

**SUPERLIFT SUSPENSION SYSTEMS**

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

**Superlift 3" Lift System for ALL
 JEEP SMALL WAGONEER / CHEROKEE (XJ) AND COMMANCHE (MJ) 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:

- 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.
- 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	NEW ATTACHING HARDWARE
----------------	--------------------	-------------------------------

(Qty.- if more than one) (Qty.- if more than one)

01-126	(2) coil spring, front	
332XII2CP	(2) cotter pin	
01-2180	add-a-leaf, rear	(2) spring center bolt
	(6) spring bend clip	
85291	(2) shock absorber, front	(2) shock boot, yellow
	(all applications) (2) hardware pack and cable tie	

85084 (2) shock absorber, rear (2) shock boot, yellow
 (Wagoneer / Cherokee) (2) hardware pack and cable tie

OR

85102 (2) shock absorber, rear (2) shock boot, yellow
 (Comanche) (2) hardware pack and cable tie

0034 Superlift badge alcohol wipe pad

00461 decal, "Warning To Driver"

FRONT DISASSEMBLY

1) PREPARE VEHICLE...

- Place vehicle in neutral. Raise front of vehicle with a jack positioned under the front axle and secure a jack stand beneath each frame rail behind the lower link attaching point. Ease the frame down onto the stands and chock rear tires. Leave the jack under the axle so that it supports, but does not raise, the front axle. Remove front tires.

2) DRAG LINK ...

- Remove the tires and wheels. Remove the cotter pin and nut connecting the drag link-to-pitman arm.
- Disconnect the drag link using a tie rod separator and let the linkage hang.

WARNING: Failure to use proper tool could cause damage to the seals.

NOTE: Replace the link if any excessive play or deformities are detected, or if you can twist the stud in its socket with your fingers.

3) ANTI-SWAY BAR ...

- Disconnect the anti-sway bar links where they attach to the axle on each side.

4) TRACK BAR...

- Disconnect the track bar at the frame. We recommend using a special puller tool to dislodge the track bar ball stud from the frame mount. Let the bar hang from the axle mount.

5) STOCK FRONT SHOCK ABSORBERS ...

- Put a slight load on the axle/jack to prevent the axle from moving. Raise the hood and remove the top retaining nut on the driver side shock.
- Remove the lower shock bolt, then remove the shock and discard.
- Repeat procedure on the passenger side.

6) FRONT AXLE ELECTRICAL / VACUUM WIRING ...

- The electrical / vacuum four-wheel drive wiring must be disconnected so the axle can be lowered enough to allow coil spring removal. Simply unplug the connectors at the passenger side of the axle.

7) COIL SPRINGS ...

- On both sides, lower the jack / axle and remove the coil springs.

8) COIL SPRINGS, #01-126...

- Install the new Superlift coils, raise the front axle and keep a slight load on the jack / axle to hold the coils in place. Be sure the coil is indexed properly in the lower spring seat.

9) FRONT SHOCK ABSORBER, #85291...

- On the driver side, extend the Superide shocks to their approximate on-vehicle running length and install shock boots and decals.
- Attach the Superide shock to the axle using the stock hardware (15).
- Place the washer and bottom bushing half onto the shock stem and place the stem into the factory mount fender well. Now install the top half of the shock bushing, washer, and nut onto the shock stem and tighten the nut only until the bushings swell slightly. Install jam nut.
- Repeat procedure on passenger side.

10) DRAG LINK ...

- Attach the drag link to the pitman arm. Torque the castellated nut (35), and insert the furnished new cotter pin.

11) ANTI-SWAY BAR ...

- Attach the anti-sway bar end links to the axle using the stock hardware (70).

12) TRACK BAR ...

- Install the tires and lower truck to the floor.
- If the upper end of the track bar does not align with its mounting hole, you can align the two by having someone turn the steering wheel slightly. Torque the nut (35) and install the furnished new cotter pin.

13) CLEARANCES AND TORQUE CHECK ...

- Raise the front of the vehicle and let the suspension hang. Cycle steering lock to lock, and inspect steering, suspension, driveline systems and brake lines for tightness, proper operation, and adequate clearances.
- Lower the truck to the floor and repeat the inspection procedure.
- Retorque all fasteners.

14) REAR LIFT. . .

- Put truck in neutral, raise rear of truck and secure jack stands beneath the frame rails just in front of the rear springs' front hangers. Chock front tires to prevent accidental movement.

NOTE: Installation is performed one side at a time; start on driver side.

- Position floor jack beneath the driver side axle tube just inboard of the spring. Slightly load the jack on applications where the springs are located on top of the axle (all except Comanche pickup).
- Remove the shock absorber and the two spring-to-axle U-bolts.

- Using the jack, separate the spring from the axle.
- Some springs are held together with "U" shaped clips. These are riveted to the bottom of a leaf and have a bolt with spacer sleeve at the upper end. Other models have relatively thin, 2-piece bend clips that wrap tightly around two or more leaves to hold them in place.

WARNING: Use caution when installing or removing the clips since the leaves are under compression and will "spring" apart when released.

NOTE: Disassemble the spring pack by positioning C-clamps on either side of the clips (remove first), and the center bolt (remove last).

- The full-length Superlift add-a-leaf installs directly under the main leaf (the longest leaf with the mounting eyes). Insert the new leaf and install new center bolt. The center bolt head must point down on Cherokee applications and up on Comanche pickups. Compress the pack with C-clamps, not the center bolt, to avoid stripping the bolt/nut threads. After tightening, trim excess bolt length.
- Three new bend clips are furnished for each spring. Stock clip location and quantity vary from model to model. Install the new clips where the old clips were located. If you have a leftover clip, it is normally best to install it on the rear half of the spring, as close to the end as possible.

NOTE: If your vehicle has U-clips, the extra pack thickness may not allow enough clearance for the bolt and spacer sleeve. If so, either slot the upright clip legs or discard the bolt / sleeve and bend the clip uprights down over the top of the main leaf to hold the pack together.

- Repeat steps on passenger side.

15) REAR SHOCK ABSORBER, #85084 OR #85102...

- Install the Superide shocks using the stock hardware (45).

16) TURNING RADIUS STOP ADJUSTMENT ...

NOTE: Steps are performed one side at a time. Start at driver side.

NOTE: When a different width tire and/or different offset wheel is used, the stop bolts must be adjusted. The stop bolts are located on the front axle knuckles.

- On driver side, loosen the jam nut and screw the bolt all the way in. Either the end of the sector's turning radius or tire-to-link arm contact will stop the turning.
- Adjust the stop bolt out until the bolt limits turning at least 1/2" before tire contact or the end of the sector radius.
- Repeat steps on passenger side.

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

18) HEADLIGHTS...

- Readjust headlights to proper setting.

19) SUPERLIFT NAME BADGE AND WARNING DECAL...

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

- Clean designated area with warm, soapy water. Rinse and wipe dry with a soft, lint free towel.
- Thoroughly prep the area with the furnished alcohol wipe pad and wipe dry with a soft, lint free towel. Do not touch the surface again with your hands; they transfer body oils.
- Remove mounting tape backing, line up badge, and press in place. Do not touch mounting tape or allow tape to get dirty.
- Press firmly on the badge face and hold a few seconds to seat mounting tape. A superior adhesive bond forms over time. We recommend allowing 24 hours of cure time before washing and waxing. The emblem itself can be cleaned with any glass cleaner.
- 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.

20) ALIGNMENT...

- Realign vehicle to factory specifications.

IMPORTANT PRODUCT USE INFORMATION

As a general rule, the taller a vehicle is, the easier it will roll over. Offset, as much as possible, what is lost in roll over resistance by increasing tire track width. In other words, go "wide" as you go "tall". Many sportsmen remove their mud tires after winter / hunting season and install ones more appropriate for street driving; always use as wide a tire and wheel combination as possible to enhance vehicle stability.

We strongly recommend, because of roll over possibility, that the vehicle be equipped with a functional roll bar and cage system. Seat belts and shoulder harnesses should be worn at all times. Avoid situations where a side rollover may occur.

Generally, braking performances and capabilities are decreased when significantly larger / heavier tires and wheels are used. Take this into consideration while driving.

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

Most states have some type of law limiting vehicle height. The amount of lift allowed, and how the lift may be achieved, varies greatly. Several states offer exemptions for farm or commercially registered vehicles. It is the owner's responsibility to check state and local laws to ensure that their vehicle will be in compliance.

Superlift makes no claims regarding lifting devices and excludes any and all implied claims. Superlift will not be responsible for any altered product or any improper installation or use of our products.

We will be happy to answer any questions concerning the design, function, and correct use of our products.

IMPORTANT MAINTENANCE INFORMATION

It is the ultimate buyer's responsibility to have all bolts / nuts checked for tightness after the first 100 miles and then every 1000 miles. The steering, suspension and driveline systems, along with wheel alignment should be inspected by a qualified professional mechanic at least every 3000 miles.

NOTICE TO DEALER AND VEHICLE OWNER

Any vehicle equipped with a Superlift lifting device must have the enclosed "Warning to Driver" decal installed on the inside of the windshield or on the vehicle's dash, within driver's view. The "Warning to Driver" decal is to act as a constant safety reminder for whoever may be operating the vehicle. The WARRANTY IS VOID unless this decal is in place. **INSTALLING DEALER...** It is your responsibility to install warning decal and forward these installation instructions to the vehicle owner for review of warnings, product use and maintenance information. Replacement warning decals are available free upon request. These instructions are to be kept with the vehicle registration papers and owners manual for the service life of the vehicle.

SUPERLIFT LIMITED LIFETIME WARRANTY

Suspension products bearing the Superlift (LKI Ent.) name are warranted for as long as the original purchaser owns the vehicle that the LKI product was originally installed on. This warranty is non-transferable. Warranty covers only the product, no labor, time loss, or freight incurred. Any product that has been abused, altered, incorrectly installed, or used in competition is not covered. Product finish, spring bushings, Polyurethane products, and normal wear is not covered. The LKI product is subject to replacement or repair. No other warranties are expressed or implied. An authorized Superlift dealer must inspect the part in question and confirm that the "Warning to Driver" decal is properly displayed. A copy of the sales invoice is required for warranty consideration.