SUPERLIFT SUSPENSION SYSTEMS
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Superlift 4" Long-Arm lift system for 1997-2006 JEEP WRANGLER TJ 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.**
- Installing a Slip-Yoke Eliminator kit (also called a short shaft conversion) in the transfer case is required with this lift system. This kit increases the overall length of the rear driveshaft and enables the use of a constant velocity joint at the transfer case. Superlift offers a high-quality kit that is available separately (Superlift part #5080). A new rear driveshaft is also required with an SYE kit.
- Exhaust modifications are necessary for factory and most aftermarket exhaust systems due to interference with the upper link arms. This simple modification can be performed by any reputable muffler shop. Note that if an engine swap has been performed, it may also be necessary to install different manifolds with outlets in a different location. Generally speaking, center dump manifolds are best for Chevy engine conversions.
- 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.
- An extensive amount of drilling is required. Investing in a good quality set of Unibits will make the installation much faster and easier than using conventional drill bits. Unibits are also compact, which aids in drilling on the inside of the frame. A 90 degree drill is also helpful during installation. A Unibit or conventional drill will be needed in 1/2" and 3/4" sizes.
- This system is designed around factory vehicle components. Aftermarket axles or drivetrain alterations (engine, transmission, or transfer case swaps) may create fitment and / or clearance issues as well as driveline angularity problems that will have to be resolved by the installer. Superlift is not responsible for installation problems caused by non-stock components.

- 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.
- Prior to operating a torch or saw, protect any heat-sensitive components located in the immediate area by covering them with a water-saturated cloth. Most undercoating are flammable but can be extinguished using a water-filled spray bottle. Have a spray bottle and an ABC rated fire extinguisher on hand.
- 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.)	BAG #

NOTE: Front anti-sway bar quick-disconnects are included. Part numbers and hardware breakdown is located in separate instruction form #5067.

02-550	(2) front coil spring		
03-551	(2) rear coil spring, **TJ**		
OR			
02-551	(2) rear coil spring, **TJD**		
55-08-5070	adjustable track bar body, front	(2) bushing half (1) 3/4" OD x 1-9/16" sleeve (1) 1/2" X 3" bolt (1) 1/2" SAE washer (1) 1/2" tab nut (#09-5070) (1) spacer (1) tapered spacer (1) heim joint end (1) 1/2" x 3-1/2" bolt w/ hole (1) 1/2" castle nut (1) cotter pin (1) grease fitting (1) 3/4" jam nut	77-5070

01-5702	(4) poly compression travel stop		
66-01-5700	lower link arm, front, driver side	(1) 9/16” x 3-3/4” bolt (1) 9/16” SAE washer (1) 9/16” stover nut (2) bushing half (1) 1” OD x 2-5/8” sleeve	77-5700-1
66-02-5700	lower link arm, front, passenger side	(1) 9/16” x 3-3/4” bolt (1) 9/16” SAE washer (1) 9/16” stover nut (2) bushing half (1) 1” OD x 2-5/8” sleeve	77-5700-1
55-03-5700	frame rail bracket, driver side	(2) 1/2” x 3-3/4” bolt (1) 1/2” x 2-1/4” bolt (3) 1/2" x 1-1/2" bolt (1) 1/2” x 4” bolt (3) 1/2" lock washer (10) 1/2” SAE washer (3) 1/2” stover nut (1) 1/2” tab nut (3) 12mm x 40mm bolt (3) 3/4” OD x 2-3/8” sleeve	77-5700-2
55-04-5700	frame rail bracket, passenger side	(2) 1/2” x 3-3/4” bolt (1) 1/2” x 2-1/4” bolt (3) 1/2" x 1-1/2" bolt (1) 1/2” x 4” bolt (10) 1/2” SAE washer (3) 1/2" lock washer (3) 1/2” stover nut (1) 1/2” tab nut (#11-5700) (3) 12mm x 40mm bolt (3) 3/4” OD x 2-3/8” sleeve	77-5700-2
66-05-5700	(2) front upper link arm		
55-06-5700	transmission crossmember	(4) 3/8” x 1” tapered allen head bolt (4) 3/8” SAE washer (4) 3/8” nyloc nut	77-5700-3
55-07-5700	skid pan	(4) 1/2” x 1-1/4” tapered allen bolt (2) 1/2” x 1-1/2” tapered allen bolt (2) 1/2" SAE washer (4) 1/2” tab nut (#18-5700) (2) 1/2” stover nut (2) Superlift badge	77-5700-3
55-08-5700	transmission mount	(4) 3/8” x 1” tapered allen head bolt (4) 3/8” SAE washer (4) 3/8” nyloc nut	77-5700-3
55-30-5700	(2) brake / fuel line bracket	(2) 5/16” x 1” S-tapping bolt	77-5700-16

55-08-5120 ..... (2) engine mount spacer

66-09-5700	lower link arm, rear, driver side, **TJ**	(1) 9/16” x 4” bolt (1) 9/16” SAE washer (1) 9/16” stover nut (2) bushing half (1) 1” OD x 2-5/8” sleeve	77-5700-5
OR			
66-19-5700	lower link arm, rear, driver side, **TJD**	(1) 9/16” x 4” bolt (1) 9/16” SAE washer (1) 9/16” stover nut (2) bushing half (1) 1” OD x 2-5/8” sleeve	77-5700-5

66-10-5700	lower link arm, rear, passenger side, **TJ**	(1) 9/16” x 4” bolt (1) 9/16” SAE washer (1) 9/16” stover nut (2) bushing half (1) 1” OD x 2-5/8” sleeve	77-5700-5
OR			
66-20-5700	lower link arm, rear, passenger side, **TJD**	(1) 9/16” x 4” bolt (1) 9/16” SAE washer (1) 9/16” stover nut (2) bushing half (1) 1” OD x 2-5/8” sleeve	77-5700-5
55-13-5700	upper link arm bracket, rear, driver side	(2) 1/2” x 3-1/2” bolt (2) 1/2” SAE washer (2) 1/2” stover nut (2) 3/4” OD x 2-3/8” sleeve	77-5700-4
55-14-5700	upper link arm bracket, rear, passenger side	(2) 1/2” x 3-1/2” bolt (2) 1/2” SAE washer (2) 1/2” stover nut (2) 3/4” OD x 2-3/8” sleeve	77-5700-4

66-21-5700	upper link arm, rear, driver side, **TJ**	(1) 9/16” x 3-3/4” bolt (1) 9/16” SAE washer (1) 9/16” tab nut (#12-5700) (2) bushing half (1) 1” OD x 2-1/4” sleeve	77-5700-10
OR			
66-23-5700	upper link arm, rear, driver side, **TJD**	(1) 9/16” x 3-3/4” bolt (1) 9/16” SAE washer (1) 9/16” tab nut (#12-5700) (2) bushing half (1) 1” OD x 2-1/4” sleeve	77-5700-10

66-22-5700	upper link arm, rear, passenger side, **TJ**	(1) 9/16” x 3-3/4” bolt (1) 9/16” SAE washer (1) 9/16” stover nut (2) bushing half (1) 1” OD x 2-1/4” sleeve	77-5700-10
OR			
66-24-5700	upper link arm, rear, passenger side, **TJD**	(1) 9/16” x 3-3/4” bolt (1) 9/16” SAE washer (1) 9/16” stover nut (2) bushing half (1) 1” OD x 2-1/4” sleeve	77-5700-10
44-13-5040	driver side front brake hose bracket	(1) 1/4" x 3/4" bolt (2) 1/4" SAE washer (1) 1/4" nyloc nut	77-5750-1
44-14-5040	passenger side front brake hose bracket	(1) 1/4" x 3/4" bolt (2) 1/4" SAE washer (1) 1/4" nyloc nut	77-5750-1
66-20-5100	(2) compression travel stop spacer	(2) 5/16” x 1-3/4” self-tapping bolt	
55-28-5700	rear track bar bracket	(2) 3/8” x 1” bolt (2) 3/8” SAE washer (2) 3/8” nyloc nut (2) 3/4” OD 1-5/8” sleeve	77-5700-7
55-13-5100	rear shock bracket extension, driver side	(1) 3/8” x 1” bolt (2) 3/8” SAE washer (1) 3/8” nyloc nut (1) 1/2” x 2-3/4” bolt (2) 1/2” SAE washer (1) 1/2” stover nut (1) 5/8” OD x 1-3/8” sleeve	77-5700-9
55-14-5100	rear shock bracket extension, passenger side	(1) 3/8” x 1” bolt (2) 3/8” SAE washer (1) 3/8” nyloc nut (1) 1/2” x 2-3/4” bolt (2) 1/2” SAE washer (1) 1/2” stover nut (1) 5/8” OD x 1-3/8” sleeve	77-5700-9
55-12-5100	adjustable track bar, rear	(2) bushing half (1) sleeve (1) extra-thick washer (2) 1/2” X 2-3/4” bolt (2) 1/2” SAE washer (2) 1/2”nyloc nut (2) spacer (1) heim joint end (1) 3/4” jam nut	77-5075

55-01-5768	(2) anti-sway bar link, rear	(4) bushing (4) PVC sleeve	77-5768
55-25-5700	compressor relocation bracket ***Rubicon only***	(2) 1/4” x 3/4” bolt (3) 1/4” x 3/4” button-head bolt (5) 1/4” SAE washer (5) 1/4” nyloc nut	77-5700-12
91445	rear brake hose	(1) hardware pack	
85306	(2) shock absorber, front	(2) shock boot, yellow (2) hardware pack and cable tie	
85117	(2) shock absorber, rear	(2) shock boot, yellow (2) hardware pack and cable tie	
00461	decal, "Warning To Driver"		

FRONT DISASSEMBLY

1) PREPARE VEHICLE...

❑ Prior to raising the vehicle, remove the bolts securing both the front and rear track bars to the axles. Save all hardware for re-use.

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

NOTE: Position the jackstands or lift arms so that they will not interfere with removing the factory link arm brackets or installing the new frame rail brackets.

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

2) TRACK BAR…

❑ If not done while the vehicle was on the ground, remove the nut securing the track bar to the frame. Using the appropriate puller tool, separate the track bar from its mount on the frame. Unbolt the track bar from the axle and discard.

3) DRAG LINK…

❑ Remove the cotter pin and nut securing the drag link to the pitman arm. Using the appropriate puller tool, separate the drag link from the pitman arm. Save the nut for re-use.

4) SHOCK ABSORBERS AND ANTI-SWAY BAR LINKS…

❑❑ Remove and discard the front shock absorbers but save the lower hardware for re-use.

❑❑ Unbolt the anti-sway bar links from the axle and sway bar. Discard.

5) COIL SPRINGS…

❑❑ Unbolt the tabs (if present) securing the lower end the coil springs to the axle. Save the tabs and hardware for re-use.

❑❑ Lower the axle enough to facilitate removing the coil springs. Save the rubber isolators on top of the coils for re-use.

6) LINK ARMS…

❑❑ Verify the axle is properly supported. On each side, cam bolts attach the lower link arms to the front axle. Scribe a line on each cam and bracket so that they can be re-installed in the same position during assembly.

❑❑ Remove the cam bolts securing the lower link arms to the axle, followed by the bolts securing the arms to the frame. Remove the lower link arms but save all hardware for re-use.

❑❑ Unbolt the upper link arms at both the axle and frame and discard the arms. Save all hardware for re-use.

7) COMPRESSION STOPS…

❑❑ On each side, pry the factory compression stops from their mounting cups. Take care not to damage the cups.

8) BRAKE HOSES…

❑❑ Remove the bolts securing the brake hoses to the frame. Save the bolts for re-use.

9) LINK ARM MOUNTS…

❑❑ [DIAGRAM 1] Using a torch, plasma cutter, cut-off wheel, or similar tool, remove the factory lower link arm mounts on the frame. Take precautions to avoid damaging any wiring, fuel lines, or brake lines. The bracket material must be entirely removed from the frame; none of it should remain.

❑❑ [DIAGRAM 2] Remove the upper link arm mounts at the frame. Note that all of the bracket material must be removed and the same precautions should be taken.

❑❑ Allow the affected areas to cool, then paint or undercoat all bare metal surfaces.

DIAGRAM 1 - TRIMMING THE LOWER TRAILING ARM MOUNT.

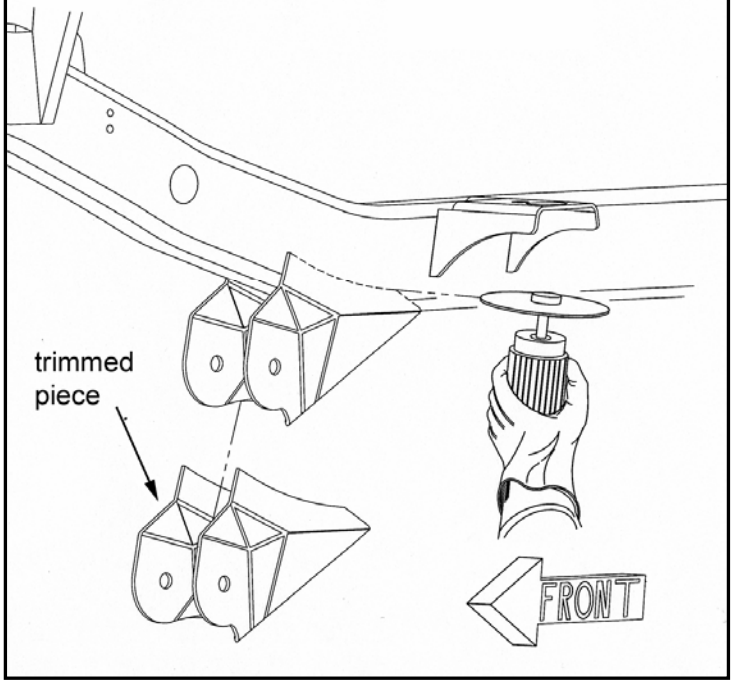
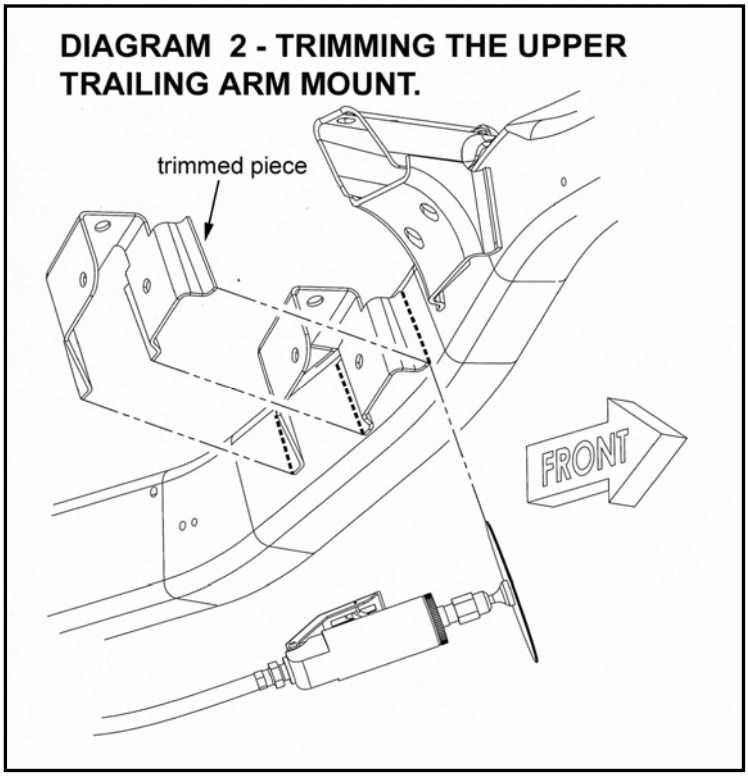


DIAGRAM 2 - TRIMMING THE UPPER TRAILING ARM MOUNT.



10) TRANSMISSION CROSSMEMBER…

❑ Support the transmission with a jack. Remove the two bolts securing the rubber transmission isolator to the crossmember. Save all hardware for re-use.

❑❑ Remove the six bolts attaching the crossmember to the frame and remove the crossmember. Save all hardware for re-use.

NOTE FOR RUBICON MODELS: Remove the bolts securing the locker air compressor and its bracket to the crossmember. Tie the compressor up and out of the way.

❑ Unbolt the front and rear driveshafts from the axle and tie them up out of the way.

NOTE: A slip yoke eliminator kit is required with this lift system. Remove the transfer case if necessary and install the kit now. Superlift offers a high-quality slip-yoke eliminator system that is sold separately (#5080).

11) EXHAUST…

❑ Unplug any O2 sensors present on the exhaust system.

❑ Cut the exhaust system where it wraps in front of the oil pan just past where it converges into one pipe. Remove any rubber isolators that hold the exhaust system in place and remove the entire system. Exhaust modifications will need to be performed later.

12) BRAKE AND FUEL LINES…

❑ On the driver side, pop the clips loose that retain the brake and fuel lines on the inside of the frame. Carefully push the lines up and out of the way in preparation for installing the frame rail brackets, which are next.

FRONT ASSEMBLY

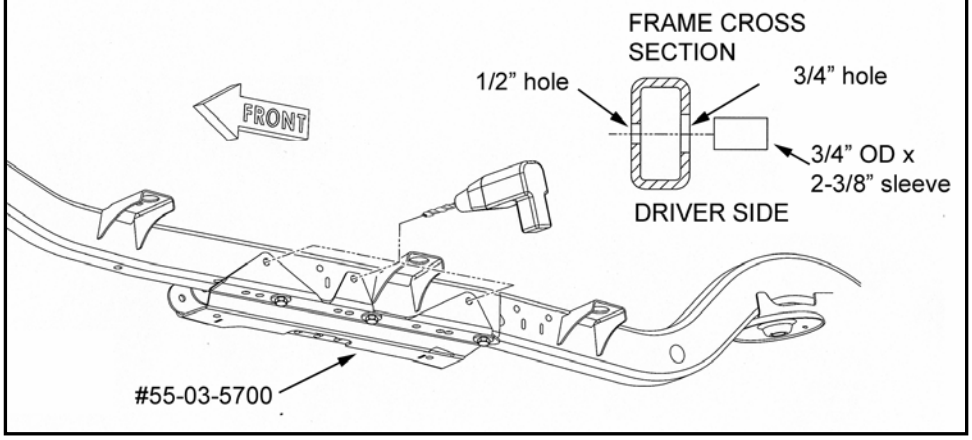
13) FRAME RAIL BRACKETS…

NOTE: Perform these steps one side at a time. Start on the driver side.

❑❑ Install the frame rail bracket (#55-03-5700 driver side and #55-04-5700 passenger side) using the factory transmission crossmember hardware in the bottom of the frame. There are a number of mounting holes in the bottom of the “03” bracket but the correct position will line the bracket up properly with the three threaded mounts in the bottom of the frame. Snug the hardware for the bracket.

❑❑ [DIAGRAM 3] Mark the location of the three mounting holes to be drilled in the side of the frame. Note both the inside and outside of the frame should be marked. Also mark the location for the fourth mounting hole to be drilled on the inside of the frame toward the front of the bracket.

DIAGRAM 3 - INSTALLING AND DRILLING THE FRAME RAIL BRACKETS - Use the brackets as a template to mark and drill mounting holes in the side of the frame. Drill the inside to 1/2", the outside to 3/4".



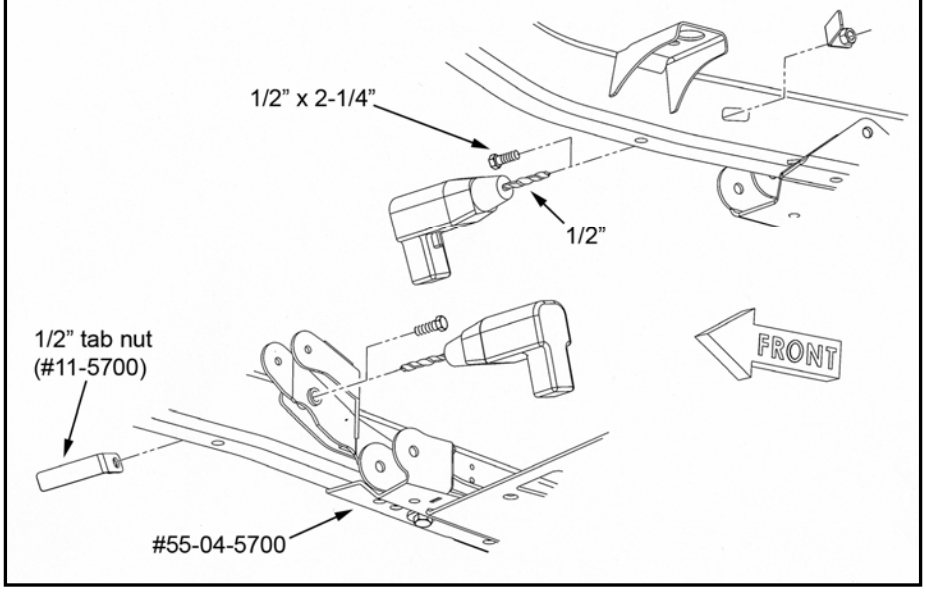
❑❑ Remove the bracket and drill at the marked locations. Note that the three inside holes should be drilled to 1/2", and then drill the outside of the frame ***only*** to 3/4". Do not drill the inside of the frame to 3/4". Note that it is helpful for the sleeves that will be installed later in the 3/4" holes to have a snug fit; do not "wallow out" the 3/4" holes.

❑❑ [DIAGRAM 4] Drill the forward hole *on the inside of the frame only* to 1/2".

❑❑ Carefully insert the supplied 3/4" OD x 2-3/8" crush sleeves in the 3/4" holes in the outside of the frame. *Do not drop them inside the frame*.

NOTE: If the crush sleeves are a little loose in the frame holes, it is a good idea to very lightly tack-weld them in place; just enough to keep them from falling inside the frame is all that is needed. The sleeves must be flush with the side of the frame; if they protrude past the frame, grind the face of the sleeves down until they are flush with the side of the frame.

DIAGRAM 4 - DRILLING THE FORWARD FRAME RAIL BRACKET HOLES - Drill to 1/2" and secure using the supplied tab nut.



❑❑ Position the frame rail bracket back on the frame. With '97-'02 models, use the supplied 1/2" x 1-1/2" bolts with SAE and lock washers in the bottom of the frame. For '03-'06 models, use the supplied 12mm x 40mm bolts with the 1/2" flat washers, and SAE washers in the bottom of the frame. Do not tighten at this time.

❑❑ Install the supplied 1/2” x 3-3/4” bolts through the bracket, frame, and crush sleeve and secure using the supplied washers and stover nuts. Install a 1/2” x 4” bolt in the rearward-most hole but do not install a washer or nut at this time. Do not tighten at this time.

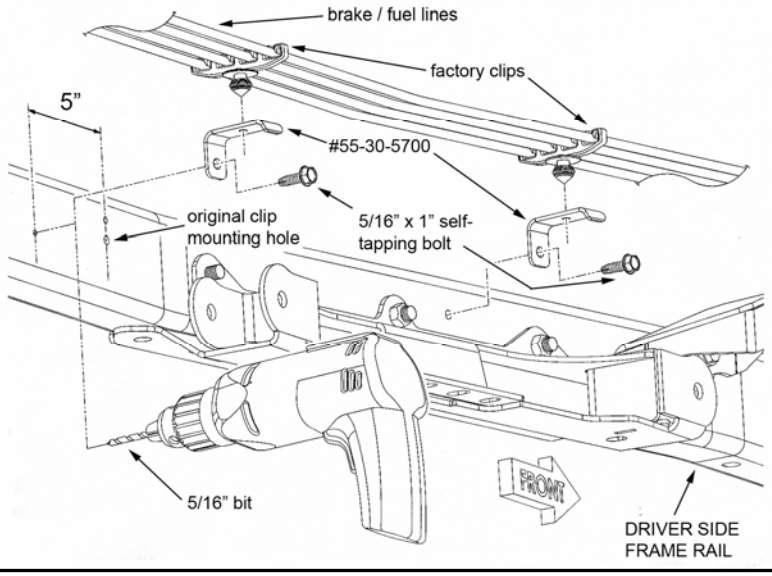
❑❑ Install the supplied 1/2” x 2-1/4” bolt through the forward upper hole in the frame rail bracket. Insert the supplied 1/2” tab nut (#55-11-5700) through the large slotted hole in the outside of the frame and line it up with the 1/2” bolt. Start the bolt and tighten (57).

❑❑ Leave the nut off of the rearward-most bolt on each frame bracket. Tighten the remaining 1/2” bolts (57) and factory hardware (31).

14) BRAKE / FUEL LINE RELOCATION…

❑ [DIAGRAM 5] Position the supplied relocation brackets (#55-30-5700) as shown. Line up the forward bracket with the existing hole in the frame where the plastic retaining clip was attached. Secure the brackets to the frame using the supplied 5/16” x 1” self-tapping bolt. Measure back 5" from the rearward mounting hole as shown and drill a 5/16" hole. Attach the "30" relocation bracket using the supplied 5/16" x 1" self-tapping bolt. Tighten (23).

DIAGRAM 5 - BRAKE / FUEL LINE RELOCATION BRACKETS -
Use the #55-30-5700 brackets to mount the lines as shown. For the rearward bracket, measure back 5” from the clip’s original mounting hole.



❑ Rotate the plastic retaining clips so they are parallel with the ground and attach them to the top of the “30” brackets. It may be necessary to re-form the brake and fuel lines slightly so that the clips will seat properly. Take precautions to ensure the lines do not become kinked or pinched.

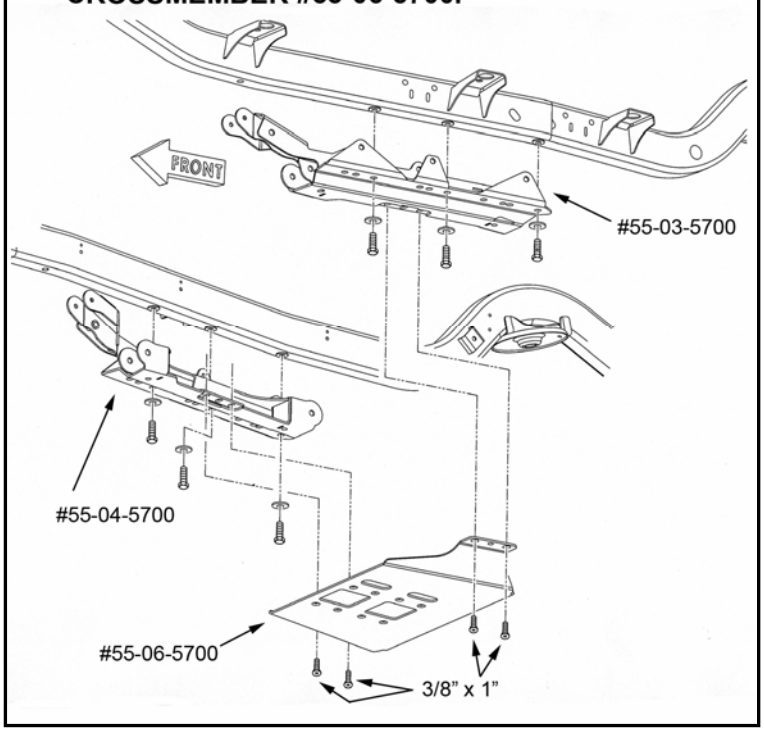
15) TRANSMISSION CROSSMEMBER…

❑ Locate the transmission mount (#55-08-5700). Note that the mount is tapered; position the mount so that the thick end of the taper faces forward and loosely attach it to the factory rubber transmission mount using the factory hardware. Leave the hardware loose enough to slide the mount back and forth.

❑ [DIAGRAM 6] Raise the transmission crossmember (#55-06-5700) into position and loosely attach it to the side rail brackets using the supplied 3/8" x 1" tapered allen bolts, SAE washers, and nyloc nuts. Do not tighten at this time.

❑ There are two positions for the transmission mount (#55-08-5700) to be positioned on the transmission crossmember (#55-06-5700). Slide the mount forward or back until the four holes in the mount line up with the four holes in the crossmember. Verify the nuts for the factory rubber transmission isolator will be accessible with the crossmember installed. If not, lower the crossmember and tighten the mount-to-isolator bolts now to factory specifications. Otherwise loosely attach the "06" mount to the crossmember using the supplied 3/8" x 1" tapered allen bolts, SAE washers, and nyloc nuts. Tighten (23).

DIAGRAM 6 - INSTALLING THE TRANSMISSION CROSSMEMBER #55-06-5700.



❑ Lower the transmission so that its weight rests on the crossmember. Tighten the crossmember-to-side rail bolts (23). Make sure the crossmember recesses properly in the frame rail brackets; it may be necessary to apply some pressure between the rails and crossmember with a pry bar to seat it properly due to factory frame variations.

❑ Tighten the transmission isolator bolts to factory specifications.

16) ENGINE MOUNT SPACERS…

❑ Loosen, but do not remove, the transmission mount.

❑ Place a block of wood under the transmission bellhousing and engine oil pan and position a jack so that it supports, but does not raise, the engine. Take precautions to avoid damaging any components.

❑❑ On each side, remove the two bolts that secure the engine mount to the frame. Save all hardware for reuse.

❑❑ Carefully raise the engine approximately 3/8" and slide the engine mount spacers (#55-08-5120) between the engine mount and frame mount.

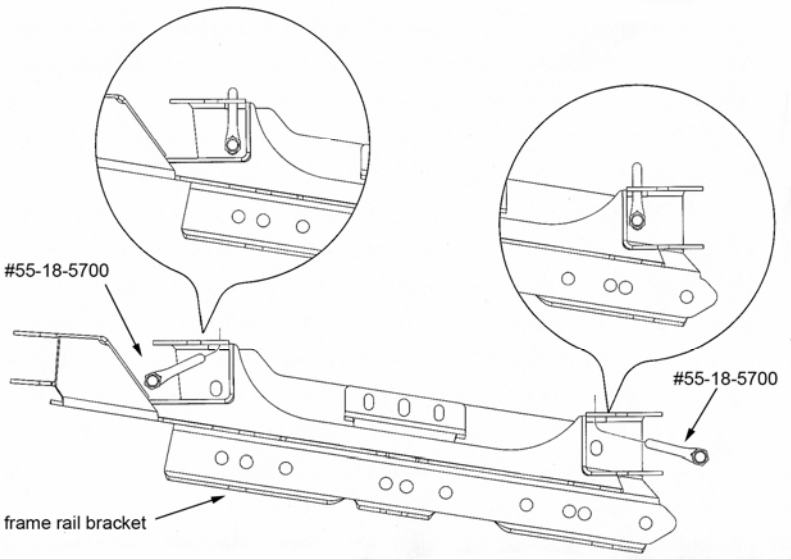
WARNING: Use extreme caution to avoid placing fingers or any other body parts between the engine and frame at any time while the engine is unbolted from the frame.

❑❑ Line up the bolt holes in the engine mounts, spacer plates, and frame, then lower the engine. Reinstall the factory hardware and tighten to factory specifications.

17) LINK ARMS…

❑❑ [DIAGRAM 7] **IMPORTANT!** Position the supplied tab nuts (#55-18-5700) in the front cup of each frame rail bracket as shown in Diagram 7. Position the nut so that it is lined up with the hole in the bottom of the cup and rotate it so that the tab is "locked" in the window present in the frame rail brackets. These tab nuts are for the transmission skid plate and it will be very difficult to position them once the link arms are installed.

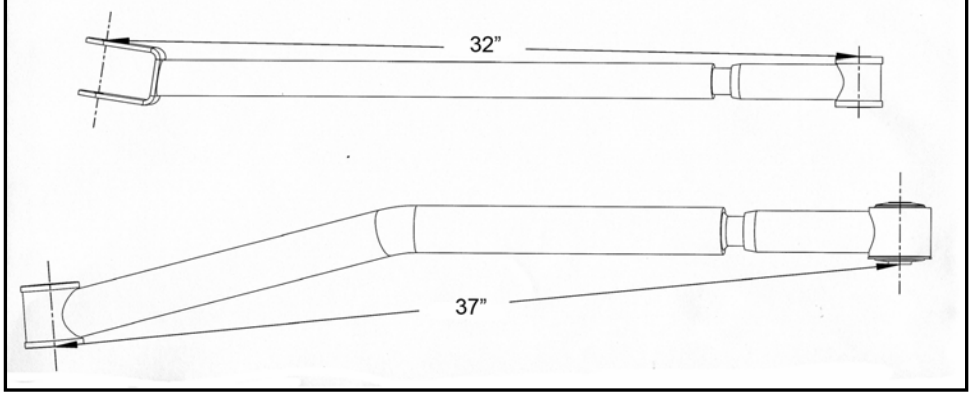
DIAGRAM 7 - TAB NUT INSTALLATION - Be sure to position the tab nuts before installing the link arms.



❑❑ Lubricate and install the bushings and sleeves in the lower link arms (#66-01-5700 driver side and #66-02-5700 passenger side). Install the 90 degree grease fittings in the urethane ends of the lower arms and the threaded pivots in both the upper and lower arms.

❑❑ [DIAGRAM 8] Set the length of the link arms to the following specifications. Note that these measurements are from center-of-hole to center-of-hole and that the dimension is a straight-line measurement to the inside of each link arm:

DIAGRAM 8 - SETTING THE LENGTH OF THE FRONT LINK ARMS.



Front lower (#66-01-01-5700 driver side and #66-02-5700 passenger side): 37”
Front upper (#66-05-5700): 32”

❑❑ Position the upper link arms in their respective mounts in the frame rail brackets and loosely secure using the factory hardware. Note that the C-shaped ends have a slight offset; they should be pointing toward the center of the vehicle and the grease fitting should be on the inside of the link. Loosely attach the links to the upper mounts on the axle using the factory hardware. Do not tighten at this time.

❑❑ Position the lower link arm so that the swivel end (with the rubber bushing) is attached to the frame rail bracket. The link should bend downward when viewed from the side of the vehicle, the end with the urethane bushing should be kicked toward the outside of the vehicle, and the grease fitting for the threaded pivot should be on top of the link. Attach the

end with the rubber bushing to the frame rail bracket using the supplied 9/16" x 3-3/4" bolt, washer, and stover nut. Do not tighten at this time.

❑❑ Attach the other end of the link arm to the axle mount using the factory cam bolts. Rotate the cam so that it lines up with the marks made during removal. Snug, but do not fully tighten at this time.

18) COMPRESSION STOPS…

❑❑ Install the replacement poly compression travel stops (#01-5702) in the factory cups. It may be necessary to raise the axle in order to press the stops in the cups. It may also be necessary to trim the end of the stop slightly so that the stop's retaining groove fully engages the tabs in the cup.

19) COIL SPRINGS #550...

❑❑ Lower the axle far enough to facilitate installing the coil springs. Use caution to prevent over-extending brake lines, vent hoses, etc.

❑❑ Install the coils. Position the coil in the tower first, then slide it into place on the axle seat.

❑❑ Reattach the retaining clip at the bottom of the driver side coil.

20) SUPERLIFT SHOCK ABSORBERS...

On each side:

❑❑ Install shock boot and decal.

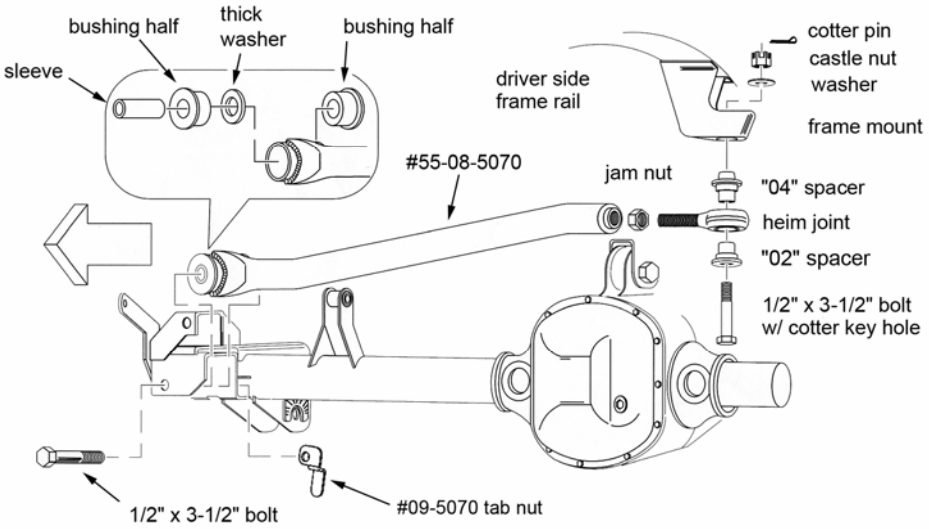
❑❑ With the lower half of the stem hardware in place, insert the top end of the shock through the hole in the factory shock tower. Install the other half of the hardware and tighten only until the bushings start to swell slightly. Install jam nut.

❑❑ Attach the lower end of the shock to the axle using the factory hardware (21).

21) TRACK BAR…

NOTE: In most cases it will be easier to attach the track bar once the vehicle is on the ground with the suspension supporting the vehicle's weight. Perform all steps below but leave the bar loose at the frame until the vehicle can be lowered to the ground.

DIAGRAM 9 - INSTALLING THE #55-08-5070 FRONT TRACK BAR.



❑ Drill out the existing mounting hole for the track bar on the axle using a 1/2" drill bit.

❑ [DIAGRAM 9] Lubricate and install the supplied bushings and sleeve in the lower end of the track bar (55-08-5700). Note that the supplied thick washer should be positioned between the two bushing halves inside the eye of the bar. Install the supplied grease fitting in the eye of the bar as well.

❑ Thread the heim joint (03-5070) with the supplied jam nut in the upper end of the track bar.

❑ Set the length of the track bar to 31-3/4" measured from the center of each eye. This will provide a baseline for final adjustment.

❑ [DIAGRAM 9] Slide the bushing end of the track bar into the axle bracket and attach using the supplied 1/2" x 3" bolt and "10-5700" tab nut (57).

NOTE: Final adjustments will be made once the suspension installation is complete.

22) BRAKE LINE EXTENSIONS…

NOTE: If Superlift extended length brake hoses are being used, install now as per separate instructions.

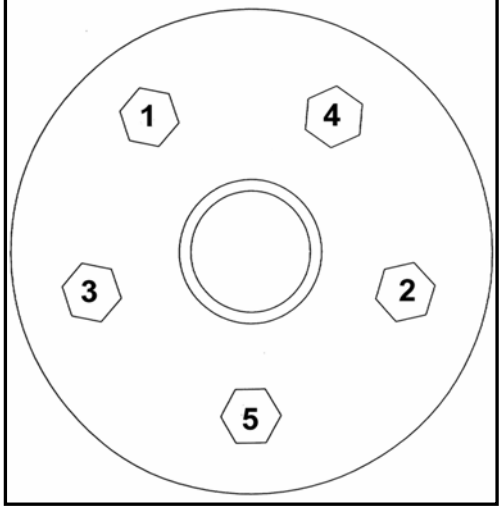
❑❑ On each side, unbolt the bracket that holds the brake line fitting to the frame (where the rubber hose connects to the hard line).

❑❑ Attach one end of the brake line extension (#55-13-5040 driver side and #55-14-5040 passenger side) where the fitting used to be on the frame using the factory hardware. Note that lower end of the bracket should step away from the frame. Also note that the brackets are side-specific.

❑❑ Carefully reform the metal brake line so that the fitting reaches the lower end of the extension. Attach the fitting to the bracket using the supplied 1/4" x 3/4" bolt, washer, and nyloc nut (13).

NOTE: Use extreme caution when reforming metal brake line to avoid pinching or otherwise damaging the line. Be sure the line's new location does not interfere with any other moving components.

DIAGRAM10- LUG NUT TORQUE SEQENCE- Follow the pattern shown to torque the lug nuts.



23) ANTI-SWAY BAR LINKS…

❑❑ Install the anti-sway bar quick-disconnects now per separate instructions.

24) STEERING STABILIZER…

NOTE: If the optional replacement steering stabilizer (#92050) has been purchased, install now per separate instructions.

25) 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 10] All wheel nuts should be tightened just snug, then gradually tightened in sequence to the proper torque specification (80 to 110).

❑ With the front of vehicle still on stands, and the 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.

REAR DISASSEMBLY

26) SECURE VEHICLE...
❑ Remove and discard the factory rear track bar.

❑ Raise rear of vehicle with a jack positioned at outboard ends and secure a jack stand beneath each frame rail, in front of the lower link arms. Leave enough room to remove the lower link arm brackets from the frame in later steps. Ease the frame down onto the stands, but leave a slight load on the jack. Chock front tires. Remove rear tires.

27) SHOCK ABSORBERS...
❑❑ Disconnect and discard the factory shocks. Save all hardware for re-use.

28) BRAKE LINE…
❑ Unbolt the brake line bracket that secures the connection between the metal line and the rubber hose at the frame.

29) ANTI-SWAY BAR LINKS...
❑❑ On each side, disconnect the sway bar link from the axle bracket and the sway bar body.

30) COIL SPRINGS...
❑❑ Lower the axle assembly until the coil springs are free from their seats, then remove the coils. Inspect the thin, disc shaped rubber gasket that insulates the top of the coil and replace if necessary.

31) FACTORY LINK ARMS...
❑ Unbolt the brake hose from the driver side link arm.

❑❑ Support the axle with a jack. On each side, detach the upper link arms at the axle and frame. Discard the links, but save the axle hardware for re-use.

❑❑ Unbolt the lower link arms at the axle and frame. Discard the links but save the axle hardware for re-use.

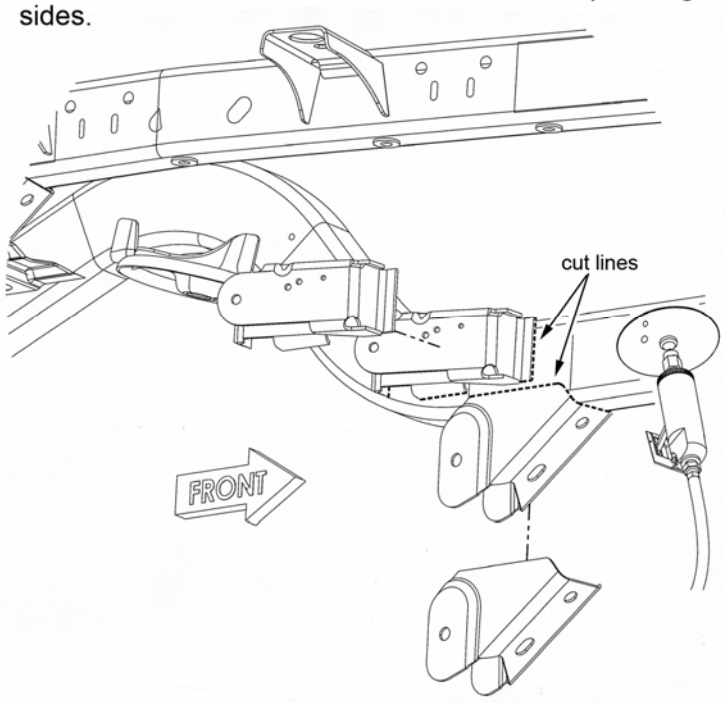
32) REAR LINK ARM MOUNTS….

❑❑ [DIAGRAM 11] Using a torch, plasma cutter cut-off wheel, or similar tool, remove the lower link arm mounts from the frame. Note that all bracket material must be removed.

❑❑ Remove the upper link arm mounts from inside the frame. All bracket material should be removed.

❑❑ Once the area has cooled, paint the effected areas.

DIAGRAM 11 - REMOVING THE FACTORY REAR LINK ARM MOUNTS - Remove both the driver and passenger sides.

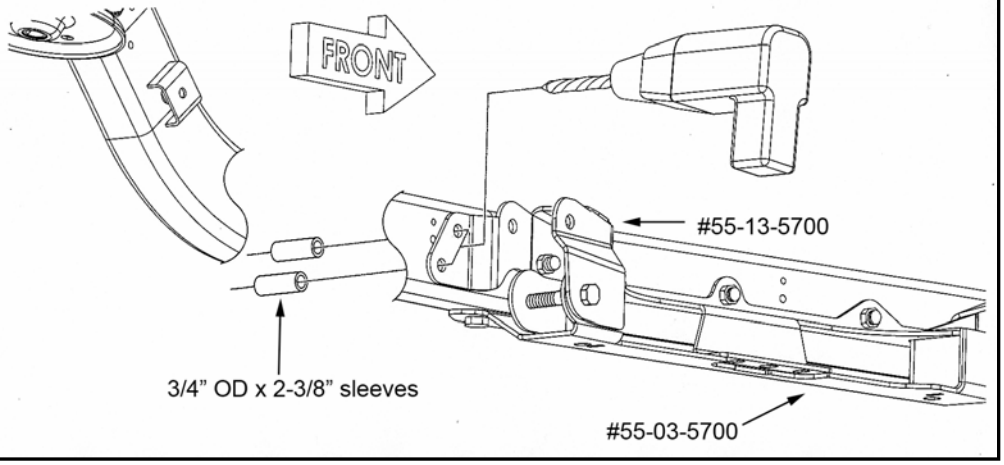


REAR ASSEMBLY

33) REAR UPPER LINK ARM BRACKETS…

❑❑ [DIAGRAM 12] Position the upper link arm brackets (#55-13-5700 driver side and #55-14-5700 passenger side) as shown. Install a washer and nut on the rearward-most frame rail bracket and temporarily install a 9/16" bolt through the upper bracket and the lower link arm mount to help position the upper bracket properly. Lightly snug the bolts.

DIAGRAM 12 - INSTALLING THE REAR UPPER LINK ARM BRACKETS - Driver side shown.



❑❑ Using the bracket as a template, mark the location of the two additional mounting holes that must be drilled in the side of the frame.

❑❑ Remove the link arm bracket and drill through the frame at the marked locations using a 1/2" bit. Drill *only the inside* of the frame to 3/4".

❑❑ Install the supplied 3/4” OD x 2-3/8” crush sleeves in the 3/4” hole . Place the upper link arm bracket back in position and install the supplied 1/2” x 3-1/2” bolts through the frame, crush sleeve, and bracket. The bolts should be installed from the outside. Tighten (57).

34) SUPERLIFT LINK ARMS…

❑❑ Lubricate and install the supplied bushing halves and 1” OD x 2-1/4” sleeves in the upper arms (#66-21-5700 driver side / #66-22-5700 passenger side TJ, and #66-23-5700 driver side / #66-24-5700 passenger side TJD respectively).

❑❑ Lubricate and install the supplied bushing halves and 1” OD x 2-5/8” sleeves in the lower link arms (#66-09-5700 driver side / #66-10-5700 passenger side TJ, and #66-19-5700 driver side / #66-20-5700 passenger side TJD).

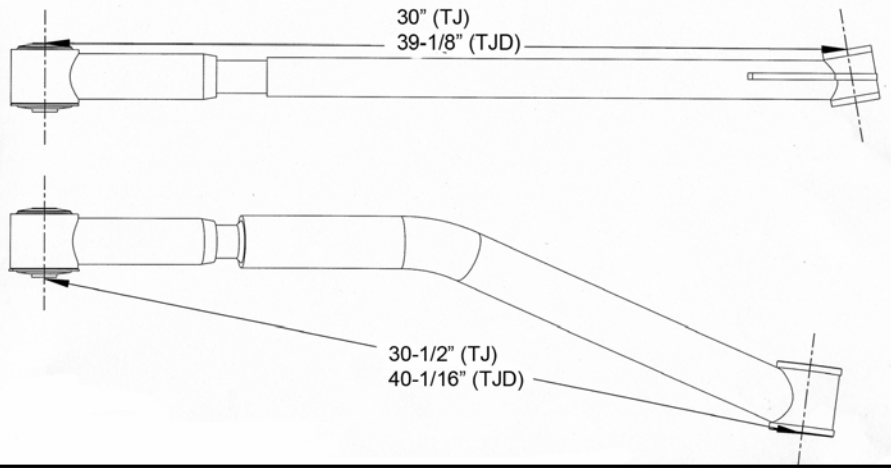
❑❑ Install the supplied grease fittings at the threaded pivots and urethane ends of all link arms.

❑ [DIAGRAM 13] Adjust the length of the link arms to the following lengths. Note that the measurements should be taken as shown in the diagram:

- ❑❑ TJ upper arms: 30”
- ❑❑ TJ lower arms: 30-1/2”
- ❑❑ TJD upper arms: 39-1/8”
- ❑❑ TJD lower arms: 40-1/16”

❑❑ **IMPORTANT!** Position the supplied 1/2” tab nuts in the rear cup of each frame rail bracket where the lower arms will be attached as shown in Diagram 7. Line up the nut with the hole in the bottom of the cup and rotate the tab so that it does not interfere with link arm installation. It will be very difficult to install these tab nuts once the link arms are in place.

DIAGRAM 13 - ADJUSTING THE LENGTH OF THE REAR LINK ARMS.



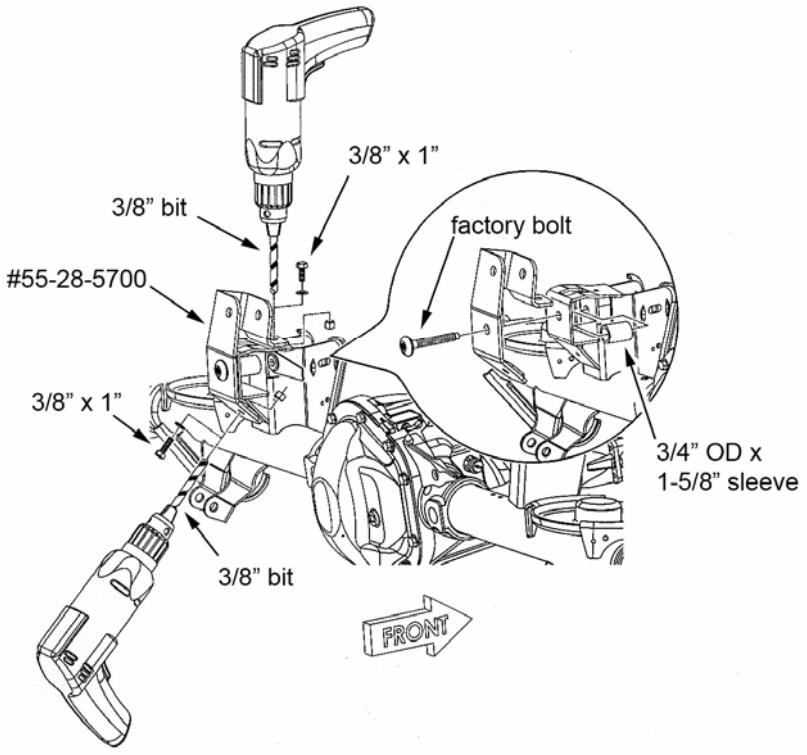
❑❑ Loosely install the rubber bushing end of the rear upper link arms in the “13” brackets on the frame and secure using the supplied 9/16” x 3-3/4” bolts, washers, and 9/16” tab nuts. Do not tighten at this time. Position the urethane bushing end of the links in the upper mounts on the axle and secure using the factory hardware. Do not tighten at this time.

❑❑ Loosely install the rubber bushing end of the rear lower arms in the frame rail mounts using the supplied 9/16” x 4” bolts, washers, and stover nuts. Do not tighten at this time. Position the links so that each one bends downward and line up the urethane end of the links with the lower mounts. Secure using the factory hardware. Do not tighten at this time.

35) TRACK BAR BRACKET #55-28-5700...

❑ [DIAGRAM 14] Insert the supplied 3/4" OD x 1-5/8" sleeve in the factory track bar mount on the axle and line it up with the existing track bar mounting hole. Position the track bar bracket (#55-28-5700) over the factory track bar mount as shown. Install the factory track bar bolt through the "28" bracket, factory bracket, and sleeve, then secure using the factory tab nut.

DIAGRAM 14 - INSTALLING THE REAR TRACK BAR BRACKET #55-28-5700.



❑ Verify the lower hole in the track bar bracket lines up with an existing hole in the factory mount. Using the bracket as a template, mark the location of the 3/8" hole to be drilled in the top of the factory mount.

❑ Remove the "28" bracket and drill a 3/8" hole at the marked location. Also drill out the existing lower hole to 3/8".

❑ Reinstall the "28" bracket and secure it using the factory bolt and supplied sleeve just as before. Install the supplied 3/8" x 1" bolt, washer, and nyloc nut in the two drilled holes. Tighten the 3/8" bolts (23) and factory bolt (74).

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

36) COMPRESSION TRAVEL STOP EXTENSIONS...

On each side:

❑❑ Pry the factory compression stop from it's mounting cup, taking care not to damage the cup.

❑❑ Install the replacement poly compression travel stops (#01-5702) in the factory cups. It may be necessary to raise the axle in order to press the stops in the cups. It may also be necessary to trim the end of the stop slightly so that the stop's retaining groove fully engages the tabs in the cup.

❑❑ Drill a 17/64" hole in the center of the lower spring seat.

❑❑ Position a lower bumpstop spacer (#66-20-5100) on the lower spring seat and secure using the supplied 5/16" x 1-3/4" self-tapping bolt (24).

37) SUPERLIFT COIL SPRINGS...

❑ On each side, position the coil spring (#03-551 for TJ and #02-551 for TJD) on the upper spring seat. Do not forget the stock rubber coil isolators for the top of the coils.

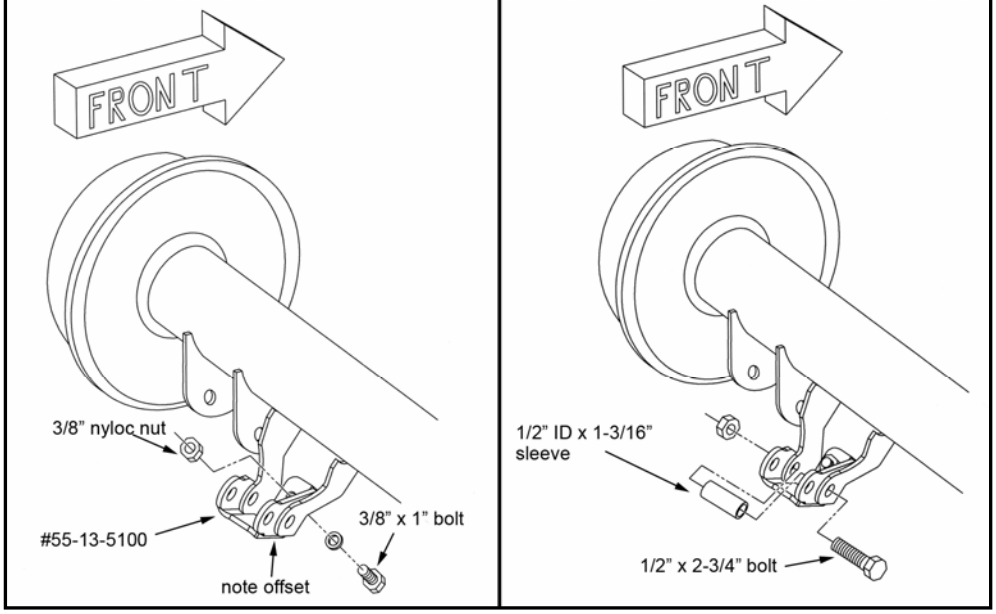
❑ Line up the springs with the axle seats. After both coils are in place, jack up the axle assembly until the springs are seated. Be sure the frame rails remain on the jack stands.

38) SHOCK BRACKET EXTENSIONS AND SHOCKS...

❑❑ [DIAGRAM 15] On each side, attach the shock bracket extensions (#55-13-5100 driver side and #55-14-5100 passenger side) to the shock mounts on the axle using the 3/8" x 1" bolt, washer, and nyloc nut as shown.

❑❑ Line up the supplied 1/2" ID x 1-3/8" sleeve with the factory shock mounting hole as shown, then install the 1/2" x 2-3/4" bolt, washer, and stover nut. Due to the variance of the factory mounts, extra 1/2" washers are provided to take up any slack between the mounts and the extensions. Do not tighten at this time.

DIAGRAM 15 - SHOCK BRACKET EXTENSIONS - Install the #55-13-5100 shock bracket extensions using the hardware shown.



❑❑ Install shock boot and decal.

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

❑❑ Tighten the 3/8" bolt (23) and the 1/2" bolt (57).

39) ANTI-SWAY BAR LINKS…

❑❑ Lubricate and install the hourglass bushings in the eyes of the rear anti-sway bar links (#55-01-5768).

❑❑ Position the supplied plastic sleeves over the factory anti-sway bar link bolts. Attach the links to the frame and anti-sway bar using the factory hardware and tighten to factory specifications.

40) BRAKE HOSE…

❑ Use a line wrench to disconnect the factory rubber brake hose from the metal line on the frame. Plug the line to minimize fluid loss.

- ❑ Remove the metal lines from the junction block at the axle and discard the factory rubber hose.

- ❑ An L-shaped bracket is included with the rear brake hose. Measure and mark a point 2” forward from the edge of the factory datum hole on the inside of the driver side frame rail (the datum hole is 1-1/4" in diameter and about midway in the frame's upward curve). Drill a 1/4” hole at the marked location.

- ❑ Position the L shaped bracket over the drilled hole and attach it to the frame using the supplied 5/16” x 1” self-tapping bolt. Tighten (150 in-lb).

- ❑ Attach the upper end of the supplied brake hose (#91445) to the L shaped bracket on the frame using the supplied retaining clip. Carefully reform the metal line and attach it the brake hose. Tighten to factory specifications.

- ❑ Attach the lower end of the hose to the factory location on the axle. Attach the metal lines to the junction block and tighten to factory specifications.

NOTE: The brake system will need to be bled once the installation is complete.

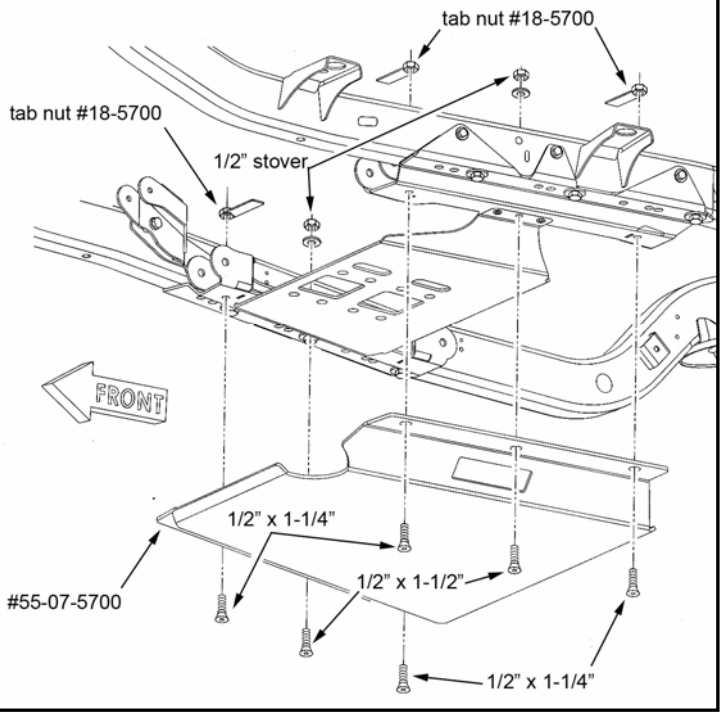
41) SKID PLATE…

❑❑ If not done already, install both the front and rear driveshafts.

❑❑ [DIAGRAM 16] Use a transmission jack to raise the skid plate (#55-07-5700) into position. Attach the plate to the existing holes in the frame rail brackets using the supplied 1/2” x 1-1/2” tapered allen bolts, washers, and stover nuts in the center holes of the skid plate. Install the 1/2” X 1-1/4” tapered allen bolts in the forward and rearward holes in the plate and secure using the supplied tab nuts that were positioned in the frame rail brackets prior to installing the link arms. Tighten (75).

❑❑ Note the rectangular window on each side of the skid plate. Be sure the area is clean and attach the supplied Superlift badges in these windows.

DIAGRAM 16 - INSTALLING THE SKID PLATE.



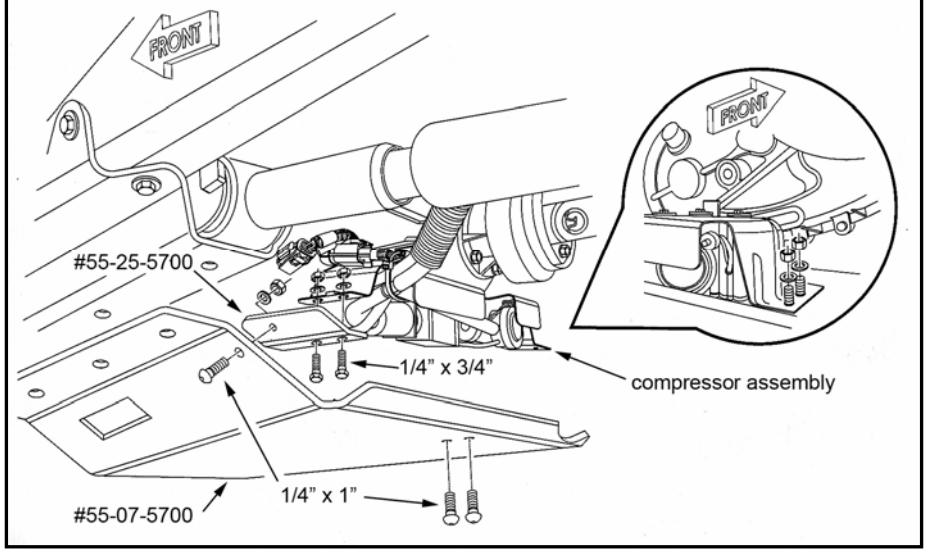
42) COMPRESSOR RELOCATION BRACKET…

NOTE: This step applies only to Rubicon models. All others proceed to the next step.

❑ [DIAGRAM 17] Position the compressor relocation bracket (#55-25-5700) under the factory bracket as shown. Attach the bracket to the compressor assembly using the supplied 1/4" x 3/4" bolt, washer, and nyloc nut (95 in-lb).

❑ Place the compressor on the "07" skid plate and line up the two holes on the passenger side leg of the factory compressor bracket with the two holes in the skid plate as shown in the diagram. Loosely attach the bracket to the skid plate using the supplied 1/4" x 1" button-head bolts. Do not tighten at this time.

DIAGRAM 17 - MOUNTING THE LOCKER AIR COMPRESSOR.



❑ Line up the remaining hole in the "25" relocation bracket with the single hole in the driver side of the skid plate. Secure using the supplied 1/4" x 1" button-head bolt, washer, and nyloc nut.

❑ Tighten the 1/4" button-head bolts (95 in-lb).

FINAL PROCEDURES

43) TIRES / WHEELS…

❑❑ Install the tires and wheels per step 25.

❑ Lower the vehicle to the floor.

44) TRACK BAR CONNECTIONS…

❑ On the front, insert the supplied tapered spacer in the frame mount, then attach the heim end of the track bar followed by the standard spacer as shown in Diagram 9. Connect using the 1/2" x 3-1/2" bolt with cotter pin hole, washer, and castle nut (57).

❑ On the rear, slide the bushing end of the track bar into the frame bracket and attach using the supplied 1/2" x 2-3/4" bolt, SAE washer, and nyloc nut (75).

45) HARDWARE TIGHTENING…

❑ Tighten the following hardware in sequence:

- ❑❑ Front lower link arms at axle (130)
- ❑❑ Font lower link arms at frame (105)
- ❑❑ Front upper link arms, both ends (55)
- ❑❑ Rear lower link arms at axle (55)
- ❑❑ Rear lower link arms at frame (105)
- ❑❑ Rear upper link arms at frame (105)
- ❑❑ Rear upper link arms at axle (55)

46) TRACK BAR ADJUSTMENT…
NOTE: This procedure must be performed for both the front and rear track bars.

❑❑ Verify that the (front) 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 end of the axle. 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:

On the front: 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.

On the rear: If the driver side measurement is greater than the passenger side, the track bar needs to be shortened. If the passenger side measurement is greater than the driver side, the track bar needs to be lengthened.

❑❑ Disconnect the heim end of the track bar from the vehicle and make the appropriate adjustments. Tighten the jam nut firmly, then reattach the bar to the frame and torque (105 front, 75 rear).

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.

47) BLEEDING THE BRAKES…
❑ Bleed the brake system using the procedure found in the factory service manual. Double-check all connections to be sure they are leak-free.

48) REAR DRIVELINE ANGLE…
❑ With the vehicle on the ground and the suspension fully settled, measure the operating angle of the rear driveshaft using an inclinometer. Now measure the operating angle of the rear pinion yoke. The general rule on a CV-equipped drivehsaft is for the pinion angle to be 1-2 degrees down from parallel to the operating angle of the rear driveshaft. The rear pinion angle can be adjusted by lengthening or shortening the rear upper and lower link arms as needed.

49) HEADLIGHTS...
❑ Readjust headlights to factory setting.

50) FINAL OVERALL INSPECTION and TORQUE CHECK...
❑ Perform a front-to-rear inspection. With the suspension supporting vehicle weight, cycle steering lock-to-lock and inspect steering, suspension, driveline, and brake systems for proper operation, tightness, and adequate clearances. Re-torque all fasteners.

51) Activate four wheel drive system and check for proper engagement.

52) EXHAUST MODIFICATIONS…

❑ Take the vehicle to a qualified exhaust facility to have the necessary exhaust modifications performed. Note that most states require all catalytic convertors and O2 sensors present with the factory exhaust to be retained. Also note that a smaller aftermarket muffler will likely be needed for clearance reasons.

53) VERIFY TRACK BAR ADJUSTMENT…

❑❑ Once installation is complete, test-drive the vehicle and repeat the track bar measuring procedure to verify the adjustments made were correct.

54) 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.

55) ALIGNMENT...

Realign vehicle to factory specifications. Note that caster adjustments can be made by adjusting the cam bolts securing the lower arms to the axle or by adjusting the length of the upper and lower arms as needed.

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.