(4) shock absorber boot	(4) shock boot cable tie
0034.....	Superlift badge	alcohol wipe pad

FRONT DISASSEMBLY

1) PREPARE VEHICLE...

Place vehicle in low gear or park. With the suspension supporting vehicle weight and the vehicle on level ground, use an inclinometer to take a rear driveshaft angle reading. One of the last installation steps will be to reset the driveshaft angle as close as possible to this reading.

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, but leave a slight load on the jack. Place transmission in low gear or park, and chock rear tires. Remove front tires.

2) DRIVESHAFT...

Paint or scribe an alignment mark on one of the U-joint caps and the pinion yoke so the driveshaft can later be reinstalled in the same position. Disconnect the driveshaft from the front axle and tie it up and out of the way.

3) TRACK BAR...

Remove the cotter pin and nut where the track bar attaches to the frame bracket. Dislodge the ball stud of the track bar from the mounting bracket using a tie rod end separator.

Steps 4 through 12 are performed one side at a time. Start at the driver side.

4) LOWER LINK ARMS...

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.

Remove the cam bolt assembly from the link's axle end. Loosen, do not remove, the attaching bolt at the rear of the lower link arm where it connects to the frame rail. This will allow the link arm to swing down and out of the way.

5) SHOCK ABSORBERS...

Disconnect and discard the stock shock. Save the factory upper rubber bushings in case they must be reused.

6) ANTI-SWAY BAR LINKS...

With a jack supporting the axle assembly, disconnect the sway bar link from the axle bracket.

7) COIL SPRINGS...

Lower the jack / axle assembly until the coil springs are free from their upper seats. A retainer clip must be removed at the base of the driver side coil. Remove the coils.

8) COMPRESSION TRAVEL STOPS (DIAGRAM 1)...

Pry the factory compression stop from it's mounting cup, taking care not to damage the cup. Remove the 10mm bolt that attaches the cup to the spring tower.

Position the Superlift compression stop spacer between the tower and mounting cup, as shown, and install the new 10mm x 80mm bolt (30). Reinstall the factory rubber compression stop into the mounting cup.

FRONT ASSEMBLY**9) COIL SPRINGS (DIAGRAM 1)...**

Be sure the stock rubber spring seat is still in place at the top of the tower. Position the Superlift coil spacer. The lip on both the Superlift spacer and the stock spring seat point downward. The entire axle assembly may need to be lowered to the floor to allow enough room for the coil to be installed.

After both coils are in place, jack up the axle assembly until the springs are seated. Be sure the frame rails remain on the jack stands.

10) ANTI-SWAY BAR LINKS...

Reconnect the link to the axle (70).

11) SUPERLIFT SHOCKS...

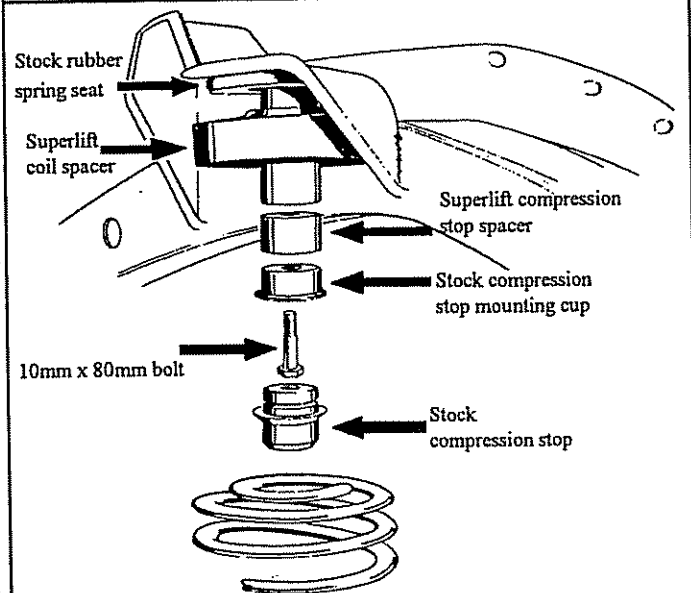
Install shock boot and decal.

Reuse the stock upper end mounting bush-

ings and hardware if your package did not contain new bushings / hardware. With the lower half of the stem hardware in place, insert the top end of the shock through the hole in the factory shock tower, install the other half of the hardware and tighten only until the bushings start to swell slightly. Attach the lower end of the shock to the axle using the factory hardware (21).

12) LOWER LINK ARMS...

Attach the lower link arm to the axle assembly using the factory cam bolt assembly. Align the reference marks made in Step 4. Do not fully tighten either end of the lower link yet; they are torqued in a later step.

DIAGRAM 1- COIL SPACER AND COMPRESSION STOP SPACER

Perform Steps 4 through 12 on passenger side.**13) TRACK BAR...**

Insert the bar's ball stud into the frame rail bracket and torque the castellated nut (65). Install new cotter pin. If the castellations and the cotter pin hole do not align, tighten (do not loosen) the nut until they align.

14) DRAG LINK...

Insert the drag link stud into the pitman arm and install the factory nut (60). Install new cotter pin.

15) DRIVESHAFT...

Reconnect the front driveshaft to the axle (14). Be sure to align the reference marks made in Step 2.

16) FINAL FRONT PROCEDURES...

- Install tires. Torque the stock lug nuts (80 to 110).
- With front of vehicle still on jack stands, and suspension "hanging" at full extension travel, cycle steering lock-to-lock checking all components for proper operation and clearances.
- Remove jack stands and lower vehicle to floor.
- On each side, fully tighten the lower link-to-frame bolt (130), and the cam bolt (85).

REAR DISASSEMBLY

Steps 17 through 27 are performed one side at a time. Start at the driver side.

17) SECURE VEHICLE...

Raise rear of vehicle with a jack and secure a jack stand beneath each frame rail, in front of the lower link arms. Ease the frame down onto the stands, but leave a slight load on the jack. Chock front tires. Remove rear tires.

18) TRACK BAR...

Disconnect the upper end of the track bar from its frame bracket.

19) UPPER LINK ARMS...

Detach the rear end of the upper link arm from the axle. Loosen, do not remove, the attaching bolt at the front of the upper link arm where it connects to the frame rail. This will allow the link arm to swing out of the way.

20) SHOCK ABSORBERS...

Disconnect and discard the stock shock.

21) ANTI-SWAY BAR LINKS...

With a jack supporting the axle assembly, disconnect the sway bar link from the axle bracket.

22) COIL SPRINGS...

Lower the axle assembly until the coil springs are free from their seats and remove the coils.

23) COMPRESSION TRAVEL STOPS (DIAGRAM 1) ...

Pry the factory compression stop from it's mounting cup, taking care not to damage the cup. Remove the 10mm bolt that attaches the cup to the spring tower.

Position the Superlift compression stop spacer between the tower and mounting cup, as shown, and install the new 10mm x 80mm bolt (30). Reinstall the factory rubber compression stop into the mounting cup.

REAR ASSEMBLY**24) COIL SPRINGS (DIAGRAM 1)...**

Be sure the stock rubber spring seat is still in place at the top of the tower. Position the Superlift coil spacer. The lip on both the Superlift spacer and the stock spring seat point downward. The entire axle assembly may need to be lowered to the floor to allow enough room for the coil to be installed.

After both coils are in place, jack up the axle assembly until the springs are seated. Be sure the frame rails remain on the jack stands.

25) ANTI-SWAY BAR LINKS...

Reconnect the link to the axle (40).

26) SUPERLIFT SHOCKS...

Install shock boot and decal.

Position shock and tighten the two upper bolts (23) and the single lower bolt (74).

27) UPPER LINK ARMS...

Look at the axle bracket that captures the rear eye of the upper link. Knockout the perforated plug that makes the round hole a slotted hole. If necessary, dress the slot with a file and paint the exposed metal.

Connect the link's rear eye to the axle using Superlift cam bolt assembly #1-03-5062. Install the bolt from the inside so it points outward. Rotate the cams so that the tall side of the lobes point straight up (12 O'clock position). Do not fully tighten either end of the upper link yet; they are torqued in a later step.

Perform Steps 17 through 27 on passenger side.

28) TRACK BAR...

Attach the upper end of the track bar to it's frame bracket. Only finger tighten the nut; it is fully tightened in a later step. It may be necessary to pry the axle assembly over in order to connect the bar.

29) FINAL REAR PROCEDURES...

Install tires. Torque the stock lug nuts (80 to 110).

With rear of vehicle still on jack stands, and suspension "hanging" at full extension travel, check all components for proper operation and clearances.

Remove jack stands and lower vehicle to floor.

Torque the track bar-to-frame bolt (74).

On each side, torque the frame eye of the upper links (55).

With the suspension supporting vehicle weight, and the vehicle on level ground, again use the inclinometer to take a rear driveshaft angle reading, and compare this to the reading taken in Step 1. First loosen, then rotate the cam bolts as needed to get shaft angle as close to the Step 1 reading as possible. This will minimize or eliminate shaft vibration due to excessive angle. The 12 O'clock position that the cams were initially adjusted to in Step 27 gives the least amount of shaft angle. It is important that both cams are adjusted identically. Tighten the cam bolts (85).

30) INSPECTION and TORQUE CHECK...

Perform a front-to-rear inspection. With vehicle on the floor, cycle steering lock-to-lock and inspect steering, suspension, driveline, and brake systems for proper operation, tightness, and adequate clearances. Retorque all fasteners.

31) HEADLIGHTS...

Readjust headlights to proper setting.

32) SUPERLIFT NAME BADGE...

The system includes one 2" x 5" name badge (#0034). Additional and / or larger badges are available from Superlift or a Superlift dealer. We suggest putting the badges on the front fenders, tailgate, or rear window. The badge mounts by means of factory applied, double-backed tape. Follow these instructions to ensure that badge sticks properly:

Clean designated area with warm, soapy water. Rinse and wipe dry with a soft, lint free towel.

Thoroughly prep the area with the furnished alcohol wipe pad and wipe dry with a soft, lint free towel. Do not touch the surface again with your hands; they transfer body oils.

Remove mounting tape backing, line up badge, and press in place. Do not touch mounting tape or allow tape to get dirty.

Press firmly on the badge face and hold a few seconds to seat mounting tape.

A superior adhesive bond forms over time. We recommend allowing 24 hours of cure time before washing and waxing. The emblem itself can be cleaned with any glass cleaner.

33) SAFETY DECAL...

Install "Warning to Driver" decal. Refer to the "NOTICE TO DEALER AND VEHICLE OWNER" section below.

34) 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 roll over may occur.

Generally, braking performance 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.