



4" SUSPENSION LIFT KIT

(1997-2006 WRANGLER TJ)

INSTALLATION INSTRUCTIONS

CONTENTS

- (2) Front Springs
- (2) Rear Springs
- (2) Front Shocks
- (2) Rear Shocks
- (2) Front Sway Bar Links
- (2) Rear Sway Bar Links
- (2) Sway Bar Link Adapter Plates
- (4) Adjustable Control Arms
- (1) Transfer Case Shifter Plate
- (1) Long Transfer Case Drop Bracket
- (1) Short Transfer Case Drop Bracket
- (6) 1/2-13 x 70mm Tapered Head Bolts
- (6) M10x1.50 x 65mm Bolts
- (2) M10 Lock Washers
- (6) M10 Flat Washers
- (6) M10 Nuts
- (4) M10 Bolt Sleeves
- (5) M12x1.75 x 65mm Bolts
- (5) M12 Flat Washers
- (5) M12 Bolt Sleeves
- (5) M12 Nuts
- (2) 5/16-24 x 1" Bolts
- (4) 5/16 Flat Washers
- (2) 5/16-24 Lock Nuts
- (2) 1/4-20 x .75" Bolts
- (2) 1/4 Lock Nuts
- (2) 5/16-18 x 1.25" Bolts
- (4) 5/16 Flat Washers
- (2) 5/16-18 Lock Nuts

TOOLS REQUIRED

- 10, 11, 13, 15, 16, 17, 18, 19, 21 Wrenches
- 10, 11, 13, 15, 16, 17, 18, 19, 21 Sockets
- Socket Wrench
- Pry Bars
- Spring Compressor
- Hammer
- Spray Lubricant
- Torque Wrench
- Breaker Bar
- Jack and Jack Stands
- Adjustable Wrench

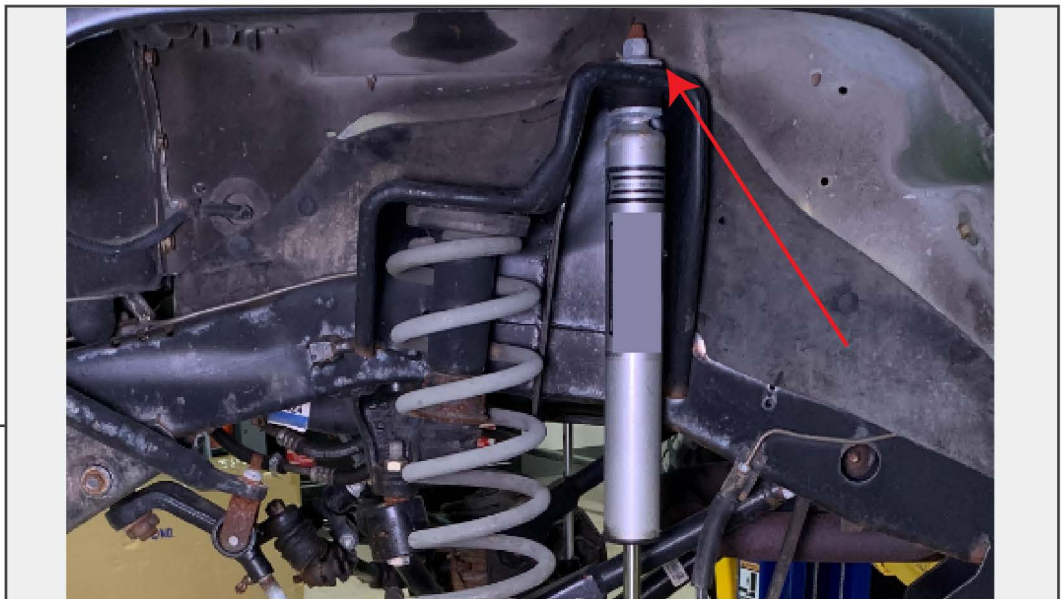
J143255



**STEP 1
(FRONT)**

Lift and support the vehicle using a jack and jack stands under the vehicle frame. Remove all wheels from vehicle. Lightly apply pressure to the front axle by lightly jacking under the differential.

Remove the 18mm bolt to remove the track bar from the axle mount. Using a pry bar, separate the track bar from the axle mount. Leave the track bar connected to the vehicle frame.



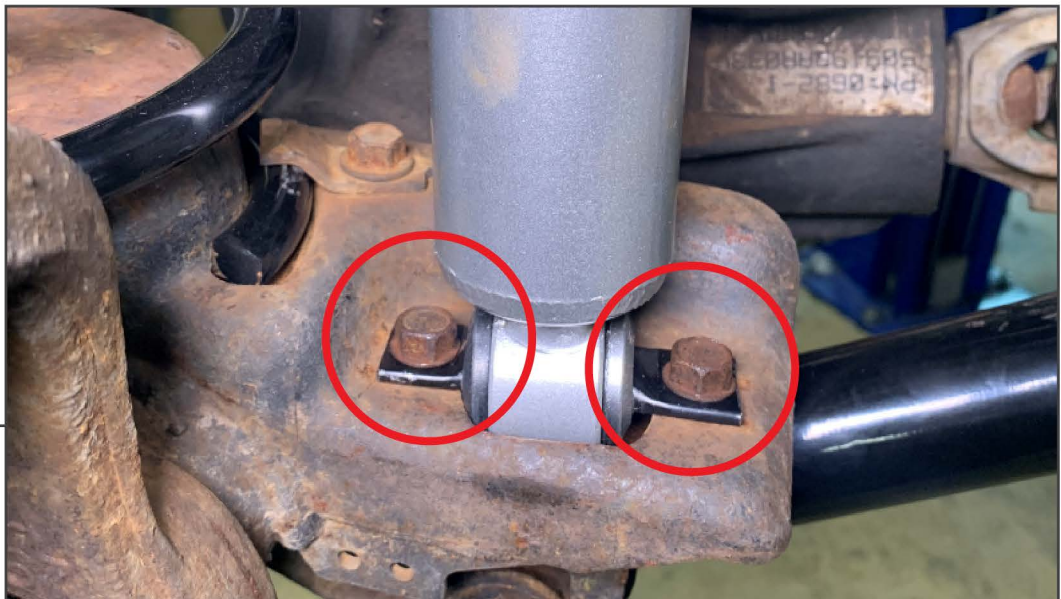
STEP 2

Remove the 15mm nut from the top of the shock absorber.



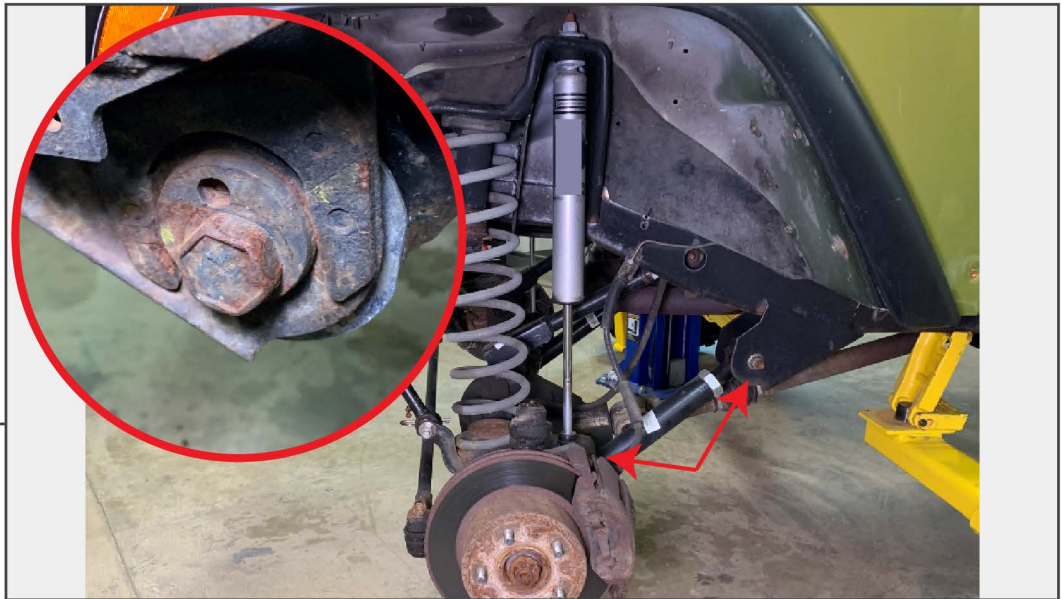
STEP 3

Remove the sway bar link bolt from the axle mount using a 15mm socket and a 18mm wrench. Remove the top nut on the sway bar link using a 15mm socket.



STEP 4

Remove (2) 13mm nuts and bolts from the bottom of the shock absorber. Hardware will be reused. Remove shock absorber from vehicle.



STEP 5

Mark the cam on the lower control arm bolt with the axle housing, then loosen the (2) 21mm control arm bolts.



STEP 6

Remove (1) 15mm bolt to remove the spring retainer clip from the axle. Remove the coil spring from the vehicle. A spring compressor may be necessary.



STEP 7

While supporting the axle, remove the (2) 21mm bolts holding the control arm to the vehicle. Remove the control arm from the vehicle.

Note: Only do one control arm at a time, do not remove both sides together.



STEP 8

Using a measuring tape, measure the distance of the original control arm bolt sleeves. Using the new adjustable control arm, adjust the arm to the same length.



STEP 9

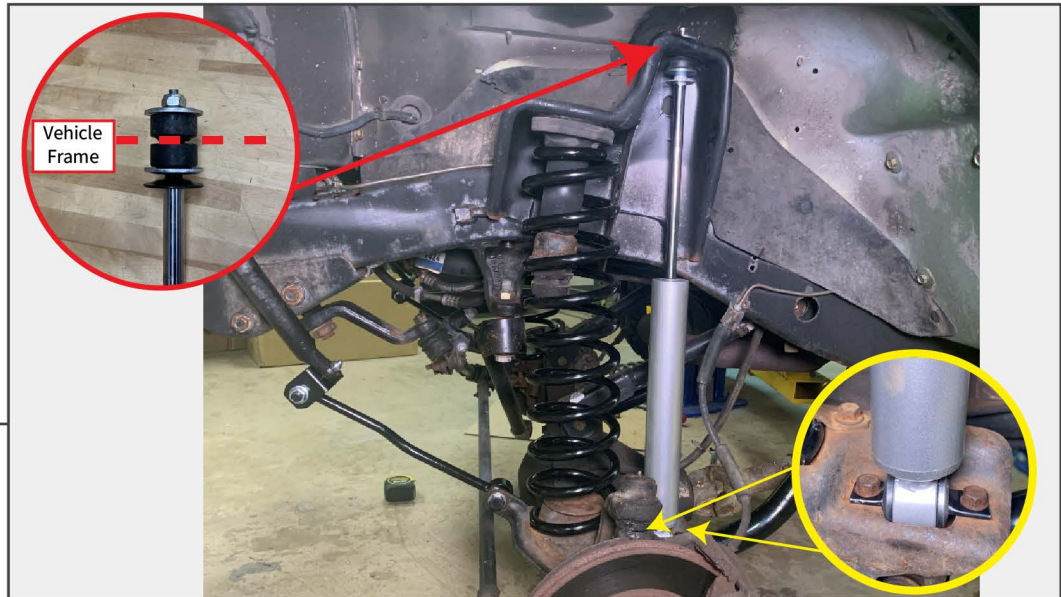
Install the adjustable control arm into the vehicle reusing original hardware. Be sure to reinstall the cams to adjust alignment.

Note: Do not torque bolts until vehicle is on the ground.



STEP 10

Install the new coil spring into the vehicle. Align the bottom of the spring into the cutout in the axle housing, then reinstall the spring clip to secure the spring into place.



STEP 11

Install the provided shock absorber into the vehicle reusing lower 13mm bolts. Cut the band, then guide the shock into the frame mount, and secure using the provided 14mm nut.

Note: Be sure to install the shock bushings on both sides of the frame for the top mount.



STEP 12

Install the sway bar link adapters to the bottom of the sway bar using provided 5/16 x 1.25" bolts, lock nuts, and washers.



STEP 13

Using spray lubricant/grease and a hammer, tap the bolt sleeves into the front sway bar links. Using provided M12x65mm bolts, nuts, and washers, install the front sway bar links to the vehicle.

Note: Install sway bar link hardware so the bolt head is towards the frame. This will allow clearance between the sway bar link and the frame.



STEP 14

Drill one hole in the axle track bar mount. Measure 1" from the center of the original track bar mounting hole. Secure the track bar to the axle using provided (1) M10x65mm bolt, lock washer, flat washer, and nut. While the tires are on the ground, turn the steering wheel to move the body with the track bar. Once aligned, insert the bolt.

An adjustable track bar can be used to prevent drilling, see SKU J10734.



**STEP 15
(REAR)**

Lightly apply pressure to the rear suspension by putting a jack under the rear differential. Remove the sway bar link from the frame mount. Then remove the sway bar link from the sway bar attached to the axle.



STEP 16

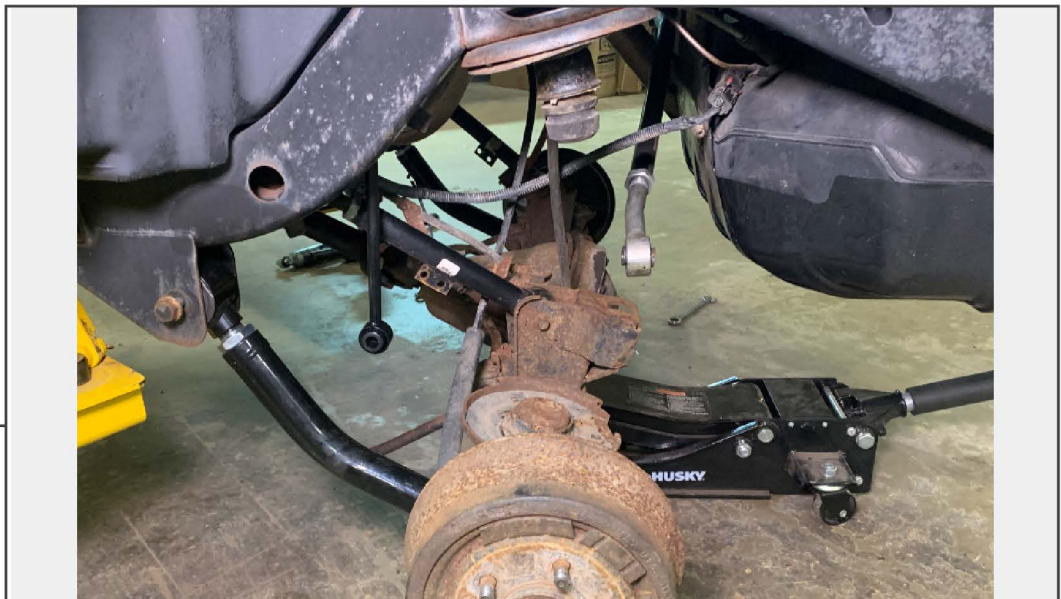
Remove the shock absorber from the vehicle by removing the (2) 13mm bolts from the frame, then (1) 18mm bolt from the axle.

STEP 17



Slowly lower the axle down with the floor jack to provide enough space to remove the T-55 Torx bolt securing the track bar to the axle housing. Use a pry bar to separate the track bar from the axle.

STEP 18



Slowly lower the axle down with the floor jack to remove the coil springs.

Note: Be sure to watch the axle vent tube while lowering. The tube may have to be re-routed to provide enough length with lift installed.



STEP 19

Loosen and remove the (2) 21mm control arm bolts from the vehicle. Remove the control arm from the vehicle.

Note: Only do one control arm at a time, do not remove both sides together.



STEP 20

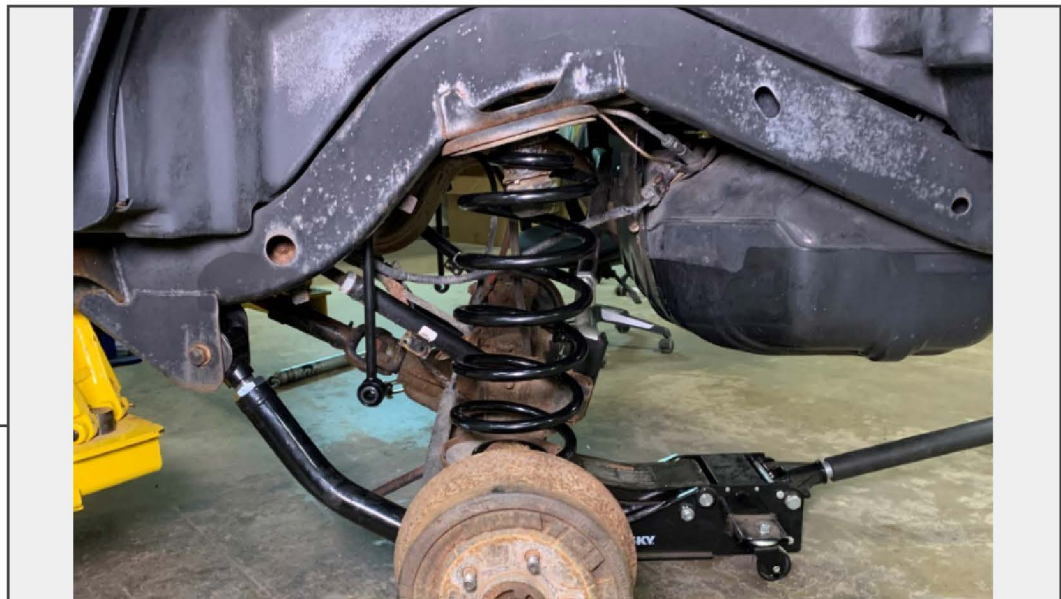
Using a measuring tape, measure the distance of the original control arm bolt sleeves. Using the new adjustable control arm, adjust the arm to the same length. Once measured, install the adjustable control arm into the vehicle reusing original hardware.

STEP 21



Install the provided track bar relocation bracket onto the axle housing using provided (1) M10x65mm bolts, lock washers, flat washers, and nuts, as well as (2) 5/16 x 1" bolts, washers, and lock nuts.

STEP 22



With the axle lowered, install the coil springs onto the axle mount. While ensuring the springs are aligned within the axle and the frame, lift the rear axle up with the floor jack to hold the springs in place.

STEP 23



Note: Using an adjustable wrench, spread the lower shock mount sides apart if necessary to fit the shock absorber.

STEP 24



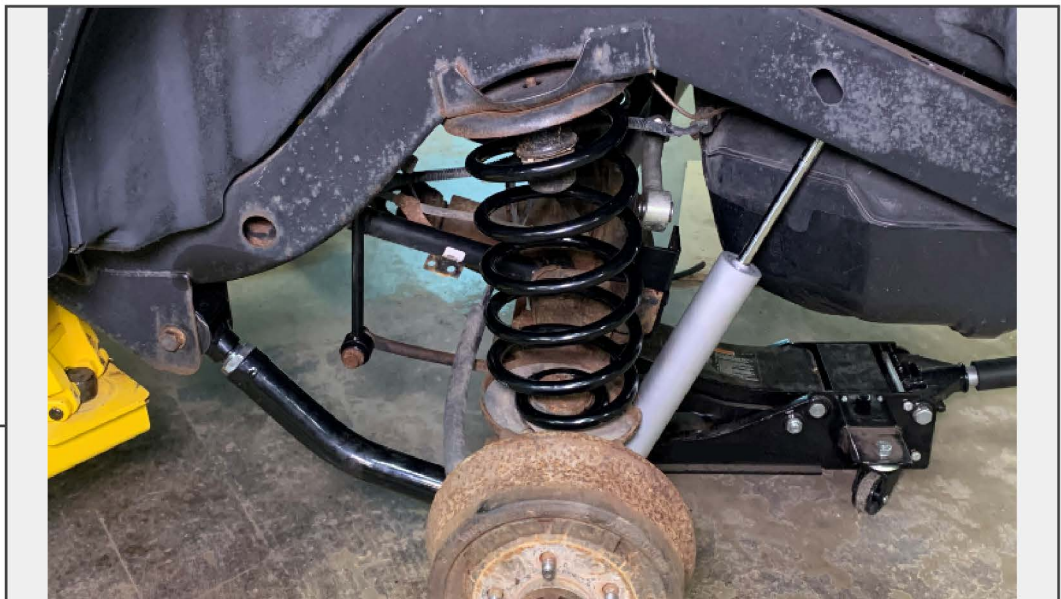
Install the provided rear sway bar links into the vehicle reusing original hardware.



STEP 25

Reinstall the wheels and place the vehicle on the ground. Reinstall the track bar onto the axle using provided (1) M10x65mm bolt, lock washer, flat washer, and nut.

Note: Push the vehicle body back and forth to get the track bar to align with the axle.



STEP 26

Rear installation is now complete.



**STEP 27
(TRANSFER
CASE)**

Support the transmission skid plate slightly with a floor jack. Loosen, but do not remove the (4) transmission mount nuts from underneath the vehicle using a 13mm socket.



STEP 28

Loosen but do not remove the (6) transmission skid plate bolts from the frame of the vehicle using a 19mm socket.



STEP 29

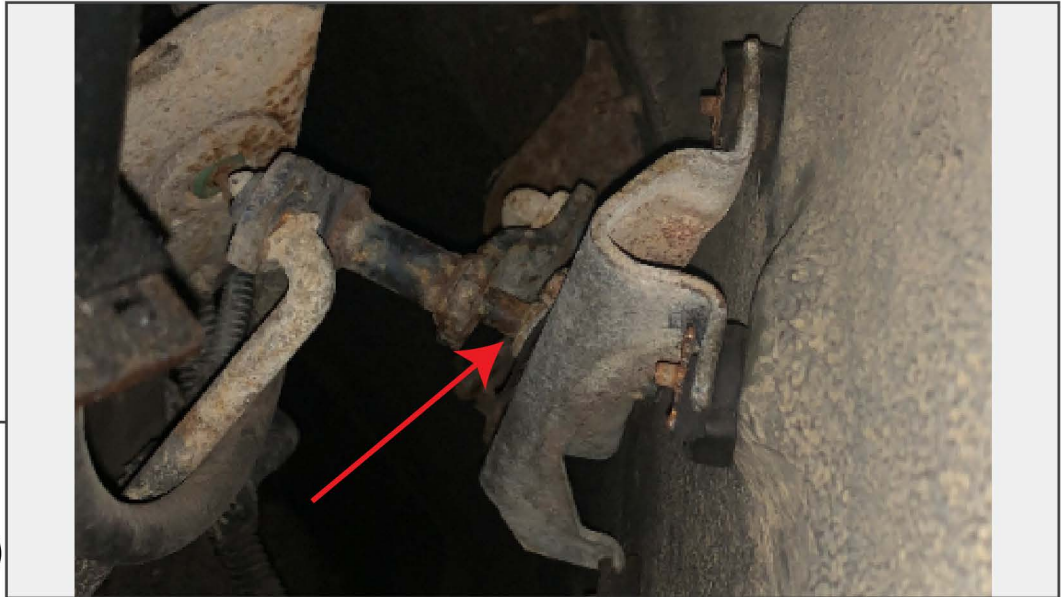
Remove (3) bolts on one side of the skid plate, then slowly lower the skid plate down approximately 2”.



STEP 30

Insert the appropriate transfer case drop bracket in between the skid plate and the frame of the vehicle. Loosely install (3) provided tapered bolts into the frame. Then repeat procedure to opposite side. Tighten all skid plate bolts once both drop brackets are into place.

**STEP 31
(TRANSFER
CASE LINKAGE)**



Underneath the vehicle along the driver's side of the transmission tunnel, remove (2) 10mm screws from the transfer case linkage underneath the vehicle.

STEP 32



Inside the vehicle, remove (4) 10mm screws to remove the linkage bracket from the vehicle.

STEP 33



Loosely install (2) 1/4"x.75" bolts and lock nuts to secure the adapter bracket to the transfer case linkage.

STEP 34



Reinstall the linkage bracket to the vehicle using original hardware. Secure the transfer case linkage with the adapter bracket to the linkage bracket. Tighten all hardware once bracket is properly in place.



STEP 35

Test four wheel drive functionality. Adjust the linkage at the tail end of the transfer case linkage by loosening the screw using a 13mm socket and moving the adjuster where necessary to give the shifter more travel.

Installation is now complete.

FRONT TORQUE SPECS.

- Front Sway Bar Link Bracket Upper Nut: 45 ft. lbs.
- Front Sway Bar Link Upper Bolt: 70 ft. lbs.
- Front Sway Bar Link Lower Bolt: 70 ft. lbs.
- Lower Control Arm Bolts to Frame: 130 ft. lbs.
- Lower Control Arm Bolts to Axle: 85 ft. lbs.
- Shock Absorber Upper Nut: 17 ft. lbs.
- Shock Absorber Lower Bolts: 21 ft. lbs.
- Track Bar Bracket Bolt to Axle: 55 ft. lbs.
- Wheel Lug Nuts: 95 ft. lbs.

REAR TORQUE SPECS.

- Rear Sway Bar Link Upper Bolt: 40 ft. lbs.
- Rear Sway Bar Link Lower Bolt: 40 ft. lbs.
- Lower Control Arm Bolts to Frame: 130 ft. lbs.
- Lower Control Arm Bolts to Axle: 130 ft. lbs.
- Shock Absorber Upper Bolts: 23 ft. lbs.
- Shock Absorber Lower Bolt: 74 ft. lbs.
- Track Bar Bracket Bolt to Axle: 74 ft. lbs.
- Wheel Lug Nuts: 95 ft. lbs.

Prior to Driving

- Professional Steering Alignment.
- Headlight Adjustment.
- Ensure brake line slack when sway bars are disconnected.
- Ensure OE front driveshaft clearance with sway bars disconnected.

Maintenance

- First 200 miles, re-torque all fasteners.
- Every 3000 miles, re-torque all fasteners & visually inspect suspension bushings for premature wear.

Special Consideration:

With any change to the factory suspension geometry there will be increased wear and tear, things such as suspension bushings etc. Ensure vehicle safety by frequently inspecting wear and tear components.