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# 3.25" SUSPENSION LIFT KIT

## (1997-2006 WRANGLER TJ)

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### INSTALLATION INSTRUCTIONS

#### CONTENTS

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- (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
- (2) Spring Spacers
- (6) Transfer Case Drop Pucks
- (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

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- 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

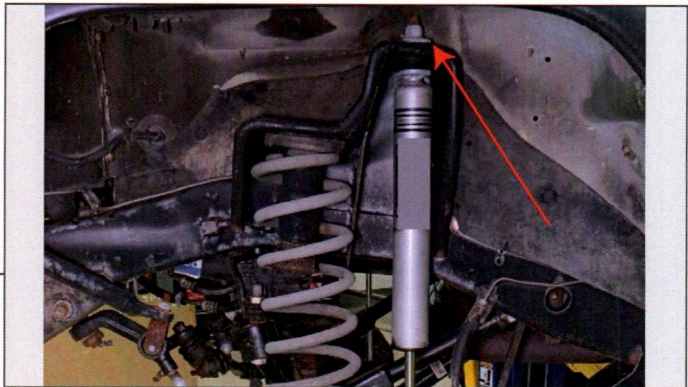
J257262



**STEP 1  
(FRONT)**

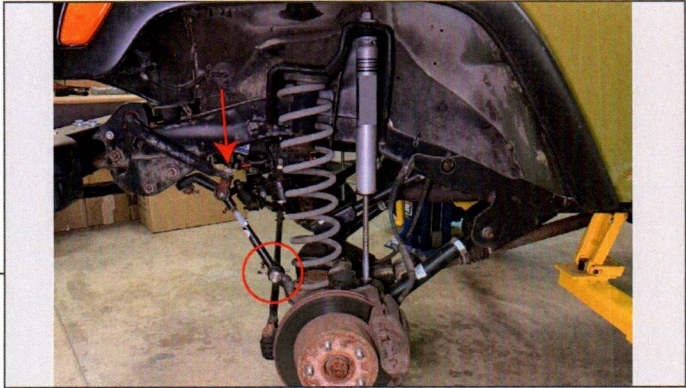
Lift and support the vehicle using a jack and jack stands under the vehicle frame. Remove all wheels from vehicle. Lightly apply pressure to the front axle by lightly jacking under the differential.

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.



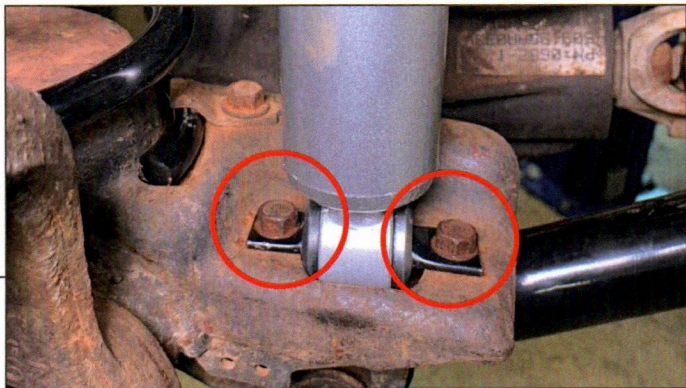
**STEP 2**

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.



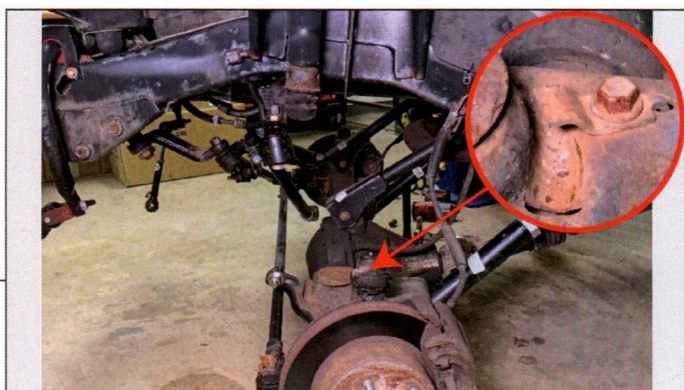
**STEP 4**

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



**STEP 5**

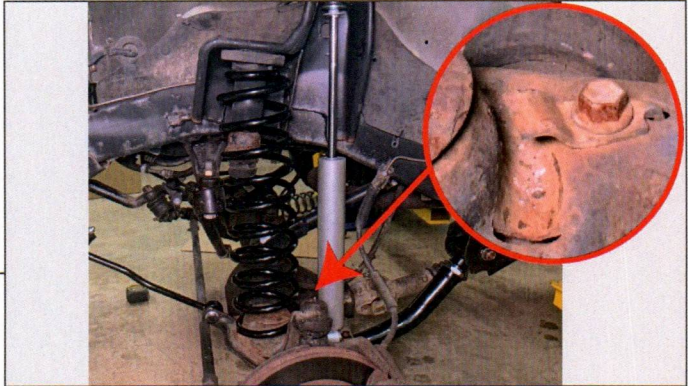
Mark the cam on the lower control arm bolt with the axle housing, then loosen the (2) 21mm control arm bolts.



**STEP 6**

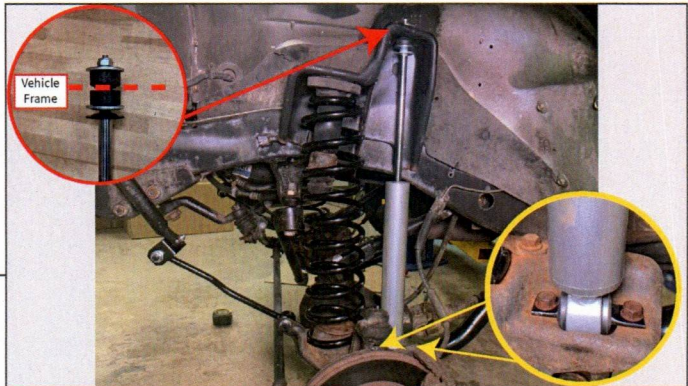
Remove (1) 15mm bolt to remove the spring retainer clip from the axle. Remove the coil spring from the vehicle. A spring compressor may be necessary.

**STEP 7**



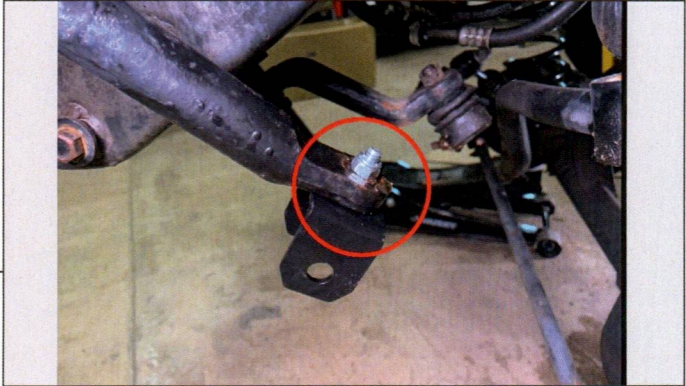
Install the new coil spring and spring spacer into the vehicle. Align the bottom of the spring into the cutout in the axle housing, then reinstall the spring clip to secure the spring into place.

**STEP 8**



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 9**

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 10**

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 11**

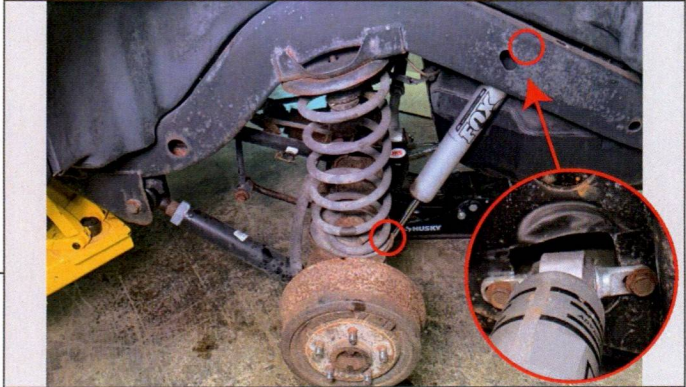
Drill one hole in the axle track bar mount. Measure 1" from the center of the original track bar mounting hole. Secure the track bar to the axle using provided (1) M10x65mm bolt, lock washer, flat washer, and nut. While the tires are on the ground, turn the steering wheel to move the body with the track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

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



**STEP 12**

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 13  
(REAR)**

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



**STEP 14**

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.

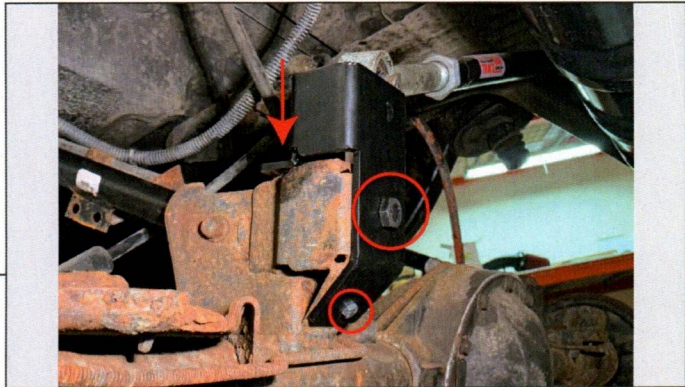
**STEP 15**



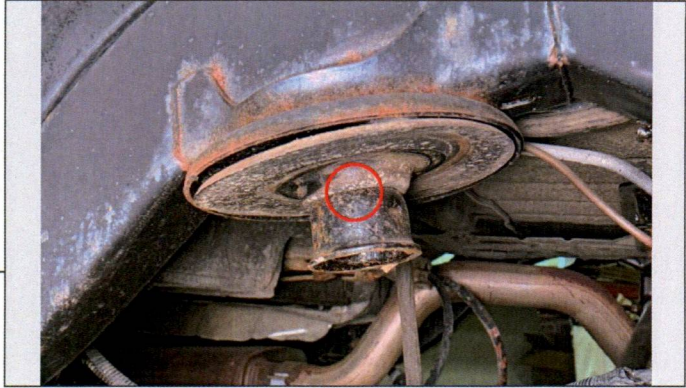
Slowly lower the axle down with the floor jack to remove the coil springs.

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 16**



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.



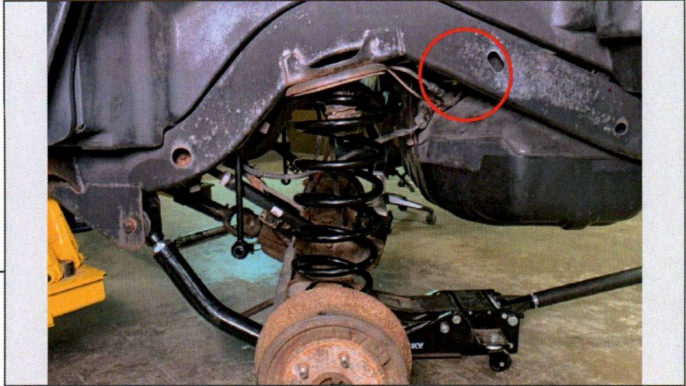
**STEP 17**

Remove the foam bump stop from the bump stop cup, then remove (1) 16mm bolt to remove the bump stop cup from the frame.



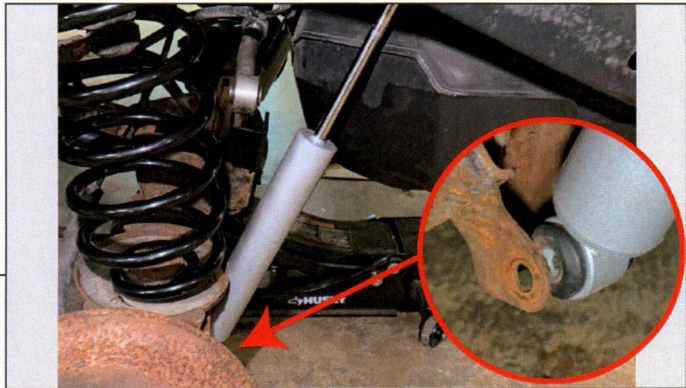
**STEP 18**

Install the spring spacer in between the spring isolator and the bump stop cup. Reinstall the bump stop cup to the vehicle reusing original hardware.



**STEP 19**

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. Install the shock absorber into the frame reusing original hardware.



**STEP 20**

Install the wheels onto the vehicle and lower to the ground. Install the shock absorber to the axle reusing original hardware.

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



**STEP 21**

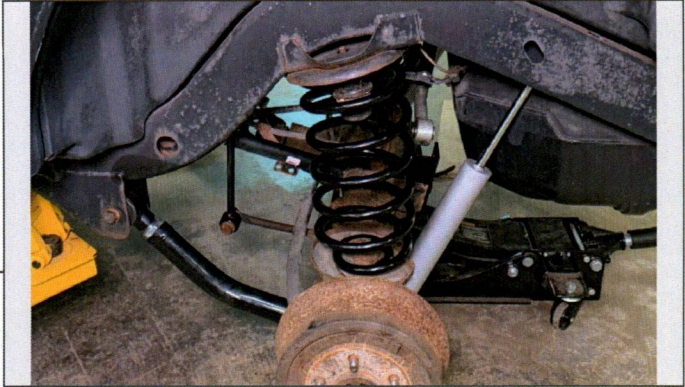
While the vehicle is on the ground, install the provided rear sway bar links onto the vehicle reusing original hardware.



**STEP 22**

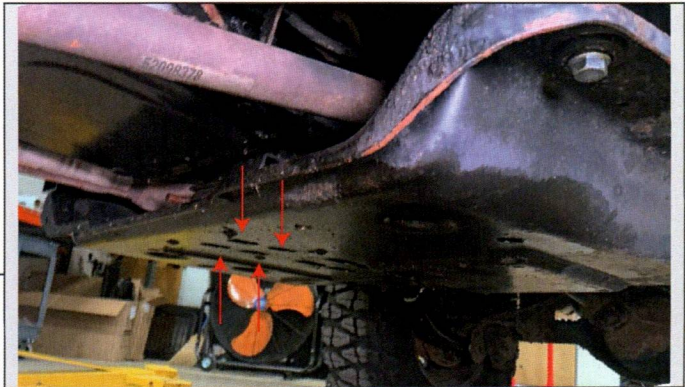
Reinstall the wheels and place the vehicle on the ground. Reinstall the track bar onto the axle using provided (1) M10x65mm bolt, lock washer, flat washer, and nut.

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



**STEP 23**

Rear installation is now complete.



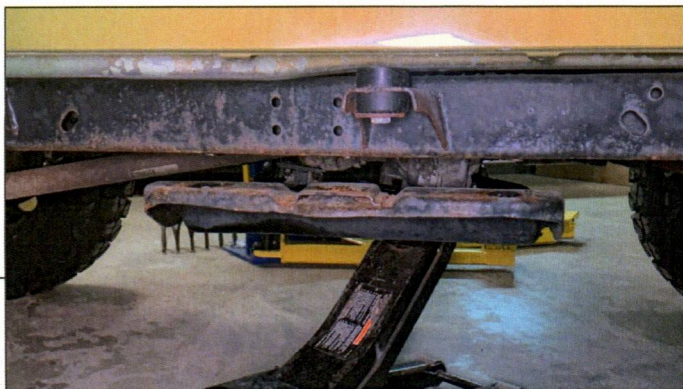
**STEP 24  
(TRANSFER  
CASE)**

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.



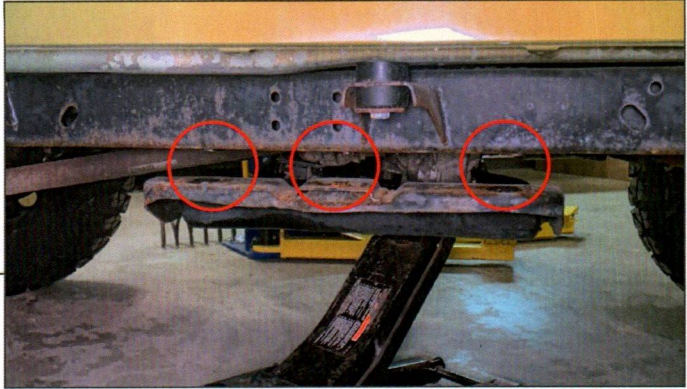
**STEP 25**

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



**STEP 26**

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



**STEP 27**

Insert the (3) transfer case drop pucks per side 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 28**

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.



# NOTICE

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## 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.
- Shock Absorber Upper Nut: 17 ft. lbs.
- Shock Absorber Lower Bolts: 21 ft. lbs.
- Lower Control Arm Bolts to Frame: 130 ft. lbs.
- Lower Control Arm Bolts to Axle: 85 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.
- Shock Absorber Upper Bolts: 23 ft. lbs.
- Shock Absorber Lower Bolt: 74 ft. lbs.
- Track Bar Bracket Bolt to Axle: 74 ft. lbs.
- Lower Control Arm Bolts to Frame: 130 ft. lbs.
- Lower Control Arm Bolts to Axle: 130 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.