



2007-2016 JEEP JK WRANLER (2 DOOR & 4 DOOR) 4" LIFT INSTALLATION INSTRUCTIONS

THANK YOU FOR CHOOSING SUPERLIFT FOR ALL YOUR SUSPENSION NEEDS!

INTRODUCTION

Installation requires a professional mechanic. 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.
- A precision steering alignment, including the centering of the steering wheel, is required in order for the vehicle's Electronic Stability Program to function properly. Using "all laser" alignment equipment is recommended.
- 33" – 35" tires can be used without fender trimming, however the use of a 37" tire will require fender trimming.
- Maximum tire width = 12.5"; Minimum tire diameter = 17"; Wheel width 8-9"; Minimum backspacing = 4.5"; Maximum backspacing = 4.75"
- Stock wheels can be used with 33" tires. If 35" or 37" tires are used with stock wheels, 1.5" wheel spacers are required for tires to clear frame rails and allow full turning radius.
- 2 Door Wranglers - Due to increased driveshaft operating angles and short shaft length, factory rear driveshaft life will be reduced. When replaced, Superlift suggests converting to a dual cardan style shaft. These shafts can be purchased at many driveshaft shops.
- 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, excessive undercoating, etc.
- A factory service manual should be on hand for reference.
- Use the check-off box “” found at each step to help you keep your place. Two “ ” 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.

THESE ARE THE KIT BOXES YOU SHOULD HAVE RECEIVED AND THEIR CONTENTS.

Kit Part Number 563			Kit Part Number 5708		
Part Number	Qty.	Description	Part Number	Qty.	Description
560	2	coil springs, front	5022	1	small component box
			716242	1	track bar bracket, rear
			716243	2	bump stop, lower front
Kit Part Number 565			716244	2	sway bar link, rear
			01-85139	2	shock cylinder, rear
Part Number			01-85300	2	shock cylinder, front
561	2	coil springs, rear 4 door	55-15-5704	2	bump stop, lower rear
OR			77-5704F	1	hardware bag
Kit Part Number 564			88-5708	1	instruction bag
			PR039-11	1	adjustable track bar, front
Part Number			OR		
562	2	coil springs, rear 2 door	Kit Part Number 5708B		
IF REFLEX KIT WAS ORDERED			Part Number		
Kit Part Number 5772			5023	1	small component box
			97019	2	shock cylinder, rear
Part Number			97020	2	shock cylinder, front
TA183-11	2	control arm, front lower fixed	700640	1	adjustable track bar, front
			716242	1	track bar bracket, rear
Kit Part Number 5773			716243	2	bump stop, lower front
			716244	2	sway bar link, rear
Part Number			55-15-5704	2	bump stop, lower rear
TA193-11	2	control arm, rear lower adjustable	77-5704F	1	hardware bag
			88-5708	1	instruction bag
Kit Part Number 5774			PR039-11	1	adjustable track bar, front
			OR		
Part Number			Kit Part Number 5708F		
TA180-11	2	control arm, front upper adjustable	Part Number		
			5024	1	small component box
Kit Part Number 5775			980-24-887	2	shock cylinder, front
			980-24-888	2	shock cylinder, rear
Part Number			700640	1	adjustable track bar, front
TA189-11	2	control arm, rear upper fixed	716242	1	track bar bracket, rear
			716243	2	bump stop, lower front
			716244	2	sway bar link, rear
			55-15-5704	2	bump stop, lower rear
			77-5704F	1	hardware bag
			88-5708	1	instruction bag
			PR039-11	1	adjustable track bar, front

KIT BREAKDOWN

Kit Part Number 5022			Kit Part Number 77-5704A		
Part Number	Qty.	Description	Part Number	Qty.	Description
17606.76	1	exhaust spacers	12C8SN	1	1/2" stover nut, coarse thread
700640	1	hardware bag	12SW	1	1/2" sae washer
07-5702	2	bump stop, front upper	12X1C5CS	1	1/2" x 1" bolt, coarse thread
77-5704A	1	hardware bag	14X12STB	2	1/4" x 1/2" bolt, self-tapping
77-5704B	1	hardware bag	516C8SN	4	5/16" stover nut, coarse thread
77-5704D	1	hardware bag	516SW	4	5/16" sae washer
77-5704E	1	hardware bag, trans crossmember	516X134STB	2	5/16" x 1-3/4" bolt, self-tapping
77-5712	1	hardware bag, sway bar links	516X34C5CS	4	5/16" x 3/4" bolt, coarse thread
77-5730	1	hardware bag, rear track bar bracket	916C8SN	1	9/16" stover nut, coarse thread
77-87033	1	hardware bag, shocks	916SW	1	9/16" sae washer
OR			916X314C8CS	1	9/16" x 3-1/4" bolt, coarse thread
Kit Part Number 5023			Kit Part Number 77-5704B		
Part Number	Qty.	Description	Part Number	Qty.	Description
17606.76	1	exhaust spacers	14ADC	2	1/4" adel hose clamp
07-5702	2	bump stop, front upper	14C5NN	4	1/4" nyloc nut, coarse thread
77-5704A	1	hardware bag	14SW	4	1/4" sae washer
77-5704B	1	hardware bag	14X12STB	4	1/4" x 1/2" bolt, self-tapping
77-5704D	1	hardware bag	14X34C5CS	4	1/4" x 3/4" bolt, coarse thread
77-5712	1	hardware bag, sway bar links			
77-5730	1	hardware bag, rear track bar bracket	Kit Part Number 77-5704D		
77-80018	1	hardware bag, shocks	Part Number	Qty.	Description
OR			12ADC	2	1/2" adel hose clamp
Kit Part Number 5024			14C5NN	4	1/4" nyloc nut, coarse thread
Part Number	Qty.	Description	14SW	4	1/4" sae washer
17606.76	1	exhaust spacers	14X34C5CS	4	1/4" x 3/4" bolt, coarse thread
07-5702	2	bump stop, front upper	Kit Part Number 77-5704E		
77-5704A	1	hardware bag	Part Number	Qty.	Description
77-5704B	1	hardware bag	55-45-5704	1	transmission crossmember spacer, front
77-5704D	1	hardware bag	55-46-5704	1	transmission crossmember spacer, rear
77-5704E	1	hardware bag, trans crossmember	Kit Part Number 77-5704F		
77-5712	1	hardware bag, sway bar links	Part Number	Qty.	Description
77-5730	1	hardware bag, rear track bar bracket	716106	2	3/8" x 3-1/4" x 3-1/4" ubolt, fine thread
Kit Part Number 77-87033			12-5700	1	9/16" tab nut, coarse thread
Part Number	Qty.	Description	38F5FN	4	3/8" flange nut, fine thread
01-60418	4	3/4" ID x 1.44" length, poly bushing	Kit Part Number 77-5712		
24-5704	4	3/4" OD x 1/2" ID x 1.535 length, sleeve	Part Number	Qty.	Description
141991	2	washer pack, shock stem	12F5JN	2	1/2" jam nut, fine thread
01-60471	4	poly bushing half, shock stem	12F8SN	2	1/2" stover nut, fine thread
38F5N	2	3/8" nut, fine thread	12SW	4	1/2" sae washer
01-60424	4	1-1/16" OD x 3/4" ID poly bushing	Kit Part Number 77-5730		
OR			Part Number	Qty.	Description
Kit Part Number 77-80018			12C8SN	1	1/2" stover nut, coarse thread
Part Number	Qty.	Description	916C8SN	1	9/16" stover nut, coarse thread
01-60418	4	3/4" ID x 1.44" length, poly bushing	Kit Part Number 88-5708		
24-5704	4	3/4" OD x 1/2" ID x 1.535 length, sleeve	Part Number	Qty.	Description
141991	2	washer pack, shock stem	0046	4	decal, Superide shock
01-60471	4	poly bushing half, shock stem	0461	1	decal, warning to driver
38F5N	2	3/8" nut, fine thread	00467	1	decal, U.S.A. flag
01-60424	4	1-1/16" OD x 3/4" ID poly bushing	FORM#5708	1	instruction sheet
Kit Part Number 700640			FORM#5708A	1	instruction sheet
Part Number	Qty.	Description			
55-21-5704	1	brake line bracket, driver rear			
55-22-5704	1	brake line bracket, passenger rear			
55-33-5704	1	brake line bracket, driver front upper			
55-34-5704	1	brake line bracket, passenger front upper			
26-5704	2	pinion bolts, front			
09-5704	1	1-1/4"OD x 5/32" wall x 1.60" length sleeve			
55-13-5704	2	sway bar link spacer			
01-5710	2	sway bar 90 degree swivel end			
24-5704	2	3/4" OD x 1/2" ID x 1.535 length, sleeve			
01-60418	2	3/4" ID x 1.44" length, poly bushing			
55-39-5704	1	brake line bracket, driver front lower			
55-40-5704	1	brake line bracket, passenger front lower			

PART NUMBERS AND HARDWARE USED PER EACH INSTALLATION STEP

Step	Part Number	Qty. per Kit	Description	New Attaching Hardware	Qty. per Bracket	Hardware Bag Number
8	TA180-11	2	control arm, front upper adjustable			
9	TA183-11	2	control arm, front lower fixed			
10	06-5704	2	cam bolt			700640
11	716243	2	bump stop bracket, front	5/16" x 1-3/4" self-tapping bolt		77-5704A
12	560	2	coil spring, front			
12	01-85300 or 97020	2	shock cylinder, front Superide shock cylinder, front Bilstein			77-87033 77-80018
12	980-24-887	2	shock cylinder, front Fox			
13	PRO39-11	1	adjustable track bar, front			
14	55-33-5704	1	brake hose bracket, front driver	1/4" x 3/4" coarse thread bolt 1/4" sae washer 1/4" nyloc nut, coarse thread	1 1 1	77-5704B
14	55-34-5704	1	brake hose bracket, front passenger	1/4" x 3/4" coarse thread bolt 1/4" sae washer 1/4" nyloc nut, coarse thread	1 1 1	77-5704B
14	55-39-5704	1	brake hose bracket, front lower driver	adel hose clamp 1/4" x 3/4" coarse thread bolt 1/4" sae washer 1/4" nyloc nut, coarse thread	1 1 1 1	77-5704D
14	55-40-5704	1	brake hose bracket, front lower passenger	adel hose clamp 1/4" x 3/4" coarse thread bolt 1/4" sae washer 1/4" nyloc nut, coarse thread	1 1 1 1	77-5704D
17	55-45-5704	2	transmission crossmember spacer, front			77-5704E
17	55-46-5704	1	transmission crossmember spacer, rear			77-5704E
20	17606-76	1	exhaust spacer kit			
28	TA189-11	2	control arm, rear upper fixed			
30	TA193-11	2	control arm, rear lower adjustable			
31	55-15-5704	2	bump stop bracket, rear	5/16" x 3/4" coarse thread bolt 5/16" sae washer 5/16" stover nut, coarse thread	2 2 2	77-5704A
31	07-5702	2	bump stop, rear			
32	561 or 564	2	coil spring, rear (4 door) coil spring, rear (2 door)			
33	716242	1	Brkt, Track Bar, Rear	9/16" x 3-1/4" bolt, coarse thread 9/16" sae washer 9/16" stover nut 1/2" x 1" bolt, coarse 1/2" sae washer 1/2" stover nut 1-1/4" OD x 1-5/8" sleeve 9/16" tab nut 3/8" flange nut 3/8" x 3-1/4" x 3-1/4" round ubolt	1 1 1 1 1 1 1 1 1 1 4 2	77-5704A 700640 77-5704F
35	55-21-5704	1	brake hose bracket, rear driver	1/4" x 3/4" coarse thread bolt 1/4" sae washer 1/4" nyloc nut, coarse thread 1/4" x 1/2" self-tapping bolt adel hose clamp	1 1 1 1 1	77-5704B
35	55-22-5704	1	brake hose bracket, rear driver	1/4" x 3/4" coarse thread bolt 1/4" sae washer 1/4" nyloc nut, coarse thread 1/4" x 1/2" self-tapping bolt adel hose clamp	1 1 1 1 1	77-5704B
38	55-32-5704	2	sway bar link, rear	01-5710 - 90 degree heim joint 01-60418 - bushing 24-5704 - sleeve 1/2" stover nut, fine thread 1/2" jam nut, fine thread 1/2" sae washer	1 1 1 1 1 1	700640 77-5712
39	01-85139 or 97019	2	shock cylinder, rear Superide shock cylinder, rear Bilstein			77-87033 77-80018
39	980-24-888	2	shock cylinder, rear Fox			

FRONT DISASSEMBLY

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

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 / lower control 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 AND CONTROL ARMS...

- Remove the bolts securing the front track bar-to-axle and frame.
- Loosen but do not remove the upper and lower control arm bolts at the frame and axle.

3) SWAY BAR LINKS AND SHOCK ABSORBERS...

- Remove and discard the front sway bar links.
- Remove and discard the shock absorbers.

4) BRAKE HOSES, WIRING, AXLE VENT HOSE...

If optional extended length Bulletproof brake hoses are being used, these relocation brackets are not required. Install Bulletproof hoses now per separate instructions.

If Bulletproof hoses are not being used, detach the factory brake hose bracket (one per side) at the frame. This bracket holds the connection between the rubber brake hose and the metal brake line.

On each side, a clip attaches the ABS wire loom to the top / inboard side of the shock tower. Remove and discard the clip.

The upper end of the axle vent hose is clamped to the driver side frame rail. Leave the hose attached to frame; simply pull down approximately 3" of hose.

On Rubicon models, the wiring loom for the locking differential is attached to the axle-to-frame upper link. Remove and discard the clip.

[Illustration 1] Carefully pry the factory brake line bracket from the rubber hose. DO NOT DAMAGE THE HOSE IN THE PROCESS. If the hose is damaged it MUST be replaced.

Illustration 1



5) DRIVESHAFT...

- Unbolt the front driveshaft at the front

axle then tie it up and out of the way. Do not let the shaft "hang"; this risks pinching / damaging the grease boot at the transfer case end.

6) COIL SPRINGS AND BUMP STOPS...

- Loosen, but do not remove, the upper and lower control arm bolts at the axle and frame.
- Lower the axle enough to facilitate removing the front coil springs.

FRONT ASSEMBLY

NOTE: If installing Superlift Reflex control arms continue with steps below, if retaining the factory control arms proceed to step 10.

7) REFLEX UPPER CONTROL ARM PREPARATION...

- Reflex control arm length, measured from center of eye-to-center of eye, must measure 18-1/2"; verify that both control arms are set to this length. If adjustment is necessary, rotate the threaded end accordingly.

8) REFLEX UPPER CONTROL ARM INSTALLATION...

NOTE: Perform the steps in step 8 one side at a time, starting on the passenger side. Not all steps are required on driver side.

- Loosen, but do not remove, the single bolt that connects the passenger side motor mount to-frame.
- Remove the three nuts that secure the transmission isolator-to-transmission crossmember.
- Position a jack with a block of wood under the oil pan. Raise the jack so that the engine will tilt / rotate towards the driver side of vehicle. This will allow clearance needed to remove the control arm bolt at the frame on the passenger side without removing the exhaust.
- Remove the bolt from the factory control arm's axle and frame ends then remove control arm.
- Attach the bushing end of the Reflex control arm-to-frame using the factory bolt and tab nut. Do not tighten yet.
- Attach the bracket end of the Reflex control arm-to-axle using the factory hardware. Do not tighten yet.
- Lower the jack supporting the oil pan.
- Tighten the motor mount hardware on the passenger side (80).
- Reinstall the three nuts that secure the transmission isolator-to-transmission crossmember (40).
- Repeat appropriate steps for driver side control arm installation. On this side it is not necessary to loosen motor and transmission mounts, nor elevate the engine; simply remove the factory control arm

then install the Reflex unit. Again, do not tighten any hardware at this time.

9) REFLEX LOWER CONTROL ARM INSTALLATION...

NOTE: Perform the steps in step 9 one side at a time

Remove the factory front lower control arm.

[Illustration 2] Using a grinder, clearance the lower control arm mounts at the axle, as shown. Not much clearancing is required; simply remove the mount's top radius.

When installing the Reflex control arms they do need to be orientated correctly. The bend in the arm should point up when installed. Attach the Reflex control arm-to-frame using the factory hardware; install the bolt from the outside. Do not tighten the control arm bolt yet.

One side at a time, remove the rear knock-outs that change the opening from a square hole to a slotted hole. A special tool is available for this, or use a die grinder with a small cutting wheel.

[Illustration 3] Reconnect lower control arms to the axle using the supplied cam bolts (#77-5704A), installed from the outside. Rotate the cams to their "most positive" setting, so that the front axle is shifted as far forward as possible (the bolt head will be in its most rearward position). Snug-up the bolts; do not fully tighten at this time.

10) CAM BOLTS...

One side at a time, remove the bolt securing the lower control arm to the axle then remove the rear knock-outs that change the opening from a square hole to a slotted hole. A special tool is available for this, or use a die grinder with a small cutting wheel.

[Illustration 3] Reconnect lower control arms to the axle using the supplied cam bolts (#77-5704A), installed from the outside. Rotate the cams to their "most positive" setting, so that the front axle is shifted as far forward as possible (the bolt head will be in its most rearward position). Snug-up the bolts; do not fully tighten at this time.

11) BUMP STOP SPACERS... [Illustration 4]

One bump stop spacer (#716243) installs on top of each coil spring's lower seat. The other-

Illustration 2

TRIMMING THE FRONT AXLE MOUNTS -

Trim the corners of the mounts on the axle using a grinder or cut-off wheel.

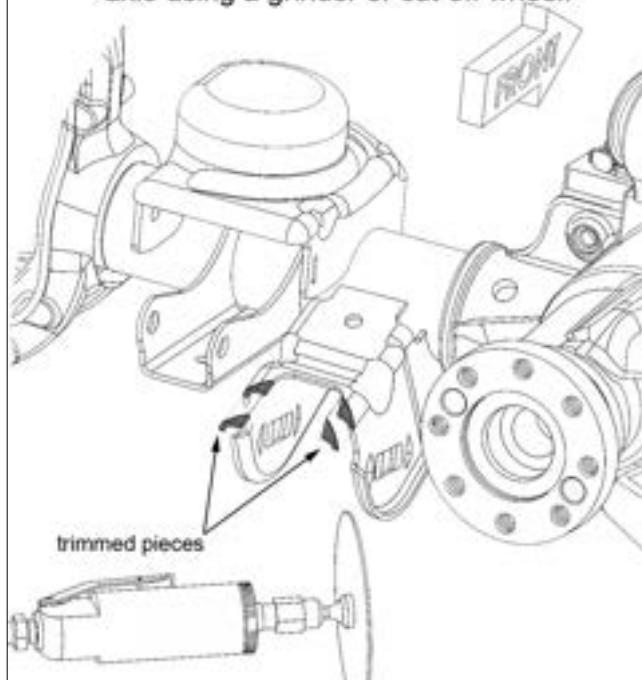
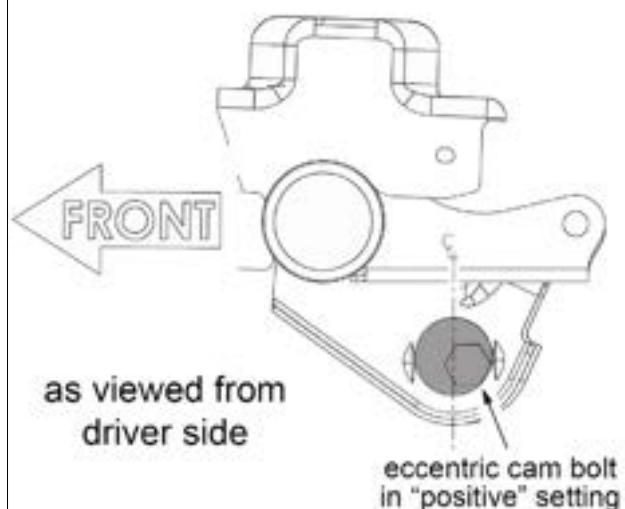


Illustration 3

CAM BOLTS



wise round seat has a flat edge that faces outboard. Locate center for the hole to be drilled by using the dimensions in illustration 3; note that the bump stop spacer is installed slightly outboard of seat center. Drill at the marked location using a 17/64" bit.

- Thread the just-drilled hole using the supplied 5/16" x 1-3/4" self-tapping bolt then remove the bolt.

NOTE: The bump stop spacer must first be inserted into the coil spring before it is bolted to the coil seat; see next step.

Perform step below one side at a time.

12) COIL SPRINGS AND SHOCK ABSORBERS...

- Be sure the factory rubber isolators are still in place inside the coil spring tower.

- Insert the bump stop spacer (#716243) into the bottom of the coil spring and hold it in place. Insert the upper end of the coil spring into the tower first, followed by the lower seat. Be sure that the coils are indexed so they seat properly then raise the axle enough to hold the coil springs in place.

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

[Illustration 5] Install shock absorbers. If using Superide shocks the shock body should be bolted to the axle with the shaft mounted to the frame. The Fox shocks come with the hardware installed so the body mounts to the frame and the shaft to the axle. Tighten the upper hardware until bushings swell slightly. Install the factory lower shock bolts and nut. Do not tighten at this time. Apply shock decals. After the shock absorber installation is complete, the jack can be lowered and relocated to allow installation on the opposite side.

13) TRACK BAR...

- Set the overall length of the bar to 32-7/8" measured between eye centers. This will serve as a baseline prior to final adjustment. Do not tighten the jam nut at this time.
- Position the adjustable end of the track bar in the mount on the axle. Insert the stock bolt to temporarily hold the track bar in place. This end of the track bar must be detached from the axle again in a later step so do not

Illustration 4

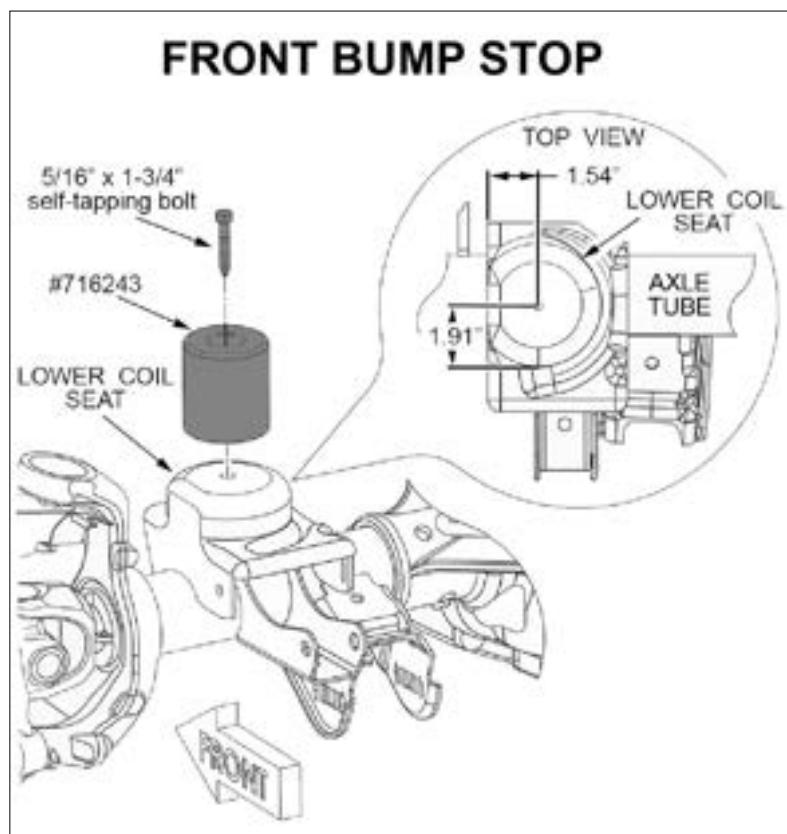
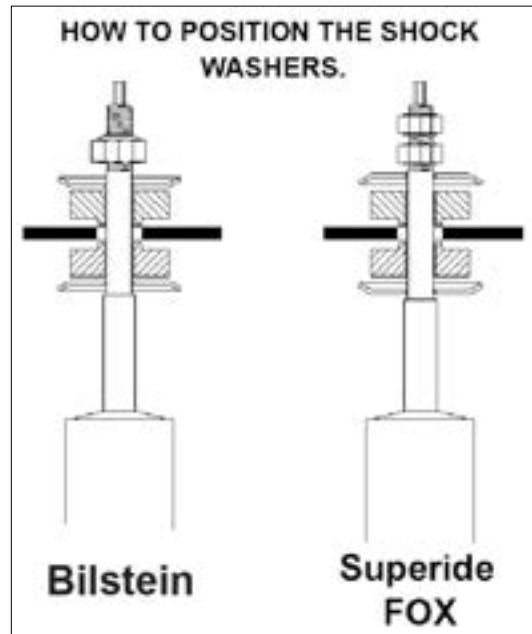


Illustration 5



install its nut at this time.

- Connect upper end of bar-to-frame using the stock bolt and nut. Do not tighten at this time.

NOTE: Final track bar adjustment and tightening are performed in later steps.

14) BRAKE HOSES...

NOTE: If optional Bulletproof brake hoses are being used, these brackets are not required.

[Illustration 6] Attach the appropriate brake hose upper bracket (#55-33-5704 driver side; #55-34-5704 passenger side) to the factory brake hose. Use the supplied 1/4" x 3/4" bolt, facing outward. The washer is used on the bolt head side. Install the supplied Nyloc nut and tighten (76 in-lb).

Carefully re-form the metal brake line (do not kink the line) then attach the Superlift bracket to the factory location. (76 in-lb).

[Illustration 7] Place the new lower brake hose bracket (#55-39-5704 driver side; #55-40-5704 passenger side) on the axle using the supplied 1/4" x 3/4" bolt, washer, and Nyloc nut. (76 in-lbs)

Position the adel clamp on the brake hose, then fasten the clamp to the new Superlift bracket using the supplied 1/4" x 3/4" bolt, washer, and Nyloc nut. The steering must be cycled at this point to make sure that there is enough slack in the brake hose when the steering wheel is at full lock. If there is not adequate hose at a full lock turn, loosen the adel clamp bolt and adjust the hose as needed.

Attach the ABS line to the new Superlift bracket using the factory clips.

15) SWAY BAR LINKS...

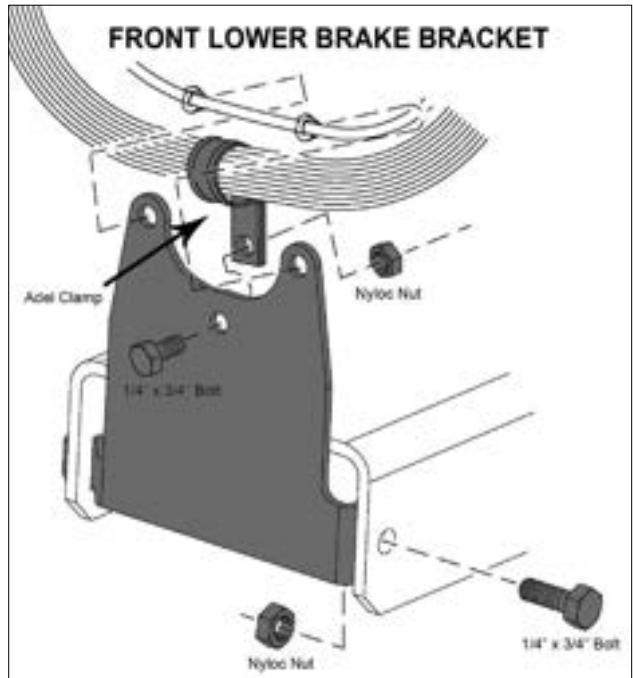
Remove the factory rear sway bar links and install them on the front of the vehicle. (**NOTE:** Rubicon models must install Kit Box # 5712 per separate instructions.) Attach the swivel (upper) end of the sway bar link to the sway bar body (the stud faces inboard) then secure using factory hardware (66).

Attach the lower (eye ring) end of sway bar link to the axle. The eye ring seats against the inboard side of the mounting tab. The factory mounting bolt installs from the outboard side through the mounting tab then through the eye ring. Position one supplied .5" ID x 1.6" OD x .1875" thick washer

Illustration 6



Illustration 7



onto the factory mounting bolt, install factory nut then tighten (75).

MODELS WITH THE CROSMEMBER PICTURED IN ILLUSTRATION 9 MOVE TO STEP 17.

Illustration 8

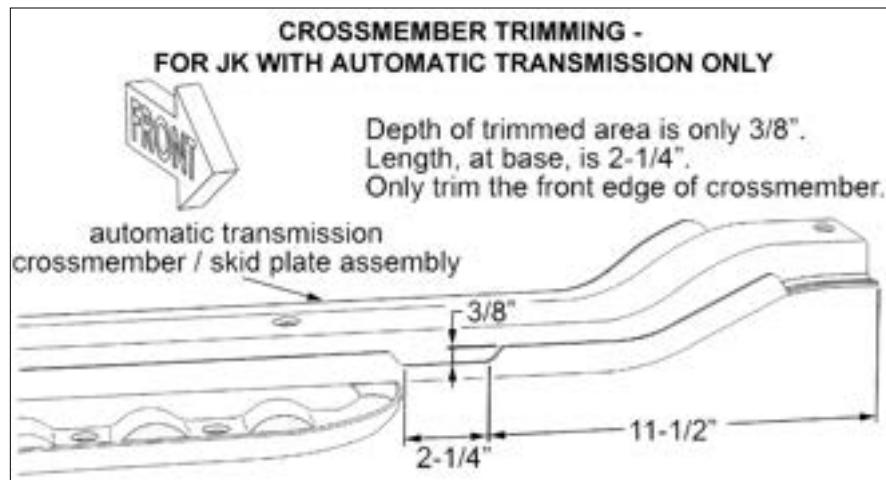


Illustration 9



16) FRONT CROSMEMBER, AUTOMATIC TRANSMISSION MODEL ONLY.. [Illustration 8]

- Most models with automatic transmissions are equipped with a transmission pan skid plate / crossmember assembly. The forward lip of the crossmember must be trimmed to create adequate clearance between it and the driveshaft during full extension travel. The trimming process can be accomplished without removing the crossmember. Check for adequate clearance with suspension a full extension (with the front axle "hanging"). Excessive trimming weakens the crossmember.

17) [Illustration 9] Remove the three factory bolts that hold the front transmission crossmember. Install the two front spacers (#55-45-5704) and one rear spacer (#55-46-5704) between the frame and the crossmember reusing the factory hardware

18) FRONT DRIVESHAFT...

- Connect the front driveshaft-to-axle using the factory hardware (81).

19) TIRES / WHEELS... [Illustration 10]

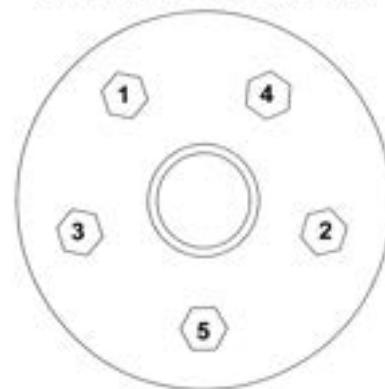
- Tighten the lug nuts (115) in the sequence shown.

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

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

Illustration 10

LUG NUT TORQUE SEQUENCE
Follow the pattern shown to torque the lug nuts.



20) INITIAL CLEARANCE CHECK, FRONT...

- 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, driveshaft-to-crossmember, etc.
- Lower vehicle to the floor. Final tightening and adjustments to the front suspension will take place once rear lift is completed.
- Install the exhaust spacer (#17606.76) at this time per separate instructions.

REAR DISASSEMBLY**21) 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 / lower control 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.

22) TRACK BAR AND CONTROL ARMS...

- Disconnect the factory track bar from the axle and loosen the frame attachment point.
- Loosen, do not remove, the bolts securing both lower control arms to the axle and frame.
- Loosen, do not remove, the bolts securing both upper control arms to the axle and frame.

23) BRAKE HOSES...

If optional extended length Bulletproof brake hoses are being used, The supplied relocation brackets are not required. Install Bulletproof hoses now per separate instructions.

- If Bulletproof hoses are not used, detach the factory brake hose bracket at the frame. This bracket holds the connection between the rubber brake hose and the metal brake line.

24) WHEEL SPEED SENSOR WIRES...

- On each side, at the driver side upper control arm frame mount, two clips retain the wheel speed sensor wires. Disconnect the forward-most clip from the frame mount.

25) SHOCK ABSORBERS AND BUMP STOPS...

- Remove and discard the factory rear shock absorbers.
- Pry the factory bump stops from their mounting cups and discard.

26) PARKING BRAKE CABLE BRACKETS, DIFFERENTIAL WIRING...

- Locate the wire bracket securing the parking brake cables to the bottom of the rear floorboard, above and slightly in front of the rear axle. Unbolt the wire bracket.

- On Rubicon models, a wiring loom for the locking differential clips to a bracket bolted to the top of the differential cover. Un-clip the wiring loom then either remove the bracket, or use a mallet to flatten-out the clip side of the bracket. Failure to do so will cause the wiring loom to snag on the bracket during suspension articulation.

27) COIL SPRINGS...

- Lower the axle just enough to facilitate removing the coil springs. CAUTION: The driveshaft has a rubber boot on the transfer case end. If the axle is lowered too much, boot bind / damage may occur.

REAR ASSEMBLY

NOTE: If installing Superlift Reflex control arms continue with steps below, if retaining the factory control arms proceed to step 31.

28) REFLEX UPPER CONTROL ARM INSTALLATION...

NOTE: Perform the steps in step 28 one side at a time.

- Remove the bolt from the factory control arm's axle and frame ends then remove control arm.
- Install the Reflex arm with the bend pointing up and the short end of the arm to the frame; secure using the factory hardware. Do not tighten at this time.

29) REFLEX LOWER CONTROL ARM PREPARATION...

- Reflex control arm length, measured from center of eye-to-center of eye, must measure 19-3/4"; verify that both control arms are set to this length. If adjustment is necessary, rotate the threaded end accordingly.

30) REFLEX LOWER CONTROL ARM INSTALLATION...

NOTE: Perform the steps in step 30 one side at a time.

- Remove the bolt from the factory control arm's axle and frame ends then remove control arm.
- Install the Reflex arm with the adjustable end at the frame mount using the factory hardware. Do not tighten at this time.

31) BUMP STOP BRACKETS...

- Note there are two holes in the bump stop contact pad on the axle. Secure the supplied square bump stop bracket (#55-15-5704) to the axle pad using the supplied 5/16" x 3/4" bolts, washers, and Nyloc nuts. Tighten (13).

- Press the supplied rear bump stop (#07-5702) into the factory mounting cups on the frame. If necessary, the axle can be raised to help press the stops into place.

32) COIL SPRINGS...

- Install the new coil springs. Rotate the coils so that they seat properly in the coil buckets then raise the axle enough to seat the springs.

33) TRACK BAR BRACKET... [Illustration 11]

- Position the Superlift track bar bracket (#716242) over the factory rear track bar mount.

Insert the supplied 9/16" x 3-1/4" bolt through the Superlift bracket and factory mount. Do not install the sleeve and bolt hardware yet; at this time the bolt is used for bracket alignment only. Install the two supplied 3/8" x 3-1/4" U-bolts that clamp the Superlift bracket-to-axle. Install and tighten the 3/8" serrated flange nuts (35).

Remove the 9/16" x 3-1/4" bolt. If, after this bolt is removed, the 9/16" holes in the Superlift bracket and the factory mount become misaligned, you must realign the holes by temporarily installing a short 9/16" bolt (not supplied), inserted from the inside of the bracket / mount, facing rearward. The 9/16" holes must be perfectly aligned before the 1/2" hole is drilled (next step).

Using the existing hole in the outboard face of the Superlift track bar bracket as a template, use a centering punch to mark hole center. Drill a 1/2" hole through the outboard side of the factory track bar bracket. After drilling, file smooth any burrs and sharp edges then paint the exposed metal surfaces. Install the supplied 1/2" x 1" bolt, flat washer, Stover nut, as shown. Tighten (57).

34) TRACK BAR... [Illustration 12]

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 Superlift bracket, factory mount, and sleeve then secure using the supplied washer and tab nut (#12-5700) (82).

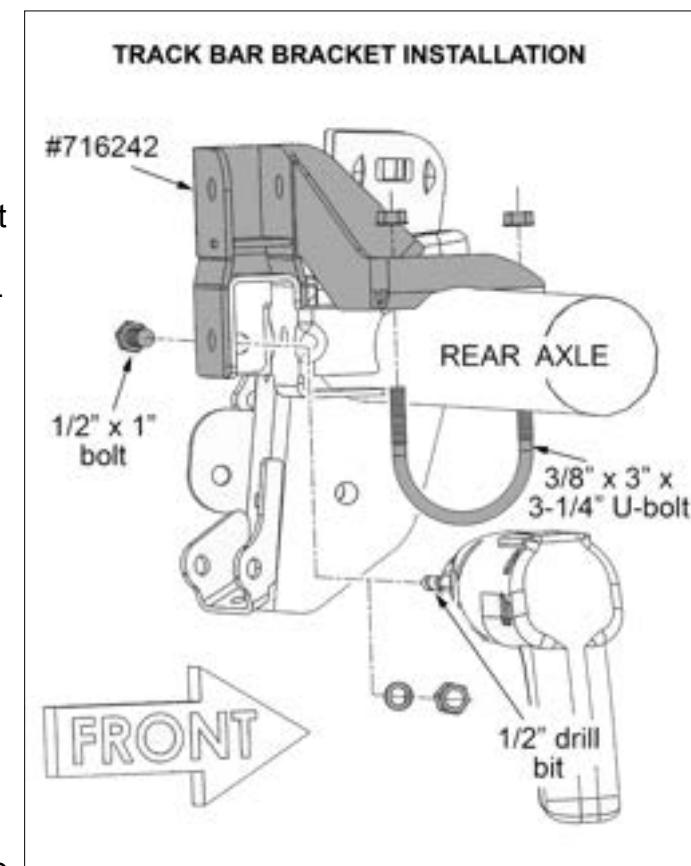
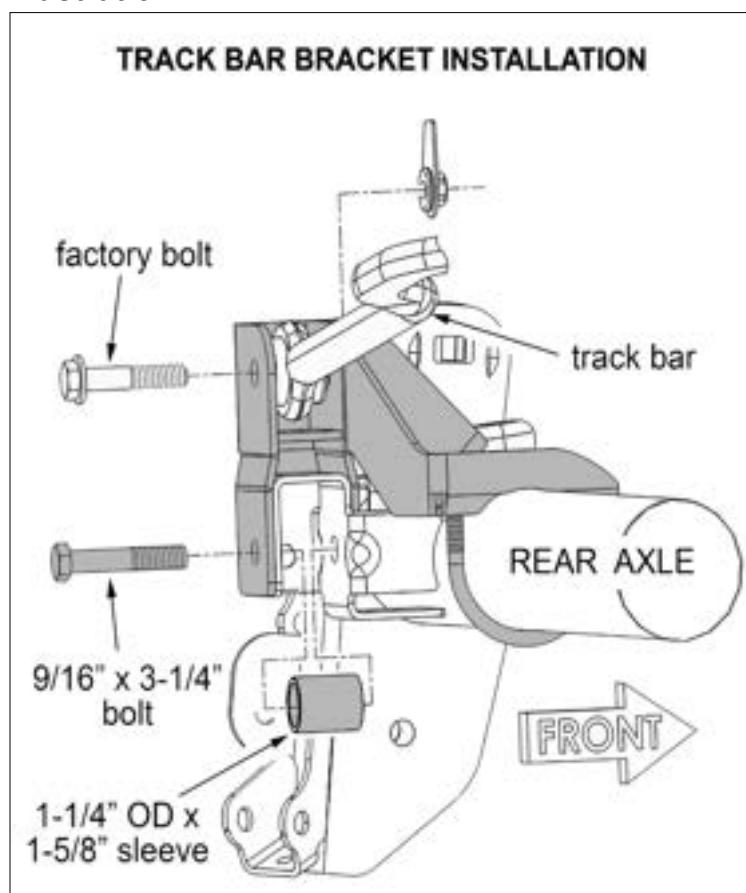
Reconnect track bar using factory hardware. The bar will be tightened in a later step.

35) BRAKE HOSE BRACKETS...

NOTE: If optional Bulletproof brake hoses are being used, these brackets are not required.

Perform this step one side at a time.

- A plastic clip, shown in [Illustration 13], at-

Illustration 11**Illustration 12**

taches the metal brake line to the frame; remove and discard this clip.

□□ Attach the rear brake hose bracket (#55-21-5704 driver side and #55-22-5704 passenger side) to the factory frame location using the factory hardware. Be sure the alignment tab engages with the hole in the frame, as shown. Tighten (95 in-lb).

□□ Attach the brake hose-to-bracket using the supplied 1/4" x 3/4" bolt, washer, and Nyloc nut. Install bolt from the outside, place the washer on the nut side then tighten (95 in-lb).

□□ [Illustration 14] Carefully re-form the metal line so that it runs along the upper edge of the frame, as shown. The supplied Adel clamps (one per side) hold the re-formed metal brake lines snugly against the frame to prevent them from potentially making contact with the sway bar links.

36) PARKING BRAKE CABLES, 2-DOOR MODEL ONLY...

□□ The parking brake cables are routed beneath the vehicle body (along the transmission tunnel), above a frame crossmember then down to each wheel. On each side, disconnect the cables at the axle and re-route them to below the frame crossmember. Reattach cables-to-axle.

37) PARKING BRAKE CABLES, 4-DOOR MODEL ONLY... [Illustration 15]

□ The parking brake cables are routed beneath the vehicle body (along the transmission tunnel), above a frame crossmember, then through a wire hanger bracket that is attached to the floorboard. Detach the two parking brake cables from the wire hanger bracket then detach the wire hanger bracket from the floorboard.

□ Position the wire hanger bracket at the center of the frame crossmember, as shown. Using the wire hanger bracket as a template, mark the location for the two mounting holes to be drilled. Drill the mounting holes using a 13/64" bit. Attach the wire hanger bracket-to-frame crossmember using the supplied 1/4" x 1/2" self-tapping bolts and tighten (75 in-lb).

□□ On each side, disconnect the parking brake cable at the axle and re-route them to below the frame cross-

Illustration 13

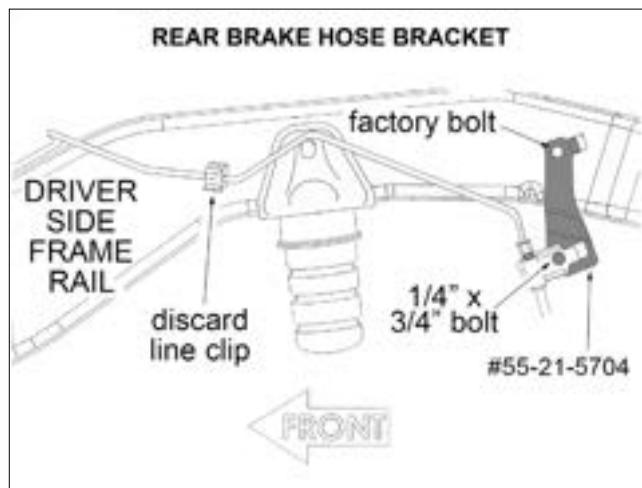


Illustration 14

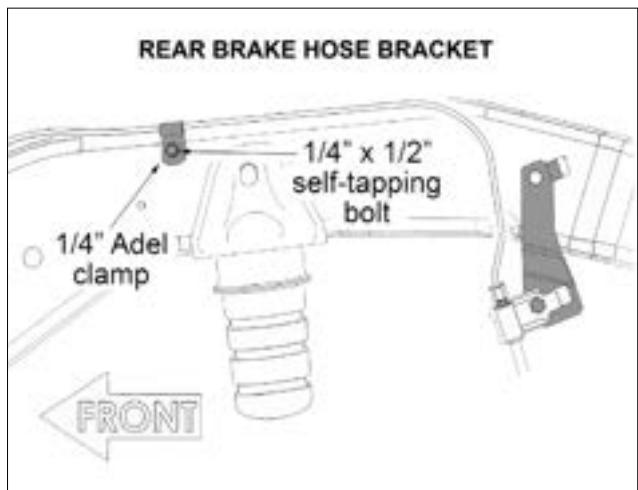
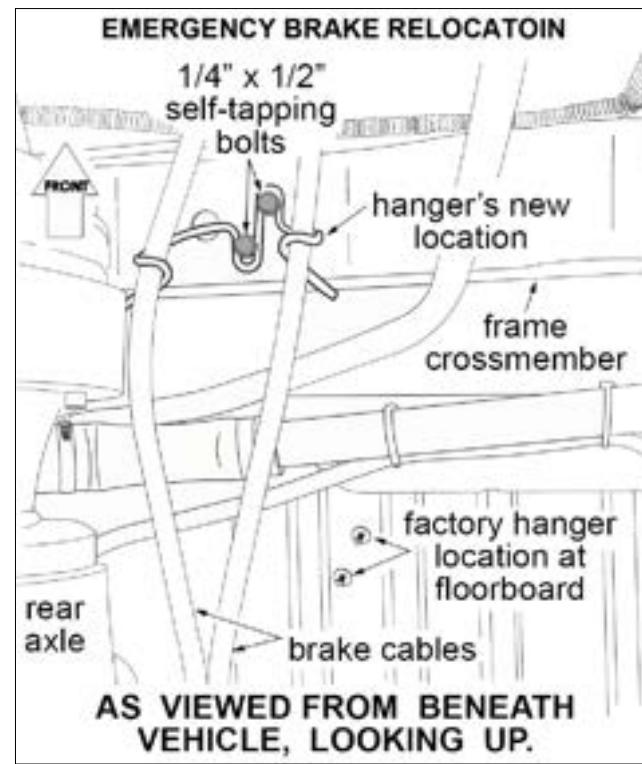


Illustration 15



member. Insert each parking brake cable into the relocated wire hanger bracket then reconnect parking brake cables-to-axle.

38) SWAY BAR LINKS... [Illustration 16]

- Drill out the holes in the ends of the sway bar to 1/2".
- Lubricate the supplied bushings and sleeves with a light, Silicone or Lithium based grease; then install 3/4" ID bushings and 1/2" ID sleeves into the bottom (eyeing) end of the Superlift sway bar links (#55-32-5704).
- Apply anti-seize to the top (stud) end of the Superlift sway bar links. Install the 1/2" jam nut onto the link then the 90° swivel end. Adjust the swivel end to reach a center of swivel-to-center of eye length of 11-1/4" then tighten the jam nut.
- From the factory, the sway bar links mount outboard of the sway bar body with their upper studs facing inboard. The Superlift links install facing the same direction as factory.
- First position one 1/2" SAE washer onto the link stud, then insert stud through the sway bar body attachment hole. Position remaining 1/2" SAE washer, Nyloc nut and tighten (80).
- Attach the Superlift links' lower ends using the factory hardware. Tighten (75).

Illustration 16



39) SHOCK ABSORBERS...

- Install shock absorbers. If using Superide shocks the shock body should be bolted to the axle with the shaft mounted to the frame. The Fox shocks come with the hardware installed so the body mounts to the frame and the shaft to the axle. Install the factory lower shock bolts and nut; do not tighten at this time. At this time, tighten only the upper shock mount bolts (37). Apply shock decals.

IF VEHICLE IS 2 DOOR OR 2007-2011 PROCEED TO STEP 41.

40) EVAPORATIVE CANISTER... Located on the driver side between the transfer case and rear axle.

- Loosen the rear single bolt of the evaporative canister but do not remove.
- [Illustration 17] Remove the front two bolts. Measure from the center of the inside hole "A" towards the center of the vehicle 2", then to the rear of the vehicle 9/16", mark and drill a 5/8" hole.
- Pivot the evaporative canister to the driver side of the vehicle so the hole "A" is now over the "B" position and reinsert the factory bolt. (75)
- Insert the remaining factory bolt through the newly drilled hole. (75) Tighten the rear bolt. (75).

Illustration 17**FINAL PROCEDURES****41) TIRES / WHEELS...**

- Tighten the lug nuts (115) in the sequence shown in illustration 10.

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.

42) INITIAL CLEARANCE CHECK, REAR...

- With the vehicle still on jack stands, and the suspension “hanging” at full extension travel, check all components for proper operation and clearances. Pay special attention to clearance between the tires / wheels and brake hoses, driveshaft, etc.

43) HARDWARE TIGHTENING SEQUENCE...

- Remove jack stands and lower vehicle to the floor. The suspension is now supporting vehicle weight.
- Rear track bar, both ends (125).
- All rear control arms-to-frame and axle (125).
- Front / lower control arms-to-frame and axle (125). **NOTE:** Be sure that eccentric cam bolts are positioned as per installation step.
- Front / upper control arms-to-frame and axle (75).

- All shock absorber eyes (56).

44) FRONT TRACK BAR ADJUSTMENT...

Verify that the tires (not the steering wheel) 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; 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.

Disconnect the lower (adjustable) end of the track bar from the axle and make the appropriate adjustments.

Tighten the jam nut firmly then reattach the bar-to-axle (130). Tighten the bar-to-frame bolt (130). **WARNING!** No more than 3/8" of Heim end threads can be exposed once the jam nut is tightened.

45) CENTER THE STEERING WHEEL...

IMPORTANT: The steering wheel must be centered prior to moving the vehicle, or an Electronic Stability Program sensor may be activated resulting in a dash light and a warning chime that requires 20 plus ignition key cycles to clear.

Start engine and steer wheels straight ahead. Loosen the nuts on the drag link adjustment sleeve then rotate adjuster until steering wheel center is achieved.

IMPORTANT - In order to achieve proper adjustment sleeve clamping force, clamp / bolt assemblies (found on the drag link and tie rod assemblies), the open side of each clamp must align with the slot in the threaded adjustment sleeve. Improper positioning and bolt torque will promote linkage deflection, which may contribute to tire shimmy. Tighten clamp bolts (26).

46) FINAL CLEARANCE and TORQUE CHECK...

Cycle steering lock-to-lock and inspect the tires / wheels, and the steering, suspension, and brake systems for proper operation, tightness and adequate clearance.

47) HEADLIGHTS...

Readjust headlights to proper setting.

48) ALIGNMENT...

Realign vehicle to factory specifications. A precise alignment, including the centering of the steering wheel, is required in order for the vehicle's Electronic Stability Program to function properly. A laser alignment is recommended.

49) SUPERLIFT WARNING DECAL...

The WARNING TO DRIVER decal installs on the inside of the vehicle within the driver's view. Prior to installation, pre-clean the surface with the supplied alcohol cleaning pad.

50) SUPERLIFT BADGES...

This kit is packaged with a Superlift badge. Prior to installation, use the supplied alcohol pad to

eliminate all soap and or other non-adhering residues that may impair adhesion, thoroughly clean the entire area of placement.

- Remove the adhesive back and place small badge in the desired location. The adhesive on our badges is pressure sensitive and must be applied using pressure on all areas of the graphic. Like any PSA (pressure sensitive adhesive), it can take up to 72 hours for the adhesive to fully cure. Once the badge is in place do not peel it up, this will diminish the adhesive properties and could result in damaging the badge itself
- To keep your Superlift badge in "like new" appearance keep the badge free/clear of solvents and chemicals that could cause the adhesive to dry or dissolve. This includes gasoline, diesel fuel, paint thinner, and alcohol. Soap and water is all that is needed for cleaning. Degreasers can be used sparingly and hand wiped/applied if needed, although not suggested.

Superlift, LLC, Limited Lifetime Warranty

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

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

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

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

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

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

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

Superlift, LLC, Satisfaction Guarantee

We want you to purchase our product with confidence and be 100% satisfied with the end result. If you have any legitimate issue, and Superlift® cannot rectify it to your satisfaction, Superlift® will take back the Superlift® brand product and refund the customer 100% of the product purchase price.

The details:

- Offer valid to the original retail consumer for six months after product purchase.
- May require a Superlift® dealer's participation in order to assist in "troubleshooting" the issue.
- Any costs related to labor, freight, incidental or consequential are not refunded.
- Refund will not exceed Superlift's® published retail price.

Important Product Use and Safety Information / Warnings

As a general rule, the taller a vehicle is, the easier it will roll over. Offset, as much as possible, what is lost in rollover resistance by increasing tire track width. In other words, go "wide" as you go "tall"; always use as wide a tire and wheel combination as feasible to enhance vehicle stability. We strongly recommend, because of rollover possibility, that the vehicle be equipped with a functional roll bar and cage system. Seat belts and shoulder harnesses should be worn at all times. Avoid situations where a side rollover may occur.

Generally, braking performance and capabilities are decreased when significantly larger / heavier tires and wheels are used. Take this into consideration while driving. Also, changing axle gear ratios or using tires that are taller or shorter than factory height will cause an erroneous speedometer reading. On vehicles equipped with an electronic speedometer, the speed signal impacts other important functions as well. Speedometer recalibration for both mechanical and electronic types is highly recommended.

Do not add, alter, or fabricate any factory or aftermarket parts to increase vehicle height over the intended height of the Superlift® product purchased. Mixing component brands is not recommended.

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